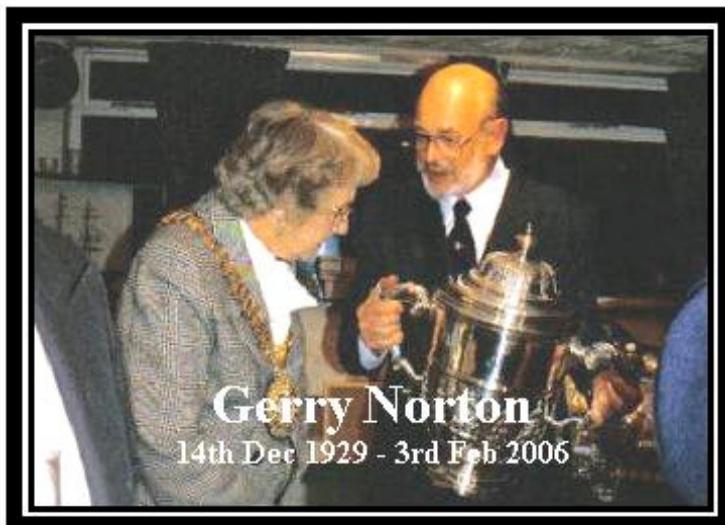




IYC Newsletter



Gerry Norton
14th Dec 1929 - 3rd Feb 2006

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Next month 'A Winters Tale' (Sorry Nick - not enough space)	

Social Calender

MARCH 2006

- 1st DARTS MATCH
- 4th CASINO NIGHT
- 11th JUNIOR DISCO
- 18th SPRING DANCE

APRIL 2006

- 1st OLD TIME SWING DANCE
- 13th FITTING OUT SUPPER
- 15th EASTER DANCE
- 29th FAMILY DISCO

MAY 2006

- 13th CABARET EVENING
- 20th FISHING COMPETITION & BBQ
- 27/28/29th VICE COMMODORES CRUISE

JUNE 2006

- 10th BEACH PARTY BBQ
- 17th FISHING COMPETITION & BBQ

JULY 2006

AUGUST 2006

- 15th FAMILY FUN DAY
- 12th PRIVATE FUNCTION
- 26th PRIVATE FUNCTION
- 26/27/28th COMMODORES WEEKEND CRUISE

SEPTEMBER 2006

- 9/10th HURRICANE OPEN
- 16th COCKNEY NIGHT

OCTOBER 2006

- 6/7/8th 70th BIRTHDAY WEEKEND & AT HOME
- 21st LAYING UP SUPPER
- 28th HALLOWEEN

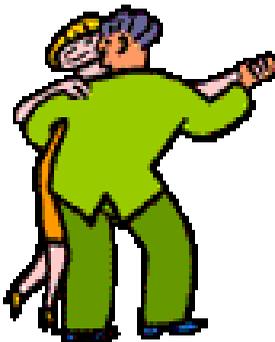
DANCE NOVEMBER 2006

- 4th BONFIRE NIGHT & DANCE FAMILY EVENING

- 11th ANNUAL DINNER & DANCE
- 18th GENTLEMENS CRUISE
- 25th PARTY NIGHT
- 26th A G M

DECEMBER 2006

- 2nd PRJZE GIVING
- 9th PRIVATE FUNCTION
- 16th CHRISTMAS DINNER
- 17th CHILDRENS CHRISTMAS PARTY
- 23rd ADULT'S CHRISTMAS PARTY
- 31st NEW YEARS EVE



Commodores Letter

Dear all

It is with great sadness that I have to inform you of the deaths of Tony Backhouse and Gerry Norton, two extremely valued members of the club who will be greatly missed by all.

~~~~~

Entry and exit from the compound is now by card only, zappers will not work on it!!!! So unless you need to gain access to either West Creek or the dinghy compound could you please return your gate keys.

On February 4th I attended the R.N.L.I. Cockney Nite fund raiser, it turned out to be a very good night attended by over 100 people. The sum raised on the night was £1022.66p, sponsorship given to Phil Micallef, for sailing single handed across the Atlantic added another £1000.00 to the total. This was presented by Val Deane on the night. Well done Phil and to all those who attended on the night. I have since received a letter of thanks from the Canvey branch of the R.N.L.I. fund raisers that this was the largest ever amount raised on a single evening for their funds.

Still on the subject of the R.N.L.I, Tracey Leverett will be doing a tandem parachute jump from 10,000 feet to raise funds for them. You will find a sponsorship form on the notice board to back her in her attempt. GOOD LUCK TRACEY.

Maintenance, repairs & anti fouling seem to be well under way, all we need now is some good weather to get afloat and get on with enjoying it.

Good luck and be safe to all going on the Frostbite Cruise to the Medway Yacht Club on the 11th February.

Happy boating

Rodney

## Vice Commodores Quarter Deck

January and February have turned out to be gloomy and cheerless months for the Island Yacht Club. The very sad news of the deaths of Tony Backhouse and Gerry Norton within 2 weeks of each other has left us all feeling numb and somewhat lost.

However, those who knew Tony and Gerry know they would not want us to dwell on their passing but to be positive and get on with our lives as individuals and as a Club.

They were outstanding Club Members who each in their own way gave so much more to the Club than they ever took out. A great example to us all.

Their names and the warm and special memories we have of them will be with us and part of the club always and I personally think that is the best epitaph any one would want.

---

The sub committee set up to investigate the potential of improving the creek and installing new pontoon moorings would like to thank all those who attended the open meeting to discuss these proposals on Saturday 7<sup>th</sup> January. All of your inputs were appreciated and noted and from that meeting we are already addressing 2 issues urgently.

1. We will be applying to the PLA to erect a semi permanent wave break to protect our eastern most moorings and vessels in the event of strong southeast to easterly winds.

2. We recognise that the depth of water in the creek and its contours must be changed before considering the installation of new moorings. To that effect we have started a small trial and also have other inexpensive proposals being considered to achieve this. We are also continuing to investigate the more complex issue of getting our part of the creek dredged professionally.

Some of you have already put forward some good ideas not thought of before and so I would ask that if you have your own idea let us know. Remember all ideas are good ideas; it is just that some are more feasible than others. You can convey your thoughts to any of the sub committee consisting of myself Bill French, John Hart, Anita Hart, Phil Rich, Alex Ardley and Dave Warmer.

---

The Gentlemen's Cruise to St. Katherine's was an unmitigated disaster. With a Force 7 blow ing and seeing the sea state the planned departure at 11.55 on Thursday night of our 2 sailing boats Albatross and Ocean Spirit was postponed. Instead we went to Bob Hough's Ocean Spirit and drunk copious amounts of beer and red wine, listened to Pink Floyd and spoke of daring deeds of the past, vowing to depart Friday lunch time. We slept on our boats on the moorings that night and met in the Club on Friday morning for a quick pint before our departure on the afternoon tide.

The wind had abated only slightly and as we finished our first pint and was deliberating on what to do we saw the other 2 boats bound for St Katherine's, Kipper and Sheikharra, both power not sail, smashing their way through heavy seas towards the Point. Having seen Sheikharra completely disappearing in plumes of white spray all the way to the Point our decision was made. Let's stop here and have another pint.

No sooner had we bought that second pint the wind suddenly dropped, the pints were gulped down in one breath and a mad rush to the boats was made but as luck would have it, along with the wind dropping quickly the tide had also gone down as quickly and there was not enough water to get off the moorings.

Ah well, back to the Club for more refreshment. By late Friday afternoon tiredness was apparent in the crews. Some were hallucinating, some could not speak properly and some were having difficulty standing and it was a relief owing to reasons of safety we went back to our boats for a well earned rest agreeing to meet back in the Club for an evening meal and even more refreshments. At least we were making a good contribution to our bar profits rather than some one else's.

By this time I was getting concerned that my worst fears would come true and we would all spend what is normally a 4 day cruise to St Katherine's the entire time eating and drinking in the Club and sleeping on our boats on the moorings.

Saturday dawned with hangovers remedied by a hearty, greasy breakfast and later with some further refreshments. Finally, with hardly any wind we set off mid afternoon but not to St Katherine's but to Chatham and of course we had to motor all the way arriving around 17.00. We spent an uneventful evening in that awful pub just across from the marina and then back to my boat for a top up. Sunday was a pleasant day walking around the Dockyard then into Chatham. Later but too late we discovered it was Dickens Weekend in Rochester. However, they were running free coaches from The Marina into Rochester, so there we were, 5 of us on a

Sunday evening, sitting all alone on a 60 seater luxury coach going into Rochester.

The weekend was not a complete disaster as we found an excellent Italian restaurant called Simply Italian. The prices were just above average but the food, wine and service were excellent. If you are there give it a try. It can be found in the High Street on the corner of the road leading up to the back of Rochester Castle.

The trip back on Monday was uneventful but there was a good breeze and we managed to sail all the way.

My congratulations to the 2 boats Kipper and Sheikharra who made it to St Katherine's and I know they had a great time up there. Understandably I have taken a lot of ribbing about our failure to get there, all in good heart but the only moral I can think of from this weekend is "It does not matter where you are, the Club, Chatham, St. Katherine's or anywhere. If you are in good company you will enjoy yourself no matter."

---

We will soon be asking for a work party to help redecorate the Main Bar so look out for notices on the Notice Boards.

While now we tend to employ companies to carry out the more complicated or time consuming projects, this sort of thing is ideal for members to participate in so please when the notices go up put your name up there and let's see some new faces and not just the dedicated few who always volunteer.

This redecoration is the first part of a plan which will be followed by the professional refurbishment of the wooden floor and professional cleaning of the curtains and carpet.

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**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 Eastern Regional Committee 1/10/05**

### **Some points taken from the minutes of above meeting which may be of interest to IYC members.**

Stour Sailing Club reports problems still exist with an ongoing dispute with the local Council, they advise all yachts “to continue to exercise their right to moor up for the purpose of embarking, disembarking, provisioning, overnighing, tidal standing and overnight repairs. They have no right to stop you.”

Clubs are urged to report any incidents involving injury to competitors or spectators at events organised by them to the RYA Legal Department. So they can be prepared if contacted by the Media.

Martin Garnsey (EYC) reports that there were proposals for a Marina on Leigh Creek. Chris Edwards (RYA) to discuss this with the PLA.

### **Extracts from RYA East Zone newsletter October 05.**

All Sailors are advised by the Police to report suspicious boat loads of people, or boats behaving strangely by telephoning 999 and not over the VHF to avoid possible hostile action being taken by the suspects against the yacht reporting the activity.

Wind Farms.- The PLA have expressed concern over the masking of ships echoes on radar screens by the wind farm, particularly to small craft.

**BEWARE.**

# **CRUISER RACING & SAILING NEWS**

## **The Town Cup Race**

The Town Cup Race is now incorporated into the Interclub Challenge Trophy; this race will also incorporate the Interclub Team Challenge trophy. Points for the Interclub Team Challenge trophy will be awarded to the club with the best 3 scoring boats in the Interclub Challenge Trophy race. Low points scoring system to be used.

## **CCCS Dinner**

To be at Benfleet YC on the 11th March 2006 19:00  
for 19:30 start

Ticket price £14 per person, available from Adrian Pharro

Menu: Smoked fish starter.

Pork roast main course + Veggie alternative,  
Apple pie and custard dessert,

## **New CCCS trophy awarding structure**

3 or less finishers in a class 1st prize only.

4 finishers in a class 1st & 2nd prize

6 or more finishers in a class 1st, 2nd & 3rd prizes.

## **A comment on the sad death of Gerry Norton**

Gerry Norton expressed to me that he would love to see the general decline in local cruiser racing reverse. With more sailors trying their hand at competing in the friendly races or just cruising along with the racers. He enjoyed sharing the experiences of sailing in the company of other club members. The more cruisers taking part the more the enjoyment.

I hope to see a lot of you during the coming and following seasons out on the water. I personally will be thinking of Gerry every time I go out for a race.

**Mike Edwards**

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# THE NORTON NOVICE Race

This year the Sunnyside Cup race will be swapped with the Novice Race which will be known in future as the Norton Novice Race in memory of Gerry Norton.

The date of the race this year will be **Sunday 30th April 2006 starting at 14:20**

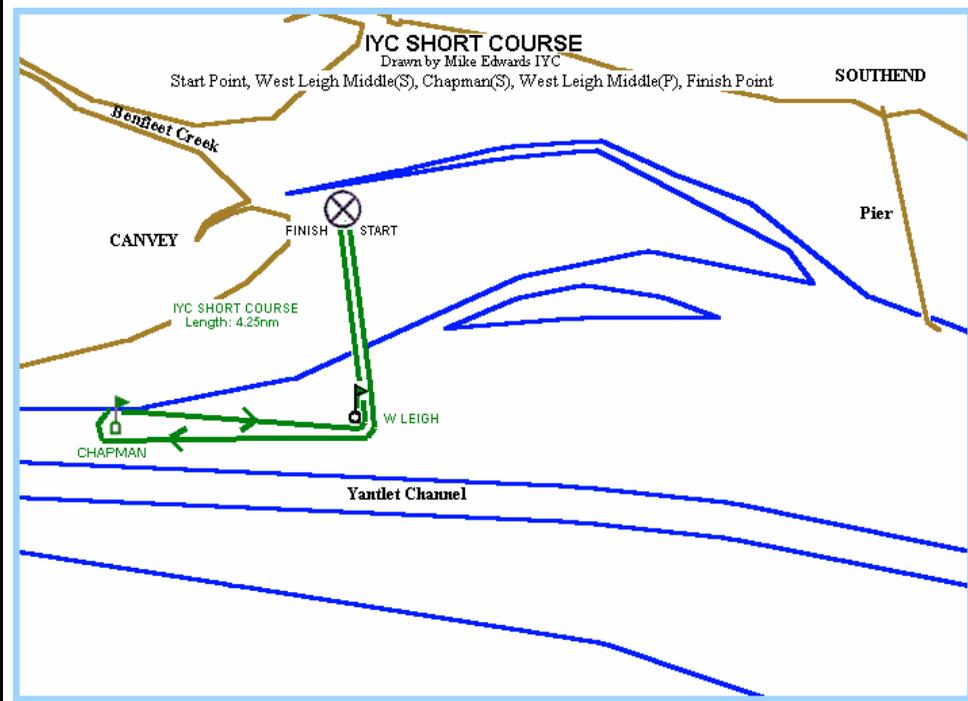
It was Gerry who had the idea and started this race, he donated the Norton Cup as a prize for the winner. It would be a great mark of respect to have many boats out on the water taking part in what Gerry had a great passion for.

Gerry's idea for the race was for crews or less experienced skippers to helm their yacht with an experienced skipper on board to offer advice. No spinnakers or cruising chutes are allowed in this race, so sail handling is kept simple for lightly crewed yachts. This can be a useful exercise for the cruising skipper and the budding race skipper alike, as practical tips on sail handling, sail trim, collision rules, and pilotage can be learnt.

This year it would be nice to see more cruising skippers having a go at the local IYC races, which are very short and only last just over an hour.

The course that most of the races take including the Norton Novice Race is shown.

10 minutes after the start of the Norton Novice race will be the Forward Hands race for dinghies.



# **DINGHY SAILING SECTION**

Dinghy compounds, both compounds are in need of a work party to tidy up.

A lot of work was put in at committee meeting's to achieve a new compound for the dinghies, as you must appreciate that the compound in the club ground's is seen by all member's and needs to be kept nice and tidy, space is very limited in this compound, and we cannot afford to have road trailers stored there, so if you are one of those members that have a road trailer will you place your dinghy on it or remove it, we need the area along the fence for monohulls if we are to encourage this section of sailing.

As we stated when we first started sailing from this compound that it would be only for dinghies that are sailed on a regular basis, there are dinghies that are in this compound that need to be removed, I do not need to remind you, you know who you are. Last year some dinghy sailors did not pay their dues, I know who it was, so please pay or remove your dinghies from the club, as we need the space for new members.

We will be having a sailing committee meeting, and from that we will organize the support boat rota, and other problem's that need to be addressed.

The sailing season is nearly upon us, for those of you that did not lower your mast, remember that the ball joint needs greasing, shroud's trapeze wire's, shockcord's, rudders leeboards, and the rubber gasket's on your hatch's all need attention, Dart sailors your rudder's should be stripped down every year and serviced.

Since we resurrected the dinghy sailing it has grown every season, I do hope that this will continue, it is rumoured that I will have company in the Sprint 15's so there will be a few more " billy no mate's" to keep me company at the back of the fleet.

**Brian**

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## IYC Sailing Program - 2006

| Month                | Day        | Date      | START | Event                                                       | H.W.  | Height |
|----------------------|------------|-----------|-------|-------------------------------------------------------------|-------|--------|
| <b>MARCH</b>         |            |           |       | 2006                                                        |       |        |
|                      | Sat        | 4         |       | Dinghy Show - Alexandra Palace                              | 15:40 | 6.0    |
|                      | Sun        | 5         |       |                                                             | 16:19 | 5.5    |
|                      | Sat        | 11        | 19.30 | <b>CCS Prize giving &amp; Dinner at BYC</b>                 | 10:40 | 5.0    |
|                      | Sun        | 12        |       |                                                             | 11:28 | 5.2    |
|                      | Sat        | 18        |       |                                                             | 14:30 | 5.6    |
|                      | Sun        | 19        |       |                                                             | 15:00 | 5.5    |
|                      | Sat        | 25        |       |                                                             | 08:21 | 4.6    |
| <i>BST Start</i>     | Sun        | 26        |       |                                                             | 10:51 | 5.0    |
| <b>APRIL</b>         |            |           |       |                                                             |       |        |
|                      | Sat        | 1         |       | Dinghy Jetty, Replace Pontoon                               | 15:33 | 5.9    |
|                      | Sun        | 2         | 15:00 | Dinghy Race                                                 | 16:09 | 5.7    |
|                      | Sat        | 8         |       |                                                             | 10:01 | 4.6    |
|                      | Sun        | 9         |       |                                                             | 11:08 | 4.7    |
| <i>Good Friday</i>   | <b>Fri</b> | <b>14</b> | 13:00 | Dinghy Race,                                                | 14:00 | 5.6    |
|                      | Sat        | 15        |       | <i>Rest day</i>                                             | 14:30 | 5.7    |
|                      | Sun        | 16        | 14:00 | Dinghy Race,                                                | 15:01 | 5.6    |
| <i>Easter Monday</i> | <b>Mon</b> | <b>17</b> | 14:30 | Dinghy Race,                                                | 15:34 | 5.5    |
|                      | Sat        | 22        |       |                                                             | 07:39 | 4.8    |
|                      | Sun        | 23        |       |                                                             | 09:00 | 4.8    |
|                      | Sat        | 29        |       |                                                             | 14:28 | 5.9    |
|                      | Sun        | 30        | 14:20 | <b>Norton Novice Race</b> and the Forward hands dinghy race | 15:06 | 5.8    |
| <b>MAY</b>           |            |           |       |                                                             |       |        |
| <i>Bank Holiday</i>  | <b>Mon</b> | <b>1</b>  | 14:45 | Dinghy Race                                                 | 15:42 | 5.6    |
|                      | Sat        | 6         |       |                                                             | 07:48 | 4.6    |
|                      | Sun        | 7         |       |                                                             | 09:07 | 4.6    |
|                      | Sat        | 13        | TBA   | <b>Queenborough Race &amp; Cruise (BYC)</b>                 | 13:29 | 5.6    |
|                      | Sun        | 14        | 13:00 | Dinghy Race                                                 | 14:03 | 5.6    |
|                      | Sat        | 20        |       |                                                             | 06:24 | 5.1    |
|                      | Sun        | 21        | 10:00 | Ellen Rapkin Race                                           | 07:33 | 5.0    |
|                      | Sat        | 27        |       |                                                             | 13:25 | 5.7    |
|                      | Sun        | 28        | 13:00 | Dinghy Series,                                              | 14:06 | 5.7    |
| <i>Bank Holiday</i>  | <b>Mon</b> | <b>29</b> | 14:00 | Dinghy Series,                                              | 14:45 | 5.6    |
| <b>JUNE</b>          |            |           |       |                                                             |       |        |
|                      | Sat        | 3         | TBA   | <b>Harty Ferry Race &amp; Cruise (LSC)</b>                  | 06:10 | 4.9    |

|                     |            |           |       |                                                    |       |     |
|---------------------|------------|-----------|-------|----------------------------------------------------|-------|-----|
|                     | Sun        | 4         |       |                                                    | 07:05 | 4.8 |
|                     | Sat        | 10        |       |                                                    | 12:21 | 5.4 |
|                     | Sun        | 11        | 12:00 | Dinghy Race                                        | 13:03 | 5.5 |
|                     | Sat        | 17        |       |                                                    | 17:32 | 5.3 |
|                     | Sun        | 18        | TBA   | <b>Nore Race (BYC)</b>                             | 06:16 | 5.4 |
|                     | Sat        | 24        |       |                                                    | 12:22 | 5.4 |
|                     | Sun        | 25        | 12:10 | Dinghy race                                        | 13:09 | 5.5 |
| <b>JULY</b>         |            |           |       |                                                    |       |     |
|                     | Sat        | 1         |       | East Coast Piers Race                              | 17:03 | 5.1 |
|                     | Sun        | 2         |       | East Coast Piers Race                              | 17:43 | 5.0 |
|                     | Sat        | 8         | TBA   | <b>Boatacs Race &amp; Cruise(EYC)</b>              | 10:58 | 5.0 |
|                     | Sun        | 9         | 11:00 | Dinghy Race                                        | 11:54 | 5.2 |
|                     | Sat        | 15        |       |                                                    | 16:32 | 5.7 |
|                     | Sun        | 16        | 16:30 | Ladies Race                                        | 17:15 | 5.7 |
|                     | Sat        | 22        | 12:10 | <b>Upnor Race &amp; Cruise (IYC)</b>               | 11:12 | 5.1 |
|                     | Sun        | 23        | 11:00 | Dinghy Race                                        | 12:09 | 5.2 |
|                     | Sat        | 29        | 15:00 | Dinghy Race                                        | 16:00 | 5.4 |
|                     | Sun        | 30        | 15:30 | Dinghy Race                                        | 16:32 | 5.3 |
| <b>AUGUST</b>       |            |           |       |                                                    |       |     |
|                     | Sat        | 5         |       |                                                    | 09:07 | 4.6 |
|                     | Sun        | 6         | 09:20 | Dinghy Race                                        | 10:22 | 4.8 |
|                     | Sat        | 12        | 14:40 | Sunnyside Cup Race                                 | 15:29 | 6.0 |
|                     | Sun        | 13        | 15:20 | Greene King & Whitbread Race                       | 16:09 | 6.0 |
|                     | Sat        | 19        | TBA   | Interclub Cruiser Challenge                        | 09:37 | 4.7 |
|                     | Sun        | 20        | 10:00 | Dinghy Race                                        | 10:57 | 4.9 |
|                     | Sat        | 26        |       |                                                    | 15:01 | 5.5 |
|                     | Sun        | 27        | 14:30 | Dinghy Series                                      | 15:29 | 5.5 |
| <i>Bank Holiday</i> | <b>Mon</b> | <b>28</b> | 15:00 | Dinghy Series                                      | 15:56 | 5.4 |
| <b>SEPTEMBER</b>    |            |           |       |                                                    |       |     |
|                     | Sat        | 2         | TBA   | <b>Blackwater Race &amp; Cruise (EYC)</b>          | 07:04 | 4.8 |
|                     | Sun        | 3         |       |                                                    | 08:22 | 4.5 |
|                     | Sat        | 9         | TBA   | Hurricane Open                                     | 14:23 | 6.1 |
|                     | Sun        | 10        | TBA   | Hurricane Open                                     | 15:03 | 6.2 |
|                     | Sat        | 16        | TBA   | <b>Interclub Cruiser Challenge &amp; Team Race</b> | 07:39 | 4.6 |
|                     | Sun        | 17        |       |                                                    | 09:11 | 4.5 |
|                     | Sat        | 23        | 13:00 | Dinghy Race                                        | 14:01 | 5.6 |
|                     | Sun        | 24        | 13:40 | Konningstein Cup Race                              | 14:27 | 5.6 |
|                     | Sat        | 30        |       |                                                    | 18:00 | 4.8 |
| <b>OCTOBER</b>      |            |           |       |                                                    |       |     |

|                 |     |    |       |                |       |     |
|-----------------|-----|----|-------|----------------|-------|-----|
|                 | Sun | 1  |       |                | 06:28 | 4.6 |
|                 | Sat | 7  |       |                | 13:13 | 6.1 |
|                 | Sun | 8  | 13:00 | Gin & Rum Race | 13:54 | 6.2 |
|                 | Sat | 14 |       |                | 05:58 | 4.8 |
|                 | Sun | 15 |       |                | 07:06 | 4.5 |
|                 | Sat | 21 |       |                | 12:58 | 5.5 |
|                 | Sun | 22 |       |                | 13:27 | 5.6 |
|                 | Sat | 28 |       |                | 16:56 | 5.1 |
| <i>BST end</i>  | Sun | 29 |       |                | 16:53 | 4.9 |
| <b>NOVEMBER</b> |     |    |       |                |       |     |
|                 | Sat | 4  |       |                | 11:00 | 5.8 |
|                 | Sun | 5  |       |                | 11:46 | 6.0 |

## **MOORINGS, SPRING LAUNCH**

The Spring Launch is rapidly approaching. We have a maximum of 10 lifts on each day, please see below for availability:-

|          |           |
|----------|-----------|
| 18 March | 10 places |
| 19 March | 10 places |
| 1 April  | 5 places  |
| 2 April  | 9 places  |
| 15 April | 5 places  |
| 16 April | 8 places  |
| 29 April | 6 places  |
| 30 April | 7 places  |

If you haven't already sent back your Spring Launch slip, please do so. First come, first served basis.

There will be NO mid week lifts.

John Hart

## **MEMBERSHIP 2006/7**

REMINDER – If you have not sent back your Membership Renewal Forms for 2006/7 please do so. Any form that is not completed correctly or has information missing, will be returned with the areas highlighted you need to correct/fill in.

Please make sure that you include your cheque with the correct amount for subscriptions.

Thank you, Anita Hart

## **Newsletter by email**

**If you want to receive newsletter by email please let me know. I have set up a newsletter group so you will get your newsletter sooner and in colour.**

The date for the Sunnyside Cup race is being swapped with the Novice Race, re-named In memory of Gerry Norton as the:

## **Norton Novice Race**

For the less experienced cruiser helms to race on.

**Sunday 30th April 2006 starting at 14:20**

Take out your cruiser on its first race, or find someone who will let you helm theirs. (Cruising rigs only, No Spinnakers)

Have a go and remember Gerry who came up with the idea.

The Forward Hands Dinghy race will be raced the same day.

How nice it would be to see a good turn out for this.

**Cadets... (or even younger)**

RYA Youth RIB championships,

**Training to start end of March. How fast can**

**YOU go !!!**

Training for the RYA Youth RIB Championships.

The Eastern Region finals are set for July 1<sup>st</sup> and I will probably start training for those interested around the end of March. This year the boats will be 4.8Mtr Ribcraft RIB's. with 50hp outboards!

If you want to know more contact me.

Peter Powell

## Re: New Club Regalia Form in December 2005 Newsletter

N.B. Unfortunately, the wrong form was used in the December Newsletter as the prices shown do not include the P. & P. we have to pay and the Peak Cap price should have read £4.50 (ex.VAT).

Please use the form below if you wish to order anything and send it, together with your cheque, to the Clubhouse, marked for the attention of Pat Harper. Please note that there are still Burgees, Badges, Flag Stickers, Ties, Scarves, Sweatshirts, Polo Shirts & Rugby Shirts available in the Clubhouse & can be bought now from either Gerry Mason or Pat Harper.

Order For:-

| Description                      | Colour            | Sizes               | Ref No | Cost / Item | Size | Qty | Total Cost |
|----------------------------------|-------------------|---------------------|--------|-------------|------|-----|------------|
| Contrast Colour Polo Shirt       | Navy (Red Trim)   | S to XXL            | 579M   | £13.80      |      |     |            |
| Sporting Polo Shirt              | White (Navy Trim) | S to XXL            | KK515  | £12.65      |      |     |            |
| Lady Fit Polo                    | Deep Navy         | XS to XL            | 635600 | £8.55       |      |     |            |
| Lady Fit Polo                    | White             | XS to XL            | 635600 | £8.55       |      |     |            |
| Plain Rugby Shirt                | Navy              | S to XXL            | FR01   | £17.95      |      |     |            |
| Set In Sleeve Sweatshirt         | Navy              | S to XXL            | 622000 | £9.70       |      |     |            |
| Set In Sleeve Sweatshirt         | White             | S to XXL            | 622000 | £9.70       |      |     |            |
| Open Hem Sweatshirt              | Navy              | S to XXL            | 622060 | £9.70       |      |     |            |
| Open Hem Sweatshirt              | White             | S to XXL            | 622060 | £9.70       |      |     |            |
| T Shirt Heavyweight              | White             | S to XXL            | 2000   | £5.20       |      |     |            |
| T Shirt Heavyweight              | Navy              | S to XXL            | 2000   | £5.20       |      |     |            |
| T Shirt Long Sleeve              | White             | S to XXL            | 610380 | £5.60       |      |     |            |
| T Shirt Long Sleeve              | Navy              | S to XXL            | 610380 | £5.60       |      |     |            |
| T Shirt Lady Fit V Neck          | White             | XS to XL            | 610540 | £6.40       |      |     |            |
| T Shirt Lady Fit V Neck          | Navy              | XS to XL            | 610540 | £6.40       |      |     |            |
| Formal Oxford Long Sleeve Shirt  | White             | 14.5" to 18" Collar | FOX    | £13.25      |      |     |            |
| Formal Oxford Short Sleeve Shirt | White             | 14.5" to 18" Collar | FOX    | £13.25      |      |     |            |
| Ladies Short Sleeve Blouse       | White             | 8 to 20             | KK701  | £17.35      |      |     |            |
| Poly / Fleece Bodywarmer         | Navy / Camel      | XS to XXL           | R61    | £17.95      |      |     |            |
| Regatta Thor III Fleece Jacket   | Navy              | XS to XXXL          | TRF532 | £17.95      |      |     |            |
| Sandwich Peak Cap                | Navy (White Trim) | One Size            | 4210   | £5.60       |      |     |            |
| 6" Personalised Bear             | Navy Jumper       | 6"                  | BEAR1  | £12.05      |      |     |            |

Cheque   
(Tick Box)

Cash   
(Tick Box)

**Total Order Value**

# TREASURER'S REPORT

Please see Pat Harper for Treasurer's report

# **Island Yacht Club Maintenance News Letter.**

We are entering the season of longer days, evenings are drawing out and there will be increasing activity in the boat compound ready for the spring launch. But I'm dreaming, I'm not here to talk about boating lets get down to what it's all about, Island Yacht Club Maintenance.

The maintenance priority over the last year has been to increase security of the club house and the boat compound. We don't want the undesirables, the drivers who've lost their way or are using the car park for a canoodle, coming into our club area.

The security has been stepped up by the installation of the new traffic barrier and a new boat compound fence. Press button locks have also been fitted at the entrance to the jetties, as well as the compound toilets. An electro magnetic lock system was also fitted on the boat compound main gate. These modifications are a defence against the opportunist thief as well as strangers parking or racing their cars around our car park. The added bonus is that this arrangement saves the high cost of having to purchase new padlocks and keys which, because of wear and tear, were up for renewal.

Much of the maintenance is carried out by our own club members and is not often applauded or perhaps even recognised. Chris Coombs has joined me on the Maintenance Committee and he has greatly helped by shouldering some of this work. The maintenance has involved mainly our own club members, usually the same faces, to carry out mundane and often not very savoury works i.e. drains clearing, digging of service ducts. Lighting and new electrical and plumbing installations plus woodwork are among the many challenges tackled and there has always been ready help offered from the compound work party when needed.

It is sometimes difficult to arrange work parties because of work and family commitments and anybody who can offer help will always be welcomed.

Future maintenance being considered is the redecoration of the main club house room. This involves re-emulsion all walls and ceilings also the refurbishment of the model of the Cutty Sark which is positioned over the bar in the main room. It is a pity that the detailed deck work on this boat is not seen in its present position and bringing to a lower level is

being investigated. Constructive suggestions for repositioning this boat would be appreciated. If we find a new position for the Cutty Sark, what feature could we put over the bar? Again constructive suggestions please.

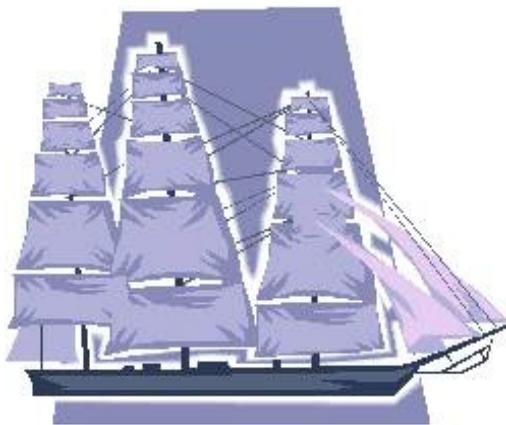
A complete ladies and gents toilet refurbishment is being costed but this project will be progressed depending on finances available.

The club house, because of the high activity and full social programme, requires to be maintained regularly and one area which has had substantial wear and tear over the last 5 years is the wooden dance floor. This wear and tear has necessitated regular cleaning and maintenance and the bond to the concrete under floor is beginning to fail. This floor has had a lot of abnormal abuse because not only is it used for social occasions such as dancing but is also walked on by club members coming in from the boat compound with grit on their shoes. We are progressing, therefore, with a programme to lay a wood simulation laminate floor similar to that used by commercial premises such as hotels.

There are large mats at the entrance to the club house we should preserve our assets by please, please, wiping our feet before entering.

It's great to see the club so busy and long may it continue.

May I take this opportunity to wish you all a great 2006 sailing and boating season, hope to see you out there.



**Dave Warmer**  
IYC Maintenance Chairman.

# ONE DOOR CLOSES

We had been sailing for the best part of thirty-five years so most Friday nights were often spent propping up the bar at the Yacht Club .All the usual crowd were there. “What’s happening at Whitsun?” Terry enquired. “Same old thing, over for the Calais Rally weekend then back” Jerry sighed. Every body moaned. “Seen that, done that, and got the tee- shirt four times” a wag joked. John my husband said “I’m looking to go somewhere different; how about Gravelines? It’s just down the coast from Calais, not so busy, and we can achieve it on one run. As the tide is early morning we will easily arrive on the afternoon tide”.

Saturday dawned bright and clear. We awoke on Catareta our thirty one foot Catamaran, which is a twin hull yacht. At four am we upped anchor, gunned the motor and headed towards Southend pier on the outgoing tide, sails hoisted we turned the motor off and had ten quiet hassle free hours of sailing. We each took a hand at the wheel and with a good southwesterly on our stem we headed for the French coast, a run down the Thames and a reach across the channel. We arrived just before high tide, motored up river for a mile before we reached Gravelines marina, tied up, then sat down for a welcome hot cup of tea. All the other boats reached harbour safely, the tide ebbed and we settled in for a happy and slightly boozy weekend.

Monday morning dawned sunny and bright. Four boats were heading home and one decided to sail along the coast with us towards the Belgium port of Newport for a few days. We berthed one night at Dunkirk on the way. It was an enjoyable and uneventful trip and several days later we journeyed towards home via Dunkirk and across to Ramsgate.

We berthed at Dunkirk on a fine Thursday evening had a very enjoyable meal and then went straight to bed. We got up bright and early for the channel crossing. All went well the first two hours. Suddenly the slight breeze became a light wind, the sea state increased into a heavy chop and we had to decide whether we carried on or went back to Dunkirk. We chose to go forward. The wind grew stronger and stronger, the sea wilder, the waves began to pound over the boat like Niagara Falls in full flow. The wind roared through the rigging impersonating a pack of demented lions. An almighty crash could be heard over the weather noises. “What’s that?” I yelled. My husband who had been fighting the wheel called “I don’t know”. There was a long, long pause. “I think the anchor has fallen of its front mount. Could you grab the wheel while I go forward and see”. I suddenly became frozen, I could not move, I sat on the cabin step unable to move or help in anyway. John called louder thinking I had not heard. “I

can't," I stammered. "I'm too scared". After thirty-five years my nerve had gone. John was nonplussed, he had to go forward but he could not just leave the wheel. "Sit where you are, just hold the wheel tight, you don't have to move". I understood, my grip must have been like steel it was the only thing I thought of, hold the wheel, hold the wheel, it was like a mantra. I shouted "John are you there". No reply. I yelled again "John, John". Suddenly a head appeared over the cabin roof. "I'm here, I'm here". I nearly cried with relief. "I thought you'd gone overboard as you hadn't answered me". "I could hardly reply while I was pulling up a great big anchor and thirty metres of chain." he gasped and collapsed on the deck. I still clung on to the wheel. It took him several gasp-retching minutes until he got his breath back. He prised my fingers from the wheel and regained control, after a few moments of silence he laughed. "Well done you've steered a beautiful course not one degree off, straight as a die". I didn't care all I wanted to do was to get home to Canvey. For five more hours John helmed the boat with no break while I sat rigid on the step. Luckily the weather did not get any worse but by the time we arrived at Ramsgate we were saturated, frozen and decidedly very, very miserable.

As we docked I went down below and stripped off my clothes as quickly as possible. But as I entered the cabin I was ankle deep in water. The force of the waves had found a weakness in the boat, so I was cold, wet and miserable and had to bail out the bow of the boat to get rid of lots and lots of water. In my wet underwear and bare footed, I filled and emptied buckets, it seemed for hours [I guess it was for about fifteen minutes]. As we finished with a sigh of relief, my damp foot met the sodden step to the galley; I slipped and hit my foot on the galley unit and acquired one broken digit. Ouch!

Everything in the cabin was drowned in seawater. We managed to rescue a pair of trousers and a top each that the other boat dried off for us. They walked, I hopped, to the shower and spent half an hour of utter bliss under very hot water, a decided change from the previous seven hours. After a hot meal and a couple of drinks we slept the sleep of the exhausted. Morning arrived with clear blue skies and a pleasant breeze. If only I had insisted we turned back and we had sailed a day later. "Do we sail, or go back by bus?" John asked. I pondered "sail, but for the last time. I'm sorry I couldn't go through that again I don't feel safe on the boat any more" I replied. We motored silently towards home and our berth. Six hours later we docked at Canvey. John sadly left the boat for the last time saying "that's it I will put the boat up for sale".

One door closes I wonder which door will open?

# Gerry Norton

14.12.1929 – 3.2.2006

## THE PERFECT GENT



The first records of Gerry's sailing prowess commence in 1979. Gerry had joined the Club in the mid 70's and owned 'Nautilus' a 17' Skipper which he trailed to the Lake District where he kept a caravan. That is until the sailing seriously took over. Word soon got around that Gerry was a Lay Preacher – better watch our P&Q's we thought.

However, Gerry's sense of humour, sense of fair play, sense of socialising and sense of sailing soon showed us he was an all round good guy. He was called Captain Neemo by many who sailed with him. He won the Robert Bruce Trophy in 1979.

John Cuthbertson remembers one year in the Upnor Race with Gerry on 'Nautilus' and John on his Felicity. John and Gerry both picked up a mooring on the inside of the Dragon Moorings in the Medway with Gerry using his snap-on mooring hook. They went up to the Club had a few drinks and went back to their boats. About 5a.m. John woke up (call of nature) and the easiest way out of his boat was through the forward hatch and as he looked around he noticed that 'Nautilus' had broken free of the mooring and was drifting towards the shore. John went up on the deck (in his birthday suit) and called to Gerry. Gerry poked his head out of the cabin and laughed at John who told him he was drifting. Gerry immediately started his engine and as he was motoring away he called out to John 'you'd better get below before anyone else sees you'.

One of the Harty Ferry races almost ended in disaster. It was agreed that as Gerry had the shallowest draft he would ferry everyone ashore. By the time he had gone round to all the boats he had collected 21 Club members onboard his 17' Skipper which had twin daggerboards. After Gerry had made the last pick up of people someone shouted hurry up your sinking. The weight of all the bodies onboard had submerged the boat and there was so much water coming up the daggerboards casings. Needless to say they made it to the shore but on the return trip another dinghy was also used as a Ferryboat.

One of the stories Gerry used to tell was the time we were arriving back from a sail Bob and I owned 'Jayronda' then and Gerry had the next jetty to us. I was wearing a bikini top and shorts (much younger in those days and the summers seemingly warmer). We had tied our boat and I was getting ready to take the ropes from Des, Gerry's crew at that time. When Gerry saw me he forgot what he was doing and crashed into the Jetty. Gerry retold this story of the 25<sup>th</sup> January this year when Rodney, Chris, Bill and I went to visit him in Barts Hospital.

In 1986 Gerry won the Overall Points Trophy and in 1988 the A&B Cup, the Yachts & Yachting Trophy and the Cruiser Points Trophy. In 1989 he won the Small Gains Cup. By now Gerry owned 'Aphrodite'. He was 1<sup>st</sup> Class B Cruiser in the Whitbread Race in 1990 and 1<sup>st</sup> B Class in the Cruiser points trophy. In 1992 Gerry was 2<sup>nd</sup> Class B in the Sunnyside Cup, 1<sup>st</sup> B Class in the SmallGains Cup, 1<sup>st</sup> B Class in the Fisk Cup, 1<sup>st</sup> B Class in the A&B Cup, 1<sup>st</sup> in the Koningstein Cup and the Gin & Rum Cup and also 1<sup>st</sup> B Class Cruiser Points – 7 Trophies that year. This is getting serious sailing

Gerry came onto the Committee for the first time in 1983 as Sailing Secretary which he did until 1998 when he became Rear Commodore Sail, I guess he knew enough about it by this time! Also in 1993 he purchased 'Aires' a boat which was well known in the Club as belonging to the late Roy Lucas and secondly Rod Abbott.



Obviously now sailing 'Aires'

Gerry wanted to continue his winning ways and in 1993 he was 2<sup>nd</sup> A Class in the Fisk Cup, 2<sup>nd</sup> A Class in the Yachts & Yachting Trophy, 2<sup>nd</sup> A Class in the Overall Points Trophy. Getting used to the new boat in 1994 was 2<sup>nd</sup> A Class in the SmallGains Cup, 1<sup>st</sup> in the Ellen Rapkin Trophy and 1<sup>st</sup> A Class Cruiser points Trophy.

1995 and everyone is busy with the new Club House but this does not deter the racing and in this year Gerry was 1<sup>st</sup> Overall and 1<sup>st</sup> A Class in the SmallGains Cup, 2<sup>ns</sup> A Class in the Ellen Rapkin Trophy, 1<sup>st</sup> Overall and 1<sup>st</sup> A Class in the Yachts & Yachting Trophy and 2<sup>nd</sup> in the Koningstein Pursuit Race.

1996 sees us in the new Club House and members celebrating this wonderful achievement. Gerry was celebrating too, this year sees him winning 1<sup>st</sup> Overall and 1<sup>st</sup> A Class in the Fisk Cup, 2<sup>nd</sup> A Class in the Greene King Trophy, 2<sup>nd</sup> A Class in the A&B Cup, 2<sup>nd</sup> A Class for the Cruiser Points Trophy.

Gerry won the 1<sup>st</sup> Overalls and 1<sup>st</sup> A Class in the Sunnyside Cup in 1997, he was 2<sup>nd</sup> A Class in the Greene King Race, 1<sup>st</sup> A Class in the Ellen Rapkin Trophy, 1<sup>st</sup> A Class in the Yachts & Yachting Trophy, 1<sup>st</sup> A Class in the A&B Cup, 1<sup>st</sup> Overall and 1<sup>st</sup> A Class in the Cruiser Points. Does this man ever give up. In between all this racing there was the Calais Rally trips and latterly the Gravelines Cruises – they will miss him in the Camboursier Club House at Gravelines.

1998, yes Gerry is still winning trophies. 1<sup>st</sup> Overalls and 1<sup>st</sup> A Class in the SmallGains Cup, 1<sup>st</sup> in the Ellen Rapkin Trophy, 1<sup>st</sup> A Class in the Greene King Race, 1<sup>st</sup> A Class in the Yachts & Yachting Trophy, 1<sup>st</sup> in the Cruiser Points – oh, and yes that year he was

part of the team that won the Combined Cruisers Race – not won again until last year, guess what Gerry was part of that winning team too.

I am not sure what year Gerry won the Nore Race but one of his crew Mark Smith was being interviewed by the local paper. The interview was relating to Mark's job (nothing to do with sailing) but somehow Mark mentioned the Nore Race and that they had won the race. We all know how local papers work, print what they want – the paper read Mark Smith owner and skipper of 'Aires' etc etc., Gerry laughed when he read the news but we do not know what he said to Mark.

When you take into consideration that Gerry is by now, no youngster, he drove down from Romford most weekends for the Sailing and helped alongside his good friend Bill Mahon improve the Bar takings. Gerry always had time for everyone he chatted to and helped everyone that he came across and was tireless in his support of the Club both as Rear Commodore Sail and Sailing Secretary. Gerry rarely missed a social event and for those of you who can remember, especially in the old Club house, he was an excellent ballroom dancer – his favourite was the Foxtrot.

In 2000 he was 1<sup>st</sup> Overall and 1<sup>st</sup> A Class in the Small Gains Cup, 1<sup>st</sup> Overall and 1<sup>st</sup> A Class in the Sunnyside Cup, 1<sup>st</sup> Overall and 1<sup>st</sup> A Class in the Yachts & Yachting Trophy, the A&B Cup and 1<sup>st</sup> in the Ellen Rapkin Trophy, 3<sup>rd</sup> in the Koningstein Pursuit Race and 1<sup>st</sup> A Class in the Cruiser points – some year that was for Gerry.



2001 sees Gerry 3<sup>rd</sup> A Class in the Sunnyside Cup, 1<sup>st</sup> A Class in the Fisk Cup, 1<sup>st</sup> A Class in the A&B Cup, 1<sup>st</sup> A Class in the Shepherd Neame Trophy, 1<sup>st</sup> in the Ellen Rapkin Cup, and 1<sup>st</sup> A Class in the Cruiser Points.

2002 and 2003 cannot find Club Books for these years. But in 2004 Gerry was 2<sup>nd</sup> in the Fisk Cup, 3<sup>rd</sup> in the Koningstein Cup, and last year despite all the difficulties he was experiencing Gerry took part in all 5 of the IYC cruiser Races and represented the Club in 4 out of 5 Combined Cruiser races, the Nore Race and the Interclub Cruiser team race.

On speaking with many members since Gerry's death so many have got stories, anecdotes and great memories of this truly lovely man, What a sad loss to both his family, the Club and all those who knew him.

**As everyone says ' a true Gentleman'.**

Valerie Deane. Secretary

## Tribute to Tony Backhouse



7.2.1938 - 22.2.2006

### Tony

Tony is my mate,  
He showed me how to use green paint,

He took me for a ride on the digger,  
And showed me how to make a small hole  
much bigger,

He always made sure I was having fun,  
Even when the work was done,

I would run around the compound and give  
him a race,  
It always put a smile on his face.

I will never forget you!

*I love always  
Jack x  
x/*





RNLI Skydiving events are organised in association with Skyline



Photos: Sam Morgan Moore,

RNLI/Derek King



# JUMP

for the Lifeboats!

## SPONSORSHIP FORM

NAME TRACEY LEVERETT IYC member

ADDRESS \_\_\_\_\_

(Please tick your chosen event) 10,000 feet Tandem Skydive  3,000 feet S-Line Square  2,000 feet S-Line Round  10,000 feet AFF Level 1

The person named above has agreed to take part in the above event in aid of RNLI, (Registered Charity No. 209603). The aim is to raise as much money as possible through sponsorship and we would value your support. £10 would go a long way but any amount will be gratefully received: part of the money raised pays for the