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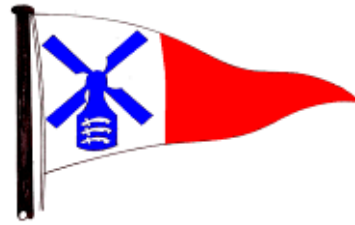
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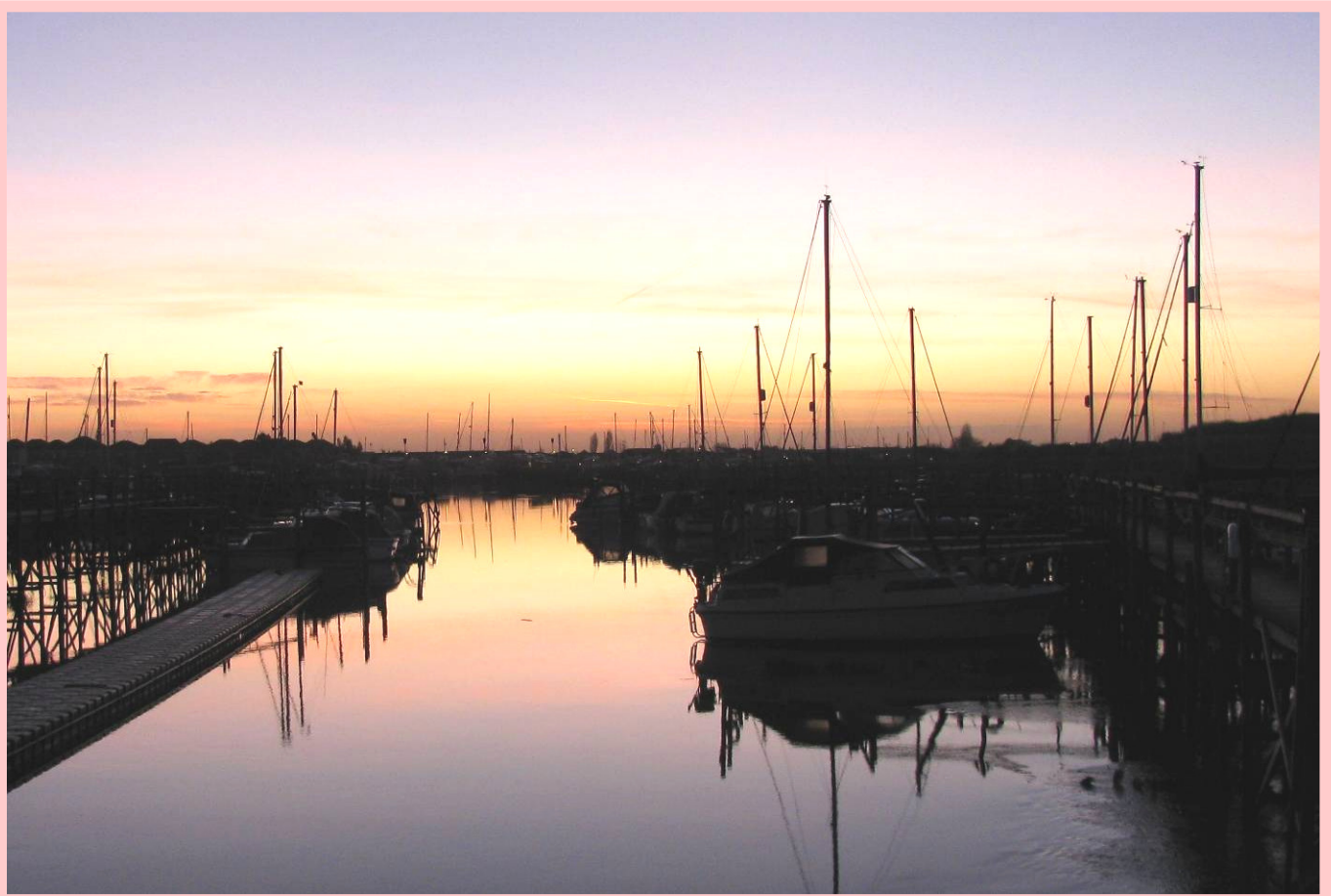
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March

2012



IYC Newsletter



Page 2	Commodore's Quarter Deck
Page 3	Club Notices (Launch dates and Membership fees)
Page 4	Social Events
Page 5	Cadets + Motor Boats + Boats For Sale
Page 6 - 7	2012 IYC Boating Activities Calendar
Page 8 - 9	Faux-Pas on the Briny
Page 10 -12	Water Rat

Commodore's Quarterdeck



Dear Members,

It very often happens that when a News Letter is due some sad news comes with it.

In February Joyce Leavitt (Wife of Mick) passed away after a long illness our thoughts are with Mick, the girls and their families. Also sadly Tom Lawrence died in February. Tom had been a member since the 40's again our thoughts are with his two daughters and their families. Dowager, Tom's boat, kept on the Medway was one of the Dunkirk ships and every year Tom would present her wherever the meet was. He enjoyed meeting up with all the old sailors and their ships for this reunion every year. I am sure he will be missed by them also.

As you look around the yard you can see everyone getting their boats ready for the water, I notice that one or two have already gone in. Let us hope we get the weather to support the sailing season this year.

Once you have received your membership books you will see that there is a good sailing and social programme set out. I hope that at least some of you manage to support these events and races. Myself this year, for my Commodore's Cruise will be going the *The Yantlet*, laugh you might, but I am doing this in order that the Cadets can sail over there, BBQ on the beach and sleep the night before returning to the Club on the Sunday. All we need is a bit of sunshine and plenty of members. For those of you that have not been over to the *Yantlet*, rest assured, there is nothing there. You have to make your own entertainment (there is a Pub about a mile away through the cow field) and across the Creek.

I am sure that others will keep you informed with regard to events and remember, this is your Club use it. Your Committee are again working hard to ensure the smooth running of the Club, don't feel that if you are not on a Committee you can't help, because you can. All help most welcomed.

I wish you good and safe sailing for the season.

Valerie Deane – Commodore

Club Notices

SPRING LAUNCH DATES

MARCH	24th.	H.T.	13.41.	5.7.m
APRIL	7th.	H.T.	13.45.	6.0.m
	21st.	H.T.	13.42.	5.6.m
MAY	5th.	H.T.	12.35.	5.8.m
	19th.	H.T.	12.39.	5.4.m
JUNE	1st.	H.T.	11.16.	5.5.m

Please note that the Winter Lift inclusive package ends at 18.00.hrs on the 1st. JUNE

After this date standard lift in fees will apply.

Moorings & Compound 01.03.12

MEMBERSHIP FEES AND SUBSCRIPTIONS

Personal renewal forms were sent to all members dated 18 February.

If any member has not received the form by 9 March please let me know either by

e-mail or by telephone and a duplicate will be supplied.

Please remember all fees must be paid by 31 March and must be accompanied by the completed form.

Thank you.

Malcolm

Malcolm K Hockett

Assistant Treasurer

Social Events

MARCH

18th March: Mothering Sunday

APRIL

5th April: Fitting out Supper (Thursday pm)

7th April: Family Easter Bonnet Disco

8th April: Children's Easter Egg Hunt

9th April: Easter Monday

MAY

5th May: Paul Metson Memorial

19th May: Quiz Night

JUNE

2nd June: Royal Birthday Dance

3rd June: Royal Quiz Night

4th June: Bank Holiday(Birthday Party)

5th June: Bank Holiday(Diamond Jubilee)

16th June: Quiz Night

17th June: Father's Day

23rd June: RYA Rib Regional Trials

JULY

14th July: Caribbean Meal

28th July: Quiz night

AUGUST

18th August Snapdragon

25th August Quiz night

Cadets Report

We are now beginning the new season with lots planned weather permitting. This year's Rib challenge training has started and with the help of the older cadets and support of the parents hopefully we will have a successful year. The Island Yacht Club is hosting this year's regional final which will be held on the 23rd June so please come along and give your support.

Also with the weather permitting cadets will be back on the water Tuesday nights and weekend when weather and tides allows. With the help of parents and club members who support the cadets throughout the year.

Martin, Mark & Karen

Motor Boat Report

With the start of another season which will soon be upon us and everyone busy around the compound preparing boats I would just like to wish everyone a safe and enjoyable 2012 season. The VHF radio course has started with 10 people taking part.

As for other courses that are to be organized along with events and cruises. Please look at the notice boards in the club house and on our web site.

Best regards Martin

Rear Commodore Motor

IYC Boats for sale (More details on the IYC Web site)

McGREGOR 26X	50hp O/B Motor/Sailor	26ft	£16,000
SUSIE-B	GRP	28ft	£18,750
WHISKY JACK	TRIMARAN	13m	£18,000
TRAPPER 300	FLYING FOX	26ft	£7,000
FAIREY FISHERMAN	JENNY F	26ft	P.O.A.
MACWESTER ROWAN	MOUNTAIN ASH	22ft	P.O.A.
McGREGOR	EMILY	26ft	£10,500
VIVACITY	GRP	20ft	OFFERS
SADLER 25	NIPPA II	25ft	£10,000

IYC BOATING ACTIVITIES 2012

Adjusted for BST

Date	HW	HT	CRUISER RACE	CRUISE	CADET
MAR Sat 10	13.54	6.2			
Sun 11	14.35	6.1			
Sat 24	13.41	5.8			
Sun 25	15.12	5.8	<i>BST</i>		
APR Sat 7	13.47	6.1			
Sun 8	14.30	6.2			
Mon 9	15.13	6.1	<i>BH</i>		
Sat 21	13.42	5.6			
Sun 22	14.12	5.7	Sunnyside Cup		
MAY Sat 5	12.37	5.9			Paul Metson Memorial
Sun 6	13.23	6.0			
Mon 7	14.08	6.1	<i>BH</i>		
Sat 19	12.39	5.4	Queenborough Race (BYC)	Queenborough Cruise	
Sun 20	13.12	5.5		BBQ on Barge	
Sun 27	17.17	5.2			
JUN Sat 2	11.18	5.6		V/Com Cruise	
Sun 3	12.12	5.8			
Mon 4	13.02	5.9	<i>BH</i>		
Tue 5	13.51	6.0	<i>QDJ</i>	V/Com Cruise	
Sun 10	17.48	5.4			
Sat 16	11.19	5.1	Boatacs Race	Stangate Cruise	
Sun 17	12.05	5.2			
Sat 23	15.48	5.6			RYA RIB Regional trials
Sun 24	16.24	5.5			
Sat 30	09.47	5.3	Nore Race (BYC)		
JUL Sun 1	10.53	5.4			
Sun 8	16.37	5.8	Ladies Race		
Sat 14	09.30	4.7	Harty Ferry Race (LSC)	Harty Ferry Cruise	
Sun 15	10.35	4.8			
Sat 21	14.55	5.8			Canvey Supply
Sun 22	15.32	5.8	Greene King		
Sat 28	08.06	5.1	Blackwater Race (EYC)	Bradwell Cruise	
Sun 29	09.20	5.1			
AUG Sat 4	14.53	6.0		ComCruseYantlet	
Sun 5	15.31	6.0		ComCruseYantlet	
Sun 19	14.33	5.9			
Sat 25	18.32	5.2			
SEP Sat 1	13.53	5.9	Ellen Rapkin		
Sun 2	14.27	5.9			
Sat 15	12.49	5.7	Upnor Race(IYC)	Leigh Reggatta	
Sun 16	13.27	5.9		Leigh Reggatta	
Sat 22	17.40	5.5			
Sun 23	18.47	5.2	Town Cup Race (IYC)		
Sun 30	13.27	5.8	Konningstein		DinghyTeamRace
OCT Sun 14	12.14	5.7			

DINGHY		RIB Crews and Race Officers		
Date	Event	support 1	support 2	RACE OFFICER
MAR Sat 10	Practice			
Sun 11	Spring Series	John Bell / TBA	Kevin & Sue.Turner	Alison Metson
Sat 24	Practice			
Sun 25	Spring Series	Garry & James..Marshall	Darren Woods / TA	Beryl Bouchereau
APR Sat 7	Practice			
Sun 8	Easter	Colin Ebdon / TBA	Mark Woods /James Heys	Alison Metson
Mon 9	Easter	Steve W / Chris H	John Metson / TBA	Alison Metson
Sat 21	Practice			
Sun 22	Sunnyside Cup	Darren Woods / TA	Clinton Turner/Lee Woods	Alison Metson
MAY Sat 5				Alison Metson
Sun 6	Bank Holiday	Paul & Pam Soderberg	Ken Hawkins / TBA	Alison Metson
Mon 7	Bank Holiday	Andrew & John Dobbs	Colin Ebdon / TBA	Alison Metson
Sat 19				
Sun 20	Hot Gossip	Adrian & Julien Linton	Brian K / TBA	Alison Metson
Sun 27	Turner Sails	John Metson / TBA	Alex Burlin / Lollipop	*
JUN Sat 2	Practice			
Sun 3	Brinkman	Clint Turner / Lee Woods	Mick levett / TBA	*
Mon 4	Bank Holiday	Dan Bell / TBA	Paul & Pam Soderberg	*
Tue 5	Bank Holiday	Ken Hawkins / TBA	Adrian & Julien Linton	Beryl Bouchereau
Sun 10	LT Grafix	John.Linton / Sue.Turner	Dan Bell / TBA	*
Sat 16				
Sun 17	Summer Series.	Mark Mawditt / TBA	Andrew & John Dobbs	Alison Metson
Sat 23				
Sun 24	Halcon	Mick F / TBA	Steve W / Chris H	Beryl Bouchereau
Sat 30				
JUL Sun 1	Summer Series	Kevin & Sue Turner	John Metson / TBA	*
Sun 8	Ladies Race	TBA	TBA	Beryl Bouchereau
Sat 14				
Sun 15	Summer Series.	Andy Bouchereau /TBA	TBA	*
Sat 21				Dan Bell
Sun 22	Whitbread	#	#	Beryl Bouchereau
Sat 28				
Sun 29				
AUG Sat 4				
Sun 5	Autumn Series	#	#	
Sun 19	AlphaMarine	John Bell / TBA	Adrian Pharro / TBA	*
Sat 25	Evening	Brian K /TBA	Mark M / TBA	B.Bouchereau
SEP Sat 1	Cat Open			
Sun 2	Cat Open			
Sat 15				
Sun 16	Autumn	Alex Burling / lollipop	Colin Ebdon / TBA	Alison Metson
Sat 22	Autumn	Mark Woods/ James Heys	John Bell / TBA	
Sun 23				
Sun 30	Konningstein	Chris Irvin / TBA	Garry & James Marshall	Beryl Bouchereau
OCT Sun 14	Gin & Rum	Adrian Pharro / TBA	Chris Irvin / TBA	*

Faux Pas' on the Briny

There appears to be a dwindling of stories; is nothing interesting happening out on the water any more? Doesn't anyone do anything stupid or foolhardy for us to laugh about? That used to be half the fun of sailing !!

So my thoughts wandered for some nautical Faux-Pas or calamity from years gone by that might amuse the members of a sailing club.

The first that came to mind was when my Dad decided to super tune our 17 foot Silhouette in the Lower Thames Rally. He had come up with a secret weapon in the form of a mast clip for the handle of our boat hook so that it could be used as a whisker pole downwind. As we came round onto the first run he stepped up onto the cabin and set the foresail out on the pole. The boat seemed to pick up speed and he shouted in joy "Wa-hey we're off", stepped back from the mast and straight over the side. "Splosh" ! he disappeared underwater to re appear at the transom frantically grabbing for a handhold. I was just six years old and my brother nine but along with Mum we did managed to drag him back on board.

Then there was a passage that actually made the Yachting Monthly editorial 40 years ago, they thought it was funny back then so hopefully so will you.

Back in our Silhouette days there was none of the electronic wizardry used for sailing today. To make a passage a good compass and some kind of chart was essential but anything beyond that was a luxury. But the most important navigation marks out in the Thames were the beacons and forts, so long as you could see them you had a good idea where you were roaming the channels between the sands. Unlike buoys you could see them for miles and they were infallible because they didn't move...well nearly always infallible.

In those days the boat hook was also marked off in feet to feel for the bottom as we crept into the shallows, but it was not till the 60's when things like echo sounders became affordable to the budget sailor. So we considered ourselves quite advanced in the late 60's when we got a seafarer echo sounder and an RDF (Radio Direction Finder) for our Sea King.

Da Dit.....Ditt Ditt Da Ditt .. "NF" North Forland Radio, how many times I listened to that swinging the RDF back and forward for a bearing.

Fully prepared with our new gadgetry we headed out for a holiday cruise in Holland. In the early days it would be a hop to Harty Ferry, then Ramsgate, then Dover and then wait for a good clear day when everyone would swarm out of Dover harbour together like a convoy for Calais. But we had become seasoned cross channel sailors now, fully loaded with our new Electronic Nav Gear. So after a rapid reach out of the Thames to spend the night at Ramsgate we were going for Dunkirk in one go... round the other side of the Goodwins for the first time; Really daring stuff back then !!!

It was a pleasant sail, a run out to the North Goodwin and then a steady reach across the channel carrying the westerly flood tide to cut across the South

ends of the Sandettie, Ruytingen and Dyke banks to pick up the channel into Dunkirk. Time it right and the tide would be turning to carry us up the channel into harbour.

Everything was working out pretty well, it was a nice day about a force 3 with a clear sky and a slight haze. Under full sail the Sea King was cruising along comfortably and it wasn't long before we lost all sight of land, and all but an occasional ship, so we kept a close eye on the echo sounder, back bearings on N/Forland Radio and a good lookout as the Flemish banks have wrecked more boats than the Goodwins despite their reputation.

After a few hours we estimated that we should be approaching the banks and noticed a beacon off to Port. We searched the chart and couldn't find it?? But it had to be on the Flemish banks so being cautious we altered course a few degrees to Stbd to give it a wide berth.. Time went by and we were making painfully slow progress past it. Could we have the tides all wrong, had we been pushing against an Easterly tide? Where would that put us, and what was this beacon anyway??

For two hours we struggled to get past this with no buoys to give us a clue to where we had ended up. It was like one of those nightmares where no matter what you do, **you just cant get away !...** Dad even put the engine on to help get past it as we couldn't afford to get carried onto this beacon as it must be marking some kind of shallows.

Thoughts of the Armada and all the boats since that have strayed into those banks to meet a fatal end started to come to mind. But slowly the white cliffs of Cape Griz Nes poked through the haze and we were able to fix our position a long way to the West, well clear of the banks.

Setting course for Dunkirk we found the beacon was now on the bow and we were heading right for it.? but soon we were following the buoyed channel so on we went... slowly the beacon got bigger, and bigger and a heck of a lot bigger ..until we finally saw the base of it hidden by the haze.. it was the biggest floating crane I have ever seen, it was massive, and it was being towed out of Dunkirk...!

But surely someone can beat that??
You can stay anonymous if its really bad !



Down on the waterfront...

I talked some while ago, September I seem to remember, about a Royal Yachting Association (RYA) backed initiative to get people out on their boats ... leave the marina pontoon that is... Apparently far too many craft, fresh from the plastics factory, sit, patiently, throughout the season while an owner thinks about that long planned trip down to the Solent, if east coast based, or down Channel if closer to our sports sumptuous southern headquarters, eschewing the glories often to be found usually no more than two to three hours away...

I know of a marina just up from Pin Mill, that darling of the east coast's anchorages if you can find a free spot amongst the myriad of craft, which took part in the scheme... It's a marina that refused to sell diesel to a club sailor in our midst ... however that's a different story! Anyway, the marina and berth holders took up the idea. Following some berthing practice amongst the crews and meetings about passage planning they took off ... it was a mixed group of craft, motor and sail. There was a larger vessel of around 40 tonnes with around 2.2m draft – east coast madness, surely - but he went because of the planned destination, having not tried before.

No, it wasn't to be a spot of river sailing: the Stour would have allowed a social gathering off Ewarton Ness. Then there could have been a sail into the Walton Backwaters for another convivial gathering deep up Hamford Water for the next day. No, it was to Woodbridge Marina. I assume this was so that the ice making machines could be plugged back in ... and there, to me, rests the main problem, it's an innate inability to sever ties for just a couple of days, independent of modern wherewithal's.

Tom Cunliffe joined this group for the passages to and from the Deben and was guest speaker at a supper hosted by the Deben Yacht Club... Apparently the destination was chosen to show how easy it was to cross the Deben Bar. The RYA like schools seem hell bent on getting children to run before they can walk. Whatever happened to keep it simple, learn to enjoy your craft and gain in confidence?

Our club isn't a lot different: cruises are marina dependent too. When was the last time you went on a club organised cruise that wasn't marina dependent?

“Willy the Rake ... has a problem,” the current boss of compound services recently said (more or less) on being asked by a man what was happening on arriving one afternoon for ‘work’.

“What's happened?” the man asked, inquisitively.

“He’s lost it!” someone exclaimed, before guffawing...

“He lost it ages ago...” another chipped in...

“He’s walked out and buoyed it.” The boss eventually managed to say, cutting through the cackles.

“Right-O, I’ll help on the William’s Bot” the man said, grinning and thinking about his not helping aboard the boat for some time.

The rake was ‘lost’ towards the outer end of the creek but it was soon firmly fixed up again after both were lifted, tenderly, from the grasp of the creek. William’s happy too, now he’s back behind the wheel puffing on a butt end disturbing worms and crabs...

I was busy tidying my sails when another sailor pattered past. He too had braved the winter’s cold for a couple hours of bliss out on the glorious water that surrounds our brilliantly placed club. He, one of our older members, was grinning from ear to ear. I was too: it had been a grand sail, like so many I’ve enjoyed this past autumn and swiftly ending winter.

It set me to thinking of the early morning departure I made on the day before Christmas Eve ... a few minutes after eight the boat lifted and we were underway. The boat’s sails were hoisted in a jiffy and the gently purring diesel, silenced. It was stupendous. Leaving the creek, the sun had just cleared the eastern horizon, it was magical and well worth the silent departure from the warmth of the marital bed: that’s an everyday experience, mornings such as I witnessed need to be treasured too!

I had to put a couple of tacks in along the surreptitious curve of the waterway up to the other island club. Tacking round off their silent clubhouse, I enjoyed a gentle broad reach home whilst tucking into mince pies – warmed under the grill! I expect the coffee had a smidge of something in it too – that was breakfast...

“Ah, doesn’t it make you thankful for life...”

A man was heard to say to another, “...you’ll need a licence to sail up the creek next summer...”

“Oh yeh, what for...?”

“When the Olympics is on...”

“Oh, the biking event you mean?”

“Yer tha’s right”

“Bloody tides out all day that weekend...” the reply came amongst a partially suppressed laugh.

“Oh!” the originator added with surprise.

“Any case, I’ll be miles away...”

“Where’s that then?”

“Well the Swale Barge and Smack match is that weekend ... we’ll probably be around Faversham or Conyer by then...” The other nodded.

Both departed on their separate ways after walking round the walkway from their respective craft.

Ah, the glories of the coming summer, but, there is spring to get through first. Soon the yard will again be packed with busy little Bees’ slowly returning from their respective snug hibernations.

It may have escaped the attention of some of you but there’s another fine clinker vessel in the club – a proper little yacht. Like the other chap who has one ... he’s fitting a new engine, well a reconditioned one anyway. Some bright spark asked, “...going to do the bolts beneath ... while it’s out?” That’s the two keel bolts, I understand, holding the aft end of the ballast keel to the boat.

Well, he did. The first slipped out like a well worn welly ... the other ... well, after a spot of bother, it apparently made its first foray into daylight since 1980. “How long...?” someone asked!

“Twenty-seven days...” came the stuttering reply, “...you know that...” as a black look preceded a shudder from the cold that nigh crippled him during the epic saga...

Ah, but, it’s lovely to see another proper boat, isn’t it!



Water Rat

