



June



2006

LYC Newsletter



<i>Page 2</i>	<i>Social Calender</i>
<i>Page 3</i>	<i>Commodores Letter</i>
<i>Page 4-5</i>	<i>LYC 70th anniversary</i>
<i>Page 6-8</i>	<i>Vice Commodores Quarter Deck</i>
<i>Page 9</i>	<i>Cadets</i>
<i>Page 10</i>	<i>Sailing Program</i>
<i>Page 11</i>	<i>Cruiser Racing & Sailing News</i>
<i>Page 12</i>	<i>RIB challenge + Treasurers Report</i>
<i>Page 13-16</i>	<i>Sailing Continuity - A Winter Tale</i>
	<i>Nick Ardley</i>

Social Calender

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 ADULTS CHRISTMAS PARTY
31st NEW
YEARS EVE



Newsletter by email

If you want to receive newsletter by email please contact
Peter Powell so you will get your newsletter sooner and in
colour.

DINGHY SAILING SECTION

Meet every second Monday of each month 8 pm at Clubhouse

Cadets

Meet every Tuesday 7pm at Clubhouse

Commodores Letter

Dear all

At last summers here? Now you see, now you don't.
Hopefully one way or another we will all get some
time afloat this year.

On a more serious note as you all know when you
joined the club part of your conditions of
membership was that you undertook to attend work
parties to help to keep costs down therefore fee's
down. At this present moment in time the work
parties consist of about 5% of the membership. All
we are asking is that you give at least 2 weekends
per year out of 52 weekends in the year. Unless there
are more volunteers on a regular basis the only
answer is to employ contractors which will
obviously result in a substantial increase in fee's.
We have got the best and most reasonably priced
club in the South-East.

LETS ALL KEEP IT THAT WAY

Fair weather and good boating to you all

Regards

Rodney



LOOK

October 2006 sees our Yacht Club celebrating its 70TH Birthday.

What do you give the Yacht Club that has everything? I hear you cry.

Well! We intend giving it the party of the year!!!

We couldn't let this momentous occasion in our clubs history go unnoticed, so we have planned a whole weekend of events starting from Friday 6th October to Sunday 8th October.

FRIDAY

To start the festivities we will be hosting a **CASINO**

EVENING from 8.00 pm.

Minimum fun chip purchase of £5.00

This will be a black-tie function. Food will be available from the kitchen as usual.



SATURDAY

Today will see the activities spanning the whole day:

From 12-3pm there will be **FUN** for the young family members and cadets.



3pm - 6pm

AT

(Yacht Club



Sees us

HOME

dress code)



With cheese and wine plus live music.

And as the sun sinks behind the yard arm its time to start a fantastic evening of celebrations.

WHO'S 70 !

6 - 8 pm will begin the

COCKTAIL HOUR PLUS 1



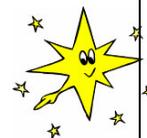
From 8-1am we continue with:

DANCING

A DELICIOUS BUFFET

A FANTASTIC FIREWORK DISPLAY

AND A TRULY SPECTACULAR STAR CABARET



WATCH THIS SPACE

Tickets will be available from behind the bar at the price of £10.00 per person (limited to members only, until the beginning of September). This ticket price covers all activities for the entire day.



SUNDAY

Today sees us all take to the water for a traditional sail past on the lunch time tide. (Details to be posted on the board). This combined with the Gin and Rum race will provide a fitting finale to our celebrations.



So remember to watch the notice boards and the web page for further details of all the events.

We look forward to seeing you all there and celebrating our clubs birthday in style.

The Social committee.

Vice Commodores Quarter Deck

Vice Commodores Cruise to Gravelines

By the time you read this, my Vice Commodores Cruise to Gravelines in memory of Gerry Norton will have taken place. It could be a record number of 9 boats making the trip and we are all praying for good weather.

Val Deane has arranged with Gravelines for us to place a small plaque on a wall in the new clubhouse as a lasting tribute to Gerry who loved Gravelines and personally organised many cruises there.

Weather permitting we will have had a great cruise or we may just have sampled the delights of Queenborough again.

Our Membership

Next is a note of total despair and I am sure some of you will take umbrage at what I say. This club has nearly 600 members yet the lack of support given to the club by the majority of those members is unbelievable, bordering on pathetic.

It is not a case of being in the club every day or attending every social function or being on every work party but I do believe it is the responsibility of every member to support the club and the efforts of those who run the club on your behalf. I know that we all have other commitments, work, family and wanting to use our boats but we all need to focus on what this club means to us all.

A simple question is why are you a member if you do not participate. I know some of you are members simply because it is a cheap place to moor or store your boats. Well, that is not what this club is about and never has been. In my view if that is all you want from this club, you should not be here. This club is about the social life of boating as well as being out on the water.

There are some of you have done sterling work for the club and strongly supported the club in the past but for some reason have drifted away. Please, this is still your club and it still needs your support. If there are issues that persuade you not to come here let your committee know, may be we may be able to help rekindle your lost affections.

If this lack of support by the majority continues it is almost inevitable that we all suffer the pain of increased fees etc. and I think I know who will be the first to complain, those not backing the club in the first place.

Finally, the bar makes a very healthy profit each year and this is ploughed back into the whole club including moorings, compound and equipment. However, this profit is generated by just a small nucleus of members, about 15%. It follows that this small nucleus are very aware of the situation and are becoming annoyed about the disproportionate contribution they make and consideration is being made to redress this situation.

Please, think seriously about what being a member of this club is about. Do not think just as individuals and what you can get out of the club. Think what you should also put into the club. The club needs all our members and all the members should need the club.

Our Creek

Getting the entrance to the creek dredged to the Halcon Buoy and more usable water in the creek it self remains the highest of priorities. To this end, the compulsory wintering bird survey and mud sampling for analysis is complete and we await the results. If the results are satisfactory we will be pressing the PLA to agree to dredge the creek entrance as they have recognised it as a danger to navigation.

We have also had a highly respected dredging company, Van Oord, here to review the rest of the creek and they have provided a budget quotation based on volume of silt required to be removed.

We did have another dredging company, GPS of Gillingham, here but they were honest enough to admit their method of dredging would not be cost effective for us. However, their representative has been extremely helpful with advice about dredging methods, obtaining dredging licenses and much, much more. He even visited us a second time to assist us with taking the correct samples and then sending them to the laboratory his company uses. All at no cost. My great thanks to him for all his help and interest in our Club.

It is our intention to visit the PLA mid June to discuss the dredging of the entrance and to present our overall strategy and hopefully obtain their basic agreement. Also we will discuss our potential involvement in a new Thames Estuary Users forum the PLA is setting up. The PLA has at conceded there is a massive problem regarding the small rivers and creeks within their administration and that something urgently has to be done about it. This forum will at last involve Clubs like ourselves, local councils, environment agencies small commercial users etc. all sitting around one table and specifically discussing these problems and finding a way to resolve the obvious worsening situation.

I can assure you the sub committee set up to look at how the creek can and should be improved are working tirelessly to move forward. Sometimes each step seems to be agonisingly slow but the pace is picking up and we intend to try to meet with the PLA on a monthly basis to maintain the momentum.

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

Cadets

The Cadets meet on Tuesdays from 7 - 9. At first no one knew each other, but we soon got to know one another.



All different activities go on, such as rounders, volleyball, tug-of-war and lots more.

Plus we learn all things about sailing. On our first night we looked at a catamaran and learnt



how to tack, we've also taken the Toppers out one Saturday and was taught various knots.



Overall - Cadets is great fun.

By
Chelsea Carter.

Sailing Program 2006

IYC Sailing Program - 2006						
Month	Day	Date	START	Event	H.W.	Height
JUNE	Sat	3	0800	Harty Ferry Race & Cruise (LSC)	06:10	4.9
	Fri	9		Cruise to Ramsgate	11:41	5.2
	Sun	11	12:00	Dinghy Race	13:03	5.5
	Sun	18	TBA	Nore Race (BYC)	06:16	5.4
	Sat	24			12:22	5.4
	Sun	25	12:10	Dinghy race	13:09	5.5
	JULY	Sat	1		East Coast Piers Race	17:03
Sun		2		East Coast Piers Race	17:43	5.0
Sat		8	TBA	Boatacs Race & Cruise(EYC)	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	Upnor Race & Cruise (IYC)	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	
AUGUST	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
Bank Holiday	Mon	28	15:00	Dinghy Series	15:56	5.4
				Commodores Cruise to Chatham
SEPTEMBER	Sat	2	TBA	Blackwater Race & Cruise (EYC)	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	Interclub Cruiser Challenge & Team Race	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	
OCTOBER	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	
BST end	Sun	29			16:53	4.9

CRUISER RACING & SAILING NEWS

Mike Edwards

Queenborough race. The CCS Cruiser racing got off to a good start this year with 6 entries. It was a great days sail.

The next Races/Cruises are:

Combined Cruiser Series race to Harty Ferry on Saturday 3rd June 2006
H/Water 06.10 Ht. 4.9 mts., Start line at Leigh buoy at 08.00.

Eligible Locally rated bona fide cruisers.

Course: South Shoebury (S). Spile (P). Columbine (S). Pollard Spit (P). Sand End (S). Finish. (Approx 20 miles)

C Class only Columbine Spit (S). Finish. (Approx 16 miles)

Finish between the Hards at Harty, Time Limit 19-00

Handicaps; Allowance made for declared/towed dinghy (not inflatable)

ISLAND YACHT CLUB..Combined Cruiser Series race to Upnor:

This year is the 30th race (according to the Names on the A&B Trophy)

The suggestion is to make this an informal event and have a barbecue on the beach at Upnor, open to all, racing yachts, cruising yachts and motor boats. Make this a date for your diary, bring your disposable barbecue and food. Please find attached entry form and details for Upnor Race and Cruise. We are hoping to have a DIY barbecue on the beach at Upnor, bring your own barbecue and food, all member are welcome.

Sat 22nd July 2006, H/Water 11:12. Ht 5.1 mts, Start line at Leigh buoy at 08.00.

Eligible Locally rated bona fide cruisers.

Course

(1) S. Shoebury(S). Spile (S). Medway No.5 (S). Grain Edge (P). Finish (26.5 nm)

(2) W. Shoebury(S). Medway No.5(S). West Nore Sand(P). Mid Swatch(S). Grain Edge(S). Finish. (22.7 nm)

(3) & C Class: *W. Shoebury (S). Grain Edge (S). Finish (14 nm)*

Finish between Medway Buoy No.31. & No.30A, Time Limit 19.00

C Class courses for cruisers without spinnakers or other downwind sails.

Starting Signals

10 Minute Warning:	Class flag numeral pennant No.1 displayed -1 Sound		&/or	
5 Minute Preparatory	Code flag P displayed 1 Sound		&/or	
Starting:	Class flag & Code flag P removed 1 Sound	All Flags down	&/or	

'No1 Pennant' white with red dot, 'P Flag' Blue surround with white square

RYA Youth RIB championships,

Once again our cadets are training hard for the RYA competition, Within our club it starting to look quite hot and when we run the elimination races at the end of June it is beginning to look like we will have quite a spectacle to watch. Once again the Eastern Area finals will be held at the Paxton Lakes sailing club, St Neots, Cambridgeshire on Saturday 1st July, and our club elimination races will be held in two stages on the two preceding weekends.

For those of you may have watched them on a Saturday you will know just how accurately and fast they are handling the RIB's through the courses.

Come and watch our Cadets competing against each other (weather permitting) on Saturday 17th and 24rd June and give them all a cheer to spur them on.

TREASURER'S REPORT

See Treasurer

The security fencing around the compound is now complete and consequently there is a lot more space available in the compound now that the fence line has been moved across to the far side of the old road.

I am glad to report that the Cadet section is coming along and various items for the Cadet's use have been purchased out of the Cadet Fund, which is what the money was raised and put aside for.

Pat Harper
Treasurer

Sailing Continuity - A Winter Tale

Since the early 1990's Christobel and I have maintained Whimbrel in use throughout the year and we have long been desirous to sail across to the Medway over the Christmas period. We haven't achieved this yet, but one year it will happen! After becoming involved with racing some years back, we became aware of the Blue Nose Trophy which was awarded to the first IYC vessel to book into the Medway Yacht Club after the stroke of midnight in the New Year – more on this later. At this time of the year an overnight winter sail is very much dependent of course, on tidal and weather conditions being suitable.

Following a conversation with a club member who extolled the brave deeds of the Gentleman's Cruise participants in late March of last year and an over stated, 'We do the Blue Nose Trophy on our trip.' Christobel said, 'We've got to do it, we sail all year round!' I didn't really plan it, but over Christmas, had various nags about, 'Did I think the weather would hold', 'You could get the gear down to air', 'Have we got all we need on the boat', etc. Meanwhile, the snow cleared away leaving another cold settled period and we were beginning to feel quietly confident.

Were we going to be able to sail out of the creek one year, and come back in the next? The forecast on the 30th of December 2005 looked distinctly promising, with no more than 4-5 winds for the period. The direction for the 31st was for SW, going light overnight and becoming NW, then W to SW later on the 1st of January. Night temperatures were predicted to be around 3 or 4 degrees Celsius. Well it was as largely predicted. The plan was to get as far into the Medway under sail then use the iron topsail up over the tide to the MYC. Arrival in day light was of the essence – so as it can be seen I had coldly planned to use some diesel: take note Mr Lane!

The daylight tide for the last day of the year was timed for 1226 at 5.6m. After loading up the boat with supplies and sleeping tackle, I prepared the mains'l with the first reef tucked in, while the Mate prepared other essentials. We departed from our mooring at 1028. Christobel took the helm, motored round through the wind while I hoisted the mains'l, in the creek. Feeling that it could be a fast and furious passage, I then ostensibly dealt with a myriad of things that when I'm on my own get done later when time permits. I didn't relieve the mate until the passage across the Grain Sands was being made – sometimes it helps to keep the crew busy! As we cleared the point at 1040, we both felt the boat lean to the breeze, pick herself up, and begin to fly. We settled onto a comfortable beam reach. Later the Sat Nav showed us doing a steady 5.8 knots over the ground going past Sea Reach No.6 mid channel buoy – it was out here that a roller

slapped under the starboard quarter and the airborne droplets dashed into Christobel – I was below making coffee! Once in the shallower water, skirting the firing range buoys, we were fairly ‘motoring’ and at 1150 we were passing close to the Grain Fort with the flood still making.

The water was a little troubled just inside the entrance and I saw a couple of deep rollers approach fine on the starboard bow, Whimbrel rose up, then dropped, with that classic clinker scrunch, onto the second crest, sending up a sheet of spray, the droplets twinkling against the wintry sun as they passed over the boat: Christobel had her second dowsing. Me – well I had ducked quickly behind her! We continued across to the marshes of Deadmans Island, whereupon we had to tack. With a look of astonishment from Christobel, I asked for the engine to be started, while I handed the jib, it was 1212 and with the approach of high water, the ebb would soon be running. Sipping hot soup with fresh cheese crusted bread, while the hazy sunshine helped to keep the cold at bay, we motor sailed onwards.

As we passed Stangate Creek, a smack was leaving her anchorage and setting sail, with a double reefed main and a spitfire jib set, she was last seen heading out towards the entrance as we cleared round Sharp Ness. The passage was quiet. On the way, two motor boats passed us and an outward bound RoRo rounded Folly Point as we passed by. We sailed the last leg from Gillingham through Short Reach where another sail glided by. At 1436, we berthed on the outer side of the MYC pontoon. I had tried to seek permission the previous day, but failed to do more than leave a message. All who we spoke to assured us that we were welcome to remain where we were, later to be confirmed by the Commodore. The heater had been flashed up before arriving, so the cabin was beginning to build a level of warmth, little by little! Soon after arrival as I was clearing up on deck a highly flavoured coffee was thrust into my hands.

We had passed by a boat with people aboard coming up to the pontoon. Just before dark, they came ashore and nattered to us for a while – saying that they hadn’t had a New Year visitor for ages – the wife in particular thought we were stark raving bonkers. They invited us to join them in the club later in the evening. At this point Christobel inserted herself into two sleeping bags and buried herself with a book; the radio also provided our entertainment – about the only time we delve into the delights of Radio 4 is when on the boat: it can prove a delight! Alexander called us up on the mobile, with a message from the Commodore, to remind us that if we were planning to claim the Blue Nose Trophy, we needed to obtain a serviette signed by the MYC Commodore or an official, to prove our presence – this is honourably quaint and fits the spirit of the

trophy, however, the SOLAS requirement to maintain a proper log is legal proof of ones location etc.

During this period, I busied myself with the preparation of dinner. We had considered the chances of getting any food ashore as being probably slight to nil, although the Commodore of the MYC later said that we could have joined them – such hospitality, but more of this later. For dinner I prepared a Carboneade de Boeuf, which then sat maturing for our later delight. I have to admit, we then slid into our bunk...my enquiring look was met with a twinkling ‘No Chance,’ Christobel feels the cold...I know for certain that a total of five layers lay in the way!

We gathered ourselves together some time around 2000 hours. The stove was relit; fortunately the shuttered cabin had retained a great deal of its previous warmth, so it wasn’t teeth clatteringly cold. Our heater is an old fashioned Blake unit, which is in fact pretty efficient. Dinner was then organised. We tucked into crab canapés and smoked oysters, washed down with an amontillado sherry, followed by the beef served with new potatoes and new baby carrots, which had poached gently atop the Carboneade, until of a succulent texture. This was washed down with a decent bottle of red wine, beneath the seductive glow of the oil lamps. I had cut a piece of stilton to bring – but it had, unfortunately, been left on the side board at home!

After clearing up and yes, having a wash...a change into skirt for her and clean trousers etc for me, we coated up and made our way to the club. We were welcomed by the Commodore – who was still at her table finishing dinner. Settling down with a glass of something and nattering together, we noticed a tidal flow of people going out to the loo – we presume – and coming back having a long gawk at us, whilst other faces were seen peering round the bar pillar. News had spread that they had visitors from across the Thames! After a few prompts, we joined the merry throng on the floor and danced into the New Year. Immediately after the Auld Lang Sine, the Commodore presented us with our serviette! After thanking those around us, we took our leave and by 1230 we were tucked up in our bunk, heading for the land of nod, as warm as toast.

The alarm ended all this just after 0535; by 0550 we had cleared the pontoon and motored away in an absolute calm. The sky showed some breaks in high cloud, however, lower level clouds could be seen hurrying by; we scurried down river knowing that the breeze would fill in – by now the kettle was singing. Off Oakham Ness a gentle westerly breeze from astern was felt and soon after rounding Sharp Ness going along Burntwick Island we set sail. The main, still with its first reef tucked in, and the jib. The log records the time as 0705. With

dual accord the engine was shut down and the speed soon began to overhaul that of the earlier passage. It was going to be a grey dawn; Christobel produced some coffee, with a liberal dash of something nice. By 0759 we had cleared the inside the Grain Hard buoy then setting a course to leave the Grain Edge buoy some 3 cables to starboard, Whimbrel was beginning to pick up her skirts. As we brought the Edge buoy abeam, we altered course to about 355 degrees hard on the wind, and in some 2.5m of water we tramped across the shallows. Away to starboard, the ghostly masts of the Richard Montgomery could be seen clearly in the weak dawn sky. Soon the Mid Swatch and Sea Reach No.4 buoys were slipping past our port side, out here, hard on the wind, our course at best was 5 degrees.

By 0858 we had passed well to starboard of the western sewer outfall buoys, tacking when in towards the shallows, this leg took us close past the pier, tacking again when able to fetch in past the Leigh Buoy. Then just for the hell of it and as an aid to keep warm, we continued tacking up the Ray. Off Leigh Creek entrance, a fetch up the last leg to Canvey Island Point was made. On our way we counted twenty four seals on the sands, basking in their usual spot in line with the Crow Stone. A thin ray of sunshine showed itself as we came up the Ray, dappling the early flood.

On the approach to the moorings off the Smallgains Creek, Christobel took over the helm. Sailing on up the gutway north of the creek, I went forward to ready the mains'l for lowering, when clear of the fishing vessels moored in the gut, Christobel tacked round. I dropped and stowed the mains'l while we gently ghosted back over the tide, under jib, to the Halcon mooring buoy – all accomplished to perfection and a great way to end the passage. Our arrival was witnessed only by the myriad of wildfowl feeding on the mud flats. The log records the time as 1003 hours.

While I cleared away the jib and covered the mains'l, a hearty breakfast of crispy grilled bacon in rolls was quickly produced. By the time we had tidied up, the flood had made sufficiently to enter the creek. We berthed at 1116.

Post Script: Some dissent arose within the IYC Committee about whether or not we were entitled to claim the Blue Nose Trophy. The rules, apparently, are ambiguous about when a vessel should leave the club etc. If this is so, then the Sailing Committee should re-define the rules and promulgate them.

Nick and Christobel Ardley
Whimbrel