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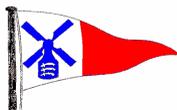
Please use this version which is suitably ammended or refer people to the web site.

www.islandyachtclub.co.uk

ISLAND YACHT CLUB GALLEY Opening times:
 Friday 13.00 - 21.00hrs. Saturday 0900-15.00hrs.
 Sunday 0900-16.00hrs Sunday Roast or Bar menu
 Please book in advance Tel: 01268 510360

BAR MENU	BAR SNACKS
SCAMPI AND CHIPS £4.00	NACHOS WITH CREAM & SALSA DIP £2.00
JUMBO SAUSAGE AND CHIPS £2.50	CHICKEN GOUJONS WITH DIPS £2.00
GAMMON & CHIPS £4.00	PRAWNS IN FILO WITH THAI CHILLI DIP £2.50
BURGER & CHIPS £3.00	SPICY CHICKEN WINGS WITH BARBEQUE DIP £2.50
ALL DAY BREAKFAST £4.40	WEDGES AND DIPS £1.50
CHILLI & RICE £3.50	CHIPS £1.00
CURRY & RICE £3.50	
VEGETABLE CURRY & RICE £3.50	COFFEE: LATTE, CAPPACHINO & FILTER £1.50

JACKET POTATO FILLINGS: CHEESE, TUNA, BAKED BEANS, COLESLAW, CHICKEN CURRY, CHILLI, VEGETABLE CURRY £3.00



IYC Newsletter



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IYC Social Section

ISLAND YACHT CLUB SOCIAL EVENTS

July

7th Vice Commodore's Cruise

August

11th Fun Day (BOUNCY CASTLE KIDS SHOW)

25th Commodores Cruise

September

1st Quiz Night With BINGO

15th Dance With Live Group TIMBURGES TRIO

29th Hurricane Open

October

6th Birthday Party Night

7th IYC At Home

20th Laying Up Supper

27th Halloween Dance

November

3rd Bonfire Night

10th Annual Dinner Dance

24th New And Old Commodores Dance

25th A G M

December

1st IYC Prize Giving

15th Christmas Dinner

16th Children's Christmas Party

22nd Christmas Dance

31st New Years Eve

On Tuesday Nights, the club opens for cadets
until 21.00hrs

But the Bar will now also remain open till
2300hrs for the older members.

Commodores Newsletter

Dear all

At last summer is here, well at least I think it is, so now we can all take to the water and enjoy our free time.

I spent an enjoyable day on Tuesday along with about twenty other supporters, going to Wroxham to support the lads competing in the RYA rib challenge; once again they did very well with a silver medal for Andrew Dobbs and 4th place for Aron Soderberg. WELL DONE LADS!!!

None of this would have been possible had it not been for the time, effort and dedication of the training crew namely Peter Powell, Geoff Beverly and Paul Soderberg, WELL DONE all of you and to anybody else who helped along the way to get us this far in an extremely worthwhile and fun activity

As you all know from JULY 1st the tea hut and entire clubhouse will become NO SMOKING areas by law. We are NOT exempt because we are a private members club. The law applies to licensed premises. The fines are very heavy therefore I would ask you all to comply and save one all any aggravation. I.e. standing inside the door with hand and ciggy outside the door is not acceptable. Thanking you all in advance for your cooperation.

Unfortunately some people are still bringing household rubbish to the club and dumping it; ANYBODY caught doing this is putting their membership in jeopardy please don't do it.

Happy and safe boating to you all.

Regards Rodney

<<<STOP PRESS>>

**Creek Dredging starts Wednesday 13th June.
All Licences have been obtained**

Vice Commodores Quarter Deck

In this newsletter I concentrate solely on the creek and the dredging. On the following pages I have outlined what has happened since the EGM in February and where we are to date. This is also displayed in the club.

At the EGM held on Sunday, 8th February 2007, the attending members voted 159 for, 10 against to continue with the dredging project based on figures I presented at that meeting.

The General Committee were asked at the EGM if all the costs were now accounted for and at that point the honest answer to our knowledge was yes. Unfortunately, on Wednesday, 28th February 2007 the PLA informed us that due to the revised method of dredging (Water Injection) a Sediment Dispersal Model had to be carried out to satisfy Natural England's requirements.

On Thursday, 8th March 2007 the Creek Sub Committee had a site meeting with Van Oord, the company who will carry out dredging. We discussed all the issues and requirements for both sides and from that meeting we were very pleased to receive a formal quotation showing that in fact the cost would be much lower than our projection at the EGM. The mobilisation cost of their equipment had increased 2.8 and the rate for dredging per tide had increased from by 2.7%.

At the monthly General Committee meeting held on Monday, 19th March all this detail was presented to the General Committee for discussion and a subsequent vote was taken to go ahead with the dredging project based on the details above and that vote was carried unanimously.

Returning to the discussions with Van Oord, they informed us that their equipment would be available at the earliest by Mid June but more likely mid July. They will work for 14 tides, day and night (7 days) to complete the job. We have agreed their equipment commissioning and mooring requirements but need to plan their refuelling requirements as they will need 1500 litres every 2 days. The basis of payment to Van Oord is that they will send an invoice for the total amount to the Island Yacht Club once the work is complete (there are no pre payments to be made) and that the invoice has then to be paid within 30 days of its date. This means it is possible we will not have to settle the invoice until end of July at the earliest but more likely it will be end of August.

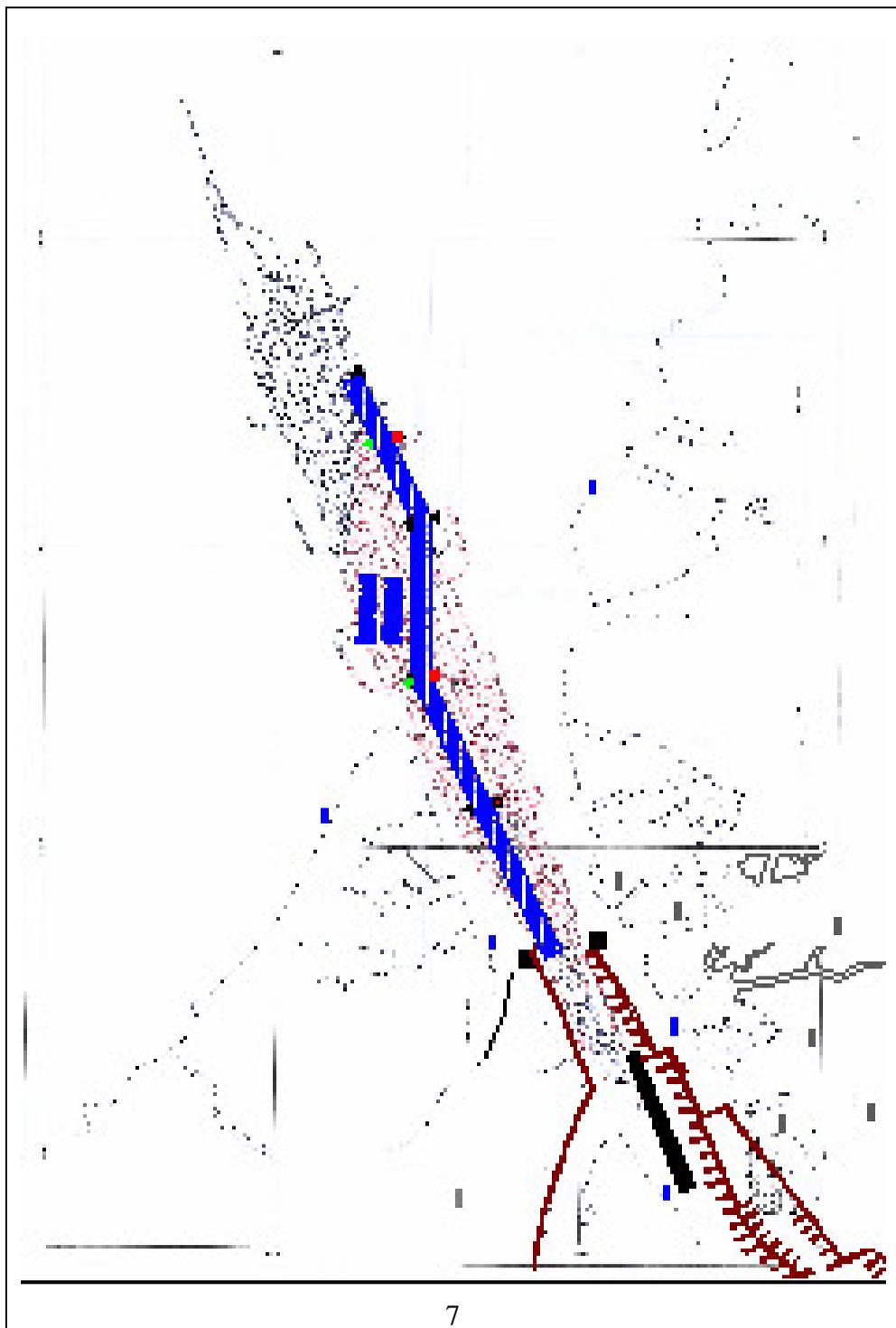
On Tuesday, 20th March, Dave Warmer and I went aboard the PLA survey vessel Thanet while they carried out the pre dredge survey which is a mandatory requirement before dredging can take place. Ironically we were asked on board as amateur pilots to ensure their vessel did not run aground in our creek as it has done previously. On completion of the dredging 4 further surveys every 3 months will be carried out to see what is happening to the creek bed. Just for your information the Thanet is fitted with some unbelievably sophisticated equipment capable of taking readings with a tolerance of +/- 25 mm. On completion of the dredging the PLA will carry out a further 4 surveys at 3 month intervals to ascertain what is happening to the dredged area. This is mandatory for any dredging works within the PLA area.

On another matter, questions have been raised on whether we have all the necessary agreements from the various bodies to carry out the dredging. In answer to those questions the PLA has to obtain agreement and approval from all bodies concerned before they can issue a dredging license. These bodies include DEFRA, English Heritage, Environment Agency, Essex County Council Historic Environment Branch, Kent and Essex Fisheries Committee, Local Fishing industries, Castle Point District Council and of course Natural England (formerly English Nature).

The Sediment Dispersal model has now been completed but we are still awaiting Natural England to give their final approval. I have been in continuous contact with the PLA trying to push the issue and am now informed that this will happen on Monday , 11th June. I have also been in contact with Van Oord and they are still willing to maintain their start schedule of 12th / 13th June in the belief that the go ahead will happen on Monday. The June date is important because for the rest of the year their equipment is heavily committed else where and they may not be able to commit to another date before the dead line of October when the wintering birds begin to arrive and any dredging would be prohibited until end of March 2008.

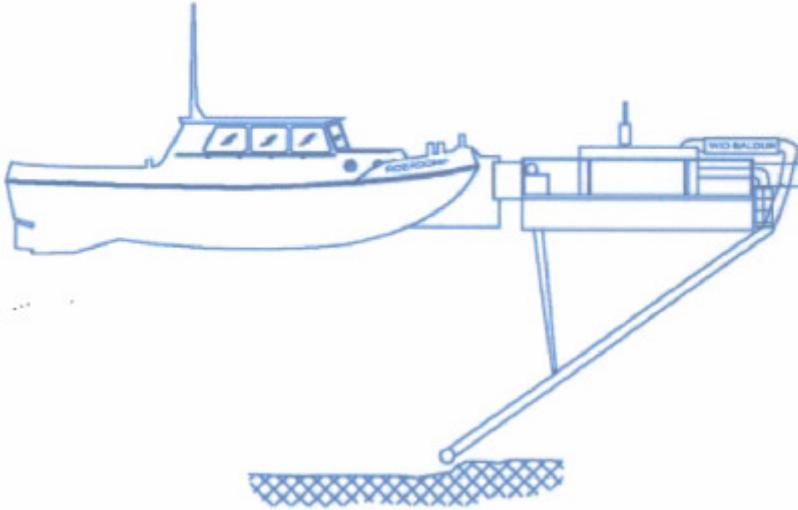
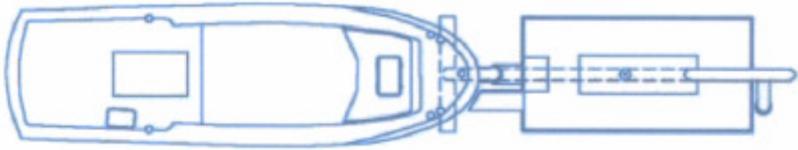
The pages that follow show figures for the projected final expense of the project to the club, the projected input to our project by the PLA, the projected membership income for this year and the projected Mooring Fee income for the year and following that some information about the equipment Van Oord will use in our creek.

I am sincerely hoping that by the time you all read this the dredging of the creek will have started and possibly even completed.





**This is the equipment we expect to see
dredging the entrance to the creek**



Finally many of you who use the creek will see the effects the new work boat is having. It is obviously a slow process but is working and with continued efforts the situation will keep on improving. We now have a high pressure portable fire pump which we will put to good use in the moorings and the lagoon. I know some of you who are moored in the lagoon are frustrated that not as much is being done in that area but we have plans to put that right and I would ask you to be a little more patient. This is all voluntary, the new pieces of kit we need etc all takes time to make or repair and try out and of course some self help would not go amiss either but rest assured we will get there.

This is a great Club! The envy of most! Be part of it!

Good luck, good sailing, good motoring and good fishing and most of all be safe.

Bill French
Vice Commodore

RYA RIB YOUTH CHALLENGE

The Regional Competition was at Wroxham on the Broads (North of Norwich) on 29th May, a Tuesday in the middle of the school half term.

With the help of Jeff Beverley and Paul Sonderberge and the use of their RIB's the Cadets had been training hard. We had to hold elimination trials early to chose the two helms to represent the club because of unfavourable tides, and Aron was fastest for the 12 and under age group with Jack close on his heels as reserve. Caroline was the only girl to enter and actually beet all the boys !!! but swapped with Andrew as reserve because he mucked it up on the test and is normally faster than her, and she knew he would do better in the competition.

We all met at the IYC on Tuesday morning, Rodney was coming to fly the flag and there were so many Cadets wanting to go along and support Andrew and Aran that it took Two MPV's and Two Cars to take everyone.

The club at Wroxham had a lot of boats for a small Broad, there were Cruisers, Keelboats and rows of dinghies, but hardly a sole from their club. The IYC support outnumbered everyone else combined, and Andrew and Aaron defiantly got the loudest support. I think they found us a little overwhelming, they couldn't find space for the IYC flag, and when a few enterprising cadets took it to the rail on the



balcony they were told it was off limits. They opened their canteen for Tea and Cakes but it was a little expensive and most of us tucked into our sandwiches.

As for the race; Aron just missed a podium finish, he came in 4th, but there was only a few seconds between him and first place, so very unlucky. Andrew on the other hand came back with a clear 2nd place.. But the GIRL who won it (From Paxton Lakes) put in an exceptional run, nearly matching the record time for the event; ANDREW you are just going to have to work harder if you are going to catch these young Girls !!



Gifts were handed out and Rodney models one of the 'Honda Hats' a bit like a baseball hat without a peak.. Trendy...

CADETS A YEAR ON

With the first anniversary of the New IYC Cadet group we thought it would be an idea to look back on the highs and lows of the past year:

A year ago at General Committee it was bought up that a new cadet group was being started by Martin Dobbs and his wife. I said that following my experiences with cadet groups I'd liaise with Martin and the Committee and help run the group, a decision that was not to be regretted. A meeting was had with Martin, Karen, John Turner and myself to discuss plans and arrange a first meeting on a Tuesday night.

The first meeting, held on the 18th April 2006, was a success with a large number of cadets showing an interest, with varying levels of experience. Over the next few weeks more came and a few went for varying reasons, but the core group remained the same, and happily enough, remains to this day. With a number of new additions, bringing our average attendance to 20 cadets. Although one of this number, though too old to be a cadet, still remains (I think he'll know who he is) as he loves coming to cadet's so much.

With the increase in cadets and the cost of hiring RYA toppers based at Benfleet Yacht Club draining resources during the beginning of the summer season, the parent of an older cadet informed us that the 4th Canvey Sea Scouts were selling their dinghy fleet due to an upgrade, so it was decided after confirming all were in a good condition that the dinghies would be bought by the Club and sold to parents who wanted them, with one being held back for the Cadet's general use. Along with these came two other dinghies, a GP14 and a 16ft Wayfarer, which were kept for Cadet training boats and overhauled during the winter.

On the 14th August the first IYC Cadet fun day was held, with various stands including car washing, sponge the Committee member, a bouncy castle and a few sporting events.

The first Canvey Supply Cadet Cup race was held in October to coincide with the 70th anniversary of the club, with an excellent turn out of cadets, some of which had only been sailing a few months. This inaugural race was won by Garant Helps-Fuss, with Luke Bullock in second and Andrew Dobbs in third. A few weeks later, with the nights drawing in and weather turning colder, we had our final sailing day followed by a BBQ in the evening.

Over the first winter John and Lisa Turner emigrated to Australia and left a large hole in the support of the cadets and two less cadet members in Josh and Megan, who are all still missed.

At the first Christmas all the cadets and a number of parents went to Hollywood Bowl at Basildon for an evening of bowling, which was very enjoyable by all who attended.

In March of this year sailing resumed and in April we held our first "away visit" with the aim of sailing from the IYC to the EYC club vessel on Leigh foreshore. This was held on a breezy day and very well attended by cadets and adults alike, most notably the Commodore being conveyed to the EYC aboard "BJ" along with a few parents of cadets and Mel Walker being towed in by a RIB in the Lark as the drain bung had fallen out. Those who made it to the EYC were very well received and reciprocal visits are being planned.

Looking to the future, there are plans to run a midshipman's group for those leaving cadet's at 18 running through to 21 (as with Club membership), with those involved being dinghy and

cruiser sailors willing to take the midshipmen/women away on their cruisers for weekend cruises to help expand their sailing knowledge and appetites.

This summer holds plenty of water sports activities from sailing to canoeing, "ray days", barbeque's, the annual Fun Day and RYA Youth Rib Challenge and much much more besides.

The Cadet group is held every Tuesday night at 7pm in the Clubhouse and raises it's own funds through the Fun Day and any donations to the group from members. Children and grandchildren of all members are welcome.

From all the Cadet group team and cadets, we'd like to thank all those who assist with cadet sailing days and events. A special thanks must go to Brian Keenlyside for making three new launching trolleys for cadet dinghies.

We would also like to wish all members an enjoyable sailing season and hope to see more cadets joining us and experiencing the joys of sailing on the River Thames.

Cadets Meet every Tuesday 7pm at Clubhouse

Provisional Planned Events

June 16th- Race to BYC

Summer Term ends 10th July

August 3rd EYC Cadets Sailing Visit to IYC

4th August RAY DAY

11th August Cadets Fun Day
(BOUNCY CASTLE, KIDS SHOW)

September 15th Canvey Supply Cadet Race

Any other Weekend Sailing or other
Cadet events will be weather permitting
and announced at Cadet meetings on
Tuesday's

Cruisers Section

The All Tide Landing (jetty) at Queenborough

This is out of action following damage by high winds in March which caused the hammerhead to drag its anchors, the ramp has been removed so there is no access to the shore.

No landing whatsoever, no boats or dinghies. No trot boat service.

QYC hope to have it back in use in early June, but until then revert to the use the old concrete slipway to get ashore from your dinghies. For those unfamiliar with this, it is a little to the South and runs out on the extended line of the road. But beware, it is very long and an untended dinghy left tied up can be stranded a long way from the water, or worse the tide can come in and leave your dinghy tied up a long way out from the tide line.

Years ago the local youths used to tend the dinghies, but most owners carried their dinghies up and tied them down at the sea wall.

JUNE	Sun	10	tba	Nore race	08:34	5.1
JUNE	Sat	23	09:00	Harty Ferry Cruise & Race	07:21	4.8
JUNE	Sat	30	14:20	Boatacs race	13:21	5.4
JULY	Sat	7	tba	Interclub Cruiser Challenge & Team race	06:06	5.4
JULY	Sat	7	06:00	Vice Commodores Cruise	06:06	5.4
JULY	Sun	15	13:10	Greene King Race	14:04	5.6
JULY	Sat	21	07:00	Blackwater Cruise & Race	05:43	5.1
AUGUST	Sat	4	06:00	Ray Day	04:54	5.6
AUGUST	Sat	4	16:10	Ladies Race	17:01	5.7
AUGUST	Sun	5	07:00	Ellen Rapkin Race	05:40	5.5
AUGUST	Sat	18	05:30	Swale Cruise	16:31	5.4
AUGUST	Sat	25	11:00	Commodores Cruise	10:59	4.8
SEPTEMBER	Sun	2	15:50	Koningstein Cup	16:37	5.9
SEPTEMBER	Sat	8	12:00	Queenborough Race	11:03	4.8
SEPTEMBER	Sat	15		Gravesham Thames Trophy	15:27	5.5

Details of more events on notice board and in Club Sailing Program

Let others know what you are planning to do on the:

INDIVIDUAL SAILING ACTIVITIES REGISTER

(See IYC Web Site)

Mooring Report:

Dear Fellow Members,

With the summer season approaching and a lot of work to be carried out over the summer we are, yet again, asking members to volunteer a few hours of their time on a Saturday morning (start at about 9am till midday) or a weekday (10am starts) and join in with a work party. We're not asking for commitment every weekend or weekday, but one or two weekends over a year.

The hours put in by members (about 380 man hours per month) shows that we are a Club run by volunteers, and not a commercial boatyard with a workforce 7 days a week ready to launch/recover boats, carry out essential maintenance or emergency repairs, a fact that in the opinion of many members has been lost on a few of our members, who treat the Club and it's facilities like a cheap boatyard.

Finally we would like to remind members of a few points to consider:

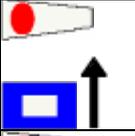
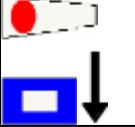
- When finishing work on your boat or returning home from a cruise, please ensure all refuse is either taken home with you or put into the wheelie bins around the compound
- If you borrow tools from the workshop, please return them, as if they're not returned it costs your Club money to replace them
- Children **MUST** be supervised at all times when in the compound due to heavy machinery being used and members vehicles passing through. The compound is not a playground and the plant is **NOT** to be used as a climbing frame
- **ALL** gates to both the boat storage compound/dinghy storage compounds (to the west of the slipway and by the Clubhouse) must be kept clear for access at all times, there is plenty of car/trailer packing space so please use it
- Please ensure if you are the last out of the compound in an evening or if it's late evening that you close the gate

To finish on a lighter note, the Mooring Committee would like to take the opportunity to thank all our volunteers who assist on the work parties on the moorings and in the gardens for their continued hard work in making the Island Yacht Club the premier yacht club on the River Thames. Many thanks for your cooperation and from your Mooring Committee we wish you a very enjoyable sailing season.

J Hart,

Mooring Chairman

Starting signals used in IYC & CCCS Cruiser Racing

	5 minute Preparatory	1 sound *  or  Class flag (No 1) Raised
	4 minute Warning	1 sound *  or  Code flag (P) Raised
	1 minute Warning	1 sound *  or  Code flag (P) Lowered
	Start	1 sound *  or  Class flag Lowered

NORE RACE PROVISIONAL RESULTS

W. MAHON TRIAZ 2ND in Group and Class

L TURNER 3RD in Group 2ND in class

P.POWELL 1ST in class

A. LINTON 3RD in class

Sailing Cruiser Event	Cruiser & Dinghy Event	Motor & Sail Event	Cadets (Provisional)	Dinghy Event
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IYC Marine Activities for 2007

Cadet Activities are Provisional Please check

Month	Day	Date	START	Event	H.W.	Height
	Sun	10	TBA	<i>Nore race</i>	08:34	5.1
	Tues	12	20:20	Cadet Sailing	22:53	5.3
	Sat	16	12:45	Cadet race to Benfleet	14:12	5.6
	Sun	17	12:20 14:10	Cadet Sailing Dinghy Race	14:58	5.6
	Fri	22	17.45	Evening Dinghy Series Race	18.41	
	Sat	23	09:00	Harty Ferry Cruise & Sailing Race	07:21	4.8
	Sun	24			08:15	4.7
	Tues	26	20:10	Cadet Sailing	22:32	4.8
	Sat	30	11:00 14:20	Cadet Sailing Boatacs Race	13:21	5.4

Month	Day	Date	START	Event	H.W.	Height
JULY						
	Sun	1	11:30 13:10	Cadet Sailing Dinghy Race	14:00	5.4
	Fri	6	16.15	Evening Dinghy Series Race	17.19	
	Sat	7		<i>Interclub Cruiser challenge & Team Race</i>	06:06	5.4
	Sat	7	06:00	Vice Commodores Cruise	06:06	5.4
			TBA	3 Piers race,		
	Sun	8	TBA	3 Piers race	07:00	5.2
	Sat	14	10:45	Cadet Sailing	13:15	5.5
	Sun	15	11:30 13:10	Cadet Sailing <i>Greene King & Whitbread Race</i>	14:04	5.6
	Fri	20	17.15	Evening Dinghy Series Race	17.17	
	Sat	21	07:00	Blackwater Cruise & Sailing Race	05:43	5.1
	Sun	22	17:50	Dinghy Race	18:39	5.0
	Sat	28			12:17	5.2
	Sun	29	10:30 12:10	Cadet Sailing Dinghy Race	13:02	5.4
AUGUST						
	Sat	4	06:00	Ray day	17:01	5.7
			16:10	<i>Ladies Race</i>		
	Sun	5	07:00	<i>Ellen Rapkin Race</i>	05:40	5.5
	Tues	7	17:10	Cadet Sailing	19:40	5.0
	Sat	11		Fun Day	12:15	5.2
	Sun	12	10:30 12:20	Cadet Sailing Dinghy Race	13:06	5.5
	Sat	18	14:00 05:30	Cadet Sailing Faversham, Swale Cruise	16:31	5.4
	Sun	19	14:30 16:20	Cadet Sailing Dinghy Race	17:04	5.3
	Sat	25	11:00	Commodores Cruise Dinghy Series	10:59	4.8
	Sun	26	11:00	Dinghy Series	11:54	5.2
Bank Holiday	Mon	27	11:50	Dinghy Series	12:39	5.5
SEPT						
	Sat	1			15:56	6.0
	Sun	2	15:50	<i>Koningstein Cup</i>	16:37	5.9
	Sat	8	12:00	Queenborough Cruise & Sailing Race	11:03	4.8
	Sun	9	11:10	Dinghy Race	12:01	5.3
	Sat	15	14:40 TBA	Canvey Supply Cadet Race Gravessham Thames Trophy	15:27	5.5
	Sun	16	15:10	Dinghy Race	15:56	5.5
	Sat	22			08:57	4.4
	Sun	23			10:25	4.7
	Sat	29	TBA	Hurricane Open	14:52	6.1
	Sun	30	TBA	Hurricane Open	15:34	6.1
OCTOBER						
	Sun	7	10:00	Gin & Rum Race	10:36	4.9

And the Survey Said

The commodore has asked me to report on some worrying problems with Boat Surveys.

As I am not a solicitor this is just my layman's understanding of the problems and you should seek legal advice if you have a problem or want to be sure about this.

If a survey is not commissioned by a prospective owner, for instance by an insurance company or the seller, the surveyor has no liability to the new owner for any missed defects, because you have not paid for the survey. And like an MOT it is only as good as the day it was done anyway.

If you do commission the survey be sure of what you are asking for; if you don't ask or pay for a full survey then you can't hold the surveyor accountable if the survey doesn't extend to the defect.

If you don't get a full survey be explicit and agree just what you do want surveyed.

Make sure your surveyor is qualified and has professional indemnity cover for the type of survey you are asking for, if they don't you will have to actually sue the surveyor rather than claim against their insurance, and they may not have the ability to pay.

People have bought boats based on owners or insurance surveys, partial surveys, and surveys that went beyond their professional indemnity insurance, and when they find they have been sold a lemon they have been unable to recover their losses.

Also if you are selling a boat be careful about your sales pitch. If you use a survey you (or even worse someone else) has commissioned to assure a buyer of the boats condition remember the same applies; the surveyor has not been commissioned by the buyer, they will not be able to claim against the surveyor if some latent defect appears. If that happens they may well take legal action to claim against you and you in turn would have to try and claim against the surveyor, if you can. So be careful about selling a boat based on your own survey.

IYC Boats for sale

Listed on the IYC Web site where you can find more details.

SEA ROVER	INCH	28	£10,000
NEWBRIDGE	TAO	23	P.O.A.
SNAPDRAGON 670	MARAB	22	£5500
SNAPDRAGON 24	WARATAH	24	P.O.A.
TRAPPER 300	FLYING FOX	26	£10,000
EUGETHENE		24	£3,000
ARISTO CAT	WESTERN	33	P.O.A
	ENTERPRIZE		
FAIREY FISHERMAN		26	£13,000
SNAPDRAGON	SEA LAIKA	27	£8,500
BROOM FLYBRIDGE			
CRUISER 1982	Twin 150HP Perkins	35	£58,500
WOODEN CAT	TWEEDEL DEE	30	£5,500
MACWESTER ROWAN	MOUNTAIN ASH	22	P.O.A
SEAL 22	NO NAME	30	£3,995
VIVACITY		20	£1,750
CYGNUS CYFISH	BLUE FIN	10M	£65,000
McGREGOR	EMILY	26	£10,500
WESTERLY CENTAUR	LITTLE GOOSE	26	P.O.A.
HIRONDALLE CAT.			£3,500
WESTERLY CENTAUR	SARATOGA	26	£11,500
HALMATIC	ANGLER	30	£4,000



ISLAND YACHT CLUB

COURSES AND TUITION AVAILABLE

OWN BOAT TUITION: SAIL OR POWER
DAYS DESIGNED FOR YOUR OWN NEEDS.

ICC AND CEVNI:
ASSESSMENTS CARRIED OUT ON YOUR OWN BOAT

VHF AND DSC RADIO
1 DAY COURSE TO OBTAIN THE OPERATORS CERTIFICATE OF
COMPETENCE REQUIRED TO USE A SHIPS VHF RADIO

DIESEL MAINTENANCE
1 DAY COURSE DESIGNED TO ENABLE YOU TO SERVICE AND
MAINTAIN YOU INBOARD DIESEL ENGINE

FOR MORE INFORMATION PHONE 078903 89003
EMAIL islandyachtclubryacourses@msn.com

IMPORTANT INFORMATION REGARDING NEW TRAFFIC SEPARATION SCHEME OFF HARWICH

Admiralty Leisure will be shortly issuing New Edition Leisure Chart Folios for the Thames Estuary area. The two folios include:

SC5606 Ramsgate to Tower Bridge
SC5607 Essex and Suffolk Coast.

These New Editions include details of the modified and extended existing Sunk Precautionary Area and the establishment of three Traffic Separation Schemes in the Northern Approaches to the Thames Estuary. This is a significant change for all navigating in the Harwich and the approaches to the Thames Estuary's area and therefore navigators are strongly encouraged to ensure they have the New Edition charts on board.

The May Flower A Barging Childhood

By Nick Ardley

Published by Tempus Ltd 2007

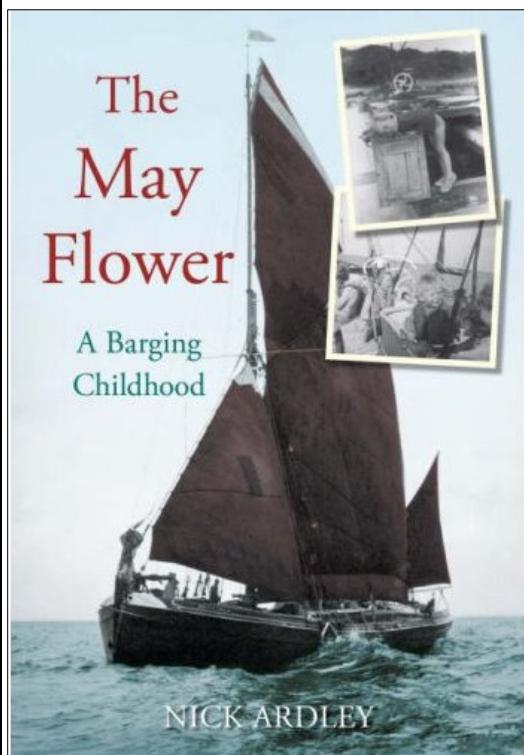
Very few of you will have heard me talking about this book, but a few years ago when thoroughly wrapped up in the weekday work party action and the moorings committee, I talked, a little, to the boys about this project - that was nearly four years ago. Two of those have since passed away to the Elysian seas and another has departed for Cyprus, only 'Old Dave' remains of that team!

The book is, or will have been, published and released at the end of May 2007. So it will, I hope, have been looking back at you as you've found time away from your boats browsing the maritime shelves of our local book shops. Perhaps the authors name may have tolled a bell or two!

A local sailor, Richard Scurry, the son of Frank Scurry who raced regularly in the CCS races against our club, based at the Benfleet YC and Leigh-on-Sea SC, has known of this story for the greater part of his life – having sailed on the *May Flower* during the 1960s. This is true too, for the present features editor of Yachting Monthly, Dick Durham, the last mate of a trading sailing barge. Roy Clare, director of probably the world's foremost maritime museum was very interested too, when I had the chance to talk with him, last November at the West Mersea YC during a Royal Naval Sailing Association dinner. One of Roy's predecessors, Frank Carr, was instrumental in the purchase of my future home, alerting my father to the barge during some correspondence (featured in the story), about spritsail barges, they were exchanging.

My wife, Christobel, knew the barge and helped with a few jobs, such as caulking the decks and laying bitumen in the seams, and painting the transom, during the early days of our (long ago) courtship – good omen? Or what! During the early days of the writing of the book Christobel spent a considerable amount of time 'putting me right' – as she sweetly put it! It was usually with a sweet smile and the flourish of a red pen!

On the cover, the main picture is of the *May Flower* to the east of the West Leigh Middle.



The story tells the tale of a Thames spritsail barge and a family.

It starts with the *May Flower*'s build at Strood on the River Medway. It has some interesting dips into her trading records with a few stories that I learnt about her life. It then moves to the time when my father looked for a barge during 1949 and his purchase of her in 1950. He had met my mother by then and together with a team from the Leigh-on-Sea SC, they sailed the barge to Leigh. A year later they were married up the hill at the parish church of Leigh-on-Sea. Afterwards they set sail on honeymoon to drop anchor in a

berth convenient for the London train and getting away on a Friday evening.

As time went by, the crew started to appear (in the form of children), one by one sprinkled between 1953 and 1961! The story is then told from a child's perspective, looking back at what I saw and remember. The story covers summer cruising and sailing throughout the year. What we had to do to keep the barge fit for sailing is covered too – my mother stitched up a new mainsail and we fitted new spars! Our exploits racing alongside the crack champion class barges in the last three years of the original trading barge races is married profusely to a range of original photographs not seen before. In fact the whole book has a profusion of illustrations that the publisher has said enhances the story nicely. There are 137 illustrations, black and white, and colour, with a few charts and cargo/barge records.

Eventually, the story moves into my teen years and beyond to the point that I left home to marry my sweetheart. The intervening period details works carried out by the barges crew in our combined efforts to stay sailing. Other aspects of our life appear too, my early school days, how we lived and some of what we got up to! My elder brother eventually went into the Merchant Navy; I did too, in a way, joining the Royal Fleet Auxiliary as an engineer officer cadet... That journey ended in my move back to Essex, the spiritual home of the family for generations.

Later in life, a number of years after my father sold the barge, I found the May Flower. She sat on the foreshore at Strood virtually on the site where she had been built 101 years before. What happened to her was sad and is written about in my epilogue of her life.

In the 'blurb' on the rear cover, the publishers said, 'Weaving his wealth of barging knowledge into the story of his family's life aboard the May Flower and their great resilience in keeping their barge sailing, Nick Ardley has given us a book that will appeal both to barging enthusiasts and those interested in childhood development.'

Maybe, there are some older members who remember a spritsail barge coming across the Thames, from the Medway, to lie at anchor for a week or two, off Leigh-on-Sea, during the summers of the late 1950s up to 1970.

For those that may choose to purchase this book, I will, if they wish, sign their copies for them.

Book cover is copied with the courtesy of Tempus Publishing Ltd (NPI Media) and the author. If interested, the book can be found on internet book sites or at your local bookshop. ISBN 978-0-7524-4225-9, price £16.99.

Article based on one that will appear in the RNSA East Coast news letter.

Nick Ardley, Whimbrel.

TREASURER'S REPORT

I have noticed that the weekly bar takings seem to have increased and although the majority of this is taken up by bar expenses, it still means a good bit of regular income for the Club each week so, the more you support the bar - the healthier the Club's finances will get!

Finally, I would like to give you all plenty of notice that I have decided to stand down as Treasurer in November. I will have served for 3 years by then and I was Assistant Secretary for 2 years before that so I feel it is time for a rest. If anyone would like to know exactly what the job entails, please give me a ring and I will be happy to arrange a meeting and show you what I do without any obligation at all.

You do not have to be a financial whiz kid (as you all know, I most certainly am not that!) but it helps if you are reasonably well organised and have a good bit of common sense. I was not that used to working on a computer before I took on the job but I soon got the hang of the programme we use and I would, of course, spend as long as was needed to help the new Treasurer take over and would always be on the end of the phone for queries. Basically, I spend a couple of hours each week collecting mail etc. from the office, paying bills and entering the bar sales etc on the computer. It takes a bit more time to prepare the reports for the General Committee meetings but the computer does most of the hard work once the data is entered.

It is not too hard to collect the information that the Accountant needs to prepare the annual accounts and, Dave Street, our accountant, has been doing the Club's accounts for many years and is very helpful.

The Treasurer's job is very rewarding so please consider coming forward to take it on – I look forward to hearing from you.

Pat Harper

Treasurer