



Yeoman Kinsman Newsletter

Association website: www.yeomankinsman.org.uk

Spring 2019



Light winds gave the spinnakers an advantage at the YK National Championship on Wroxham Broad, May 2018

It is good to report that the Yeoman Kinsman Association has successfully navigated its way through choppy waters and is now on a steady course to take on the challenges of the future. Some difficult issues were faced at last year's AGM but all who attended provided constructive support, enabling a new committee to be elected and also to create clarity around some thorny topics.

The difficulty of holding a joint Yeoman Kinsman championship when few boats are prepared to travel was amicably resolved by a general acceptance that Rutland were best placed to host the Kinsman whilst Norfolk was the sensible home for the Yeoman championships. As far as the 2019 event is concerned there was agreement that as it marks the Yeoman's 50th anniversary the competition should be held on Wroxham Broad, where the inaugural championship was held in 1978.

Although we may hold separate championships there is no desire to split the Association. Both Yeoman and Kinsman are based upon the same design. There is much to be gained by combining the expertise of the various fleets, as has happened since the Association was first founded some 42 years ago.

One suggestion was that more communication, including committee meetings, could be done virtually perhaps using Skype. Not everyone wanted to lose the face to face real contact that the current arrangements provide, but it was accepted that the point needed investigation. In the meantime on the weekend of 8th/9th June, an outing is being organised from Norfolk to Rutland Water - all are invited (see page 3 for details)

There was general agreement that the Yeoman moulds should now be stored in a container at NBYC. The new committee is working hard to bring this to fruition.

Financially the association is in good shape but with some potentially significant costs involved in acquiring and storing the moulds it was considered wise to remain frugal and maintain the subscription at £15 while keeping control of all other costs.

After some doubt leading up to the AGM a new committee was duly elected. George Whitefoot is our new chairman, Mario Tinge is secretary and Linda Whitefoot fills the treasurer's role. We all wish them well.

Inside this issue:

The Yeoman in the 21st century	2
Events on and off the water	3
YK Nationals 2018	4
Yeoman Jubilee Nationals 2019	6
Tri-Icicle Report	7
Lough Erne SC & Irish Nationals	8
Horning SC - Fleet Report	10
Snowflake Sailing Club	11
Rutland News and Views	12
Coldham Hall SC - Fleet Report	14
NBYC - Fleet Report	15
Where is Tarka?	18
Basil Green	19
YK Association Reports	20

A polite reminder to those not paying by bankers order that subscriptions to the YK Association are now due.

The Yeoman in the 21st Century

We have been preparing a 50th Anniversary booklet telling the story of the Yeoman. Looking back, it is warming to see how successful this boat has been since it was first built, with numerous fleets across the UK sailing on lakes, reservoirs, lochs and broads. Of course, it is not a boat suited to the rough conditions of the open sea, but in spite of this Yeoman sailors have enjoyed competing in sheltered areas such as Hayling Island (the Nationals were even held here twice in the 1990s). But a distinguished history means little as society and tastes change. So what of the Yeoman today?

Currently the Yeoman is enjoying a bit of a revival. Coldham Hall is steadily increasing in numbers, whilst in Northern Ireland, the fleet at Lough Erne has grown to 20 boats.

Clubs like NBYC and Horning/Snowflake have realised that to prosper they have to work at attracting new members. Gone are the days when sailing clubs had a long waiting list. From its early days Yeoman owners have enjoyed racing but the boat has also proved ideal as a day cruiser and is now becoming established as a great boat in which to learn to sail. When taking out prospective new club members they are reassured to hear that it is almost impossible to capsize a yeoman. Another major factor is its strength. All these attributes also apply to the Kinsman, as illustrated by the article on *Tarka*, K52. Despite being rocked by the 'Beast from the East' in 2018, apart from some surface scratches *Tarka* suffered little damage. A Yeoman was the first sail boat we owned. We did not always treat it kindly but with a little help from Phil Betts at the end of each season *Sunbeam* (Y100) was repaired, buffed up and relaunched as sturdy as ever.

In the last year a growing number of people have wanted to buy a Yeoman. As a result, as they have come on the market, assuming they are in the right condition, they have sold quickly. In fact, rather than hold off until the spring, enthusiastic purchasers have even been buying over the winter months. We see no reason for this trend to change as the new season starts and more people look for a high-quality boat that is easy to sail and maintain.

Sadly, we will also see many a Yeoman left in a garden or moored up a creek and never used. Some may be well looked after but not put in the water from one year to the next. Let us hope such boats are tidied up and are soon in use again.

We were delighted to see 20 Yeoman on the water for the 2018 UK Nationals. However, this year in celebration of Yeoman's 50th birthday it would be great if we could do even better. We look forward to seeing you all there.



Well cared for but not in use



An appropriate image titled 'Back in the Water' by Hannah Muskett, 2019

We look forward to receiving your photographs, comments and articles for our next edition. As usual a few good sailing yarns will be most welcome.

Michael & Frances Holmes
5 Cringleford Chase, Norwich,
NR4 7RS

email: frances@cringleford.com

phone: 01603 455798

Events On and Off the Water

A Weekend at Rutland Sailing Club.



Our friends in the Kinsman Fleet have invited the Norfolk fleets to spend a day (or even a weekend) at Rutland Sailing Club. We are in the early planning stages, but the main details are below:

- We aim to go on Saturday 8th June probably extending to Sunday 9th June.
- There will be 4 (maybe 5) Kinsman available that we could go out in with Rutland sailors 3 up (i.e. one from Rutland 2 of us). Sailing in company around the Lake for between 2 & hours in the morning and a similar amount of time in the afternoon with visitors rotating.
- If anyone wants to bring their own boat: boat fees are 1 day £34, 2 days £55.60, 7 days £110.20.
- We are invited to stay on to Sunday (when we can again be taken out in Kinsman). Accommodation at Rutland Sailing Club in bunk-style beds) is £16 pppn - ensuite, £14 pppn no en-suite. There are full catering facilities. Alternatively there is a camping and caravan site opposite the club, and of course a selection of B&Bs and hotels around the area.

Please email frances@cringleford.com if you would be interested, and whether you would like to go for one day or make a weekend of the trip.



Best wishes to Sarah and Will on the birth of their first child Nancy

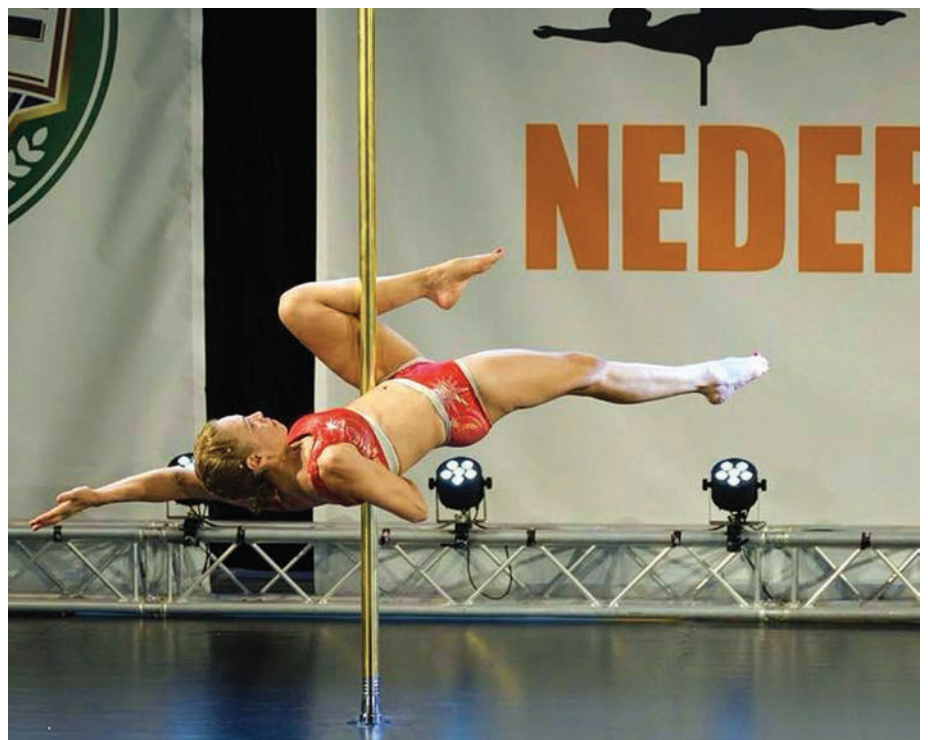
Michelle Excels at the European Championships

Congratulations to Michelle Ackroyd on her 2nd place in the European Pole Sport championships. Not many are aware of this extremely difficult and complex sport and so we leave it to Michelle to explain.

'Pole Sport is a pursuit that requires strength, flexibility and core strength, very similar to gymnastics.

'I do love doing it: it's such fun. This photo of me was taken at the IPSF Dutch Open competition - I should be more horizontal but it's okay!'

Anybody interested in giving it a whirl see Michelle.



Michelle performing at the IPSF Open Dutch Open Competition, 2018

Yeoman National Championships, 2018: Ivan Ringwood



All away at the start on Wroxham Broad, May 2018

The 2018 championships were sailed at the Norfolk Broads Yacht Club (NBYC), Wroxham Broad, on the weekend of 19th and 20th May.

A good entry of 20 boats included competitors from NBYC, Horning SC and Coldham Hall SC.

The whole weekend was fine and sunny but there was a distinct lack of that commodity so beloved by most sailors - wind. Most of the time it blew from the north-east to east, but sometimes it moved to the north. This often happened in the same race, making course setting for the Race Officer very difficult.

The first race got under way with all entrants competing and none had to be recalled. *Swallow* with Brett Martin and Robyn Palmer aboard started well but were soon headed by Bill and Diana Webber in *Swift* closely followed by *Lavinia* sailed by Sally Dugdale and Martin Thompson. Spinnakers were raised by the early boats and Chris Bunn and Adam Barker in *Peridot* were catching the leaders at the south mark. One unfortunate crew found themselves on the mud near number two buoy and were quickly the tailenders. Paul and Janet Barker in *Brandy Bottle* were making up ground and reached second place on the second

round but the Webbers were now well ahead. By the end of the round Roger Hannant and Chris Tuckett in *Firefly* were up to fourth.

On the third round the Barkers were catching the Webbers on the spinnaker leg. Behind them the fight continued to the line at the end of the shortened course with Roger Hannant getting ahead of Chris Bunn to finish third.

After a short break for the crews the second race got underway in even less wind although the sea breeze had set in from the NW. A new course was set and they were away. Once again there were 20 starters with none over the line at the gun. After half a lap the Webbers were once again ahead followed by Mario Tinge and Michelle Ackroyd in *Folly Two* with Mark and Ellie Ringwood third in *Gremlin III*. The Barkers took the clubhouse side of the course on the run and were making good progress. By the end of the first lap *Brandy Bottle* had forged ahead of *Swift* and *Peridot* was in third place. After another lap of the course Chris Bunn in *Peridot* had got through into second. The Barkers were now well ahead and the race finished with *Brandy Bottle* first, *Swift* second and *Peridot* third followed in by Mark Ringwood, Roger Hannant and Sally Dugdale.



Bill & Diana Webber win the YK Nationals



Mario Tinge & Michelle Ackroyd, non-spinnaker trophy winners



The Barkers lead the way, May 2018

It had been a wearing afternoon due to the wind conditions but in the evening a good time was had by all who attended the supper and fun quiz.

Sunday morning started with a very light wind from the NE. Again, we had an all clear at the start, and *Gremlin II* sailed by Peter Marriot and Jackie Burgess was the first over the line but to leeward of most of the fleet. An order had established itself after half a lap with *Lavinia* first followed by *Gremlin III* (now with Tim Chalk crewing.), *Swift*, *Jade* sailed by Les and Linda Clarke, *Lara* with John and Kay Rawlinson in charge.

By the end of the first lap the wind had shifted to the south of east and *Swift* had found more boat speed to overhaul *Lavinia*, both boats breaking clear as the rest of the fleet massed around buoy six due to the wind shadow from the island and each other. At the next buoy there was a great deal of shouting and a large number of boats tried to round together. Gary Ross and Steve in *Topaz* had made up quite a large amount of ground at this point. After turning the next mark also in the shadow of the shore *Swift* and *Brandy Bottle* broke away as the rest had difficulty in getting to the buoy. Having turned the mark and sailed to the next the

spinnakers began to fly and *Swift* and *Brandy Bottle* had increased their lead. The Barkers overhauled *Gremlin III* but she had an overlap at the next mark.

By the end of the second lap *Swift* was being caught by *Lavinia*. They became quite close near buoy 6 at the end of the lap but the Webbers (*Swift*) pulled away by several lengths to finish first with Sally (*Lavinia*) second while the next boats to finish struggled to get round the mark and there were several positional changes before the Barkers and Roger Hannant made it before Chris Bunn.

The fourth race started again with a lack of wind but Mario in *Folly Too* started well. However by the end of the first lap the order was *Swift* (Webbers), *Peridot* (Bunn), *Folly Too* (Tinge), *Brandy Bottle* (Barkers) and *Revolution* (Musgraves). Over the next two laps *Brandy Bottle* moved up to second behind *Swift* and were followed to the finish by *Peridot*, *Revolution*, *Folly Too* and *Moonstone* (a NBYC club boat helmed by ex-commodore, Martin Jones crewed by Chris Dunster).

The final race took place as soon as the previous race had been completed by all crews. The wind had at last become steady with a sea breeze from the NE, unfortunately the Barkers were too eager at the start and were over the line. *Gremlin III* led at the first mark but was soon swamped by the rest of the fleet. A good spinnaker run had developed at last taking the boats to the leeward mark. *Swift* and *Topaz* tacked towards the clubhouse but most of the others choose to take earlier tacks towards buoy 6. *Swift* arrived at the mark second only to *Peridot* followed by *Topaz*, *Brandy Bottle*, still catching up after being over at the start, *Lavinia* and *Gremlin III*. The first three at the end of the second lap were *Peridot*, *Swift* and *Brandy Bottle* and they finished the race in the same order.

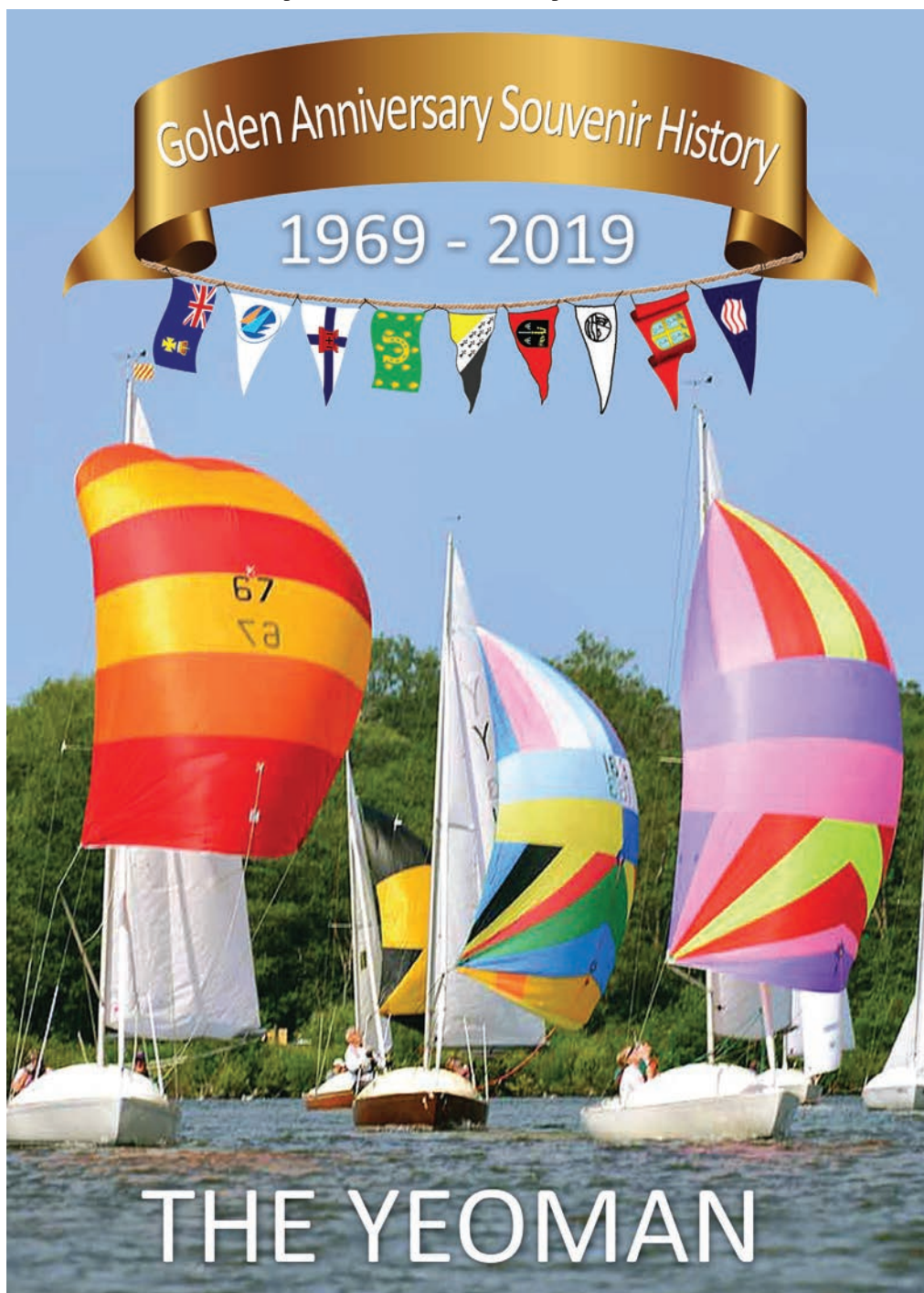
Congratulations to Bill and Diana Webber for their fourth Championship win, and all other placed helms and crews.

The trophies were presented as follows:

1st	Swift	Bill and Diana Webber.
2nd	Brandy Bottle	Paul and Janet Barker.
3rd	Peridot	Chris Bunn and Adam Barker.
4th	Lavinia	Sally Dugdale & Martin Thompson
5th	Firefly	Roger Hannant and Chris Tuckett
6th	Gremlin III	Mark and Ellie Ringwood

The Non-Spinnaker Trophy was presented by Jackie Wheatley in memory of Alan to Mario Tinge and Michelle Ackroyd.

Yeoman Kinsman Diamond Jubilee Nationals 2019 Friday 28th – Sunday 30th June



This year's championship will be held on Wroxham Broad hosted by the NBYC Yeoman Fleet. This will be the golden jubilee of the first Yeoman being built - which will not be overlooked in our various arrangements. Plans are already underway. We are seeking sponsorship for each of the five races. We are delighted that we already have a promise of support from three sponsors. Prizes donated by them will be entered into a raffle.

Programme in brief:

Friday 28 June: Evening BBQ and informal get together.

Saturday 29 June: Morning AGM be followed by two races (at 13.30 and 15.10). Additionally we hope to put on a special Yeoman/Kinsman race, for 'ex-fleet' sailors who have previously competed in the Nationals

Our Saturday evening social (open to all) will have a Yeoman/Kinsman heritage theme.

Sunday 30 June: We will hold three races on Sunday (10.30 and two races back to back starting at 13.10). The weekend will conclude with the prize giving.

Although the Championship attracts the best sailors, it also gives an opportunity for racing at all levels. Last year several new Yeoman sailors competed in their first nationals and all had a great time.

Full details will follow (also see the Association website: www.yeomankinsman.org.uk).

We very much look forward to welcoming both competitors and supporters to NBYC.

Bill & Diana Webber NBYC Yeoman Fleet Captains



The Tri-Icicle, 2018

Over 50 boats started the 2018 Tri-Icicle in almost perfect conditions of a warm sun and a steady breeze. This was a record number of entrants. To avoid the sheltered dead patch through Horning the start was set at the Waterworks which meant a pleasant half-hour tow to the starting line. Not only did Frances enjoy the sun and scenery but it also gave her the chance to catch up with recent gossip. However, once away there was little time to relax with good winds all the way to the turn at Acle with all six competing Yeoman in close proximity. With spinnakers flying excellent progress was made to the next turning point at Womack and then back down the Bure towards the Waterworks with the wind still holding up.

Alas as we passed the Waterworks we noticed a strange bunching of sails just around the next bend. We were somewhat curious as to why, but soon found out. At this point the wind dropped to nothing and the tide took over. Joining about 20 other boats all the Yeoman were stuck. Eventually an 'on the water' count was taken and we gladly accepted a tow back to Horning. It was still a brilliant day but a bit sad not to make it back under sail.



Yeoman raft being towed to the start line

All Tri-Icicle images courtesy of Sue Hines. See Sue's many fabulous photographs of Broads sailing events at <https://www.flickr.com/people/ladylouise2/>



Plenty of wind across the open marshes



Yeomans bunch together on the return leg



It looked like we were heading for an exciting finish...until



Nothing moving except the tide

Lough Erne Yacht Club - Warren Cooper



Gusty conditions on Lough Erne for the Irish National Championships, May 2018

Our fleet enjoyed a wonderful season in 2018 when we joined in the celebrations for Lough Erne Yacht Club's bicentenary year. With regular club racing twice a week from May to September the inland lakes of Fermanagh are ideal waters for Yeoman. And so, it is not surprising that good competitive racing has seen the fleet steadily increase in numbers over recent seasons.

The highlight of our racing calendar is the Yeoman Irish Championship, which in 2018 took place at the end of May. The championship consisting of six races over two days saw crews facing a lot stronger than predicted winds. With gusts in excess of 30 knots unsurprisingly many chose not to fly their spinnakers.

The conditions played into the hands of experienced ex-GP14 sailors Raymond Morrison (Y23) with Michael Brines crewing. The couple took three straight firsts leaving them clear championship favourites. Consistent sailing by Richard Smith (Y60) with Katrina McGirr crewing kept them in close contention. Race 5 saw an interesting finish after a 180 degree wind shift on the final beat allowed Richard to diligently hoist his spinnaker to move from third to first in the final few metres leaving Raymond and Bertie Forsythe (Y22) scratching their heads. Third overall went to Declan Dooley (Y167) and Garnett Doherty, after struggling with conditions on Saturday, the fair weather on Sunday allowed Declan to recover from a poor start to finish strongly.

The Irish Championship is always a fun event and any sailors who would fancy having a go are always welcome, please contact Lough Erne Yacht Club's Fleet captain for details of the 2019 event email: info@leyc.net

Other highlights from 2018 season included the club's bicentenary summer regatta at end of June (it's not every year you get to sail in a 200 year old event). Fair weather saw the Yeoman fleet turn out to join the clubs other fleets J24s and GP14s. Again Raymond and Michael proved unstoppable to wrap up another regatta. Raymond has been sailing at LEYC for nearly 60 years and was very proud to win the bicentenary regatta.

The season closed with our autumn regatta at the end of September. We fielded the largest turn out of the year with light weather conditions for sailing/drifted leading to a frustrating start, but by lunch time the wind had picked up and we finished the season with good close racing. Going into the last race it was tied on points, but Raymond and Michael narrowly beat Declan and Stephen Carson to the finish line to emerge victorious. This was the first time in the 12 year LEYC Yeoman Fleet history that the same crew has won all three main regattas in the same year.

Raymond's success is all the more remarkable as he bought Y23 in a state of disrepair at an auction and had it refitted over winter 2017/18. Which all goes to prove that you don't need an expensive modern boat to have great competitive racing within the Yeoman Fleet, one of the many advantages of the Class.

After a few winter purchases the Yeoman fleet has expanded to 20 boats and we are now looking forward to an exciting 2019 season.



Irish champions Raymond Morrison & Michael Brines



The joy of Yeoman sailing

We love to hear from our Irish friends and see the conditions they enjoy on Lough Erne. We know that many of us would like to experience sailing on such a large stretch of water surrounded by beautiful scenery, but alas the cost of transporting a Yeoman to Ireland is prohibitive. But maybe one day...



Raymond and Bertie Forsythe fly their spinnaker



Calmer waters

Horning Fleet Report 2018 - Toby Fields



Roger Hannant was one of several Spring Series winners

The past year has seen continued success for the Yeoman Fleet at HSC. The year began with the Spring Series, attracting 12 Yeoman entrants racing on the River Bure and on Hoveton Little Broad over a number of weekends. Conditions were mixed but tended towards the windy side with several afternoons being abandoned early in the season due to the conditions. Geoff Stubbs led the majority of races in *Tara* (Y171), with Toby Fields, Derek Jones, Andrew Gallant and Roger Hannant also claiming wins during the series.

The down-rivers brought better weather, but not always much wind. However, the Yeoman showed its adaptability in these conditions, Roger Hannant in *Firefly* (Y93) emerging second overall in a mixed Allcomers fleet of some 20 boats with Geoff Stubbs 4th, despite the conditions generally not being ideal for our class. Hopefully 2019 will bring better winds, along with some additional tree clearance.

The poor weather continued with the Three Rivers Race, this year sponsored by Yachtmaster Insurance Services Ltd. A cold, wet and windless day was accompanied by a mean tide that seemed to be against competitors for the majority of the time. None of the Yeomans entered finished this year – but neither did any of the keelboat classes, the first time this has happened since the Race was abandoned in 2001. Such conditions, although rare, re-emphasise the endurance aspect of this race, many crews continuing to sail into the early hours in the hope of an upturn in wind strength. Roger Hannant's Team Firefly made it in good time back to the clubhouse for breakfast, having paddled for 4 hours from Potter Heigham Bridge! We are due some better weather next year: the order for more beans in the galley has already been placed.

Horning Regatta Week was altogether more successful, with nine Yeoman joining in the fun on the river. Andrew Gallant in *Tiger Moth* (Y14) sailed an excellent series of class races to claim the Yeoman Trophy and then added the lunchtime Allcomers A series to his winnings. Once again, it was extremely encouraging to see some of our younger members sailing Yeomans during the week, with Joel Bailey regularly turning out in *Tanskey* (Y9) whilst I was manning the start line, with brother Ezra helming *Amethyst* (Y11). The weather was kind to us throughout, in part making up for the poor first half of the season with some fantastic sea breezes and warm conditions.

It was particularly pleasing to see the return of Paul Clarke in *Two C Sons* (Y70) to the fleet during Regatta Week following extensive repairs, and he was immediately towards the front end. We also saw the return of long-standing Horning sailor Mark Dunham in *Voyager* (Y130), using his experience to win the first race of the week. Dick Angier also returned, sailing with Will Penny in *Pania* (Y62), to claim the Landamore Trophy for Horning Town Regatta Day's class race.

The autumn series again posed issues with windy conditions, although not as extreme as in the spring. Geoff Stubbs dominated the majority of races to win the Nutcracker Trophy, with Toby Fields second and Robert Barham-Brown third in *Amethyst*. It was also encouraging to see Daniel Greeves in *Blue Ripple* (Y173) join the fleet together with his family late-season.

Finally, the End of Season Regatta followed the trend for windy conditions. Andrew Gallant used these effectively to win the overall End of Season trophy from more than 30 competitors, with Roger Hannant third overall.

So, what to do about all this excessive wind? Two different reduced-size jibs have been trialled during the 2018 season by HSC Fleet Members. The first of these is an extreme weather jib with the leech reduced in height by around one-third. This had a significant performance impact but made the boats much safer to sail in conditions gusting 45-50mph on some occasions and reduced pressure on the other components of the boats.

The second, which looks set to become a standard choice at HSC, is a full height sail reaching up to the usual point but with the foot reduced somewhat to reduce sail area. This appears to have produced a sail not far from the performance of the full-size, and very much easier to handle. One of my crews has told me that the sail feels about half as difficult to pull in as normal, with the associated handling benefits this entails, especially for inexperienced crews although all benefit once the winds exceed 15mph or so.

As one of the problems facing our fleet is finding suitable crews, this greatly increases accessibility to our boats by reducing the strength required to crew in races. My thanks to Carl Brady for his assistance in developing these reduced sails and to Geoff for the initial trials. Our hope is that these reduced sails will increase turnout in 2019 and also encourage new members into our fleet.

Snowflake Sailing Club - Ian Symonds

Snowflake SC is a small winter-only club based in a rented clubhouse in Horning running from 1 October to 31 March each year. It is a winter refuge for sailors of all ages who want to fight the elements when many have retired to the warmth of their homes. That written, the smell of bacon and egg rolls, hot tea or coffee on a brisk Sunday morning is extremely inviting. The sailing community is largely made up from NBYC Wroxham, Hickling Broad SC and an increasing crowd from more distant clubs on the Broads and the Norfolk coast who have heard how friendly we are!

An integral part of each Sunday and the special events is the Yeoman fleet. Nothing stirs the heart more than seeing the Yeomans with spinnakers hoisted blasting toward the clubhouse from either downriver from marks four and five or upriver from the village. Luckily our helms have chosen their colours well and the local paper (EDP) seems to appreciate a splash of colour and drama as they select pictures for the paper from those we submit with our reports.

It's not an exaggeration to say that competition is fierce for both points and regattas. A quick glance through the results sheets for this season shows that on average we have seven Yeoman each Sunday, the best turnouts were for the annual Open and the Boxing Day regatta with eight and ten Yeoman respectively. Just in the past couple of weeks two new boats have joined following purchases and once these crews have completed a few trial sails they will join the races. Naturally all are welcome and the club would love to see this winter fleet as an increasingly growing and successful aspect of the club.



A run down the Street



All shapes and sizes

Thanks to Ian Symonds & Paddy Wildman for these super photos



Perfect harmony like a synchronised water ballet - or not

Rutland Fleet Prize Giving

The Fleet had another successful season in 2018. Of the ten Kinsman sited at RSC, eight of them participated in one or more series of club and Yeoman/Kinsman Fleet racing. The most popular being the Thursday afternoon 'Round the Lake Races'.

On Saturday 26 January 2019 the members came together for their AGM and Prize Giving.

The Spring Series, and Hargrove Trophy, was won by K50 *Miss Teak*, Helmed by Pete Pollard

The Summer Series, and Kinsman Shield was won by K38 *Belinda*, helmed by John Vickers. John was also the Kinsman sailor the with highest number of first places in Club and Fleet Racing.

The Autumn Series was won by K300 *Onyx*, helmed by Charles Frisby.

The Biggs Trophy was awarded jointly to Clive Hatcher and Dave Richardson for their support of Sailability Kinsman racing. Whilst Iain Stowe, K38, was presented with the Kinsman Rosebowl in recognition of him being the 'Top Crew' of the season.

Prizes were presented by Mrs Pauline Vickers the Captain's Lady.



Pauline Vickers presenting John Vickers with the Kinsman Shield and Iain Stowe with the Kinsman Rosebowl



Spinnakers on Rutland Water



'Belinda' looking very smart after her up-grade

Trouble at the Mill

During the close season skipper John Vickers decided that it was about time that *Belinda* had a make over. She was duly dispatched to yacht builders Morton Boats for some TLC.

The photograph shows *Belinda* in her grand new livery.

The outcome of this is that a letter of protest has been received by the RSC Executive (see next page) which contains an accusation that the change of colour has enhanced the performance of *Belinda* and her handicap should be immediately down graded!

Skipper John is in the process of drafting a repudiation of this scandalous accusation. We await the outcome...

The Kinsman Fleet
Rutland Sailing Club
Edith Weston
Rutland



Dear Sirs

It has come to the attention of the YK Association that one of the Kinsman yachts in the Rutland fleet has gone through a 'hull-tuning procedure' by the application of plum coloured 'go-faster paint'. We understand the yacht in question is K38, *Belinda*.

The renowned yacht builder, Morton Boats have been involved with this procedure and estimate that this work with the paint will give an estimated increase in speed of up to two knots when sailing on Rutland Water.

It is a known fact that the favourite food of the Rutland ospreys is the Victoria plum. They are proven to follow anything that resembles their food. The action of their flapping wings in following any plum-coloured yacht will give it distinct and proven speed advantage to a yacht, particularly on any downwind leg.

Furthermore, the brown trout in the lake are also attracted to the plum colour (plums or any red fruit is often used for bait) as they swim against the wind to assist with their feeding near to the surface of the lake. Their swimming close to a plum coloured yacht has also been proven to create more keel lift on upwind legs enabling any yacht to point higher and make less leeway.

Following a meeting between the YK Association and the RYA, (we are of course referring to the Random Yardstick Assessors and not the Royal Yachting association) it has been decided that in all future events the re-modelled yacht *Belinda* shall be penalised on all downwind and upwind legs. Reaching legs are not affected.

The recommendations from the YK Association and the RYA are as follows:

New yardstick for K38 *Belinda* shall be 101.

Start for K38 shall be 2 minutes after the main fleet start in class races. For example 5/4/1 go for the main fleet and 5/4/1 minus 2 go for K38.

Spinnaker shall not be flown at all.

A storm jib shall be used on all upwind legs

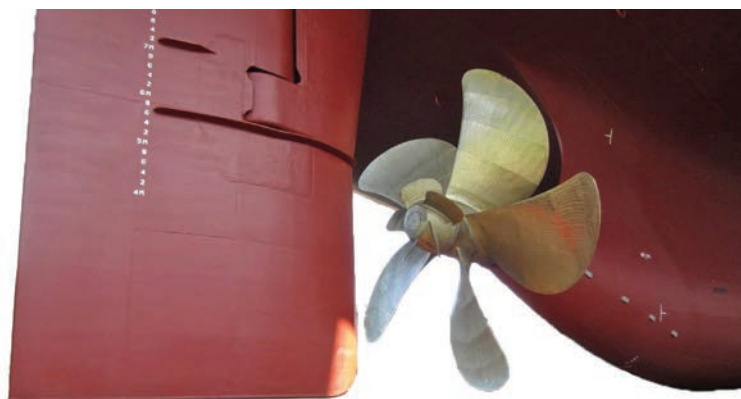
There was also a proposal that *Belinda* shall be re-named *Victoria* so that in the event of K38 competing in any Nationals or other racing at RYA clubs other sailors are aware of the competitive advantage of this yacht. The YK Association thought this was a little too severe a penalty but they reserve the right to revoke this decision when more results are available.

Yours Faithfully

Myot Pharster (racing executive)

Editors Note

As editors we must always remain neutral in any such disputes but in the light of information recently provided by our Moscow correspondent we have our suspicions that the full facts have not yet been disclosed and the RSC may have other reasons for being suspicious of plum-coloured hulls. We are also monitoring all Yeoman with similar livery - so Roger (Hannant) you have been warned!



Coldham Hall Sailing Club - Ian Shepherd



Fine sailing from Coldham Hall, spring 2018

The Coldham Hall Sailing Club YK Fleet continues to gradually increase. We now number nine Yeomans and two Kinsmans having added Y116, *Bluey* during 2018. Our ability to increase further is somewhat limited by the number of available wet moorings.

Last year Sunday racing was, as usual, keenly contested both locally 'round the cans' and further afield in the down river competition. Depending upon sailing conditions on the day we vary between the short, middle or long course for down rivers. During 2018 we were favoured with excellent weather for sailing, the only exception being our final event, the Christmas Pudding Race, which, thanks to Storm Deidre, we were not able to hold due to exceptionally low water levels. However, every cloud has a silver lining and the conditions gave a dedicated CHSC member the opportunity to undertake some much needed maintenance work in the dyke.

Of the total Yeoman fleet, seven regularly race on Sunday mornings. In the 2018 season the most successful members were David and Margaret Woolston in Y180, *Shibboleth* and David Hickman and Debbi Jaffey in Y80, *Maggie*.

The YK fleet regularly meets for midweek cruises down river, stopping off at a local hostelry for lunch and then a relaxing non-competitive sail back to the clubhouse. The 'non-competitive' element must be taken with a pinch of salt as it seems impossible not to attempt to be first on both legs. Generally three or four boats take part and the itinerary for the day is suggested by the co-ordinator dependent upon wind and weather.

The club runs an annual 'Try Sailing' seven-week event supported by Jekells. We normally limit numbers to around 20. The event could not be run without the support of the YK fleet. On average we expect five or six new members from the 'Try Sailing' event to subsequently join CHSC.

The club held its annual dinner and trophy awards earlier this month at the Waveney Hotel, Beccles which we found to be an excellent venue, several members opting to stay overnight. As I write we are eagerly anticipating the forthcoming season, but only after locking horns with Norwich Frostbites in our annual quiz in February.



Dedicated member clearing the dyke, 2018



Hard work at the July 2018 Regatta

NBYC Yeoman Fleet Annual Report - Frances & Michael Holmes



June open weekend in ideal conditions

The Yeoman Fleet has enjoyed another very busy year both on and off the water.

Being captains of the NBYC fleet for the last two years has been both a pleasure and a privilege. We recognise that our area of expertise is not on the water but hope we achieved our primary aim to encourage more sailors of all abilities to join our welcoming community and experience the joys of sailing on a sunny afternoon in a beautiful part of the country.

Looking at NBYC in general congratulations must be given to Linda Aspland and Sally Self who organised Saturday morning introductory coaching sessions for new club members, including those who were new to sailing. Those of us who took participants out in these sessions found them to be tremendous fun, perhaps even more so for the coaches than the coachees. One significant spin-off was that many 'newby' sailors discovered what a great boat the Yeoman is to sail. As a result, Yeomans coming up for sale are proving popular and we are welcoming new members to the fleet.

On the water our open weekends were successful as were our social events. Clearly the highlight was the Yeoman Kinsman championship in May which coincided with a certain royal wedding. We were happy to combine the two celebrations and are sure that Harry and Megan would have enjoyed the evening at NBYC if they had not had a prior engagement.

At the AGM in August we stepped down as captains and handed over the reins to Bill and Diana who of course have been our National champions for the last four years. As you would expect they are already putting effort into raising the overall standard of sailing. This will undoubtedly help everyone but especially our new sailors. We, of course, wish them well and look forward to supporting both them and the fleet.



Synchronised spinnakers, open weekend, June 2018



Close contest, Open weekend, 2018

NBYC Yeoman Fleet at Wroxham Week



Just enough wind to fill the spinnakers, Wroxham, 2018

When we arrived at NBYC for our first race, winds were surging up to 39mph and so we weren't surprised to find the fleet huddling in the clubhouse gazing across the Broad at a scene that closely resembled the North Sea in winter, complete with huge gusts and white horses (of the nautical variety). Our first question, 'Is anyone going?' was met with the answer, 'We're all going...home.'

As we set out for the Monday morning race the winds were good and we settled down for an enjoyable sail. That soon changed when after a lap the heavens opened. Before you had the chance to think, 'Where are my waterproofs?', we were drenched. Being hardy types we all battled onto the end. Strong winds with difficult gusts persisted through the rest of the day and throughout Tuesday but all of the races were closely fought with different winners each time.

By Wednesday the sun was shining but the wind was hard to find although the competition remained keen.

As usual the Thursday Yeoman picnic was a great success. We all enjoyed the lovely weather, though many took advantage of the shade afforded by the canopy of the oak tree. Congratulations to Janet Barker who won the ladies race in the afternoon.

A Friday highlight was the Duck Race, started during our 5pm race. Andrew & Daphne who were sailing straight towards the clubhouse hadn't noticed the little pink rubber



Janet Barker (Y91) takes the lead in the Ladies Race, 2018

ducks all bobbing along in front of them. Luckily, just before he ploughed through them, Andrew managed to execute a nifty manoeuvre, creating a helpful wave. From the box we heard the comment: 'Hasn't Y300 helped our ducks on their way' – it could have all ended so differently!

By the end of the week our congratulations go to Paul & Janet Barker who gave a master class on how to sail in a variety of challenging conditions. This resulted in them winning the 'quadruple' (the morning & evening series, Sunday competition and the Ladies' Race).



NBYC Wroxham week fleet picnic, 2018

NBYC End of Season Report - Bill & Diana Webber



Wroxham week, 2018

After a successful and well-attended Wroxham Week, as often happens, attendances at club races unfortunately dropped. No-one qualified for the NBYC 64 Trophy, normally awarded for the early afternoon races from mid-August to the end of the season.

However, at our September Open there was a good entry for the Wilson Trophy. We were particularly pleased to be joined by a visitor from Horning SC. Visitors are always most welcome at our open events, for which the club Yeomans may be hired.

Since we joined the Yeoman Fleet in 2014, we have found it to be an exceptionally friendly and supportive fleet and we are sure that this general attitude that makes sailing a Yeoman such an enjoyable experience will continue in the future.

One very encouraging aspect of the 2018 season was the number of new members joining us, some being boat owners but also several people who borrow the club Yeomans or who just wish to be associated with us.

Winter Walk January 2019

Our annual winter walk followed by lunch at the Recruiting Sergeant at Horstead was again a very popular event with around 30 fleet members either walking, enjoying lunch or both. The day before the walk saw the first smattering of snow in Norfolk and by the next morning there was plenty of ice on windscreens but with a hazy sun trying to break through. Leaving the Recruiting Sergeant the sun came through and we were treated to some of the most picturesque scenery in Norfolk with meadows reaching down to the river bordered by a mill with a rushing weir and a succession of ancient bridges. Thanks to Steve and Liz Haines for organising such a delightful walk.

Back at the Recruiting Sergeant for lunch, this year the presentation of the Topaz Plate for the most improved helm and crew went to the experienced Mark Ringwood and his 'growing in experience' daughter and crew Ellie. Over 2018 as a team they have consistently been at the front of the fleet seriously challenging our established top sailors. The Trophy particularly recognises the part that Ellie has played, and all agree that it is richly deserved.



NBYC Yeoman Fleet (plus dogs) ready for the off, 2018

Where is K52 (*Tarka*) Now? - Stephen Beggs



'Would you like to look after Tarka for a few years?' my cousin Mark asked me. My brain said 'no' (what a crazy thing to do) but my heart said 'yes' and inevitably won the day. And so started a new chapter in the life of K52 and our family. My uncle Terry Beggs bought the boat in 1982 from Graham Biggs and sailed her for many years on the Menai Straits. He then passed her on to his son Mark, who sailed her on the Broads for five years before she went north and lived on Loch Tay for four years. Loch Tay afforded Mark some splendid sailing on its 17-mile length and opportunities to see ospreys and crannogs. A major refit was undertaken in 2003 by Phil Betts including a full height bulkhead and anti-swamping seats. Changing family circumstances led to Mark's offer of Tarka to me, and so in the summer of 2017 we trailed her 600 miles south to her new home in Cornwall.

I was a little daunted by the prospect of having a sailing boat some 30 years after the last of my summer holidays spent 'messing about in boats' on the Broads. St Anthony's boatyard on Gillan Creek just south of Helford provided a beautiful mooring, sheltered from the west, with access to the Helford River and Falmouth Bay. Help from the staff with launching and a refresher lesson got us going and we were off and away....

We couldn't have imagined that disaster would strike so soon. During Tarka's first winter, the Beast from the East and Storm Emma coincided with the highest tide of the year in March 2018. The creek gave little protection from an easterly storm surge which, along with 20 other boats, rolled Tarka off her trailer onto the beach. Nothing had been seen like it in 70 years of the boatyard owner's experience and three craft were written off. Fearing the worst, we visited the boat and found, miraculously, only small scrapes through the GRP coatings. Thanks to Moores of Wroxham she's strongly built, and a skilful repair brought her back to a sparkling condition.

Thereafter, our first full season passed happily with several weeks of sailing for our family, with my son now learning the ropes: the third generation to get pleasure from Tarka. We've sat becalmed on a glassy sea and tramped across the bay in Force 3/4 with reefs in and lots of excitement. Tarka takes it all in her stride – a fine boat still making people smile after nearly 40 years.

*Stephen with his son Ben (left), 2018
Out of the bay toward St Anthony (above) 2018*



Family Fun (above), 2018



Returning to harbour, 2018



Beast from the east is small beer to a tough Kinsman. Just small scrapes through the GRP coatings, March 2018

In Remembrance of Basil Green



Basil and Audrey, 2011

We were sad to hear of the death of Basil Green in 2018.

Basil and his wife Audrey started sailing in 1971 at Campbeltown when they bought a mirror dinghy to give their son something to do...and the rest is history. Audrey first crewed for Basil in a Yeoman in 1984 when they were based at Queen Mary Sailing Club. In the following years they travelled the country with Y56, *La Sylphide*, sailing at many venues, including Chichester Harbour, Rutland Water and Wroxham.

They moved to South Walsham in 1991, where they immediately became active members of the Norfolk Broads Yacht Club joining Snowflake Sailing Club in the 1992/3 season.

In 2010 Audrey and Basil received much publicity when they undertook a voyage on the Jubilee Sailing Trust's tall ship *Tenacious*, to 'celebrate' Basil's 80th birthday. Despite experiencing a south-west, force-eight wind along with various other hazards they enjoyed it so much that on their return they booked another voyage with the Trust. For many the trip epitomised their enthusiasm and enjoyment of both sailing and life.

After Audrey's death in 2012 Basil moved to Broadstairs to be closer to his family. The same year his contribution to the YK Association was acknowledged when he was unanimously made an honorary life member.

After relocating Basil soon launched himself onto the local sailing scene. In his own words: 'I moved to Broadstairs at the end of June, and it so happened that the next day was Open Day at Broadstairs Sailing Club. I went along and said I would like to help with race management in any role. Before I knew what had happened: I had been proposed and seconded by complete strangers; had a chat with the Commodore; told to go to the Squarehead (the racebox); and was signed up as assistant race officer for as many days as I was prepared to do it!'

Basil remained active both with Broadstairs Sailing Club and with family and friends until he suffered an unexpected heart attack at the age of 87.

Basil and Audrey were both well liked and respected by all who knew them and are sadly missed.



Yeoman/Kinsman Sails - Eric Diffey



Challenging conditions but under control

In strong wind conditions, e.g. force 6 or above, keelboat sailors may consider reducing their sail area. This can be achieved by either reefing or replacing the main sail and/or using a reduced foresail. Remaining in control of a boat is always preferable to being at the mercy of the wind, thus risking consequent gear failures or flooding the cockpit.

The two options for Yeoman and Kinsman sailors for reducing the size of the mainsail are: reefing (provided that the sail has reefing points known as cringles) or using a sail cut to the area dimensions as specified in the Association measurement rules. Since 2013 there is only one set of measurements for a foresail, previously known as a Genoa. Therefore to request a sail maker to make a reduced area foresail you can either select the measurements, which can be found in the Association Manual, or specify a reduced area.

To calculate the square metre area of our sails the following formula should be used:

Half the length of the luff x perpendicular height to the opposite corner to the luff

The area of our sails are main.....10.5 sqm
 genoa.....9.5 sqm
 spinnaker... 20.4 sqm

The pre-2013 Jib measures 6.5 sqm

It should be noted that there is more than one size specification for a spinnaker.

Editors Note: Also see the HSC fleet report on page 10 where these ideas have been proved in practice.

Chairman's Notes - George Whitefoot

Our main focus at this time is sorting out the Yeoman moulds for the future of the fleet.

The moulds developed by Phil Betts are now paid for and the rights for their use have been given to the Association. A storage container is to be purchased to store all the Yeoman moulds at a designated area at NBYC next to the YBOD container. I have spoken to Anthony Landamore regarding the original hull and deck mould that are at Rackheath. The hull mould was in good condition the last time Phil used it, but the deck mould which is in poor condition has been cut in half to prevent further damage. Anthony Landamore is happy for his moulds to be moved into the storage container.

I would like to take this opportunity to thank Phil Betts for all the hard work he has done for our fleet over the years, in particular his help in the development and upgrading of the Yeoman.

The next thing the Association will be looking at is the reintroduction of measurement certificates. Eric Diffey has been working on this for some time and it is something we need to do. With the help of our secretary we should have something to show the membership shortly.

Best Wishes for a good sailing season.



George Whitefoot, Chairman of YK Association