



## Changes to the class rules in time for the Nationals

As you will be aware, for some time work has been underway to review the YK rule book, and by now all members will have received full details of planned changes. A vote by the membership to accept the alterations will be made at the YK Association's AGM which will take place at Horning Sailing Club on Saturday 22nd June 2013 at 11.00 a.m. i.e. before the start of the National Championships. If voted through the rules will then be applicable to the competition.

Thanks must be given to committee members who have worked on the proposals together with Eric Diffey and Carl Brady. As many will be aware Eric, together with committee member Tony Hargrove, wrote the existing rules, and so his input should ensure that the spirit of the rules remains the same even where the wording has changed. Additionally Carl was particularly helpful with issues regarding sail measurements and ISAF terminologies. The end result is not intended to force change but simply to make the rules applicable to the way we sail today and to be consistent with the International Sailing Federation (ISAF) terminology and best practice.

### From the Editors

It has been a somewhat bleak start to the year with inclement weather extending well into April, resulting in conditions being far from ideal even for the hardy souls who sail through the winter. But Yeomans are again returning to the water, and despite blustery conditions there was a good showing for the class weekend held at NBYC on 27th/28th April.

This newsletter is a bit shorter than usual as there has been reduced activity over the winter and hence not as many contributions as previous.



*Editors in front (unique event), November 2012*

We look forward to receiving your photographs, comments and articles for our autumn/winter edition. When we look forward to again producing a bumper issue!

Michael & Frances Holmes  
5 Cringleford Chase  
Norwich  
NR4 7RS

email: [frances@cringleford.com](mailto:frances@cringleford.com)  
phone: 01603 455798

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## 2012 Irish Nationals and 2013 Update



*...on the beat*

Eight boats took to the water for the 2012 two-day Irish National event. Winds on both days were WSW allowing O.O.D. Fred Ternan to use the club line as the start. This meant that spectators at the club could see the action and also allowed the race-management team to use the club flag pole for the flag-start sequence.

Day one saw father and son team Bertie and Ian Forsythe in Christa (Y22) dominate the sailing. However, on day two in the first race they were challenged by Honey Bee which contained another member of the Forsythe family. During the 6th race the winds died allowing Donald McCarthy to skilfully negotiate the random holes in the wind to finish in first place allowing him to take 3rd place overall. Many thanks

to Waterways Ireland ([www.waterwaysireland.org](http://www.waterwaysireland.org)) for sponsoring the first prize which was claimed by Bertie and Ian Forsythe and presented by Commodore Katrina McGirr.

In 2013 we started launching boats on 27th April, and racing has now commenced with both Saturday evening and Sunday afternoon series. We look forward to Wednesday evening sailing once light permits. Readers may be interested to know that we cannot sail on the weekend of 17th and 18th June as we have the G8 leaders having their annual meeting on the opposite side of the Lough to the club!

We have not yet confirmed a date for the 2013 Irish National event, but are aiming for September.

*Tight at the start*



# Sponsored by Waterways Ireland



*Commodore Katrina McGirr presents Donald McCartney (left) with 3rd prize and Declan Dooley crewed by Robin Forsythe with 2nd prize*



*Honey Bee battles with Lady Rose (windward)*





Many thanks to Waterways Ireland for these wonderful images of the Irish Nationals. Who would like to make the short journey to Lough Erne for this year's event? It certainly looks like its worth the trip.



## The 2013 Nationals at Horning Sailing Club, 22nd and 23rd June, 2013



*YK Nationals at Horning, 2006*

The Horning Yeoman fleet take great pleasure in inviting you to this year's event. Racing will take place on Hoveton Little Broad where we will have exclusive use of the start line and appropriate amenities, pictured below. Launching facilities will be available (manual crane and deep slipway). Where necessary, temporary Broads Authority tolls will be paid by the Association. Also we will be able to provide tows to the broad before racing starts.

The weekend will start on Saturday with the Association AGM at 11 a.m. followed by two races, with the first starting at 2 p.m. In the evening a delicious dinner will be served (at 7 p.m. for 7.30 p.m.) at cost of £12.50 per person. All are welcome to attend, including competitors, non-competitors, friends and family. After the dinner an archive documentary from 1989 will be

shown by John Vickers of Rutland S.C. See page 10 for stills from the fascinating films which features many familiar figures...albeit somewhat younger.

On Sunday we will have three races, with the first starting at 10.30 a.m. A light lunch will be served before the final race. Prize giving will take place in the clubhouse after sailing.

The entry fee will be £12 per boat, which includes Sunday lunch. The fee will be waived for competitors from outside the Norfolk Broad area.

We look forward to welcoming as many as possible to this beautiful spot on the Norfolk Broads.

For further information please contact:

Toby Fields, [yksec@hotmail.co.uk](mailto:yksec@hotmail.co.uk)



*Getting a tow to the start line, 2006*



*Floating startline and 'amenities'*

## WL Clabburn Yeoman Trophy - 27th and 28th April



*The new season begins at Norfolk Broads Yacht club, April 2013*

Another very windy weekend to start our racing season at NBYC, Three visitors from Horning decided not to come, whilst even before we started our commodore snapped a spreader and Gordon Wishart broke his kicking strap. That said we still fielded 12 Yeoman – not bad for an early-season event, During the first race on Saturday sailors coped with 20k/h winds from the

north. The weather didn't improve during three races on Sunday with southerly 20,25k/h winds gusting to over 35k/h. Unsurprisingly the testing conditions led to some very tense moments which saw some of us planing downwind unable to drop the spinnaker. One broken mast was very sad to see, but all-in-all a very good meeting which left all who took part exhausted.



*Rounding the first mark spinnakers need to come up quickly*



*The field stretches out across Wroxham Broad*



The eventual top three finishers battle it out on a run (left).

**RESULTS**

Y164: Nimrod – Carl Brady

Y32: Lavinia – Sally Dugdale

Y133: Moonstone – Peter Marriott



*Plenty of room!*



*A gentle run*

## Rutland Water Report and Prize Giving



*John Vickers and Pete Pollard receiving the RSC Kinsman Shield from Mrs Diane Kemm.*

Last year turned out to be a very poor one for the fleet. The atrocious weather played havoc with the planned season's fixture list.

As in previous years the fleet sailed with the Squibs as a combined keel boat fleet on Saturday afternoons. The overall results were then separated out for each class. There would normally have been four seasonal series but the weather caused the summer one to be abandoned. John Vickers crewed by Pete Pollard, took the spring, autumn and windward/leeward series in Belinda, K38 whilst Charles Frisby crewed by Kate Neale, headed the winter series in Onyx, K300

John and Pete took 'Belinda' to Wroxham for the Nationals in September and finished a creditable seventh overall.

Each Saturday during the season the winning helm of the Yeoman/Kinsman Fleet is presented with a coaster depicting a shot of the fleet racing. The photograph below shows some of those accumulated by Belinda last year.



*Nick Green receives the Hargrove Trophy from Mrs. Diane Kemm.*

On Saturday 16th February the RSC Yeoman/Kinsman Fleet held their annual prize giving and luncheon at the Normanton Park Hotel, situated on the banks of Rutland Water. The day was blessed with beautiful blue skies and hardly a ripple on the water. Let us hope this is a sign of some outstanding sailing days to come this summer!

The prize winners were congratulated by Mrs. Diane Kemm who presented: John Vickers and Pete Pollard (Belinda, K38) with the Yeoman/Kinsman Shield for winning the Saturday Series; Nick Green (Black Magic, K51) with the Hargrove Trophy for the most improved helm; and Charles Frisby and Kate Neal (Onyx, K300) with the Hart Trophy and the Biggs Carved Trophy for the most significant contribution to the fleet.

Following discussions on the proposed Yeoman/Kinsman fleet rule changes and the forthcoming sailing season the members enjoyed a very pleasant meal in the waterside restaurant.

***John Vickers*** (Belinda, K38)





## Snowflakes Sailing Club



*Plenty of wind, sunshine and good competition, Boxing Day 2012*

As is to be expected with winter sailing there are good days and bad. The first half of the season saw more of the former – with one of the best days sailing on Boxing Day. In general 2013 was poor with either no wind, too much wind or of course heavy falls of snow. However, irrespective of the weather there was plenty happening in the club house on Sunday mornings whilst many attended an enjoyable social programme which included meals, a quiz and even bingo.



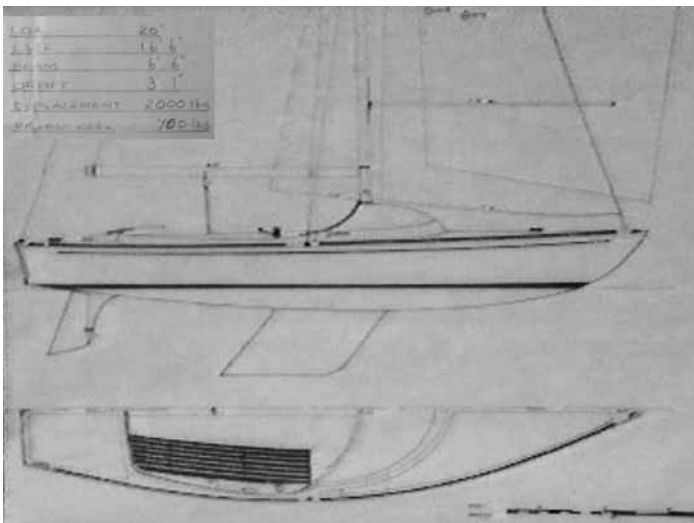
*Carl Brady at home in the galley, November 2012*



*Ghostly shapes in the mist struggling to find some wind, February 2013*



*Leslie Landamore*



*Early design*



*Ernest Yeoman*

At the last YK committee meeting John Vickers brought along a video of the origins and early days of the Yeoman. It is a lovely video of past times many of us will remember well.

It contains footage of Ernest Yeoman explaining that his desire for something better than a white boat took him to Leslie Landamore to design 'a 20ft boat that is faster than a white boat'. Ernest considered the white boat to be an archaic design from before the days that sailing had become mathematically predictable: 'It is built to just carry as many sails as it can carry.'

The other somewhat surprising stipulation was that he needed to be able to sail it single handed: 'There was no question of anyone going out with me', Ernest explains, 'I don't think anyone dares'.

Leslie Landamore duly delivered first a wooden boat and then fibreglass hulls from a second wooden yeoman. The rest, as they say, is history.

There will be a showing of the video on Saturday 22nd June, during the National weekend (see page 5)

*(Sorry about the image quality, but they were all taken from the video at a low resolution.)*



*A young(er) Basil extolls the virtues of a Yeoman*



*Launching*

## Are you adequately insured?



*Gilly Foulds and Julia Bennett recover from a bad situation, 2012*

I recently took part in an awful interaction between policy holder and insurer, The insurer had refused to pay for a broken mast, the grounds for which were dubious indeed, several technical discussions took place by letter, thankfully with a positive result. That prompted me to research why there was such apparent disparity among policy prices charged to yeoman sailors.

I have asked a number of providers to send sample policies to me, all but one take some of the costs back for replacement mast, spars, covers and sails if beyond repair. This can amount to up to 40%, some even requiring condition surveys and regional limitations to sailing grounds.

I am talking to the one provider who has a 'no-quibble policy' regarding replacement, to ask if they will consider providing a scheme for all members of our association which will include them offering a 5% gratuity to the class association.

However, if it goes ahead in my view the best selling point is the new for old policy on mast, spars and sails. The approximate cost for boats having a value of £5,000 is £190 and a £20,000 boat would be circa £350.

I would urge you all to remember we have a duty to make sure our boats are properly rigged and ready before racing, and also to revisit your policy small

print regarding limits of liability, This research has certainly opened my eyes.

Carl Brady.  
NBYC Yeoman fleet captain.  
eastcardinal @ hotmail.co.uk



*Storm over Granton breakwater – not an uncommon event  
photo by kind permission of Peter Stubbs, Edinburgh*

I am sorry to report that our boat, Y132 (Carrick's Own), was destroyed in a storm in September.

Several much larger yachts in Granton Harbour dragged their moorings against the harbour wall. However, our boat, probably the lightest keel boat in the harbour, was lost due to the shackle at the top of the riser failing. The boat was driven against the shore, lost her keel and tabernacle, and split her hull and the deck from the hull. She has been written off. (Noble Marine Insurance were very efficient about this.)

**Christopher Roads**

## Chairman's Notes



Hello to you all, I hope that you are having a good start to the season. I look forward to seeing as many of you as possible at the Nationals and AGM at Horning Sailing Club. The former is particularly important this

year as we will be voting on changes to association rules.

As mentioned elsewhere in the newsletter we are not planning to make fundamental alterations to the constitution, but the rules which define a Yeoman will be more clearly defined, particularly in respect to the foresail, for which we are grateful for assistance given by Carl Brady. Also I thank Eric Diffey his input on the 'whys and wherefores' on how the last set of rules were made. I must stress that the aim of the exercise is not to exclude any boat but to bring continuity to all competitions.

Having spent some time considering the rules it has been interesting to relate them to the Yeomans I have sailed. Over the years I have experienced many different layouts, unsurprisingly some I like and others I don't. As a result if I ever own a Yeoman I know exactly how I would want my boat set up. That said I believe that if a boat is properly maintained and the rig adjusted appropriately, almost any Yeoman can win providing the helm and crew sail well and concentrate on the race. After all I can't be the only Yeoman sailor who lost first place because he was talking and went round the last buoy the wrong way!

*Queren Stewart*

## Yeoman 302



This is an opportunity to acquire a Series 3 Yeoman in as new condition.

The boat was used by Philip Betts (Boat Builder) for a winter series and sold to me complete with galvanised trailer in 2010 and lightly used by me for that season. Due to ill health it has not been used since and has been kept ashore under cover.

I am advised by the builder that I should seek a figure of around £12000, but I would accept £10,000 for a quick sale thus giving a huge saving on the new price for a virtually unused and fully equipped boat.

For further information please contact: Gordon Jubb

Tel: 01350 727962

Email: [gordon@jubb800.freeseve.co.uk](mailto:gordon@jubb800.freeseve.co.uk)

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