



Majestic progress on the Bure from Horning

The Yeoman Kinsman Association Needs a Little Help

The 2019 season was one that will be long remembered by many Yeoman sailors. For all who attended, the 50th Anniversary National Championship was a highlight of the year, but there were many other events at various venues that brought joy and exasperation in mixed measure to those of us who enjoy the challenge of competing on the water. These events do not just happen. Somewhere behind the scenes is a club or fleet member who is prepared to put time and effort into organising something a bit special for the rest of us to enjoy.

Take a step further back and we come to the role of the YK National Association. In its simplest form the role of the Association is to support the wellbeing of the Yeoman Kinsman as a class. That takes many forms, everything from ensuring the class rules remain relevant to keeping members informed via the website or this publication. It even includes the most pragmatic actions like securing the boat moulds in a safe place.

Fortunately the Association is in a stable state with no immediate cause for concern, but to maintain that position going forward we need a bit of help. Top of the Chairman's priority list is a volunteer to be secretary. In the longer term it would be great to see more Yeoman sailors joining the Association and actively participating.

Hence this very simple appeal to those of you reading this who are not members of the YK National Association, please join: it costs only £15 per year. For those of you who have not quite got round to paying

please send us your subscription or better still set up a bankers order. There is a joining form on our website: www.yeomankinsman.org.uk

The Work of the YK Association

You may wonder why we need to make this appeal. It is because the Association has been quietly going about doing its job which has necessitated spending its reserves of cash.

The first major items of expenditure have been the fibre glass moulds which have been secured and are available to build new parts or even build a complete new Yeoman. The second item is a container to store these moulds. Fortunately NBYC has allowed us to locate the container at the club free of charge (providing we paint it a suitable colour) effectively ensuring the future capability of replacing any of the glass fibre hull or superstructure.

The Association has historically provided financial support of £250 to the club hosting the National Championships which is usually used to subsidise some of the costs.

Other than that there is only the cost of printing this magazine and postal costs. As costs have been kept so low over the years there has been no need to increase the subscription for many years. That situation continues to be the case but we no longer have the cash buffer if anything unexpected occurs. Hence please join and send us your dues.

See page 20 for our Chairman's notes and 'wish list'.

How Fares the Yeoman in 2020

2019 marked the 50th anniversary of the first Yeoman built. We celebrated with some style at the National Championships in June at NBYC. It was a most successful event both on and off the water. And so we are into our second half century with many fond memories to look back on but with an uncertain future as we take stock of the realities of our class.

On the positive side we must congratulate the Irish fleet at Lough Erne where clearly the Yeoman has found a second home on waters that provide the conditions at which the boat excels.

Also at its original home on the Norfolk Broads, club numbers are holding firm with any Yeoman in good condition quickly snapped up. It is especially good to see the Coldham Hall fleet flourish, even needing to have two starts when Yeoman numbers on the line become difficult to manage. Snowflake's remains very popular with Yeoman sailors who want to take to the water during the winter months, such that even on a cold Sunday a good number regularly compete. The two biggest clubs, NBYC and Horning SC, continue to attract new members, and both have active social and racing fleets.

There are constant reminders of how well our boats perform. The conditions may have suited the Yeoman for the 2019 Tri-Icicle, but getting five boats into the top 10 is a magnificent achievement. Wasn't it great to see Sally Dugdale taking first place with Roger Hannant snapping at her heels? Roger was building on his success in the Three Rivers Race where he came home 8th out of 100 competitors with Andrew Gallant finishing just three places behind. Well done all the Yeoman sailors involved.

It is also important to recognise the importance of having a skilled class builder. In 2019 Chris Tuckett was officially appointed to the role. Thus we continue to have a skilled and knowledgeable centre of excellence. Belaugh Boatyard is a well-equipped sizable place where both major and minor work can be completed within the excellent facilities. We are very lucky that Phil Betts is also still readily at hand with 20 plus years of YK building behind him.

Alas there is another side. Our Rutland Kinsman Fleet has lost a number of long-standing and highly regarded sailors. Remaining fleet members are working hard to encourage new Kinsman owners to actively sail and compete, and we look forward to hearing of their further success.

Additionally it is some ten years since the last brand-new Yeoman was built; and we have to be realistic. A new-build would probably cost around £25,000 whereas a good-quality secondhand Yeoman changes hands for around £3,000. It is therefore highly unlikely that any further new Yeoman will be built. The YK Association should be commended for both buying and securing moulds alongside appointing a class builder, thus facilitating the repair and update older vessels.

Accepting that the number of Yeoman Kinsman may be in slight decline, we can still rejoice that our fleets retain two great strengths. Firstly the boats are still great: fast, competitive and fun. Secondly the camaraderie remains as strong as ever. We are renowned for being the friendly fleet that always welcomes and helps new members. These strengths show no signs of wavering. Perhaps like a classic car, the Yeoman will continue to provide great pleasure for many, it is certainly going to be a force on our waters for many decades to come.



National Championships at NBYC, 2019

New YK Class Builder



Chris Tuckett at his Belaugh Boatyard

At the June 2019 Yeoman Kinsman AGM it was unanimously agreed that Chris Tuckett should be the new class builder. Phil Betts has decided to reduce his workload in recent years and is delighted that Chris has taken over the major responsibility, although Phil will continue to make his vast experience and knowledge available as needed. Phil will remain a credited class builder and can be rightly proud of the service he has given the YK fleets especially the design and build of the 300 series.



Many of us have known Chris for some years initially working from the quaintly named Slippery Bottoms Boatyard at Ludham and recently at his new premises, the Belaugh Boatyard on the River Bure. A lifelong dinghy racer on the Norfolk Broads, Chris brings a range

of experience to both service and tune our boats to make them as competitive as the helm's ability allows. With all of the moulds safely stored at NBYC Chris has access to them and should be able to make replacements parts for all of the structure. Chris is looking at what packages he can put together to offer existing boat owners something interesting to tempt the discerning sailor.



Belaugh Boatyard

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.

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Yeoman National Championships, 2019 Race Report: Ivan Ringwood



Stiff competition for the lead

The National Championships, celebrating the 50th year of the Yeoman, were held at NBYC (Wroxham Broad) on 29th and 30th June. The weather was really kind to us apart from the direction of the wind. We were promised heat of up to 34 degrees on Saturday with slightly less on Sunday. The only possible blot on the landscape, were the National Championship Cycling Time Trials and Road Races over the weekend causing road closures around Wroxham.

Robert Self, the Race Officer, set a zig-zag course in order to provide beats with the wind in the south-east swinging more easterly every few minutes. All five races over the weekend were started from the end of the Broad giving a fairly long line for the 22 competitors. Chris Bunn in *Crystal* and James Dugdale in *Lavinia* (the winning boat sailed by his mother Sally Dugdale in five previous championships)

led from the start but Bill Webber in *Nimrod* was soon in contention with Paul Barker in *Brandy Bottle* getting ahead of *Lavinia* at this point.

There was little chance to use spinnakers due to the wind direction but occasionally a crew would try to fly one. The Webbers launched theirs on the second lap but *Crystal* with a gentle luff put pay to that and stayed ahead at the next mark. However *Nimrod* took the lead later with both *Brandy Bottle* and *Lavinia* trying to catch the two leaders using their spinnakers. The course was shortened at this point; *Nimrod* winning with *Crystal* second, *Brandy Bottle* third and *Lavinia* fourth. A notable performance in this race was put up by Martin Jones in *Snow Goose*, a hired club boat. At one time he was in fourth place.

The second race started well for *Crystal*, followed by Roger Hannant in *Firefly*, *Snow Goose*, Eric Diffey in *Nomad* and Stephen Dixon in *Topaz* with *Nimrod* in sixth. By the start of the second round *Crystal* and *Firefly* had pulled ahead of the fleet but the forerunners then began to catch up. *Nimrod* advanced to second place and followed *Crystal* around buoy 5 when a wherry intervened and caused



James and Richie Dugdale win the YK Nationals



John & Kay Rawlinson, non-spinnaker trophy winners



Norfolk wherry joins in the mix

some chaos during this race. Following this *Nomad* and *Firefly* were quite close to the leaders. At this point it was noticed that three boats were flying protest flags.

When the wherry returned down the Broad it came quite close to the short jetty in front of the clubhouse and then tacked across. More spinnakers now appeared and *Firefly* headed *Crystal* for a short while but *Crystal* was again ahead by their next mark. Later the positions were reversed, *Firefly* leading and pulling slightly ahead followed by *Crystal*, *Snow Goose*, *Topaz* and *Nimrod*. The race was then shortened and by the finish Mike Holmes in *White Spirit* had moved into third place. The result was *Firefly*, *Crystal*, *White Spirit*, *Snow Goose*, *Nimrod* and *Lavinia* in the first six places. Nothing was heard from the protesters.

The Invitation Race then took place with Chris Hanson in *Revolution*, Philip Harston in *Tiger Moth*, Malcolm Kemp in *Charlie Brown*, Geoff Evans in *White Spirit*, Anthony Landamore in *Topaz*, all ex-commodores of NBYC and Chris Tucket, the new class builder, in *Firefly*. Chris took the lead in *Firefly* a position he held throughout the race.

Sunday dawned with slightly lower temperatures promised but with plenty of sunshine and a decent breeze. However the wind direction had swung to the west and Robert again had to set a zig-zag course. All three races were started from the committee boat.

Andrew Musgrave in *Revolution* was momentarily over at the start and *Lavinia* then took a good lead by the first



Best view of the racing from a tour boat

mark after the wind had moved to the south-west and provided a good beat. *Crystal* was again in second followed by *Brandy Bottle*, *Nomad*, *Nimrod* and *Snow Goose*. The course now provided a good spinnaker run and the broad suddenly became much more colourful with the majority of boats breaking out their third sails.

Lavinia and *Crystal* opened up a lead over *Brandy Bottle* followed by *Nomad*, *Nimrod* and Mark Ringwood in *Gremlin III*. Just into round three *Lavinia* was still ahead and it was seen that both *Nomad* and *Nimrod* had pulled out of the race at buoy two after an incident. Unfortunately both crews and boats were damaged and took no further part in the racing.

At this point not just one wherry, but two appeared and sailed down the broad probably causing less trouble this time. The race finished with *Lavinia* winning ahead of *Crystal*, *Brandy Bottle*, *Firefly*, *Gremlin III* and *Topaz* but Stephen Dixon in *Topaz* retired after the finish and George Whitefoot was placed sixth.

The last two races were to be run back-to-back. The fourth race got underway after a general recall, not often seen in Yeoman races at Wroxham. The wind had moved further to the south giving an even better spinnaker run, but still requiring careful course setting. *Crystal* was ahead at the start but was then seen with its mainsail down and retiring following gear failure. This may well have cost Chris Bunn the championship. By the start of the second round *Lavinia* was ahead with *Brandy Bottle* in second and *Gremlin III* in third followed by *Firefly*, *Snow Goose* and Terry Palmer in *Avocet*.

Firefly and *Gremlin III* were fighting for third and fourth places and continued to do so while *Lavinia* was increasing her lead over *Brandy Bottle*. At the finish *Lavinia* was ahead followed by *Brandy Bottle*, *Gremlin II*, *Snow Goose* and *Firefly*. *Avocet* had to complete two turns following an infringement so from sixth fell to ninth. *White Spirit* was then promoted to sixth place.

Going into the fifth and final race it was clear that *Lavinia* and *Crystal* were fighting it out for the title with only

The trophies were presented as follows:

1st	<i>Lavinia</i>	James & Richie Dugdale
2nd	<i>Crystal</i>	Chris Bunn & Martin Thompson.
3rd	<i>Brandy Bottle</i>	Paul & Janet Barker
4th	<i>Firefly</i>	Roger Hannant and Chris Tuckett
5th	<i>Gremlin III</i>	Mark and Ellie Ringwood
6th	<i>Snow Goose</i>	Martin Jones & Chris Dunster

The Non-Spinnaker Trophy was presented by Jackie Wheatley in memory of Alan to John & Kay Rawlinson sailing Lara



Getting the spinnakers flying

Brandy Bottle in really close touch. The race officer took pity on tired crews and required them to only complete three laps of the course. Leaving the start *Lavinia* was well up to windward but *Brandy Bottle* looked to be slightly ahead with *Revolution*, *Firefly*, *Snow Goose*, *White Spirit* and *Crystal* just astern.

By the start of the second lap *Lavinia* was ahead with *Brandy Bottle* second and *Crystal* now up to third. During the lap *Crystal* fought her way through to second ahead of *Brandy Bottle*, *Firefly*, *Snow Goose* and *Gremlin III*. At the finish the order was the same apart from *Gremlin III* finding a way past *Snowgoose* with *Revolution* and *White Spirit* just astern.

This left a close final result with James Dugdale in *Lavinia* crewed by Richie Dugdale, his cousin who had crewed Sally Dugdale to five Yeoman Championships, in first place on

seven points followed by Chris Bunn with Martin Thompson in *Crystal* in second on eight points. Paul Barker with his wife Janet, came in third on eleven in *Brandy Bottle*, Roger Hannant with Chris Tucket in *Firefly* on fourteen followed by Mark Ringwood and his daughter Ellie in *Gremlin III* on nineteen.

James had three first places and a fourth to count whilst Chris counted four seconds.

Special mention should be made of Martin Jones, usually a Yare and Bure sailor, in *Snow Goose*, a club boat, who finished sixth, and our oldest helmsman John White in *Moonstone*, also a club boat, who finished fifteenth.

The Championships had been completed in very pleasant summer weather and to a spectator had appeared to be very successful with an excellent celebration of the Yeoman's 50th anniversary on Saturday evening.



Finale to a very successful 50th Yeoman Anniversary National YK Championship, 2019

Yeoman 50th Anniversary Celebrations: Social Report

Back in the 1960s Ernest Yeoman asked Leslie Landamore to design him a boat. In 1969 Ernest sailed his new yacht (Y1 *Zircon*) for the first time. Last June we all had a wonderful time celebrating the 50th birthday of the Yeoman.

The weekend started with a Friday evening BBQ where many attendees modelled their commemoration T-Shirts in a variety of colours – who would have thought the Yeoman Fleet would be so good at merchandising?

On Saturday afternoon the real business of the weekend began when 22 boats took to the water to compete for the accolade of Anniversary Champions. The event attracted our best sailors, including current and past winners. However, what was really heartening was the number of relatively novice helm and crew taking part, ensuring lively competitions throughout the fleet. See Ivan's racing report, for full details.

On Saturday evening more than 80 of us gathered for a lovely Yeoman-themed evening, which started with a red and yellow layered cocktail followed by a delicious meal and concluded with birthday cake. Frances and Michael Holmes gave an entertaining talk, on the 50-year story of the Yeoman incorporating films, music and a 'singalong'. To add a bit of spice they presented 'YeOscars'. The statuettes were awarded to worthy recipients (all over 80) for their contributions to the fleet. Ivan Ringwood received his YeOscar for winning the very first race in the first National Championships.. The award for the 'Most Exasperated and Deserving Crew' was (not unsurprisingly) won by Trish (Wishart) much to the delight of Gordon. Meanwhile at 89 John White won the accolade of being 'The Oldest Teenager in the Championships'. However, the real highlight of the evening was the attendance of members of the Landamore family and we were all absolutely delighted when Trish Landamore accepted an award in recognition of the debt of gratitude we all owe to Leslie for designing a boat that has given us so much pleasure.

Sunday's award presentation was a joyous occasion, with all prize winners heartily cheered. No-one left empty handed, as all competitors received commemorative mugs whilst five lucky helm/crew won one of the prizes donated by the competition's generous sponsors.

And so at the end of a lovely event many congratulations to our winners. Also thanks to Diana & Bill Webber and Andrew & Daphne Musgrave who organised a great weekend which attracted current, past and (hopefully) future sailors, and in so doing did Ernest Yeoman and Leslie Landamore proud.

Many thanks to the Competition's generous sponsors:

- *Belaugh Boat yard.*
- *Jeckells Sails.*
- *McNamara Sails.*
- *Phoenix Fleet.*
- *Norfolk Marine.*
- *Roger Hannant Motors.*



To celebrate the 50th anniversary of the first Yeoman a new book has been produced highlighting the history of this wonderful boat.

The history covers details of the sailing clubs and individuals who have been so much a part of the story. For more details and to purchase visit:

<http://www.norwich-heritage.co.uk/publications/books.shtm>

Did You Know?

In 1978 there were 31 entrants in the first National Championship, hosted on Wroxham Broad. It was a breezy few days and in the third race Tony Hewetson managed to capsize Y141 Brown Iris under full spinnaker just in front of the clubhouse providing much entertainment to spectators who we believe awarded him maximum points for artistic impression. Despite this setback, Tony recovered his Yeoman and had the honour of being the Association's first National Champion, just pipping Anthony Landamore (Y99 Impala) to the top spot.

Anthony Landamore, who sailed in the 50th-Anniversary invitation race, was the only helm competing over the weekend who also raced in the first National Championships held in 1978.

Richie Dugdale has been the winning crew six times in the YK Nationals, making him the most successful crew in the history of the Championship.

Before 2019 the only parent and son/daughter to have both been winning Championship helms were Philip Harston (who held the title in 2002 and 2003) and son George (champion in 2005).

The Tri-Icicle, 2019



The second start of Yeomans put their spinnakers to great advantage

Light winds and a sunshine welcomed the 47 boats finding their way down to the 'Waterworks' for the annual Tri-icicle. Among them were 13 Yeomans which meant our start was split in two with even numbers leaving five minutes before the 'odd'.

The wind had not picked up for the first Yeoman start but there was a slight improvement for the second which just enabled the spinnakers to fly. The leading two from the second start Roger Hannant and William Simmons (Y93 *Firefly*) battling with Michael and Frances Holmes (Y303 *White Spirit*) soon caught the tail enders from the early start, but by then Sally Dugdale, crewed by Steve Dixon, (Y32 *Lavinia*) was already far out in front.

Spinnakers flew all the way to Thurne Mouth making sailing great fun for both helms and crew. As we headed into the Thurne towards the first turn at Womack we hit both a beat and lots of traffic, which Roger sailed through expertly to be the second placed Yeoman behind Sally and Steve, who by now had built a commanding lead. Returning to Thurne Mouth was a straightforward reach, only complicated by the volume of two-way traffic. Nearing Thurne Mouth the spinnakers flew again as we returned to the Bure heading for Acle. By now the wind had picked up providing a steady run and spinnakers billowed until the return mark was reached and we began the long beat back home.

Crews now worked hard setting sails against a strong wind with only the odd stretch on a reach giving them a respite. Roger continued to chase Sally but the five-times National Champion, expertly crewed by Steve, gradually pulled away. Meanwhile Andrew Gallant and Brett Martin (Y14 *Tiger Moth*) and Terry Palmer and Caroline Cooper (Y144 *Avocet*) maintained their position on the water in front of

Michael and Frances Holmes who (being 'odd') were happy to sit on their 5 minute delayed start.

It was a welcome sight to see the 'Waterworks' and the finishing line come into sight giving one crew in particular the chance to relieve the pain in her muscles.

We knew that the Yeoman Fleet had done well as we overtook an assortment of classes but were unsure of final positions until the results were announced. We were all delighted when Sally and Steve took overall first place, followed by Roger and William in second. Michael and Frances came in a very creditable seventh, Andrew and Brett achieved eighth, whilst Terry and Caroline came tenth. Results which really demonstrated that despite its age the Yeoman continues to be an excellent boat to sail on the Broads.

Finnish	Boat No	Name	Class	Time
1	Y32	Lavinia	Yeoman	03:09:19
2	Y93	Firefly	Yeoman	03:11:47
3	8254	Star	Star	03:15:42
4	6	Dingy Skipper	YBOD	03:19:08
5	368	Wandering Rose	Cruiser	03:19:21
6	136	The Miller	YBOD	03:19:39
7	Y303	White Spirit	Yeoman	03:21:49
8	Y14	Tiger Moth	Yeoman	03:22:11
9	61	Golden Copper	YBOD	03:22:45
10	Y144	Avocet	Yeoman	03:22:45

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/>



Roger and William leave the other Yeoman behind trying to catch Sally and Steve



Nobody was going to catch Sally and Steve in Lavinia

Crista - The Yeoman That Went West: Michael Clarke



Michael Crichton sailing with Philip Mountbatten



Crista still going strong, 2019

One's 60s are not old, but are time for the new. It was at this age that Commander F. Michael Crichton RN finally retired to Fermanagh, Northern Ireland and bought himself a new Yeoman (Y22) to sail on Lough Erne. The Commander named his yacht *Crista* after his lost sweetheart, a Spanish princess he met in his twenties whilst serving as a RN Lieutenant

Michael sailed *Crista* all over Lower Lough Erne, a fine big lake with scenic wooded capes, bays and islands. He also raced at Lough Erne YC where *Crista's* speed and handling proved superior to any comparable sailing craft. In 1981 he penned a letter to Ginger Barron, Chairman of the YKA expressing his desire to have a Yeoman fleet racing on Lough Erne.

It took some time for Michael's dream to be realised, but in the early 2000s maturing ex-GP14 dinghy racers, seeking a boat to move on to, noted how well LEYC's sole Yeoman performed on the water. They started to investigate the supply of boats and soon discovered second-hand vessels for sale in England and Scotland, which they duly bought. Today there are 20 Yeoman in Fermanagh, including *Crista* which is now owned and raced by Bertie Forsythe, a competitive octogenarian.

In 2007 LEYC celebrated the first full season of Yeoman racing. A handy jetty was built, sheltered inshore of the main marina. Well handled, a Yeoman can get in and out neatly under sail (albeit sometimes with strategic shoves). LEYC's two-ton crane lifts them easy for bottom cleaning or winter storage.

In 2019, alongside its J/24 Autumn Sunday Series, LEYC added a Yeoman series, with a new trophy, the Crichton Shield, duly honouring the Commander who introduced the first Yeoman to Lough Erne. But, who was Michael Crichton?

Michael hailed from an illustrious family, its senior member being the Earl of Erne, Crom Castle, Upper Lough Erne. His grandfather, an Earl's third son, owned Netley Castle, Hampshire. In the 1920s Michael sailed on Southampton Water, with older brother Sammy, in family dinghies dubbed

Chip and *Chop*. A younger lad joined them for sailing summers, Phillip Mountbatten, who of course later in life became Prince Phillip. Michael and Phillip became friends with all three later heading to Dartmouth and joining the Navy.

In the 1930s, then a RN Lieutenant (*HMS Eagle*), Michael was invited to help entertain the Spanish Royal Family exiled in London. He met and became fond of Infanta Maria Christina, and she likewise fond of him. Due to the outbreak of WWII they lost touch. Michael was posted to the China Station, in command of *Ladybird*, a large China insect class gun boat on the Yangtze protecting UK and US traders caught up in Japan's invasion of China. His lieutenant, John Kerans learnt about the Yangtze's difficult pilotage from Michael, and later put this to use in command of *Amethyst* for her famous 1949 escape down river. Michael never forget his lost love and four decades later, her pet name *Crista* went on the transom of his Yeoman.

Around the same time Michael's childhood friend Phillip met the future Queen Elizabeth. Their 1948 wedding present from the Island SC (Isle of Wight) was a Dragon racing yacht (sail K192) named *Bluebottle*: an odd name but perhaps linked to Michael's Yangtze insect-class command? Michael became Royal Sailing Master (1948-51) and alongside Phillip raced *Bluebottle* at club regattas hosted around England's south and east coast. As Royal Sailing Master, Michael became an honorary member of the Royal Norfolk and Suffolk YC - the United Kingdom's 'most Easterly Yacht Club'. When elected an LEYC honorary member some 20 years later, he took great amusement from being honorary member of both the UK's most easterly and most westerly clubs. Michael was later elected LEYC Admiral from 1989 until his 1996 death in the Rock Hotel, Gibraltar, from whence he had kept in touch with LEYC friends by letter.

Michael is buried at his ancestral home at Crom Church graveyard. His love of sailing is reflected on his gravestone which depicts a single-handed sailor in a small keelboat making neatly to windward.

Lough Erne Yacht Club: Warren Cooper



Commander F. Michael Crichton RN, a life well lived

The 2019 Lough Erne Yacht Club's fleet of Yeoman began sailing at the start of May under the guidance of its captain, Richard Smith (Y60).

The big news at the start of the season was Warren Cooper leaving as Raymond Morrisons (Y177) crew to buy and skipper *Thief of Time* (Y179). Raymond and Warren have sailed together for 13 years and were the most successful local team winning numerous events. Warren was joined by Catherine McCullough, and Raymond soon recruited Sheila Gilroy to his cause, adding to the already strong female presence within the Yeoman fleet at Lough Erne.

The first big event on the calendar was the Yeoman Irish National Championship which took place at the end of May. Raymond Morrison sailing his second boat (Y23) crewed by Michael Whaley was victorious in very challenging conditions due to very light airs with the second day sailing being cancelled completely.

The next event was the LEYC Summer Regatta, Raymond once again was victorious, this time with Catherine McCullough as crew. Saturday's racing was close in blustery conditions with strong competition coming from Declan Dooley (Y167), Garnett Doherty (Y94) and Bertie Forsythe (Y22). Raymond even managed to forget the course and attempted to sail an extra lap in one race...yet still won.

For several years LEYC have run a very successful J24 Autumn series held over six Sundays across September and October, attracting visiting boats from clubs based across Ireland. This year it was decided to extend the series to include the Yeoman fleet, thus extending our sailing season.

In 2019 the series was fought over four Sundays as two were called off due to poor weather. Warren Cooper and Catherine McCullough were victorious managing to hold off close competition from Raymond Morrison, a possible changing of the guard in process?



Irish champion Raymond Morrison, 2019

In summary, 2019 was a successful year for the LEYC Yeoman fleet with competitive twice weekly racing and several well supported events throughout the year. We are expecting numbers to be further boosted in 2020 by existing LEYC members who have expressed an interest in joining us.

Horning Fleet Report 2019: Toby Fields



Andrew Gallant (Tiger Moth) chasing Roger Hannant (Firefly)

In 2019 the weather played a big role in determining turnouts at Horning SC, both within the Yeoman Fleet and in more general terms. The year began with some largely favourable weather on Sundays, and a total of 13 boats participated at various times. Geoff Stubbs won the morning series in *Tara* (Y171) and Toby Fields the afternoon competition in *Tanskey* (Y9). Race wins also went to Bernard Westgate (Y104), Roger Pettit (Y44), Will Penny Jr (Y62) and Paul Clarke (Y70). It was very encouraging to see a number of junior members crewing in Yeoman as a change from their more usual single-handed dinghies, particularly on some of the windier days.

Down Rivers did not see as much success for Yeomans this year, largely due to the prevailing wind direction often being a Northerly. This resulted in a largely reaching course in both directions which was better suited to the gaff-rigged vessels. Additionally, the 2018 runner-up, Roger Hannant (Y93), was out of action for most of the first half of the season after some spring work to his boat and then keel damage at the Yeoman Nationals. Nevertheless, Geoff won four races against the various Rebels, Yare & Bures and Reedlings.

The Three Rivers Race was a highlight for the HSC Yeoman Fleet this year. Although only seven Yeomans entered - a number that can surely be beaten for the 60th running of the Race this year, - Roger Hannant sailed *Firefly* extremely well to claim 8th overall of over 100 starters, winning trophies for first keelboat and first HSC member in the process. Andrew Gallant in *Tiger Moth* (Y14) came 11th whilst all seven Yeomans completed the course successfully. We particularly welcomed the Peet family, who brought their two Yeomans to us from outside the Broads Area to participate in the Race and look forward to welcoming plenty of visiting Yeomans this year.

Another success in 2019 has been the re-forming of the syndicate for running the launch crane at HSC. This had

fallen out of use following a minor accident due to user error in 2018. My thanks in particular to Andy Harrison for helping to get the syndicate up and running again.

Horning Regatta Week was largely sailed in windy conditions that suited Yeomans well. There were crowded conditions on start lines as up to 12 Yeomans started from the HSC Clubhouse. A tight tussle ensued in the main series between Geoff Stubbs and Roger Hannant who re-launched *Firefly* after keel repairs in time for Monday afternoon's race. Once Roger had re-familiarised himself with his Yeoman, he was able to claw back Geoff's early lead to take the Yeoman Trophy in Friday's final race by just one point. By the Friday afternoon, the wind was gusting to around 30mph, so the smaller jibs were called for, and were much appreciated by the participating crews. We now have around eight boats equipped with the smaller jib and are hoping to encourage more owners to cut down an old sail (or buy a new one) as it helps the Fleet Captain to have a reefing option for the fleet.

The autumn series was dogged by strong winds and heavy rain on occasions which reduced entries greatly. Geoff added to his spring series win with the Nutcracker Trophy after many consistent performances. Finally, the End of Season Regatta arrived in October. The Saturday saw some close racing on Black Horse Broad in light and sometimes fluky airs. Adrian Tooke (Y161) took an encouraging second of seven boats after a great start in the second race. On the river for the Sunday, the wind built up through the day. Roger and Geoff took a win apiece with Roger taking the trophy after winning three out of four races over the weekend. The final afternoon races were left to the dinghies as once again the winds rose and the rain came with it.

The 2020 season sees us start with at least two newcomers joining the fleet, hoping for good weather that lasts beyond the spring series, and more close and varied racing at HSC.

Snowflake Sailing Club: Richie Dugdale



Yeoman Winter Championship on Blackhorse Broad, October 2019

Snowflakes (#Probably the best winter sailing club in the world) had 18 Yeomans berthed around the island at Horning this winter. All were here to enjoy our good natured and friendly sailing club which is based here from mid-October to mid-March. The galley is now famous for bacon rolls and jacket potatoes: in fact some people come just for food, the company and to watch the sailing.

On the whole regular numbers of Yeomans have been a little down on recent years, but the battle at the front has been both competitive and convivial. It gives the opportunity for new sailors to the fleet to pick up tips: don't forget some of our members have been sailing Yeomans since I wasn't tall enough to gybe the spinnaker pole without standing on the frame that supports the winch!

The week after the Tri Icicle, we hosted our first ever Yeoman Winter Championships when 12 boats competed in lovely weather on Blackhorse Broad. There was a good tussle in all the races with a regular starboard lift making picking your time to cross the Broad on port crucial to not losing a place. Sally Dugdale and Steve Dixon continued their Tri Icicle form to take the first race from Jane and Megan Pye sailing *Cherokee*. The second race was won by Roger and Cari Hannant with Jane and Megan second and Sally and Steve third. This meant a nervous lunch break with three boats being on four points going into the last race. Sally remained calm to take the win with Roger finishing second and Jane third: they finished in that order overall.

We have had a mix of weather conditions and winners during our usual points races on the river. There has been some exceptionally close racing with a few races being won and lost down 'The Street' towards buoy number one. With last minute overtakes common on the approach to the final mark, making the club house a great place to watch the tactics and, of course, be an expert!

Snowflakes always hosts a Boxing Day Regatta which this year attracted 26 boats with 8 of them being Yeomans. Needless to say we had even more 'experts' in the clubhouse tasting the homemade rum punch and sausage rolls. As normal we had both Yeoman and Dinghy starts,

with handicaps being applied. Dinghies took the first three places overall. John Parker & Jane Pye were first Yeoman in the first race and Sally & James Dugdale in the second, thus taking the Boxing Day fork and spoon on count back.

The first week in January is traditionally a down river to take the Yeomans away from the clubhouse while it hosts a Topper Open. As has been the case in recent years this was sailed as a longer race towards the mill. We had plenty of tussles throughout the fleet with Paul and Janet Barker taking the Brundish Cup in *Brandy Bottle*.

Snowflakes socials are often better attended than races! This season Bill and Diana Webber directed and acted in an amazing murder mystery night while members in the galley worked hard to produce a hearty shepherds pie at the interval. This was a great evening starring Michael and Frances Holmes, Roger and Cari Hannant, Andrew Musgrave, Philip, Susan and Scarlet Everett and special guest Frances Whitefoot. You will note it was predominantly Yeoman sailors that were on stage so prepare yourselves fellow Yeomaners for next year's event. You may be called upon.

It has now become a tradition that Snowflakes hosts a Burns Night, and this year was no exception. As normal volunteers worked wonders in the galley cooking up some haggis. With singers, speeches and most importantly laughs. Yet again it was a fantastic evening: so definitely keep an eye out for next Season's socials.

As I write the Snowflake season still has the traditional Ramuz race to South Walsham scheduled early March and the end of season regatta on 15th March, and so there are still trophies to be won. These will be awarded at our prize giving night on the 14th March, which is always a fun night when competitors share their sailing stories of daring deeds on the water - which of course are never exaggerated...

New members are always welcome and Snowflakes prides itself in being a really friendly club where members are always keen to help and encourage. So next winter come and join Snowflake Sailing Club for: Good sailing, Good Food, Good Camaraderie...Good people.

Rutland Ramblings: John Vickers

2019 was a very difficult year for the Rutland Fleet. Sadly, for various reasons we lost three of our stalwarts which, when combined with a year-long sabbatical due to family reasons for Graham Biggs (K40 *Jemima*), left the racing side of the Fleet decimated.

Tony Hargrove (K300 *Onyx*) Mike and Diane Kemm (K46 *Scorpio Too*) and Charles Frisby (K50 *Miss Teak*) will be sadly missed.

This left John Vickers (K38 *Belinda*) and Nick Green (K51 *Black Magic*) to fly the flag in the RSC Round the Lake Series. John was within striking distance of winning the Series for the third time when gear failure in the last race dropped *Belinda* down to 2nd place overall by 2 points.

This gear failure is something that the whole Fleet should be aware of. *Belinda* was leading in the last race when the spinnaker fouled up on the downwind leg drop. Continuous raising and lowering of the kite had worn a groove in the uphaul/downhaul deck moulding which then split jamming the kite.

Belinda is now undergoing a complete refit of all moving halyards, sheets and blocks together with a drop and polish of the keel.

Despite these set backs it is not all bad news. In fact we are very pleased to welcome two new owners of Kinsman to the Fleet. Tom McWilliams has purchased *Onyx* and Keith Townsend has become the new owner of *Miss Teak*. Both will be spending a lot of time on the water this season getting used to their new yachts. We hope that later in the year we will be able to resume the long distance sailing on Thursdays.



*Graham Biggs showing off his new sailing suit, genoa sheets and mooring line that he intends using on *Jemima* in the coming season!!*

NBYC Visit Rutland Sailing Club - June 2019



We all had a lovely time on our visit to the Kinsman Fleet at Rutland Sailing Club. All were very welcoming and we enjoyed finding out more about the building of the reservoir that provides facilities for an extensive range of water based sports.

The only drawback was the continuous downpour that meant nobody ventured out onto the very choppy waters.



Coldham Hall Sailing Club: Ian Shepherd



Fine sailing from Coldham Hall, 2019

2019 was a stable year for the YK fleet at Coldham Hall, remaining at 11 in total. Including both helms and crew we now have 27 participating YK sailors in the club. All available club wet moorings were taken with two other regular racing members mooring at the adjacent yard.

The club committee decided to apply split starts for Sunday racing when the fleet numbers 10 or more. As on most race days we have more than 10 boats, split starts have become the norm, thus relieving congestion on the start line which can otherwise arise. Generally, dinghies start five minutes before keelboats.

The Yeoman fleet remains at the heart of the clubs' midweek cruises down river and back with food and some liquid refreshment taken at the halfway point. Although these were not as well supported as in previous seasons, mainly due to unfavourable weather, they remain a popular feature of our sailing calendar as does the summer cruise and BBQ to Hardley Mill which suffered from bad weather – a first time for everything – but were we downhearted? A little maybe but we are already looking forward to the 2020 event.

Our annual dinner and trophy presentation took place on Saturday 18th January at the Waveney House Hotel, Beccles, with a record attendance of 69 club members. Needless to say, Yeomans featured strongly in the list of prize-winners, including our new(ish) club Commodore, Gary Corbett, David Hickman and David Woolston. The hotel catered for us extremely well and calls for water from participants were promptly responded to which is not always the case on Sunday mornings!

I am pleased to report that our YK fleet, like the club as a whole, remains in excellent condition and good spirit and we look forward to more of the same in 2020.



Magpie storms to the front, 2019



YK sailors attending our annual dinner, 2019

NBYC Yeoman Fleet at Wroxham Week



Sunshine and wind, August 2019

We enjoyed a great Wroxham Week in 2019.

Throughout the Regatta more than 20 Yeoman took to the Broad. It was brilliant to see new fleet members competing, which meant that we had many 'races within races'. Additionally we were really pleased to be joined by Andrew Gallant and Roger Hannant, who came across from Horning for the week, and also by John White and Oriel Gibson, who competed in a club Yeoman.

The weather was at times challenging with wind gusts varying from 2mph to 35mph, which ensured that at some point over the week conditions suited someone. Although in the worst winds there was an element of 'discretion being the better part of valour', we had a good number of boats sailing a full quota of races in the morning and evening series.

Of course, Wroxham Week is about more than sailing and we had strong Yeoman turnouts for the many social events organised by the club. As normal our Thursday picnic was well attended, although we were particularly pleased that the wind had died down or we may have been in great danger of seeing our gazebo fly away. It was also good to see so many fleet members help throughout the week, with many taking up duties in the 'box', on the entry table and the safety boat.

Honours were shared on the water and it was lovely to see so many helms and crews achieve success. Obviously certain conditions suited some better than others, giving many a chance to shine.

Paul & Janet Barker were comprehensive winners of the morning series (the Landamore Trophy) winning five of the six races, with Michael & Frances Holmes (much to their own and everyone else's surprise) just pipping them on Thursday – which resulted in them being presented with the Yeoman Goblet. Mark and Ellie Ringwood often pushed the Barkers and deservedly took second position for the week.

The evening series (Wroxham Sailing Match 1837) was won by Ellie and Mark, whose results included two firsts. Second place in the series was deservedly taken by Roger Hannant and Andrew Gallant, after also recording two wins.

The Sunday competition for the Yeoman Silver Jubilee Cup was again won by the Barkers followed by the Ringwoods. The honours in Thursday's Ladies Race were taken by Janet, crewed by Gary (Ross), whilst Ellie, crewed by her dad, came in second. It was lovely that Caroline Cooper, crewed by husband Terry, and who only started sailing a Yeoman in 2018, took third.



NBYC Wroxham week fleet picnic, 2019



Michael and Frances picked up the Yeoman Goblet



Paul Barker collects the Landamore Trophy

Morning Series: Landamore Trophy

- 1st: Paul & Janet Barker, *Brandy Bottle*, Y91
 2nd: Mark & Ellie Ringwood, *Gremlin III*, Y302
 3rd: Michael & Frances Holmes, *White Spirit*, Y303
 4th: George & Linda Whitefoot, *Fire Opal*, Y67

Thursday's Ladies Races

- 1st: Janet Barker & Gary Ross, *Brandy Bottle*, Y91

Afternoon Series: Wroxham Sailing Match 1837 Cup

- 1st: Mark & Ellie Ringwood, *Gremlin III*, Y302
 2nd: Roger Hannant & Andrew Gallant, *Tiger Moth*, Y14
 3rd: Paul & Janet Barker, *Brandy Bottle*, Y91

Sunday: Yeoman Silver Jubilee Cup

- 1st: Paul & Janet Barker, *Brandy Bottle*, Y91



Mark and Ellie Ringwood sailed superbly all week to pick up the Wroxham Sailing Match 1837 Cup

NBYC End of Season Report: Bill & Diana Webber

A quick count shows that we have 24 Yeoman owners and three club boats based at NBYC. Several boats have changed hands, and a small group of new keen owners has developed, one boat having been brought back down from Scotland. Having three club-owned Yeomans has proved beneficial to our fleet. The boats have been used to introduce new members to the class and they are well used for open meetings and the Nationals.

The first event of the season, the Winter Walk last January was well supported and enjoyed by all.

In March, we were very pleased that the legendary Michael McNamara gave a talk on the racing rules. As usual, Michael's talk was both informative and entertaining; we were all left with something to think about. There were no rules disputes on the water throughout the season that we are aware of, perhaps Michael's knowledge had an effect!

In early June, several of the fleet travelled over to Rutland on a social visit. With very few helms and crews being in a position to trail their Yeomans, a competitive event at Rutland seems unlikely to happen in the near future so this visit, kindly organised by Frances and Michael Holmes was a welcome opportunity for members to renew old friendships and to make new friends. With the expanses of Rutland Water covered in white horses, a sail of the Kinsmans was not possible but we were treated to a very

interesting talk on the building of the reservoir and an excellent dinner.

NBYC hosted the 50th Anniversary National Championships. The event was a great success with a second generation of Dugdales, James and cousin Richie winning overall, following Sally's success of previous years in *Lavinia*.

Wroxham Week was again well attended by the Yeoman Fleet. We were very pleased that Paul and Janet Barker showed the quality of Yeoman sailors by winning the Allcomers A series.

The Yeoman open meetings achieved good entries as usual with some welcome visitors attending from Horning S.C.

Both the Spring and Autumn Regattas were unfortunately poorly supported by the Yeoman Fleet. Some comments were made about the long gap between races with sailors less willing to sit around waiting in the cooler conditions at both ends of the season.

We were pleased that the 2019 season saw an increase in qualifiers for all the Yeoman Club series. We congratulate John and Kay Rawlinson for winning the season Allcomers A series.

This coming season, with the National Championships to be held at Horning, we intend to concentrate on encouraging new fleets members to enjoy what our excellent class of yacht has to offer.

Yeoman Fleet Winter Walk



NBYC Yeoman Fleet (plus dogs) ready for the off, and trying to look warm, 2020

This year's winter walk was again organised by Steve & Liz Haines aided by Caroline Cooper, who devised a delightful stroll around the banks of the Thurne. However Storm Ellen was hot on the heels of Storm Dennis and seemed determined to disrupt this gentle ramble. After a short delay to let the heavier rain pass our intrepid fleet set off on a steady beat up the cut as waves smacked over the banks. At the windmill turn onto the main river we enjoyed a broad reach gusting to 50 mph thus requiring at least one reef in the anoraks. The front walkers built a strong lead over the back-enders as the fleet began to spread out along the banks, each group picking slightly different courses.

Turning towards Potter a tail wind ensured a speedy run over a grassy path before turning across open farmland and a fierce headwind. Fortunately a handy wind shadow gave some shelter as we approached the outskirts of Thurne Village and the sun emerged as the Lion beckoned with open doors and good cheer. Eventually all of the fleet made it back where we all enjoyed first-class food.

As normal, during lunch fleet trophies were presented to the deserved winners. Terry Palmer and Caroline Palmer received the Yeoman Handicap Cup whilst John and Kay Rawlinson won the non-spinnaker Trophy. A fitting end to another highly enjoyable event..

Chairman's Notes - George Whitefoot



George Whitefoot, Chairman of YK Association

Secretary

The Association cannot possibly exist without a secretary, from my point of view this should be probably be our number one priority. The association really does need a secretary, it is not an especially onerous job but computer and minute taking skills are needed.

Moulds

All moulds developed by Phil Betts have been moved to our 40-foot container at NBYC including the hull and original deck mould still owned by Anthony Landamore.

At some point the moulds that have previously stored outside need to be cleaned and sorted in priority of possible use.

Container

We need to paint our container to fit in with other storage facilities at NBYC. Volunteers with a paint brush needed in the spring.

Subscriptions

A plea from our Treasurer, we have spent a considerable amount of money over the last two years and really do need your subscriptions. This year's subscriptions were due on January 1st as stated in the constitution if they are all paid in January this would make the Treasurers job much easier. Thank you to all who have paid.

It is my intention not to hold any other meetings other than the essential AGM. If you have any items for the AGM please let me know.

PLEASE SEE PAGE 1 FOR FURTHER INFORMATION

Dates For your Diary



James even won the raffle...

Dates for your diary

30th - 31st May: 60th Anniversary Three Rivers Race. Entry forms are available on line, it would be great to see a really strong Yeoman and Kinsman entry.

20th – 21st June: Yeoman and Kinsman National at Horning Sailing Club more details to follow, but there will be launch and tow facilities from NBYC.

20th June: Yeoman Kinsman Association AGM at Horning Sailing Club.

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