



AQUARIUS S.C.

THE MAIN SHEET

Summer 2012 Edition

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Commodore's Bit

I must thank everybody who put a lot of effort into the preparations for the Open Weekend. I would also like to give a big welcome to those new members who have joined.

With deep regret we had to say goodbye to Lyn Baker who finally lost her battle against cancer. About 40 club members were part of a gathering of close to 200 to celebrate Lyn's life.

Sailing was fine from January till April but since then we have been plagued by very strong currents and rotten weather. This also affected our regatta but many consoled themselves with the Hog Roast and of course cream teas with strawberries hand picked by our President and Secretary aided and abetted I believe by Janet.

Some 40 people attended Pimms with Noel Coward which also gave us a chance to celebrate both Joan Bray's and Pat Irving's 80th birthdays. Congratulations to you both.

Did you know there was a new suggestion scheme up on the notice board? Nobody has taken up my suggestion of a new Commodore's barge – Gloriana !!!

Hopefully we can now do some real summer sailing and don't forget to note the forthcoming events on the back page.

Good sailing

~~Rodger Wheeler~~

News of Members

Joan Bray

Welcome

We extend a very warm welcome to the following new members.

Darren Best & Demelza Rose and Family

Les Cummings

Nathan Dixon

Justin & Gisele Flack and Family

Rachel Holland

Robin & Anna Hoyle

David & Sheila Pryde and Family

Julien Snell

Phil and Diana Howley

Farewell

Farewell to the MORRIS family who have moved to LIVERPOOL. We wish them every success in their new home.

Newsletter Printing

The printing and paper costs of this Newsletter were met in full by JDC Independent Financial Advisers

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We thank Frank Rainsborough for setting this up.

Frank usually contributes a few notes explaining some navy slang terms for food, the contribution this time still covers food and 'notes', because for the right reasons it might be of particular interest to one of our esteemed Surrey bank members.

The term 'On The Fiddle' has its origins in that on HMS Victory and other ships, the dining tables were edged with a fixed or hinged rim, called 'fiddles'. These were to stop platters and jugs from sliding off, but not only did the fiddle keep the platters and jugs on the table, it also marked the area available for platters and jugs.

If a sailor's platters and jugs extended beyond the allotted space and touched the fixed or hinged rim, that sailor was said to be 'fiddling', meaning he had a larger share of food than he was entitled to, and was depriving another sailor of his full share of food. And this 'fiddling' was an offence punishable by flogging.

Aha! I'm now interested to know why 'flogging' is a slang term for 'selling'! If I find out, I'll let you know, if you know, please tell me!

Lyn Baker

It is with deep regret and sadness that we announce the recent death of Lyn Baker.

She was a lovely lady who bore her long illness with courage, dignity and cheerfulness.

We will all miss her and our deepest condolences go to Mike and his family

Joan Bray Secretary

Midsummer Cruise 20th June 2012 *Trudi Hilton*

The summer weather so far didn't bode well for the midsummer cruise but it was the best of the rest on the day; the 6-10knt SE wind was perfect and it was even a couple of knots stronger for the return sail!

Despite the road traffic challenges in the Sunbury and Hampton area 4 boats were rigged and ready to go at 6.30pm and with a strong, blustery wind behind us Rodger, Rebecca, Julian and I were quickly on our way to the lock. Realising that we needed a patrol boat Rodger headed back to the club house to check that the power boats were on their way.

However by the time we reached the lock we had caught up with rowing Graham and Eiko who had enjoyed a detour around the cut out of the main stream but there was no sign of the power boats. We were pleased to see Stuart catching up with us and Julian and I hooked on to his cruiser to be towed into the lock. Fortunately there were not too many other people around so our floating about didn't get us into too much trouble. Brian and Keith made it as far as the lock but didn't stop for dinner.

At the other side we moored up before the bridge, and waited for the other boats. Eventually Rebecca and Rodger arrived in the lock with Richard in the patrol boat and the second

cruiser, with David and Ben bringing up the rear. Mooring all the sailing boats together, my keys and padlock made their way to the bottom of the river and my arm was not long enough to rescue them. Cold, hungry and grumpy Rebecca and I gave up trying to find them and thanks to Stuart we borrowed a padlock and went for food at The Weir Hotel with 17 other members.

After a steak-and-Guinness pie dinner, I tried again with Stuart's magnet-on-a-rope and managed to retrieve my keys and padlock before everyone else came back to the lock. RESULT! The wind conditions remained strong enabling Rodger, Julian and I to make it back to the club house under sail from the far side of the lock, despite the fading light, and carefully chaperoned by the cruisers. By 10:30pm we were all back on the bank and packing up.

My particular thanks go to Stuart who must surely have been a boy scout as he seems to have all the gadgets one could possibly need for any untoward incident! The final word goes to Bryan who discovered I had left my keys in my locker door at the end of the night..... all polite suggestions for keeping my keys attached to me would be most welcomed!!



Ideal conditions for running to the lock

Pictures by Frank Rainsborough

12 of the 18 who had dinner at the Weir Hotel



More pictures can be seen on Picasa Web Albums accessed from sailaquarius.org.uk by selecting More>Photos on the Menu.

Sailing Secretary Report - *Richard Cannon*

The winter sailing was brilliant and the official start of the sailing season on 25 March was also super with a NEE force 1 to 2 wind giving 9 boats a lovely sail; since 1992 we have only had more boats out for the first sail of the season in 1997 to 1999. The first couple of weekends in April were OK but then conditions deteriorated with the wettest April on record.

Fortunately on 28 April there was the Mid-Thames Trophy at Desborough SC; there was too much current to sail at Aquarius and it was just possible at Desborough.

From the end of April to mid May sailing wasn't possible due to the high current; the first time we have been unable sail in May due to current for over 20 years.

We were able to have boats on the water for the open days but on Saturday they had to be towed upstream.

The Sunday of the Queen's Jubilee weekend was cold and damp but the East force 1-2 wind gave a good sail; Joan Bray brought in some Jubilee Mugs as prizes for a Race. The forecast for Monday was very cold, wet and windy and nobody went to Bewl for the scheduled visit; at Bewl the weather wasn't as bad as forecast, although extremely cold (10°C air, 17°C water) and there were only about 6 Bewl boats out.

There was a SigneT Open Meeting within the Regatta on Saturday 30 June and fortunately the current had reduced, the SW wind was force 2 to 3 extremely gusty to force 5 and shifty; instant 90° shifts. Richard Cannon crewed by Liz Archer and Ken Ayres won the SigneT Open Meeting. Conditions on Sunday were similar although the shifts were not quite so extreme. It became very wet and windy when a squall went through; The weather station recorded a maximum gust of 28knts (force 7).

We need an improvement in the weather for the rest of the season but it is still very wet and making plans to suit the conditions as forecast is very unreliable.

Midsummer Night Cruise - *Mike Hendra*

Wednesday 20th June was a bright sunny Summer Solstice eve and around six o'clock a band of about 20 Aquarius enthusiasts rolled up at the club for the evening cruise. This year the idea was to sail, cruise or "Patrol" up to the "Weir Hotel" upstream of Sunbury lock for dinner.

The hardy folk this year included six single-handed sailors (although two were only going as far as the lock entrance) leaving four others to sail through the lock. Two rowers, well one rowing and one coxing, Richard in the "Patrol Boat" along with two boozing crew thanks to Stuart who had supplied the wine. David and son Ben, new members, in their half cabin "Olly Beak", Don and Stuart with their cruisers. Stewart was splashing the wine so he had at least four crew. Don with no pre-priming managed with one plus wife and dog.

The wind was over the current so the sailors were soon running up river at a goodly pace with Graham rowing like hell behind. Stuart, in his other club's rear Commodore disguise, took off early and left everyone rocking gently in his wake. Richard motored blindly into the sun worrying about everybody but his boat and crew, and Don sensibly and serenely brought up the rear.

It appears that whoever organised the event forgot that Don and Stewart (alphabetical order) always offer

comfortable places on their boats for this event so some redistribution of crews took place at the club before departure. We all managed to reach the lock in time for a single pass but due to some misunderstanding regarding the number of sailors who were actually dining at the Weir, half the fleet watched the other half disappear behind the lower lock gates and had to wait for round two, wasting a whole lock-full of water in the process.

Eventually flotilla two got into the lock and without any mishap exited the other side. Two of the dining sailors were moored just before the bridge and here the other two joined them.

Whilst attaching a state-of-the-art anti-theft device to the four vessels as a precaution against roaming boatnappers, the padlock with its keys slid impishly betwixt the thrashing limbs of the Locker-Uppers and plopped into the river. "Get a torch and boathook now" screamed one of the LUs but not understanding why such chaos was occurring, the onlookers remained in shock and did nothing. Disgusted by the inaction, one of the LUs sped off to get help whilst the onlookers, now victims of a tirade of abuse, strolled nonchalantly, if belatedly, to the pub.

Those who had been waiting anxiously at the Weir Hotel, now shared the amusement of the onlookers

as the story of the Lock and Keys was spread. For the uninvolved and the onlookers the incident gave lightness to the evening which added to the pleasure of the company and meal. Eventually the Lock and Keys, who had not swum far, were fished out of the river, using Stuart's large magnet (from a loudspeaker) and exhibited triumphantly before the diners.

By now it was getting chilly so we all drifted off towards the boats but not without some crew reshuffling. This time we all made it into the lock and all exited like skilful sailors. The rower sped down the river at full speed without his cox, who was tucked up in a cruiser and three of the single-handers tacked manfully down stream.

Peanuts, now abandoned by its crew thrashed tempestuously behind Richard in the "Patrol Boat", eventually laying down on its side and stamping its sails in a fit of pique. Richard managed to overcome the fit of pique and coaxed the Laser upright, towing it back to the club.

By this time it was chilly and late enough for a warm chocolate and bed to call so after securing the various boats the revelers headed for home. All in all a very pleasant evening with some unexpected entertainment.

Thank you to all those who participated and especially to Don and Stuart for lending their cruisers.

Very Easy Blackberry Jam

Fresh blackberries, washed & drained (1 Kg makes 4 jars of jam)

Granulated sugar

Zest & juice from 1 lemon (or lime)

Knob of butter.

Weigh your berries, weigh out an equal amount of sugar & combine all ingredients in a pot.

Microwave.

Heat on high for five minutes then stir, repeat the process until the ingredients are dissolved and combined. Bring them to the boil then simmer for 15 minutes. Test for setting.

Stove.

Place over medium heat, stirring gently until the sugar is completely dissolved. Turn up the heat to high and boil for 5 minutes while, skimming off any excessive pinkish froth. Reduce heat and simmer for about 20 minutes. Test for setting.

Test For Setting.

Drop a little of the jam on a cold plate, let it sit for at least 30 seconds, then push on it with your fingertip. If it wrinkles, the jam is ready. If not simmer for 5 minutes and try again.

Once it's ready, remove from heat and pour into sterilized jars, seal, close and allow to cool.

Bon appetite.

MHC

Hello and Welcome

Thinking about new members, I recalled the day when my lovely new partner Jean and I joined Aquarius about six years ago. I had seen the advertisement for the new season's open day in the local paper, I showed the notice to Jean who suggested that we might go along and see what it was all about. Sunday morning dawned wet so my inclination was to stay in bed but I was dragged up anyway. We breakfasted and with the rain still falling faster than ever, set off to find Aquarius.

With no sensible drivers on the road we swished our way to Hampton Court and beyond soon arriving at the less than inviting steel gate at the club's entrance. Although the gate was open with a welcome sign, the grey wet drive did not look very inviting and driving the car along its rutted length did not fill me with much enthusiasm but powered by my woman I went anyway.

The rain rattled on the roof as the wind flung buckets full of freezing spray over the car as it often does during an English spring. Nevertheless I was ordered out to get an umbrella from the boot and together we battled the wind and rain from the car to the clubhouse.

There were a handful of hardy members in the clubhouse with Joan Bray heading the reception committee. As the only people silly enough to venture forth this particular inhospitable morning we were the entire focus of attention so naturally we were a tad uncomfortable but we could not fault their friendliness.

As someone who had crewed and raced ocean going yachts in South Africa and Australia, I really wondered whether I would enjoy sailing a dinghy on the river. I had recently returned to the UK, met Jean and we had settled down together in New Malden while my mother moved and settled in to a care home. Jean had never sailed on anything smaller than the QE II so putting her in a Cockle Shell on the Thames was a big risk.

For guidance I asked my good woman what I should do and in normal female answer mode she said "Do whatever you want". A very risky area to enter as most men know, so I did nothing, another risky area but at least reversible. The week passed and by the next Sunday I was cowed into submission so off we went again to join.

Other than Bryan's enthusiasm I do not remember much more than several attempts to right "Peanuts", one of the much abused club Lasers. As we drifted towards autumn and the water rat trophy so my determination to beat this French mistress faded.

The season ended as did the activities at the club and we slid into the long greyness of winter. We missed the smiling faces, social functions and the comradeship of Aquarius and when the New Year came around there was no question that we would not rejoin.

I don't think I even entered a dinghy the following year nor the two or three that followed but being around sail boats rekindled my love / hate with sailing and this led us to flotilla sailing first in Greece then into Turkey.

What Aquarius had become for us was a major part of our social life. We went to the social events then we began to get involved in their production and development. (Offer Rodger a hand and before you know it you have lost a whole arm). We cooked the cakes for our duty Sunday and before we knew it we were in the pantomime, plays and other social events.

What I have now realised is that the Aquarius Sailing Club is just another excuse for people to get together to enjoy themselves to chat to share a meal with a drink and to swap experiences. Without our membership of Aquarius we would not have enjoyed making fools of ourselves for the entertainment of others and we would probably not have gone sailing in Greece and Turkey.

Like all sporting clubs Aquarius would not have much of an existence without the clubhouse, the bar, the galley and those who man (in the pre PC sense of the word) them. This season I did take up dinghy sailing again crewing occasionally for Richard Cannon and I have learned things that enhanced our spring flotilla trip to Turkey this year.

My message is that Aquarius is what you make it and most of the making is ashore. So come along for more than the sail. Bring your family, your friends, participate and enjoy the club and our company. Twenty trips to the bar will save you more than the membership fee and who knows? You may even learn to sail as a bonus.

Welcome aboard!

Mike Hendra.



Mike Hendra

Weather Station- ~~Richard Cannon~~

Richard bought a wireless weather station but then decided it would be more useful at AQSC than at his house.

Bryan Clements fitted a mounting pole to a fence post behind the club house; it is very easy to remove. The weather station outside sensors are only mounted while someone is at the club. The display is on a table or in the start hut. Both items are stored on a glasses shelf at the west end of the bar.

The weather station displays and stores many measurements and has a USB link to a PC; the main displays we are interested in are wind direction, average and gust speeds, and their maximum values.

Normally the only actions needed are to switch between Average and Gust speeds, display the maximum wind speeds, and reset the stored maximum values. Instructions are attached to the display.

Mike Hendra, Publicity

Introduction

My name is Mike Hendra and I am the latest victim of Rodger the Anaconda, our enthusiastic shorts wearing Commodore. I was silly enough to write an article or two for the Mainsheet and with the current publicity officer rather sadly indisposed I was ingested into the job by Rodger. So to introduce myself here are some of my thoughts.

What goes round comes round

I lived in South Africa for sixteen years from 1965 to 1980 whilst on a break from a journey from Poole to Australia that started in 1964. In 1985 my wife and I went back on holiday hiring a campervan to travel from Johannesburg to Cape Town via the Kruger National Park and Zululand. On the way back through the Eastern Cape I suddenly remembered the beautiful winery and restaurant at Boschendal and decided we would stop for lunch on the way past. My daughter in law assured me that under no circumstance would we get in so the diversion would be a waste of time. Nevertheless, I would stop and ask.

We arrived about 11:45 and as I walked in the staff (all very dark brown Africans dressed in dazzling white) were setting up for lunch. I asked them about making lunch arrangements and the maitre-d directed me to the reception.

I was not untidy but we had been on the road for two weeks so I was not in my topper and tails. I asked the receptionist if there was any room for five at lunch. The woman gave me a warm smile and said "I know you, one night we were trying to land our boat in Three Anchor Bay and you were one of the crew who helped us. Of course we have space." I only vaguely remember that incident but did not remember the woman at all but she remembered me and we got our table.

My daughter-in-law was livid!

We regret to announce the death of "Mackie McCoy" an Honorary Member of the club.

Many of the newer members will not have known her but she and her late husband, Richard, were founder members of the club and worked very hard to establish the club as a friendly and successful venue and much of what

Boating Terminology

For the uninitiated, (sometimes including my lovely lady) boating terminology can be somewhat confusing, so clarity is important when trying to achieve understanding. I sailed once with a man who was a well experienced sailor but every second word was associated in some way with sex which did nothing to aid the sailing of the boat. He also screamed abuse including calling crew members names, if things were not done quickly enough. What he taught me were three things:

1. No part of a sail boat (or any other kind of boat for that matter) bears any resemblance to the male or female form. No part of a boat is named after any body part or bodily function so no such expressions are relevant to sailing or form any useful part in the language of skippering or crewing a yacht.
2. Shouting and or swearing at the crew neither improved their speed or efficiency.
3. He was a lousy skipper and I never wanted to sail with him again.



Mrs R F McCoy

you see on the moorings is thanks to their efforts in the early days.

Whilst her husband was the boat builder and carpenter, "Mackie" was the organiser and general helpmate and developed the social side of the club. In retirement to Christchurch in 1984 they both became very involved in the support of the local RNLI.

Knots

For me there are two really useful knots (and several other useful ones) but two will get you through most boating requirements, one is the clove hitch and the other the bowline. I have found this site <http://www.animatedknots.com/bowline/> which has a very clear way of giving instruction so please try it.

I have a friend who wanted to tie the bowline behind his back, here is the trick but try it in front first. With the rope straight in front of you with your right hand holding the tail which should be pointing towards your body. Extend your left arm with your palm upwards along the rope away from you taking hold of the rope about 500 mm from the end. Form an anti-clockwise loop in the rope with your right hand and cross about 100mm of the tail over the part just past your left hand. The tail should be on top of the long or standing part of the rope. Take the cross over in your right hand holding it with your thumb under the standing part and your index finger on top of the tail. Now twist your hand clockwise forming a loop round the tail. Keeping the loop, take the tail round the back of the standing rope and thread it down through the loop and tighten.

I hope you manage with my instruction. I tried it out on Jean and no matter how I rewrote it she still managed to get it wrong. Not sure if it's me or her!

Disclaimer

Any article that bears my signature will be mine and although from time to time I may repeat the views of others, I will have agreed with what is being said. However, I do understand that others may not agree with me. The Mainsheet is to inform to educate, to share and to entertain so why not try your hand at the art and make a contribution.

Mike Hendra

Many of the older members of the club remember her with great affection and our thoughts are with her family Richard and Janet.

Joan and I attended her funeral in April in Bournemouth and the club has made a donation to the RNLI in her memory.

George Bray

Sunday Regatta 2012

In order to start the day its necessary to recover from the Hog Roast eat-all from the previous evening. Thoughts however linger on the lunchtime delight of yesterday's leftovers followed by strawberries and cream and cakes galore. You just can't put these delights into words they are of course culinary moments of magic, they need to be experienced to understand the sheer wave of pleasure we just have to endure on many of these occasions. The culprits for the divine consumption are well known and will no doubt be hunted down when the next opportunity arises.

The race schedule was lagging behind due to clearing up from the night before but first race up Regatta Trophy Race 3, the third in the series of the weekend. Graham Thompson in his battleship Bosun had scored 1st and 1st on the previous two races and only two of three were to count. That left us others battling for a place. Result Richard 2nd and Rodger 3rd so the Trophy was won by Graham.

The Regatta cup is awarded on Personal Handicap. I know this because I won it last year when my PH was 24. This year my PH is 6 so I am thinking, "likely I will have to sail faster – smarter – better start – good crew". Well, new member and Novice Darren Best obliged as crew.

Start was good at first mark in 2nd place (I think) and definitely a little smarter and a bit faster resulted in a PH place of 1st for this 3rd race. This actually left an overall result where Graham, Rodger and me with one race discarded all having a 1st and a 2nd on PH. As luck would have it though counting back to best last position resulted in Sunset ST924 with helm John Panting and Crew Daren Best as winners. I took the cup back home!

The Commodore's Novelty Event was a slalom and good fun. No idea who won but I don't think it matters now. I know we lost as we managed to hit a mark and capsize.

Race for Ladies & Novice Trophies, all can enter but there were not many Ladies or Novices on the Entry Form. Rebecca was the only female entry so she won on default (but would have won in any case). So a trophy for Rebecca.

Darren Best helming SunseT with me as Crew managed to get in front of Ben Pryde the only other Novice entry. So a trophy for Darren!

The weather was not great and the wind was challenging on the day and this appears to have dramatically reduced the number of children participating or present which is a great shame. See you there next year!

John Panting

Due to a Diary Malfunction I did not make the regatta or the roast but I understood that Sunday might be described as a bit chaotic.

As John reports, there was a tie for the Regatta Trophy whilst Rodger says John won the Sunday Regatta on a "Tie Break". Quite fitting in Wimbledon week!

The commodore's novelty race was a slalom event taking alternate buoys port and starboard up and down the river which concentrated the mind on the sailing rules. We all know that John hit a buoy and capsized but no one seems to care who won.

Reportedly the festivities finished with a test of skill, steering the patrol boat backwards between two closely spaced buoys which proved to be harder than it sounds. For instruction please book with Richard Cannon!

As usual, the fair bricks on which the club is built did a sterling job with the food and as always the Strawberry afternoon tea was described by many as very good. Great job once again ladies and thank you!

Last but not least, attendance by Aquarius members was a little disappointing. However Stuart Schafer saved the day by selling the Hog Roast to his "Other Club" Thanks Stuart!

Mike Hendra

AQSC Regatta and SigneT Open Meeting 30 Jun 2012 - *Graham Thompson*

It was a day of confused battles, starting with the Kingston traffic, which caused me to be 10 minutes late at the start line for the 10 am bacon butties served up by Helen Barnett and Brenda Panting.

The Signet Association had long since arrived and were rigging four boats for one of their open series.

Four generations of the Overs clan had come, in particular Lizzie, whom I had last seen as a teenager, was now married and her baby was happy to be passed from one family member to another.

I was offered a spare Signet, but declined, both out of dislike of centre main and from a fear of reducing their boat to matchwood.

The weather was gusty and ominous grey clouds promised an interesting day. I opted for my Bosun, as a five hour opera marathon the following day would keep me from sailing, so comfort

could prevail over competitiveness.

Frank Rainsborough was race officer and we could expect efficient management of the day's racing. He had reserved the best wind of the season for teaching our visitors the joys of river racing.

Two single handed Bosuns on full rig, Bryan Clements single handing his Graduate on main alone, and four two handed Signets started the race.

A 180 degree shift on the start line left those starting on starboard reduced to tracking back to the other end of the line. Not that those on port gained much – in a wind reminiscent of a manic blender with a faulty gearbox boats were repeatedly headed. The heavier Bosuns demonstrated the value of momentum in such conditions and drew ahead, followed by Bryan Clements, Crew exhaustion was a major factor, however, and Bryan Clements, the most exposed perhaps in single handing a Graduate, retired during the second lap.

Rodger Wheeler dropped behind Richard Cannon's lead Signet during the same lap, but recovered to run second by the third lap. The fourth and final lap saw the two Bosuns finish ahead of the Signets in the order Richard Cannon crewed by Liz Archer, Keith Hatton with Roy Nelson, L Davies with Pat Overs, and then John Panting with Will Davies. On personal handicaps Rodger Wheeler beat me, with Richard third and John fourth.

During lunch the wind picked up, so I put one reef in my main and took on Bryan as crew. This proved effective, in that I could readily prevent capsizes and therefore concentrate on making my boat go in the right direction. Rodger, the only single hander, struggled due to having a full rig and no crew, coming fourth physically and on boat handicap behind the inevitable Richard Cannon and L Davis and Pat Overs. Keith Hatton and Roy Nelson retired after a capsize, allowing John Panting and Will Davies to come in fifth.

A lull in the middle of the third race made Rodger's task somewhat easier and he was able to get ahead of me and my merry crew during the second lap, but fortunately the wind picked up again and re-established the comparative advantage of reefing. Our 1 minute 57 second lead at the finish was insufficient to offset Rodger's advantage in personal handicaps and for the second time Rodger finished second on boat but first on personal handicap.

Keith Hatton having retired on the last lap, and John Panting having elected to give his crew a dipping, Richard, now crewed by Ken Ayres, was the first Signet to finish, followed by L Davies and Pat Overs, then John Panting and Will Davies.

The regatta results at the end of the first day were myself on five points, Rodger on five, John Panting on ten, Richard on eleven, and Keith Hatton on sixteen. All would depend on the Sunday racing and the discards available to those sailing for the two days.

In the evening there was a delicious hog roast prepared and carved by Nigel Knowles. Many other members had prepared dishes to go with it.

Carving the Hog roast
Picture by Frank Rainsborough



Pimms with Noel Coward 21st July 2012.

Somewhere between the Aquarius Regatta and the 21st July, the Aquarius Players, under the leadership of one Rodger (the Anaconda) Wheeler were slowly drawn into the chaos of another club production. Initially there was some discussion with a little tooing and froing and slowly the hapless performers were drawn into the whirlpool.

The first serious production meeting was held on the 15th July at the clubhouse following afternoon tea. With uncertainty as to the framework for the event, the number of performers, the songs to be used and the running order, we scheduled a rehearsal for Thursday 19th. With the aid of email and for Rodger, much midnight oil, things looked a little shaky but were forming up. Somewhere as if from a hat, Coleen was hauled in by Pat Halling so at least we had a pianist.

Through Friday we struggled with matching songs on the CD Rodger had acquired, to the words on the song sheets that Rodger had produced; a problem that blighted the Mikado. Saturday morning was the final rehearsal beyond which we were live.

By sunny Saturday, we had gained some confidence, it's always better when the sun shines! The rehearsal went reasonable well, some last minute changes were made and we all went home to do a final polishing job. At the Saturday rehearsal we discussed (for the first time) the layout of the club but left without it being resolved. Ahh well, it will be alright on the night! The Regatta cup is awarded on Per

During all this time the Players gave little thought to the real production, Dianna Carpenter and her trusty catering team who were beaver away behind the chaos. As they had done many times before.

During Saturday afternoon we practised while Rodger revised the scripts, songs, running order etc. By this time Jean and I had several scripts with Jean working from the musical score and me from lyric sheets that I had downloaded. When we arrived at the club Rodger had had fun on his printer and now we had a final version. Well, I thought I had, although mine turned out to be different from Jean's.

The late afternoon weather felt good, the sun was still shining and the evening was full of promise. Peter and Joan were manning (old English but womanning doesn't work) the bar and the Pimms looked good. At least we would start with a well lubricated throat.

It was good to see faces that had been absent through the summer and acquaint ourselves with the news of old friends. I felt confident and I knew Jean was OK although my duet partner Anne Halling was a little nervous. We had a quiet rehearsal and it went very well, a lot better than my croaky performance anyway.

The overture and beginners went well with Rodger dressed for the part and, with the exception of some very small glitches, the evening was good fun and seemed to be enjoyed by all present. My new script for Mad Dogs was somehow disordered but with everyone joining in I don't think that mattered much. Everyone else seemed to be doing well and enjoying themselves and that seemed to be the case with the audience too. With some work for the audience, a table of sumptuous food, a good lubrication of bubbly and a pleasant summer evening (at last) the evening appeared to be a great success for most of us including our two octogenarians.

As with everything he does, Rodger worked very hard with Linda suffering quietly beside him. The players put in a lot of effort, the catering team did a sterling job as usual and Peter Carpenter and crew, Joan kept us lubricated as he normally does. Finally the same many hands helped with clean up, wash up and lock up.

As always, naming names is sure way of missing someone who put in a lot of effort expecting nothing in return so where possible I try to avoid that trap. It helps me too cos I can't remember names anyway! So as ever, fun at the club is not down to the song and dance gang but to the many that provide the support that makes it all possible and makes the Aquarius Sailing Club a great place to have fun.

Mike Hendra

Social Calendar - Dates For Your Diary

Sat 11 Aug	Bring Your Own BBQ followed by a trip to Sunbury Regatta fireworks
Sat 01 Sep	Weekend visit to Bewl Valley SC
Sun 02 Sep	Weekend visit to Bewl Valley SC
Sat 15 Sept	Old Time Music Hall
Sat 03 Nov	Kempton Park Fireworks and a social with hot food at the Club afterwards. Provisional date and prices. For reduced price (£5.50 instead of £8) advance tickets contact Richard Cannon on 01932 786636 by Wednesday 31 October; meet & park at Richard's at 7:00 pm for a short stroll to Kempton Park
Sat 24 Nov	AQSC Annual Dinner starting at 7:30 pm.
Sat 01 Dec	Working party 10:30am. Come along with gardening tools. Lunch will be provided
Sat 8 Dec	AGM, Prize Giving and End of Season Party starting at 7:30 pm.
Sun 16 Dec	Cheats Christmas lunch 12:30pm and family games
Wed 19 Dec	Nigel's Christmas nibbles
2013	
Tue 01 Jan	Hot Drinks Biscuits from 11a.m. New Year's Day Sail, subject to sailing conditions. Celebrate the New Year with a Soup and "Raid the Freezer" lunch from 1.30p.m. We may even prepare some mulled cider/apple juice
Fri 25 Jan	Burns Night Celebration, Haggis Tatties and Neeps from 7:30pm
Sun 10 Feb	Ladies Night - Chinese New Year, dress up and food
Sun 24 Feb	Lunch 12:30 and frostbite Cruise/scavenger hunt
Sat 16 Mar	Start of Season Party 7:30pm
Sun 24 Mar	Start of sailing; Spring Race 1, TFC, Spa Race 1

Thanks To AQSC Membership

It's over a month since I lost my beautiful wife Marilyn and that loss is as painful now as it was then.

For Lyn it was a blessed release, not from pain, that was controlled, but from a quality and dignity of life that was no longer possible. I was with her when she died peacefully in her sleep.

What I wanted to say was a massive thank you to everybody for the messages of support, the cards, the flowers and the attendance at Lyn's celebration of life at Randall's Park. You will never know how much it all meant.

I will get back to Aquarius at sometime in the future but right now I need some time to sort things out and maybe grab a few days away on my own.

Thanks once again for all your kind condolences.

Mike (Over Easy) Baker



Bewl Valley Sailing Club Weekend Visit 1-2 September 2012 - ~~Richard Cannon~~

Normally we visit Bewl Water on the August Bank Holiday Monday; this year BVSC are hosting the Comet Nationals that weekend and will be too busy to have visitors.

They have invited us to go the following weekend; there is a Youth Regatta on Saturday 1st September and an Open Regatta on Sunday 2 September. They say 'You are most welcome to camp, sail in the regatta and to just sail at Bewl'. Camping is in a large field near the club and car park.

Bewl Water is a beautiful 900 Acre reservoir three miles long in the natural surroundings of the Kent countryside. It is off the A21 Hastings road, just pass Lamberhurst, about one hour from the A3 Kingston bypass.

The club has excellent facilities, including a first class galley, and there are local pubs for an evening meal.

Don't be put off if you haven't a boat because we will be taking some club boats and members will need crews. **New members** will have a great experience.

BVSC would like to know how many will be going and when so please let Richard know if you may be going by ringing 01932 786636 or emailing richard@cannonr.me.uk; he will also give you a voucher so you can enter the Bewl complex without paying the entry fee. We also need to know who may be going so we can plan what boats to take.

After the terrible sailing we have had this year this is a wonderful opportunity to enjoy sailing on a large expanse of water in good winds with no current.

Bring plenty of clothing, conditions can change very quickly and you often need to wade into the water to launch or come ashore; shorts can be good.

There is more information on the AQSC web site, sailaquarius.org.uk



River Current Speed

There has been a lot of current recently but usually it is not actually as fast as it looks. One knot is 100ft per second and the distance from club back door to the start line is 100ft so if some thing takes a minute to drift from the back door to the start line the speed is 1 knot.

When there is a current of over 1 knot the Environment Agency are likely to have yellow warning boards at the locks and advise unpowered craft not to navigate.