

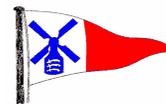
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September



2007

IYC Newsletter

Winners James & Darren Marshall
JUNIOR FISHING COMPETITION 07



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IYC Social Section

September

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

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	COFFEE: LATTE, CAPPACHINO & FILTER £1.50
VEGETABLE CURRY & RICE £3.50	

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

Vice Commodores Quarter Deck

We are well into the sailing season, though some would say what season and the weather has yet to provide us with any real joy. Perhaps we will have an Indian summer and we will still be sailing in November. Personally I don't care what sort of summer it is or when it happens, as long as it happens.

The dredging of the creek entrance has paid dividends and those that use the creek are continually commenting on how much water is now there and how they can creep into the creek much earlier. That said, we need to re address the setting of the buoyage again to show the deepest water. Having gained more water in the creek entrance we are continuing to improve access to the rest of the creek and are constantly coming up with new and improved ideas to achieve this, all at virtually no cost but just time and hard work. The big workboat Lilly Rapkin II is being utilised as much as possible, working regularly 5 days a week on improving the creek and we are trying to run on a very tight budget for this year of £1,500. This amount includes fuel, maintenance and any cost for improving our methods. However, next year will see the need to increase this budget but I will mention this later. My sincere thanks goes to all those helping with the maintenance of Lily Rapkin II, the manufacture of all the equipment we are using, the crewing of her doing the work she was bought to do and all the other bits and pieces which do not fall into any of the previous categories. I will not name them but they all know who they are.

For those of you who intend to keep their boats in through the winter I am arranging the traditional Gentlemen's Cruise to St. Katherine's Dock for the weekend of 27th and 28th October. It would be great to get as many boats as possible to go and believe me it will be a trip you will not forget albeit for many different reasons. Look out for details on the Notice Boards. Also do not forget there is normally a winter cruise to the Medway Yacht Club in February. A bit cold but good fun, so again watch the notice boards.

My planned cruise to Gravelines went ahead but unfortunately I could not go as I had sold my boat Albatross and was at the stage where my new boat was being commissioned and about to be handed over to me. However, the cruise was well supported by 6 boats but regrettably 2 did not make it to Gravelines. Besides sending my thanks to those Skippers who set off, there are 2 people I would especially like to thank. The first is Barry Hiscutt, a former Commodore, who stood in for me in at Gravelines in my absence and organised the traditional get together which is normally a Cheese and Wine Party but in this years case a sit down meal in the superb marina restaurant. The second person I have to thank is Valerie Deane who, as she as done many times before made sure the organisation and reception in Gravelines was great as usual. The following is an account of the trip as penned by Valerie Deane.

Vice Commodore's Cruise to Gravelines

(sans Vice Commodore)

The boats that went were

'Annobelle' 'Coda' 'Sundance' 'Cathy' 'Chapman Light' 'Trilogy'

Saturday 7th July 2007

There were 6 boats from the Club that left the Creek at about 6a.m. in a clear start, light westerly wind. All had a good sail to the Margate Roads before the winds died.

'Trilogy' did try to sail across the Margate Sands and had to do a quick 'U' turn which almost woke up one of his crew sleeping on the foredeck. Most boats motored to North Falls when the wind got up to a good brisk 6.

Unfortunately Chapman Light lost a sail and Trilogy had engine problems so they both turned and went into Ramsgate.

The waves going across the channel were huge with a lot of slamming about as well as dodging the shipping in shipping lanes. First boat to arrive was 'Sundance' who waited outside the harbour for 'Annobelle' to show him the way in at about 16.45 (which is 10.75hrs for the crossing). Closely followed by 'Cathy' and 'Coda'. Each Skipper booked in and we all went to the clubhouse for a much earned drink and something to eat.

Alain, the Harbour Master was off duty but our boats were expected so no problems there. Rudy the Manager of the Club House was looking forward to 8 boats arriving but was most pleased to see us all. You would not find anyone more hospitable if you tried; he welcomed us like old friends. All 11 skippers

and crew sat down to a good meal (no-one fell asleep at the table). On leaving Rudy asked if we wanted Baguettes in the morning, yes, we did, he said 8.30 - 8 baguettes (he did this every morning and would not accept a penny or even a Euro). Alain, the Harbour Master brought his wife down to the Club and introduced us to her, kisses all round (well not for the men). He made us most welcome and asked if our moorings were ok etc. All at 17.5 Euros per night (for 10m boats).

Sunday

As a couple of crew had not been to Gravelines before we did the customary walk around the wall, looked in at the naked statues and generally enjoyed stretching our legs. It was unfortunate that one of the crew members fell in love with the Statue of the Naked Nadine looking out to sea. He shall remain nameless, but he knows who he is!!!! We then strolled into the main square sat outside the Bar and had a few beers before going into St. Cecille's for a nice lunch. (this is on top of a good breakfast).

We had noticed a lot of activity outside 'Le Belfroi Hotel' relating to the Tour de France which was arriving in France and re-starting again in Dunkirk the following day.

One Skipper and his crew were not seen all day – they were tired! They said they do not need to be cultured. Most of us had a quick nap aboard before going to the 'Au Cap du Compass' (Clubhouse) for dinner (what three meals in one day – a lot of dieting needed when we get home). Again a lovely meal with Rudy insisting on buying drinks for us all, we even got 2 bottles of wine at the table for gratis – you don't get this treatment anywhere else. Rudy introduced us to his wife and daughter, his wife told us he was a lovely husband, and we told her he was a lovely man.

By this time we were all at the Bar socialising with some of the locals who speak very little English and 'Marcel the Moustache' (his moustache is at least 12" wide, right across his face and passed his ears was petting his dog behind us. Again, one who shall remain nameless started petting the dog saying 'lovely boy – good boy' etc., when 'Marcel the Moustaches' friend said, gesticulating at the same time, "La femme, my dog has tits". As you can imagine everyone laughed at his command of the English language. After this we could not look a French dog in the face!

We spoke to Rudy about the Tour de France, he went and got the bus timetable for us etc., and we decided that was what we would do the next day. Get the bus to Dunkirk and see the start of the French side of the Tour de France. All safely back on board about 11p.m.

Monday

Bright start, though a bit overcast all ready (except for the two who don't need the culture) and one Skipper who had been up in the night unwell (something he ate?)

His crew stayed behind to nurse him.

Bus arrives promptly at 9.30 to Dunkirk, lovely ride, beautiful flower arrangements in all the villages etc we arrive just outside Dunkirk Centre at 10 – traffic goes no further to we had a fair walk into the town in the rain. Big thunder storms whilst we were in Dunkirk but we were sheltering, waiting for the start of the race. Crowds behind the barricades lining the street when the procession came along, cars all decorated floats etc., all throwing out sweets, hats, papers, bags, water etc., one greedy Frenchman couldn't get enough of the goodies (cheap and cheerful as they were) in the end he went away but came back to find himself blocked by 3 of us. We found out that it would be an hour before the Bikes came along so we went and had lunch. At 1.10 a stream of cars police motor bikes etc came through followed by the cyclists who came and went as quick as that and none of us could believe there were in excess of 190 of them. Back to the Bus at 2p.m. couple of pints in the square and then back to the boats to prepare for the 'Vice Commodore's Cheese and Wine' – well without the Vice Commodore and without the Cheese and wine. It had turned into a dinner for all (thanks Bill). Again Rudy keeps buying drinks here and there. Barry Hiscutt did all the toasts, absent friends, the Queen, IYC and a special one for Gerry Norton.

At the table next to us sat about 20-24 ladies on a hen night. Have you ever seen a French Hen Night? The Bride to be was dressed up as a Boxer, gloves and all and she walked around all the tables with a large bag containing party favours, you were supposed to put in loose change and take your pick. One of the crew picked a gift for Bill (in his absence) it was a strawberry flavoured condom. We all hoped he find a use for it!

Tuesday

Cloudy start with a few spots of rain, but brightening up, 7 of us walk to Petit Fort Philip, and the beach was empty. Couple of pints in the square and walk back to have lunch on board and then a nap. For those of you who are interested the Meat Pie got eaten this night, this was made by the wife of the person who had fallen in love with Nadine. Everyone later went to the Clubhouse; two of us ate Kangaroo, which we were told was Spring Bok, very nice too. Rudy ran out of Gin so he made a phone call to his wife to bring

some down, this was about 10p.m. Not sure who had been drinking all his Gin! We said our goodbyes to both Rudy and Alain and thanked them for helping make the trip exceptional for us all.

Wednesday

Dull start NW Wind few spots of rain. 'Sundance' leaves about 8 a.m. as he is coming straight back to Canvey, whilst the 3 other boats are going into Ramsgate. We left at 9a.m. in a Force 4 headwind and quite choppy and very cloudy. In fact the clouds did not lift until we arrived in Ramsgate at 4p.m. No radio contact from 'Sundance' and we are all in the Royal Temple when we see the Lifeboat towing her into the harbour.

Battery failure, no lights so the Lifeboat went out and asked if they wanted a tow in. 'Trilogy' was still in the harbour but 'Chapman Light' had already returned home.

Thursday

'Annabelle' decides to stay for another day and the crew went into town and did some shopping and lunch at the Royal Temple (prices getting very high there) from the balcony we watched 'Coda', 'Cathy' and 'Sun Dancer' safely leave the harbour. Not so for 'Trilogy' he had a problem with his steering and had to do some quick repairs before leaving at 4.05p.m. After an evening meal we started to speak the two crew of the Dutch boat next too us, they asked for help in getting into Harwich, Terry gave them an old East Coast Rivers, for which they were very grateful and gave us a bottle of Geneva, for which we were very grateful.

Friday

Dull start, SW wind. Leave Ramsgate harbour at 5.25a.m. motor to Long Nose, then sail, slow at first then when the wind and tide picked up we had a good sail all the way to the end of the Creek. We arrive at 12.30p.m. unload the boat have a couple of pints in the Club and go home for a good rest.

For those of you that have still not made it to Gravelines – you don't know what you're missing.

p.s. Terry close the curtains!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!

As Vice Commodore, I intend to stand for the position of Commodore at this years AGM in November. This said I think you should all know I

would like to see a substantial increase to our Mooring fees and that increase be on an annual basis over a period of 5 years. This along with our current mooring income would fund the continued improvements to the creek and keep the workboat Lily Rapkin 2 in good working order and utilized as much as possible. The improvements should include a wave break for the moorings at the eastern end of the creek, better and easier access to the moorings on Fisherman's and of course a planned maintenance dredge for the creek entrance in 2 or 3 years time. Other possibilities might be the rebuilding of the North Bank moorings but located further south in the creek and with good access when the tide is in and out. We pay the PLA a river rent for them so may be it we should gain some capital from them. There is also potential to improve the pontoons themselves. These are just some ideas and some of them will be achieved easily and others with more difficulty and a great deal of effort and some will not be achieved at all but I sincerely believe we must try. . The creek is one important part of the life blood of our club and we must ensure it is not neglected in the future. My thought is always "If we have no aspirations you then we certainly will not achieve."

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

Cruisers Section

In the absence of a sailing report I thought I might say a bit. I am afraid that this year health has limited my activities. I did get out in the Dart 15 a couple of times at the start of the year, but thundachild has not made it to a start line yet. However the rest of the club has been doing quite well.

In the Nore Race along with three first places in the dinghy cats, Triaz took 2nd in the multihull cruisers, Triaz was also 1st Overall in the Harty Ferry Race with Aztec 1st in class. Aztec took 1st Overall in the Blackwater race In the IYC races Aztec was 1st in the Green King and Intention2 took 1st in the Ellen Rapkin race. But for the cruisers the Koningstien Pursuit Race was a white wash; Kevin Turner in his Tomado taking 1st followed by 5 more cats before Aztec complete the race to take 7th place. Quite an impressive effort by the dinghies in rough conditions.

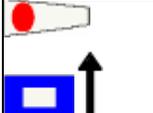
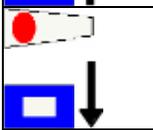
I am sure we have all had interesting cruises but few write about them, so hopefully next issue I will let you know what towing a Trailer Sailor to the Great Glen was like as we spent one week on thundachild taking in the Calidonian Canal and all its Lock's...and Loch's .

(and we did see Nessie !!).

Enjoy the end of the season,

Peter Powell (Ed.)

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

CADETS

The cadets would like to thank all of those who have given them so much support with what they have done so far this year.

The sail to Benfleet Yacht Club a bit of a windy day but those who managed to get there and back did well. Thank you to those who used their boats as supports boats.

In July the some of the motor boat section went to the Maidstone river boat festival and those cadets that went took part in the illuminated boat parade. This involved dressing the tender from Topaz with Karen's Christmas lights and taking part in the parade along with the other much larger boats that were there. For this cadets received a trophy and certificate. As this was a first time visit for some of the cadets to this event they enjoyed it so much they are talking about entering a team for the raft race at Maidstone next year.

August was another busy month with a Ray day, which went well with all of those that took part having a good time as well as having an early start leaving the moorings at +/-06-00hrs. Thank you to John Metson & Co for organising this event.

Then there was one of the main events on the cadet calendar, the Cadet Fun Day. Those members that were there early would have seen cadets sailing around the bay collecting balloons which contained a raffle ticket inside them. The cadets who collected the most balloons were James Marshall & Chelsea Carter. With so much going on myself along with all the other members who gave up there time for cadets would have missed most of the highlights of the day if Sue Turner & Alison Metson had not been there with their cameras. Anita & John Hart, Colin (Shrek) Ebdon walking the plank from Blue Fin to raise money for cadets being the most notable of the day. Our thanks to Anita, John, Colin and Chas for their efforts.

The whole day went very well and the weather was so kind to us. The cadets had a game of mud football in the afternoon with some of the adult members taking part, who we are sure would like the cadet age raised to 50 plus but enjoyed themselves. There were also sack races, a bouncy castle, etc. Thanks to Paul & Pam for running the BBQ also

Karen & Andrew for sorting out tombola & lucky dip prizes on the week leading up to the fun day.

Some times there are people who give up there time for club and cadets who help make things happen but not every body sees it so can I just say thank you to the members in the work party who built the new shed for cadets and also John Metson, Roy Overland and Kevin Turner for some of the repairs that they have carried out on some of the cadet boats/equipment. And those members that have given bits of equipment ie life jackets etc.

Very best regards Martin, Karen & Alex

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

IYC Marine Activities for 2007

Sailing Cruiser Event		Cruiser & Dinghy Event		Motor & Sail Event	Cadets (Provisional)	Dinghy Event
Cadet Activities are Provisional Please check						
Month	Day	Date	START	Event		H.W. Height
SEPT						
	Sun	9	11:10	Dinghy Race		12:01 5.3
	Sat	15	14:40 TBA TBA	Canvey Supply Cadet Race Gravesham Thames Trophy Interclub Fishing Cometeition		15:27 5.5
	Sun	16	15:10 TBA	Dinghy Race Interclub Fishing Cometeition		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						
	Sat	6				09:26 4.5
	Sun	7	10:00	Gin & Rum Race		10:36 4.9

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)

DINGHY SAILING SECTION

This season the size of the fleet grew in numbers, more topper's, a laser two, laser's and a mirror 10 in the cadet section.

The catamaran fleet also grown; 2 shadows, 1 dart 18, with the cadets also on another dart 18.

This season has been very well supported in the cadets as well as the cat fleet, some of the cadets are now getting very serious about racing, a race to the B.Y.C. was sailed on a rather blustery day, with many capsized dinghies, and some in the mud banks of Benfleet creek. However some did make it there and back under their sail power, we had to tow them into Smallgains as the wind was westerly, some enjoyed the tow, the fastest they had been all day.

Many thanks to the members in their R.I.B's that gave Garry Marshall and I support on this day. We were so busy in Smallgains with the dinghies capsized and under the north bank jetties that we could not cover those that were able to sail in these conditions and we would have cancelled, so many thanks once again.

In the cat fleet we have seen 15 cats on the start line, rather tight. When you consider the conditions that we sailed in capsizing has been minimal. The racing is getting very competitive, as you can see by the result sheets and the finishing times.

Ian Cuthbertson in his Shadow won the class in the Three Piers Race, Well done Ian, he really can generate boat speed in this single handed cat. Brian Keenleyside also has a shadow.

I coaxed Garry into a Sprint 15, he now shows me the way round, the two Brian's must improve.

Peter Powell has not been dinghy racing lately, he has a hernia problem and hiking out is not good, but he did win the Non-Asymmetric group in the Nore Race for the second year in succession; well done Peter.

We had a fire in the engine on Fred Powell, the fire was put out by the crew, with the fire extinguisher that is carried on board.

When we first commissioned the Fred Powell, Peter in his wisdom put a fire extinguisher on board, I ask Peter why we needed it? He replied you never know, I replied in all my years with outboard engine's I had never had a fire problem, the problem is now we have all this electronic gear

on the engine. A power surge caused the C.D.U. unit to over heat which in turn set fire to the main engine loom, and to other parts on the engine.

So all you outboard users take note, it does not need to stop suddenly to start a fire.

At the end of the season we have to tow the floating pontoon round to Smallgains creek, as we have a few problems on the walkway to sort out. This cannot be done with the floats on top. Also there is all the astro turf to be laid so it will be all hands on deck, and I mean **All**, not just the old faithful's.

Recently we had a protest over a port and starboard right of way yacht, the yacht on starboard tack does not have to hail, the responsibility is with the yacht on port tack to be aware and take avoiding action to keep clear.

In the near future we will go back to our meetings and we will have a rule clinic, cruiser sailors can attend if they so wish.

When I put together a support boat roster it is not for my benefit, some of you are not playing the game, if you cannot do your turn will you please let me know or arrange a change with one of the other drivers on the list. After all you rely on the driver of the day when you are racing, so play the game and do your turn. The rota is placed on the notice board long before the racing season starts, so please look and let me know if your slot is acceptable

BRIAN TURNER..



John and Andrew get going.



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FOR MORE INFORMATION

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EMAIL islandyachtclubRYAcourses@msn.com

The All Tide Landing (jetty) at Queenborough

The ATL has been re-opened and the QYC Trot Boat should now be launched and in operation.

Noisy Halyards

When your boat is on its mooring, in the compound, or in the dinghy storage areas, please could all members with sailing cruisers and/or dinghies take steps to ensure that their halyards do not tap on the mast in strong winds.

Thanks. Mike Edwards

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	£9,950
EUGETHENE		24	£3,000
ARISTO CAT		33	P.O.A.
	WESTERN 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	£3,000
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.
WESTERLY PAGENT	LAROTAUIA	23	P.O.A.
WESTERLY CENTAUR	SARATOGA	26	£11,500
HALMATIC	ANGLER	30	£4,000
FLETCHER ARROW	FLIGHT	14	£3,195