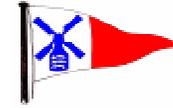


Cadets Training Day



September



2006

IYC Newsletter

70th Anniversary Issue

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Social Calender

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



Commodores Letter

Dear All,

By the time you read this the season will be all but over. Fortunately despite the weather the club has had a successful year on all fronts, cruises, races and fishing comps. Well done to all who have taken part or organised said events.

With it being my last year our 10th anniversary in the club house and this year the clubs 70th anniversary, I have been struggling to find the right words; but it is very difficult to sum up the feelings and passion that make us the best yacht club around. The dedication of past and present flag officers and committee members have kept everything on track and progressing.

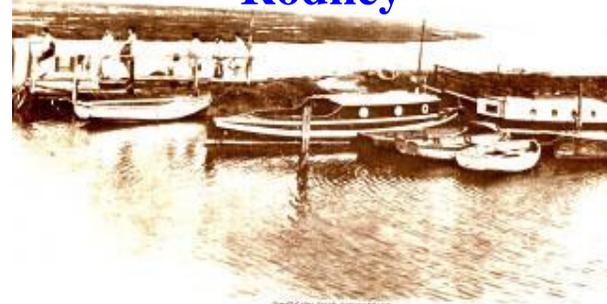
But it is you the members that give the club its spirit and soul. On your behalf I have welcomed many visitors from all walks of life to our club, and all of them have been most impressed with the people they have met and the facilities we have created here.

I am very PROUD of our club and its members, where ever we visit at home or abroad we are made welcome because we have such a good reputation ,which has been well earned over the years.

I am looking forward to the clubs Centenary, seeing you all for the birthday bash in October, and at the annual dinner and dance on November 11th for which there are limited tickets this year.

BEST REGARDS AND THANKS TO YOU ALL

Rodney



ISLAND YACHT CLUB PREVIOUS COMMODORES

My Experience as the First Lady Commodore 1995-1998

Let me take you back to where it all started, I was asked by John Brinkman to be the Social Secretary, many years ago. I had 2 small children at that time so I said I would have a go. Valerie was the Secretary and the advice she gave me was not to quit half way through the year, as a result, 9 years later I stepped down as Social Secretary.

I had a small break, then went back on committee and I was asked to take on the position as Vice Commodore. At this time the plans for the New club house were well under way. In 1995 the club house was opened.

In the November I took over the chair to a few member's horror.

The bank account was in a very empty state and we owed members over £30,000. With so much to do, little money to do it with, we had to plan with the help of my committee and lots of our club members things started to happen.

Some of the members went and pulled up a car park that was being closed down and brought all the bricks back, you can see them in our own car park today. The compound had to be made bigger with fences going up and bushes being placed for security.

The club itself had the look of a bright clean waiting room. Lights had to be changed, curtains put go up, pictures being hung - it was all so new.

With very little money we had to ask people to pay for the social events. With only a very few complaints members didn't seem to mind and I must admit we did have people supporting us then.

At this time IYC was in the chair of Interclub, as Commodore I had to sit and head these meetings luckily there were only around 4 meetings in the year.

With all the help from the committee things started to take shape - New lifting equipment was purchase! for the compound - The kitchen was fitted out with many items being purchased from auction - We took on one or two staff to work the kitchen, not always with success all trial an error,

By the end of my three years things were looking in a better way, the £30,000 was paid back to our members. The Club house was looking good, the compound had grown and so had our membership.

So as a member from all those years ago, saying I would have a go, I am now back as Social Secretary, I think I have stayed the course.

If you think you would like to have a go come on committee it's only for a year and it is fun if you make it that way.

This is our 70th birthday on 6th7th8th October, we will celebrate it in a big way so come along and enjoy the weekend.

I am still proud to say that I am a member of the IYC - best Club on the foreshore.

See you all soon

Elaine

Ray Chuter, Commodore Island Yacht Club 1989-1991

Hi

I joined the club as a family member in 1974.

It was a great club for my family to enjoy fantastic social evening's great boating activities, because of this I decided to help out by becoming a committee member on the moorings in 1979.

Then in 1983 I ran the cadet section for 3 years at this time we had 32 active cadets I found this very rewarding.

At the end of 1983 I stood for Rear Commodore motor this lasted until 1986 when I went for Vice Commodore serving along side John Bramwell he taught me all that was needed to start the position as Commodore in 1989.

My ambition was to help complete the build up to the new Clubhouse. Lots of hard work had already been completed by previous committees. Our funds were not that great so with help of the committees we started to raise our funds 100%.

This was helped by the fact that Social, Bar, Moorings, Etc. were all done by members hard work and all voluntary one of the hard task was to finish the infilling of all the marshes at the point to form our hard standing and grounds for the present club house by removing old dingy rack and reciting to present area. Land dispute had to be settled with Halcons and boundary fences for our land were sited having completed making the way for our club today I finished my turn in 1991 and stayed on committee for another 3 years to help new commodore and committees with the progress of the club.

I would like to say I have had many goods years from our club and have enjoyed giving time to then and now the best Yacht Club on our foreshore

Ray Chuter

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Brian Turner, (Commodore 1984-1986. then 1998-2000)

The commodore elect has requested that previous commodore's contribute to the newsletter of their periods of time as commodore of the club, I will keep mine very brief, 1984-1986 I recall that we had the best racing fleet of cruiser's on the foreshore, Interclub ask us for advise, we even organized certain event's, we were tops at the Lower Thames Rally, an event that many of you have never heard of, the Whitbread race was always well supported, no moans about dinghy handicaps! We even raced round around Scars Elbow and we did not have the fast cruiser's we have today, Arthur Rapkin had a dauntless gaff rig clinker built yacht, but still got round, the pursuit race was always to Scars Elbow, and the dinghies were still alive, the passage race to Benfleet Yacht club was also well supported, cadet's as well, during this period we also completed the road to the new clubhouse.

During my time as commodore we gained planning permission for our clubhouse, myself and Don Burge entertaining two councillor's and explaining the needs of a yacht club, as the planning was up for refusal, but with their persuasion they managed to get the refusal overturned at the council meeting.

1998-2000, now in the new clubhouse, we increased the size of the laying up compound, improved the slipway, finally achieved planning for the flag mast, the yacht club is actually termed as a vessel and the flag pole is a mast with a jack, other improvements to the club were made, I could go on but enough is enough.



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



Sees us

HOME



(Yacht Club 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



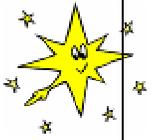
From 8-1am we continue with:

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.

Cadets

IYC Cadets 1988 – Present

When I was asked to write an article for the IYC 70th Anniversary magazine, as someone who has been through cadets and stuck around in the club, I started to remember all the good times experienced over the years and some of the sad, which have led to the present day status of myself and the cadets.

My first experience of cadets was in the old clubhouse off Point Road when I was about 6 or 7, and was started by Theresa Chuter and a couple of other ladies. We met once a week and did what kids do best... have fun.

We did learn a lot about sailing, learning about knots, sails and all the basics, but unfortunately no sailing came about. The cadet group, known as the “Snotties” folded after about a year. By this time I was approaching the time when Cub Scouts moved up to being Scouts, so I joined the 4th Canvey Sea Scouts.

It was about this time that I was bought a Barrow Boat Sailor, a 7ft lug rigged sailing dinghy in kit form for my birthday. My father and I (or mainly my father) built the dinghy in the garage at home and launched it with a bottle of lemonade in true Swallow’s and Amazon’s style on a sunny afternoon some weeks later. In truer style it was named “Death and Glory”.

And so I was finally experiencing the enjoyment of to quote Toad from The Wind in the Willow, “messaging about in boats”. This was the start of about 6 years of my parents towing two dinghies behind their yacht “Whimbrel” on our summer sailing holidays around the East Coast.

It was not for a couple of years that another cadet group was started, this time being in the new clubhouse, by Adrian Pharro and his partner. This started off very well, carrying on the teaching and a little bit of sailing in the Lark dinghies the Club had acquired with the odd trip to boat shows thrown in.

But as time grew on people started to drift away and the core group of us who turned up every week used to sort out Club newsletters and deliver them for a little extra pocket money!! However this group grew older and with fewer young people coming into the Club the group was forced to close.

By this time I had now started at Castle View and met Marc, another IYC cadet, who became a very good friend (and still is). Within a short while we both started going sailing after school (tide allowing) and joined the Saturday work parties under the watchful eyes of Mike Dickinson, Barrie White, Dave Lane, Perry Morris and many others, mainly getting in the way but also learning a lot about life in the process.

Only on one occasion were we both told off for going sailing when we’d left notes to our parents saying we were going sailing when the wind was a little stronger than we thought. As it was we were found by my mother scrubbing our dinghies on the slipway and having a great time!! I know my mother remembers this occasion, as I’ve been told about it a “few” times since.

During this time I was still going to Sea Scouts and not getting much sailing in. Once the leaders knew I could sail and row better than they could I was sidelined and left to my own devices, leading up to the inevitable of me leaving and carrying on my sailing on my terms (or rather my parents terms) and gradually I grew out of my little Barrow Boat (named as it had a wheel under the transom so could be launched without a trolley by one person) and bought a “new” Sea Ranger 12, I say new but when bought she was already 35 years old.

It wasn’t long after this that the cadet’s folded again and by the time the next group was started I was too old to join, and was busy with GCSE’s and college. So I carried on sailing with my parents and working on the work parties, becoming one of the drivers and joining the Moorings Committee once I was 18.

Now I’m 24 and helping to run the current cadet group, which has a strong membership of 20+ cadets about half of which have their own dinghies. A lot of progress has been made in the past few months we’ve been running the cadets and the members really enjoy the socialising and activities done.

It is really nice for me as someone who has been through numerous cadet groups at the Club to see one take off with such a strong group of cadets and even better to have the chance to make a difference by helping. It has to be remembered that these young people are the future of our Club and we should be doing everything possible to encourage them into yachting and doing it as safely as possible.



Let’s hope we can look forward to another seventy-plus years of the Island Yacht Club

Alex Ardley

Cadets Meet every Tuesday 7pm at Clubhouse

DINGHY SAILING SECTION.

THE COMMODORE HAS ASKED ME "PLEASE NO GRIPE'S IN THIS NEWSLETTER" NO CHANCE !

2006 SEASON IS GOING WELL.

WE HAVE CATAMARAN'S SUPPORTING THE OPEN MEETINGS. THE CADET SECTION IS GOING WELL; WE NOW HAVE A NUMBER THAT ARE BEGINNING TO SAIL ON THEIR OWN. IT IS MOST REWARDING FOR THOSE THAT HAVE GIVEN THEIR TIME TO TEACH THEM TO SAIL, I AM SURE YOU WILL AGREE WITH ME THAT A VERY BIG THANK YOU IS DESERVED BY THE WAY OF THIS NEWSLETTER.

THE NORE RACE WAS SUPPORTED BY 9 CATAMARAN DINGHIES, AND DESPITE VERY LIGHT WINDS WE ALL FINNISHED, WITH SOME TAKING PRIZE'S.

THE THREE PIER'S RACE IS A LONG DISTANCE RACE FOR MULTI HULLS, 7 OF US ENTERED, ONCE AGAIN VERY LIGHT WINDS, IF YOU LOOK ON THE WEB YOU WILL SEE A PHOTO OF JOHN LINTON'S TRI, LISTED AS 'UNUSUAL ENTRY'.

DINGHY RACING IN THE CLUB COULD BE BETTER SUPPORTED, BUT GETTING BETTER FOR US TAIL END CHARLIES, THERE ARE NOW 3 OF US, AND MORE TO COME.

FOR THOSE OF YOU THAT ARE NOT FAMILIAR WITH CAT DINGHIE'S WE HAVE IN THE CLUB 3 FORMULA 18'S 1 SPITFIRE, 5 HURRICANE'S, 3 DART 18'S AND 3 SPRINT 15'S , WE DO HAVE MORE CATS BUT THESE ARE THE ONES USED ON A REGULAR BASIS .

THE R.I.B. CHALLENGE; THE I.Y.C. COLLECTED SILVER AWARDED TO LUKE BULLOCK, ONCE AGAIN THANK YOU TO THOSE MEMBER'S THAT GAVE THEIR TIME TO COACH THE CLUBS CADETS TO HANDLE A FAST R.I.B.

I JOINED THE CLUB IN 1971 AND IN THOSE DAYS WE HAD A VERY ACTIVE DINGHY FLEET, TIME'S CHANGED AND THE DINGHY SECTION DECLINED, BUT IT NEVER WENT AWAY, IT IS GOOD THAT WE HAVE A REVIVAL, BUT WE HAVE TO WORK TO IMPROVE AND BUILD ON WHAT WE HAVE ACHIEVED.

DURING THE CLUB/S 70 YEARS THE MOST MEMORABLE FOR ME WAS THE GOLDEN ANNIVERSARY I WAS FORTUNATE TO BE THE COMMODORE HARD WORK BUT REWARDING. WE HAVE NOW ARRIVED AT OUR 70 YEAR MARK. I KNOW HOW MUCH TIME AND EFFORT GOES INTO ORGANIZING THIS TYPE OF CELEBRATION, SO PLEASE GIVE YOUR SUPPORT TO THIS EVENT.

DINGHY SAILING SECTION

Meet every second Monday of each month 8 pm at Clubhouse

Sailing Program 2006

IYC Sailing Program - 2006						
Month	Day	Date	START	Event	H.W.	Height
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
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 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 Pennent' white with red dot, 'P Flag' Blue surround with white square

It is proposed to hold a Cruisers meeting in September or October to discuss future plans for the cruiser Fleet (Sail & Motor welcome).

Watch Notice board for date.

This is not a cruiser racing meeting, it is to discuss all aspects of what cruiser owners want.

RYA Youth RIB championships,

Once again our Cadets competed in the Eastern Area finals held at the Paxton Lakes sailing club, St Neots, Cambridgeshire on Saturday 1st July.



last year we arrived to find a course nothing like the diagrams sent by the RYA, it was very fast, wide, open course and our Cadets had to adjust to that without the benefit of any practice. So this year after a lot of work training for the competition we arrived prepared for anything.

But.. They had gone completely the other way, it was more like a tight obstacle course, they had fooled us again.



But never mind our Cadets are getting good at this. I pointed out to Luke the guy who won it last year and gave Him and Caroline some advice on how to handle this very different course.

Luke was drawn in the middle of the running order (after last years winner) and Caroline was drawn last (which turned out to be unfortunate).

Luke's best run was excellent, he really worked the boat hard, but was he beating last years winner?

Then he got to the bit where they pick up a lifebuoy. In training Luke had developed a very risky approach to this, virtually diving to the side and picking up the buoy as he shot past. But the organisers had said they would penalise if this task wasn't done properly,



Taking no chances he stopped the boat alongside, casually got off the chair and lifted the Lifebuoy replacing it over a buoy, but it didn't look square so he reached back and repositioned it, then as he went to sit on the chair noticed he had got the seat wet

so he brushed the water of first. Cool Hand Luke would be a very appropriate tag for our Luke.. the rest of us were pulling our hair out on the bank watching. Then he was off, and would you believe it he had still beaten the last years winner. BUT... a little later another competitor, who certainly didn't hang around at the lifebuoy beat Luke by half a second!!!

Caroline's turn was last, the build up had her on edge, she knew everyone was watching after Luke had done so well and she tried too hard; going into the first buoy too fast! It all went downhill from there.



But we still came away with a second place (only missing first by the time it takes to flick a little water of a seat).

A very good effort by all our Cadets that trained for this.

YACHTMASTER THEORY EVENING CLASSES

START THURSDAY
14TH SEPTEMBER 2006
1930 – 2130

MEMBERS BAR
ISLAND YACHT CLUB

IF YOU WOULD LIKE TO JOIN
THIS CLASS OR REQUIRE
MORE INFORMATION

CONTACT ROY
ON 078903 89003

OR EMAIL
islandyachtclubryacourses@msn.com

Bill French's Vice Commodores Cruise to Gravelines - June 2006

in Memory of Gerry Norton

First, I have to thank Valerie Deane, our Club Secretary for organising our stay in Gravelines and the Plaque Ceremony in memory of Gerry Norton in their new Club House. They were expecting us, very pleased to see us, we all had moorings allocated and they were very helpful with the mounting of Gerry's plaque. Val loves the Gravelines Cruise as did Gerry Norton, both having made the trip many times and with this trip being dedicated to Gerry she most certainly wanted to be there but circumstances contrived not to make that possible. We are grateful for your efforts on our behalf and very sorry you could not be there to enjoy it as we all did.

This year I think we had a record number of boats on a cruise to France and what was especially good to see was we had 2 motorboats with us. This proved to be a great bonus as will be explained later but to start with the role of honour.

TOPAZ	Martin Dobbs	Motorboat
CASTAWAY BAY	Trevor Bullock	Motorboat
JANALAN	Alan Anthony	Yacht
INTENTION TOO	John Metson	Yacht
AZTEC	Mike Edwards	Yacht
LOOSE CONNECTION	Barry Bonner	Yacht
OCEAN SPIRIT	Bob Hough	Yacht
ALBATROSS	Bill French	Yacht
WESTERN ENTERPRISE	Russel Blitz	Catamaran

Saturday 28th May

We all left around the top of the tide at 12.30 on bound for Ramsgate. I was last to leave having had an electrical problem with my battery switch. After some strong cursing, finger wagging and some gentle pleading the switch decided to work and the engine started. I was not going to miss the

trip and decided if it happened again I would just by pass the switch and be damned.

There was nothing unusual about the passage to Ramsgate. Not much wind to start with so motor sailing was required, a spell of rain reducing visibility to less than a mile, generally dull and overcast and of course the wind picking up from the South West as we were off Margate in time to increase to 21 knots plus as we rounded North Foreland. A good bouncy end to the first leg of our cruise but we all arrived safely at Ramsgate. As I said, nothing unusual at all about the trip to Ramsgate.

On arrival at Ramsgate the benefits of having 2 motorboats on the cruise and the fact that they had got there earlier was most welcoming. Martin Dobbs, Trevor Bullock and their families were on hand to direct us to vacant pontoons and provide many hands to take ropes and fend off while mooring. They were there on our arrival at each destination and it made life so much easier after a long, tiring passage. My thanks to all of them from all us yachties.

We went our individual ways for food that evening but met up in the Royal Temple Yacht Club for a bed time pint or two with a plan to leave 07.00 on Sunday for Gravelines.

Sunday 29th May

Our departure from Ramsgate was punctual and uneventful but things were to change. With not much wind it was again necessary to motor sail but even with little wind, in mid Channel, the seas were very confused, with no defined direction. We nearly lost a man over board from John Metson's boat. In the sloppy seas his main jibed and as the boom swung out over the side there was Mel Walker hanging on to the boom and running across the waves like a deranged Road Runner. He was hauled safely back on board but it was a tough decision for John Metson as he had noticed with Mel running like mad, his boat had picked up an extra quarter of a knot of speed.

Then came a radio message to Mike Edwards that no one wants to hear. Basically it was " Mike, have you noticed you have a lot of steam or smoke coming from your exhaust?" This small query set the scene for Mikes stay in Gravelines. His engine was loosing power and stalling on

low revs. Engine in pieces, greasy hands, water in oil, change oil, change anything you could think of, engine back together, no change, engine in pieces, greasy hands. Eventually Mike took the engine apart again and took the problem cylinder head back to England to be machined, taking it back to France to refit it and finally returning to his IYC mooring on Sunday 18th June. Subsequently Mike has invested in a new engine. To summarise, although Mike spent a lot of time trying to solve his engine problem, he still managed to socialise at all the right times. In the case of a post wine & cheese get together amongst some of us for a social drink on my boat, it was at about 01.30 in the morning, being the last visitor on board, I suggested he might want to leave so Dawn and I could get some sleep. I say well done to Mike and his crew for retaining their sense of humour and making sure they were part of the cruise despite their problems.

I have digressed.

We arrived at Gravelines in fair weather but to be confronted by the local canoeing club holding a special regatta and taking up the whole of the entrance to the river, bank to bank. Having stifled all thoughts of Agincourt and Waterloo we carefully manoeuvred our way up to Gravelines itself. Once again Martin, Trevor and families were there to help us all.

The Marina personnel made us very welcome and could not have been more helpful. We presented a Club Burgee to the Marina Office, which they immediately put on their wall and John Metson gave up his Club Cap to the Marina Manager who's huge smile reflected how pleased he was at this offering. Unfortunately, his young female assistant looked very sad at receiving nothing. So what else could I do but give up my cap to her? We asked if we could all book for the Club Restaurant that Sunday evening but was told it was closed and any of you who have been in Gravelines in late May knows the whole place closes on Sunday. However, after Gill Hough in her very best French spoke charmingly with the Restaurant Manager and in turn he spoke with his Chef, they agreed to open the restaurant but could only give us a choice of 2 three course meals. Well, the meals were superb and there were 31 very content people. It was great evenings made more special owing to the fact that all those on the cruise were there.

Before our meal we organised the hanging of the plaque in memory of Gerry Norton. We were there to see it hung in pride of place below a light as you enter the Marina office (all who go there will not miss it). Of course there was a small hic cup. We had brought plaque from England but forgot a nail and hammer to hang it with and although it was a some what sad occasion, we were smiling and joking because we thought Gerry would have appreciated that and we drank a toast to Gerry in a place we know he loved.



Monday 30th May

The ritual Wine and Cheese Party was arranged for 15.00 and thanks should go to my wife Dawn for all the hard work she put in to it and also for the help Margaret Warmer, June Bonner and Gill Hough gave as well. We did not have a boat big enough for 31 people so the Gravelines Club

let us hold it on their wonderful new decking veranda overlooking the marina, plus they let us borrow some tables and chairs. However, the weather was doing its best to ruin the occasion. Everything was ready, mountains of food, gallons of wine not to mention a few beers but alas also buckets of rain as well. The decision was made to challenge the Gods and postpone it till 16.00 and they looked down upon us favourably. Still breezy, not a lot of sunshine but at least no rain. Once again the IYC proved it knows how to enjoy itself no matter what. During our party the crews of 2 boats from Essex Yacht Club wandered up and we invited them to join us. They appreciated the gesture and thanked us for our generosity. Even when the Gods decided enough was enough there were still a few hardy souls not prepared to give in.



With nearly every thing eaten or drunk the party ended around 20.30. Some decided to go into town or back to their boats to continue with more refreshments and some simply decided that sleep was a better, more sensible option.

Tuesday 1st June

This was a do as you please day with everybody doing their own thing. Some went to Calais, some to Dunkerque and Dawn & I took in the delights of walking around Gravelines. It truly is a beautiful, typically French town, which is amazing considering it is located between Calais and Dunkerque. That evening some of us ate in the club restaurant and again the food was excellent. The restaurant manager expressed his disappointment that he did not have our burgee to display in his restaurant. Luckily Mike Edwards had a brand new one with him and so we made another person very happy this trip.

The weather had been a bit kinder to start with but by late evening the wind was absolutely howling. Even at low water and in the total shelter of the marina 5 kilometres in land you knew how bad the weather was. It was a bad night for sleeping.

Wednesday 2nd June

We all awoke knowing our plans to leave today had been completely scuppered by the weather. The wind was still ferocious but at least it was sunny. A walk to the very end of the breakwater at the entrance to Gravelines confirmed how bad things were out to sea with huge waves breaking over the wall and a 2 to 3 metre swell coming in at the entrance. What else was there to do but find a nice little bar on the way back, have a few beers and think "C'est la vie" and then after some more beer, think "Que sera sera " and after some more just stop thinking. Later on that evening we all met up in a small bar in Gravelines for our last evening there. The bar owner must have thought it was Christmas come early. He had probably never taken so much money in one evening ever.

Thursday 3rd June

The wind had died down; there was some sunshine so it was time to depart. We said our goodbyes to Mike and his crew, slipped our lines and were on our way back to Ramsgate. The crossing was rough, with seas still settling down from the winds of Tuesday and Wednesday and the earlier sunshine was replaced by dark grey skies. It was not a pleasant crossing and yet another incident. My brother in law went down below to look at the chart. The next thing was huge wave hit us beam on, he went

flying across the cabin smashing into my cooker grille, putting a huge dent in it, ripping the gimble mountings out and in turn knocking a cupboard door off behind the grille. Back home he was diagnosed as having 2 broken ribs.

Entering Ramgate was heaven sent and once again Martin, Trevor and families were there to help us all. We went our separate ways to eat with the majority having a great fish and chips meal in the fish shop opposite the Casino, then all meeting up in Harvey's for a well earned few pints and exchange tales of daring do. We all slept well that night

Friday 4th June

Following a hearty breakfast we depart bound for Canvey with virtually no wind but sunshine and blue skies. It was to be a motor sail all the way back and of course there had to be one more problem. Suddenly I heard a disconcerting rattling and vibration from the prop shaft. Was it the P bracket, the cutlass bearing or something much worse? It turned out that the shaft anode had come loose and was bouncing around the P bracket as the shaft rotated. What a relief.

Finally, we are all back safe on our moorings and then all the events of the past week begin to dissolve into the grey mist of tiredness.

It was a tiring week both socially and boating wise but it is a nice feeling of tiredness, one of satisfaction and achievement.

It was a truly enjoyable week in the company of very good people and that is what we as a club are about.

I am thinking about my Vice Commodore's Cruise being later next year, probably starting on Saturday 23rd June. I realise this forfeits the bank holiday Monday but it is only one day. It might be to Gravelines or it might be somewhere on the East Coast. I will let you know later on in the year.

Bill French

Vice Commodore

EAST COASTS PIERS RACE PART 11

If your memory serves you well you will remember that half a dozen boats from the Island Yacht Club competed in the East Coast Piers race with various success and failures, i.e. the author being the failure and success going to the Turner Towers squad.

With last years bad performance and most of us missing the nudist beach, we decided to do the event again with some old timers and new additions to the Race which included the little man himself Brian and what have I let myself in for Clint Turner who intern was being crewed by Lee big smile Wood. The old timers were John who brought his son, "can I stay up late" Danny (but don't tell his mum it was past 3.00 am) Bell. Rob Page and Darren Wood. The MM crew was present including the older version of Babe Watch Sue Turner, Lloyd and Kevin Big Bus Turner.

With all the wives, kids and even a mutt deciding to travel Friday night, the front field soon resembled a politically correct pikey camp with Motorhomes, Caravans, Tents and most importantly the beer, "sorry the boats". The BBQ was soon on the go including the biting mossy's, which were out in force. Not to be put off, we were soon sprayed up and the numbing effect of the drink, the camp was soon overflowing with old friends and laughter.

Saturday was upon us and with many having sore heads, rigging the boats became very much like a Japanese torture game. Given we are mad Englishmen; we carried on so we could be ready for the early start on Sunday. With the boats rigged we were soon joined by the remainder of the Island gang, which increased our tally of 6 dinghies. This was not the last of it, as John Linton, crewed by "I didn't break it honest" Ian Cuthbertson and Brian "lets have it" Keenlyside together with "can I stay on the sunny side so that I can get a tan" Lorraine (Ian's Wife) sailed round from the Island Yacht Club in the newly finished Farrier.

We did have one interloper from the Benfleet Yacht Club Dave Chamberland who parked his boat with us. We helped rig his boat, and for

Inter club relationship, there was no mention of the Cruiser Team Trophy, we won. With our field now packed to capacity, we had more visitors from the Island yacht Club, which gave us the que to light up the BBQ before the England V Portugal match. With time on our hands, we signed in for the race and ensured that we had all the necessary safety equipment. Somebody shouted, "I have no flares" (I think it was John Bell), "don't worry just take your trousers you wore last week. (I thought I just chuck that one in, sorry)!!.

With the big game approaching the Turner's passion wagon was soon overflowing with friends to watch the game. As you already know, we lost to an Argi ref and a Winker. With everybody slightly down from the footy, we took ourselves to the Green man at Bradwell for a nice meal, (I think its called the green man because of the Nuclear Power Station next door, I know I will be corrected but save yourself as I'm not overly fussed in wanting to know really). Also it was Mark and Laura Wood Wedding Anniversary so a big green hand for them.

It was straight to bed once we were back from the Pub as we knew we would be awoken by the crow at 06.30 am, which didn't happen as we reckon somebody shot the crow last year or did we cook it on the BBQ Friday night "who cares " we gained an extra hours kip. After a big hearty breakfast we were soon ready and on the slipway for the off. Yes, we have wind for a change, but with a strong tide it already became a slog to the line, it was even made worse, when we tried to hoist the Spinnaker and found that a Spinnaker up haul was tangled round our jib wire. So we had to sail to the other side of the Blackwater turn the boat over in the mud and re-do the Spinnaker - great start.

With this now, complete we had the boat upright and making our way to the start, but we were soon dodging mud bombs which was falling from the top of the mast and sail. With a good shake we had the last of the mud off, but the boat looked like had just been in for a pamper day at a local beauty parlour with mud all over it. Well at least it had a good complexion after the race. With the boat now in camouflage grey mud, we sneaked up to the line as we only had a couple of minutes to go. No gun but we were off and had a great start for a change, but after going for a 100 yards the rescue boats were soon yelling for us to turn round as this was not the

start. We giped the boat round in the light winds and at the exact moment, Cuffy in his wisdom decided to tack which saw us fending off the trimaran we didn't get run over or have a closer inspection of the underside of John's Boat. Worse part they didn't even offer us a cup of tea.



Ok we were now on the 2nd start which went well, but we got stuck in the middle of the fleet. With this, we tried to creep up and into the corner of Osea Island, but as we reached the corner, we just stopped for

no reason. Whatever we did, the boat just came back to one spot. After some time we manage to move off. As usual we lost the fleet and it was time to catch up, I think its called de ja vu, as I'm sure we done this last year. Then again, for some reason the Blackwater is never friendly to us and it's a lottery which side of the river you go. To quantify this we managed to catch up part of the fleet, but we decided to go further across and on the tack back, we lost miles upto Bradwell Power Station. With the wind slightly increasing we started to gain on some boats and when we went round the Bradwell Buoy we had over taken them and were now heading for Colne Point. We decided to try a different tack from the rest and went inshore to catch the breeze. This played lovely as we were managing to point really well and were going at a nice speed; even better, we were heading for the Nudist beach, just as we were getting into eye range, we had to tack away, due to a fishing boat and some rocks. However, this actually worked in our favour as we had a nice lift and made Colne point and also put some more boats behind us. As for the rest of the Island gang they were ahead of us, but we were gaining on them due to expert tactics in Mark Wood falling asleep on the leeway hull which made us point and drive the boat that much better.

With the course now shorten to turning around at Clacton Pier we continued to plug away and saw some nice sights on the beaches, but what does amaze me is jet skiers who go on the water with no brains. In sustaining this we did come across a yacht that was not watching were he was going, had the tiller tied up and was motoring. He soon had a sharp awakening when we called starboard on him and then watching him panic in trying to untie his tiller. Just goes to show you must keep a look out, as he/she was not the only ones, back to the racing we manage to catch Rob and Dal at the Clacton Pier mark and on the turn mark in popped Clint and Lee on their Spitfire. Just goes to show you come all this way and who do you meet your own club members at the mark.

First was Rob/Dal 2nd Clint/Lee and then us, we all had a Spinnaker up and with the tide rushing along the coast we decide to keep inshore, Rob/Dal, Clint/Lee went out hoping for more breeze. We saw that Rob had a small problem with his Spinnaker which let us get ahead, Clint also went in front, but we soon had our own problems in that the Spinnaker sheet had come undone and would need retying. We put the boat head to wind, but knew we had to do the other side because they are connected. We giped the boat round and then put it head to wind again. With our troubles, this allowed our fellow club Member's to get away. So it was catch up again. Before this, we were hungry so it was decision time, some nice little Bistro on the way home or the Canvey's answer to the F word, Sue and Amanda on the rib with all the sandwiches. Lucky for us they took switch, "for the older Members of the club that is a credit card," after leaving a tip and taking all the mints, we were back on route to Colne Point and the Nudist beach again. On reaching Colne we had to gibe out to Bradwell which left us frustrated again due to not seeing any nature birds and seeing the others getting better wind and clearing off. We decided to try and make Bradwell in one therefore sailed inland a distance and then up to Bradwell Power Station to the mark. This did work, but we did play chicken with a Spitfire when we were on port. I said to Woody if he calls starboard, I will tack, but for some reason he waited to the last moment to do it. In the end, we went past him with feet to spare, but he did throw his toys out of the pram. Trouble was when we came back across the Blackwater he was coming back on port, to be fair we went round the back of him so we didn't get hit by one of his toys, but I was in the wrong in the first instance.

The final leg was now upon us and with the wind being fluky again we stayed in the middle of the Blackwater which was paying very nicely, but Rob/Dal saw this and covered what we were doing which kept them ahead of us and over the finish line. We soon followed with Clint before or just after us, but overall it was a very hard slog up to Clacton against the wind and tide. We were happy with our result, but if only we can get out of the Blackwater quicker and I could sail in light airs better then I'm sure we could finish in a better position. In saying this the weekend was brilliant even though England lost to Portugal.

To sum it all up it was nice to see more Members from the Club taking part in the race and John Linton entering his new trimaran, which certainly got the Club, noticed, even



though he did take up half of the start line and made the biggest wind shadow. Kevin and Lloyd in the top ten again, Clint/ Lee and Rob/Dal doing their first East Piers Race, Grandad Brian taking part in the Colne Point race and being the oldest competitor, John and Dan Bell also taking part in the Colne Race. Lastly, I like to thank all the wives, kids and special thanks for muttley for not peeing or leaving a deposit on the boats.

Are we doing it next year, yes, as one day I will get to sail out of the River Blackwater without swearing, until next year, 'Happy Sailing'.

By Mark Mawditt.



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