



Yeoman Kinsman Newsletter

Association website: www.yeomankinsman.org.uk

Spring 2021



We thought that in these days of lockdown and restrictions it would be good to look back at brighter times

TIME FOR RADICAL CHANGE?

In the last year we have all watched the world undergo a transformation. Across our sailing communities, questions have been raised about what should constitute the 'new normal'. This also applies to the YK Association.

The YKA was formed when Yeoman and Kinsman were in the ascendancy and new fleets were being established across the UK. It was a time when owners criss-crossed the country with boats in tow to compete against each other.

With no new boats being built and Yeoman fleets now confined to Norfolk and Northern Ireland and the Kinsman at Rutland, the time now seems right for the Association to adapt to its new environment.

The issues are discussed in detail on page 2. The aim is to make the new organisation simpler and available to all. We need your feedback on these draft suggestions to enable a full proposal outlining changes in the constitution to be sent out eight weeks before the AGM (to be held on 19th June). We will then vote on changes at the meeting, which if approved, will enable the restructure to commence immediately.

Please contact frances@cringleford.com with suggestions/ideas.

Date for Diary

Subject to Covid restrictions this year's Yeoman National and YKA AGM will be hosted by Horning Sailing Club over the weekend of 19th & 20th June - Full details to follow

YKA Committee

We are very sorry to report that the YKA Chairman George White is not well and has had to stand down. We wish George a speedy recovery and offer our ongoing support to George and his wife Linda.

The YKA is currently operating without an elected Chairman or Secretary and until we can convene the next AGM it is being managed by a steering group consisting of Andrew Musgrave (NBYC), Toby Fields (Horning), Ben Adams (Coldham Hall, Snowflake's and NBYC) and Michael & Frances Holmes (Snowflake's & NBYC).

Boat Moulds

The YK Association has secured the moulds previously owned by Phil Betts. These, along with the hull (owned by Landamores) are currently stored in a container at NBYC, which incurs an annual rental charge of £300, which we need to reduce.

The steering group is examining options for future storage and ownership. A full recommendation will be included in AGM documentation.

Life's a Breeze

Sailing a Yeoman on Lough Erne

The YKA was established in 1977 when there were YK fleets around the country, new boats were being built and there was a need to establish a national body to promote, manage and regulate the development of a single-class boat. The YKA became custodian of the rules and provided central technical advice to YK fleets and individual owners.

The situation is now very different. Whilst there are still Yeoman and Kinsman based nationwide, the main active Yeoman fleets are in Norfolk and Northern Ireland, whilst a small Kinsman Fleet is based at Rutland.

The last Kinsman to be built was launched in 2008. Similarly, no new Yeoman has been built since 2012. Given the probable cost of circa £30K it is unlikely that any new boats will be made.

The Association is struggling to get members. Membership currently stands at around 50, with only 4 of these being Kinsman owners. It is more and more difficult to recruit officers – in fact, as of February 2021 the Association has no elected officer and is being run by a steering group.

Despite this, the Yeoman is a popular boat and there is much camaraderie between sailors. Active Yeoman fleets operate at: Lough Erne, Coldham Hall, Horning, NBYC and SFSC plus there are growing numbers at Barton. Additionally, there is a small 'fleet' at the Nancy Oldfield Trust.

The time seems to have come for reinventing and simplifying the YKA and replacing it with something along the lines of a 'Friends of the Yeoman and Kinsman'. Obviously before taking such a step full discussion involving the membership, agreements at AGM etc and a full proposal need to be worked on.

Draft Proposal for Discussion

The new organisation – for ease called 'The Friends' will be open to anyone who feels an affinity towards the Yeoman/ Kinsman (e.g. owners, past owners, crews).

The primary role of the association will be to:

- Provide a centralised point of communication to promote matters of interest to Yeoman and Kinsman boat owners and associates.
- Monitor and regulate rule changes and development of the boats.

Proposed Changes – These are all up for debate. We need a full discussion on what existing and potential members would like to happen.

1. The name of the YKA be changed to the 'Friends of the Yeoman & Kinsman'.
2. Similar to the White Boat Fleet, all Yeoman/ Kinsman owners will be considered members.
3. There will be no yearly membership fee but a suggested donation of £5 per member. To be paid electronically in January. No change to bank account.
4. The revised organisation will not subsidise the annual 'revamped' championship (see below) but will continue to support the fleet hosting the event.
5. The new organisation shall not be affiliated to the RYA.
6. Any changes to rules must be passed and voted on at the annual AGM held by the Friends: One vote per boat, It will be up to individual fleets to ensure fair play (as happens now).
7. The new 'Friends' will maintain information (class rules, technical data, historical information) which it will make available via the website or personal contact.
8. The yearly magazine will be replaced by a shorter but more regular mailing of forthcoming events and news – content to be provided by the fleets.
9. The Friends will have no responsibility or liability for managing any competitive event. It will not be responsible for ensuring boats have insurance – again in practice this is already managed by clubs.
10. A simplified Committee structure will need to be agreed (more info will be contained in AGM papers).
11. The Friends, with the agreement of members at the AGM, will be responsible for the appointment of a class builder.

Other Points

- It is proposed that 2021 will be the last year of the Yeoman Nationals. In future it will be replaced by the 'Broadland Open Yeoman Championship'.
- The Rutland fleet need to agree on the format/naming of the Kinsman competition, which has been held at Rutland Water for the last few years.
- We need to decide how we manage/ store boat moulds - recommendations will be made by the steering group .

It is essential all Association members put forward their views on these suggestions. A full proposal will be issued 8 weeks prior to the AGM. We would also be interested in hearing from non-members about the future of the organisation. Contact: frances@cringleford.com

Yeoman National Championships: *Frances & Michael Holmes*



Round no.1 mark and edging back to the clubhouse

On the 7th/8th November Snowflake Sailing Club were all ready to host our Annual National Champion. In the face of gale force winds, rain and general horrendous conditions the decision was made to cancel. Normally it could have been held the following weekend (when somewhat frustratingly the weather was perfect) but, courtesy of a national lockdown, all was put on hold. Undeterred the event was postponed to early December.

We had a great line up of competitors, including Richie & James Dugdale, Paul & Adam Barker, Flip Dugdale & Roger Gallant, Mike MacNamara & Chris Tuckett and Richard Whitefoot & Paul Jarvey. We'd been really looking forward to seeing how these excellent teams would sail against each other from our strategic position tucked in behind them. But on Friday 4th as we looked out of our window at a snow blizzard our enthusiasm somewhat waned. At that point our main planning was focussed on how many items of clothes you could wear and still move.

The good news is that we had brilliant sunshine on Saturday the bad news is...minimal wind.

Undeterred, Marty Thompson (Race Officer) set a short route. We all set off down the Street. It was all rather jolly as the Mississippi Show Boat was blaring out Christmas music. In our boat we were singing along. However, the more enthusiastic competitors were not as keen, as jiggling around was having somewhat of a breaking effect on what were already slow-moving Yeoman. Boats then 'tried' to get around the first mark. One-by-one as we turned to head

back towards the clubhouse, we didn't only grind to a halt but, with the tide against us and no wind, we just drifted backwards. The race was abandoned, and we paddled back to the clubhouse – all in glorious sunshine.

After lunch we had another attempt at a race. This time, we did manage one lap. At the end of which Mike & Chris took the honours. There were a few half-hearted attempts to fly spinnakers – but even they hung rather limply. Marty immediately started a third and final race – again there is good news and bad. The good is we all managed to get around the first mark (just past the Swan) and then get back to the second (in front of the club house), the bad is that this manoeuvre took us all around 20 minutes. However, we did continue to number 3, as the wind faded even more. The race was reduced to one lap – but even then no-one reached the finishing line - even when Marty moved it. Paul & Adam did break away and came in first, the rest of the competitors were somewhat bunched and, fair to say, not really moving when the decision was made to finish us all 'in situ'.

Sadly on Sunday, there was even less wind, and so the race officers had no choice but to abandon racing for the day.

Though it was a challenging weekend, it was great to see everyone. On Saturday it was wonderful to have a bit of sun and to have time on the water. All was done in good spirits in beautiful scenery.

Thanks to all at Snowflake's Sailing Club for all their efforts.



Going nowhere fast, in fact going nowhere at all

The Tri-Icicle, 2020: Frances & Michael Holmes



Ian Timms and Roger Hannant on their way to victory in Y93 Firefly

Watching the weather forecasts on the run up to this year's Tri-icicle was not for the faint hearted. A storm was on the way, but there was a glimmer of hope: if it blew across as predicted the conditions on Sunday would be manageable. By manageable we mean winds of up to 18 mph and gusting around 26mph – with conditions worse around Thurne Mouth. Still fingers crossed we decided to make a final decision on the Sunday morning with Frances making it plain that she was only going out if we used our new small storm jib and we kept away from the big cruisers.

The last email from the race management committee covering arrangements pinged into our inbox on Saturday night as the rain thumped against the windows and the howling winds bent the fir trees in gentle arcs. The note still expressed uncertainty whether it would be safe to sail. The final sentence reminding competitors - if you go be it on your own head.

Sunday dawned and all was (relatively) calm. We arrived at Horning in weak sunshine and nothing more than a strong breeze. 'Wait till you get out of the shelter, its blowing hard across the marshes,' advised one of the old boys who know these things.

Storm jib attached we were ready to go. The tow to the waterworks was uneventful but we did notice far more holiday cruisers on the water than normal – which added extra spice to the proceedings.

Seven Yeoman had entered, which meant that we made up 25% of the entries. We could start at any time between 10.30 and 11.30, and so on arrival we milled around a bit seeing who was going to make a start. As Yeomans are a sociable fleet and like to stick together six of us started at around the same time. At this point we noticed Roger Hannant's cunning plan – when we glance around and saw that he was crewing Firefly (Y93) and he had invited Ian Timms to helm. We quickly developed a master plan: to follow and copy everything they did. This worked until the first bend when Firefly disappeared off, far into the distance. The rest of us settled into a straight line with Toby in front. The wind was strong and steady on a slightly changing reach presenting no problems to Frances

and her new best friend the storm jib. Coming up to Thurne Mouth we were apprehensive especially when we saw Toby take a gust and keel over. However, the dutiful storm jib was unconcerned and sailed us through with hardly a bump.

Heading for Upton it was gusty and the sun was shining and the sky blue; this was when we passed Firefly again: though Roger and Ian were heading in the opposite direction, having rounded the Upton mark.

We eventually also went round the mark and headed back towards Thurne Mouth on a superb run which Michael thought was ideal for a spinnaker: Frances, however, dug her heels in pointing out that if Ian and Roger weren't flying one neither were we, and it stayed safely tucked under the cuddy. A right turn up the Thurne to the Womack mark and then back to the Bure. Our comfy little procession lasted no longer. Not only were we beating for home, but the wind had settled down and we found ourselves in the middle of some very large sailing cruisers which made tacking somewhat challenging (FYI some of them have very big bowsprits!). However, all was done in good spirits and gentlemanly fashion. However, even worse, an almost constant run of hire craft took position either side of the river. By now the wind had eased our little jib was losing out and we dropped back. As we approached the final stretch we had one last hurrah as we raised the spinnaker for a brief few hundred yards before taking the last bend and crossing the finishing line. Our final position was a respectable (18th) and we had completed the course with no mishaps and lots of fun all the way.

Following on from Sally Dugdale's success last year, we are very pleased to report that a Yeoman again emerged as overall winner. Big congratulations to Ian Timms and Roger Hannant, on their win and also to Flip Dugdale, Sarah Knight and Catherine sailing Y86 Peridot, who came in third.

However, the biggest congratulations must go to Snowflake Sailing Club who put on this event whilst complying with all current Covid guidelines: which has involved a tremendous amount of planning. They put on a wonderful Autumn event, which provided thrilling racing and a very enjoyable day.. Thank you, Snowflake Sailing Club.



Sarah Knights and friends on their way to a superb third place



Toby Fields in Y9 chases down a cruiser on his way to 6th place

Finish	No	Name	Class	Helm	Time
1	Y93	Firefly	Yeoman	I. Timms	1:51:15
2	94	Whooper	NorfolkPunt	C. Murry	1:51:30
3	Y86	Peridot	Yeoman	S. Knights	1:56:36
4	35	Nipper	BOD	N. Heath	1:58:09
5	244	Catspaw	Cruiser	B.Wilkins	1:59:40
6	Y9	Tanskey	Yeoman	T. Fields	1:59:59
7	429	Pickle	Cruiser	P.Montague	2:00:01
8	79851		Laser	E. Wildman	2:00:57
9	368	Wandering Rose	Cruiser	S. Burton	2:01:06
10	Y108	Avocet	Yeoman	A, Gallant	2:01:22

With 4 Yeoman in the top 10 it was again demonstrated that they are highly competitive against any boat

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/>

Lough Erne Yacht Club: Warren Cooper



We must get over there one day

Like all clubs there was no activity until the lockdown restrictions reduced in late June. Once we were allowed back on the water it was agreed that the fleet would sail in family or household bubbles to avoid spreading any Covid infections. The club ran three regattas in July, August and September with different winners in each event which illustrated how competitive the sailing was. The June regatta was won by Raymond Morrison, the August regatta was won by Mark Valentine and the September regatta was won Declan Dooley. There were never less than ten Yeomans racing with a record fourteen competing in the July event. Interest remains strong in the fleet with new Yeomans strengthening the numbers.



Just wondered where the marks are located, or perhaps it is a round island race?



Snowflake Sailing Club: *Richie Dugdale*



Yeoman Winter Championship on Blackhorse Broad, October 2019

Being a winter sailing club Snowflake's is used to dealing with adverse conditions and making the most of whatever is thrown at us. But like so many other clubs this year's activities ground to a halt in December.

The 2020 season started so well, when it was decided to go ahead with the Tri-Icicle. Covid restrictions were in force but manageable and the weather forecast dire, and it was feared maybe unmanageable. However come the day, the sun made an appearance and the wind fell. It was all a great success, and for many the best racing enjoyed all year.

The gods were not so kind the following weekend when the gales returned and the YK Nationals were postponed. Things became even worse as almost immediately a lockdown was imposed. When the championship could finally be held, somewhat ironically, the wind disappeared (see separate report for details). We kept the racing going as long as possible, until the third lockdown regrettably brought an end to the season.

Needless to say, we look forward to welcoming you all back in October when hopefully normal service will be resumed.

Horning Fleet Report 2020: *Toby Fields*



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

As with all sailing clubs, the first half of the Horning SC summer season was all about 'when can I sail again?'. With the first national lockdown coming into force days before our season was due to start, there was an impatient wait to get back on the water. Finally, in mid-May, we got the go-ahead to return to the Broads for day visits, sailing with our family bubbles only in the first instance.

The end of May saw the majority of the fleet launched. Three Rivers' weekend came and went with only some social sailing to go with it, luckily the prospects for holding the 60th Race this year are looking far more encouraging. It will be held on 5th/6th June 2021.

It was rather galling that the best weather of the 2020 season was clustered mainly during April to June, when we were unable to race, although several of us managed a few social sails. I discovered that with some practise, single-handing the Yeoman worked well on days when my family were unable to crew.

Racing resumed in mid-July amidst some mixed weather, with all racing on Black Horse Broad in the first instance.

Attendances varied between 4 and 8 boats, with no trophies being awarded. We had the Broad almost to ourselves as the club decided to split the fleets into mornings and afternoons, Yeomans sailing during the latter. It did feel eerily quiet though and from a personal perspective I look forward to sailing with and against the other fleets again in 2021.

Our best weekend in terms of attendance was that of 12-13 September. Racing returned to the River Bure and some pleasant breezes and autumn sunshine brought 11 Yeomans out to the start line. Briefly, it seemed we might have a more 'normal' autumn series but sadly some very poor weather through to the end of season resulted in low turnouts.

We look forward to repeating that September weekend many times in 2021, and hope there is pent-up demand for racing after last season. The fleet at Horning is strong in number at present and very welcoming of newcomers, both from within our Training Centre and from elsewhere. We are also looking forward to Regatta Week (2nd-6th August) and to hosting the Nationals on 19th and 20th June, Covid guidelines permitting.

Rutland Ramblings: John Vickers



RUTLAND SAILING CLUB

with family members on board unless you could sail single handed.

Like many other sailing clubs, 2020 has been a disaster for most of the RSC Yeoman/Kinsman Fleet.

No sooner had the season opened but Anglia slapped a prohibition order on all leisure activities on Rutland Water. This was eventually lifted to allow members of the same family to sail together. This has obviously affected the fleet as there were only two boats

So we have only had newcomers Tom McWilliam (Onyx) and Keith Townsend (Miss Teak) sailing on a regular basis together with Nick Green (Black Magic) who has sailed single-handed.

Unfortunately the executive of Rutland Sailability has had to suspend all activities until next year which has kept their three Kinsman on the bank.

This has also kept Graham Biggs (Jemima) and John Vickers (Belinda) side lined with serious health issues.

During the year it was sad to see the loss of Y175 Cameo (Should be seen at NBYC) and K39 (Buccaneer) last seen heading to the Lake District.

That now leaves the Fleet with a total of 9 Kinsman.

Hopefully normal service will be resumed this year.

The picture shows K38 *Belinda* 'Threading the Needle' in more happier times.



Yeomans at Barton Broad

Barton Broad is of course home of the lovely Norfolk Punt Club who are always very welcoming to visitors especially during Barton Regatta week. Seeing a Yeoman here is not unusual, and we have now heard that there is a small but growing fleet of Yeoman enjoying regular sailing on this wide expanse of water. We can but hope that 2021 will see the Yeoman cup being presented again at Barton Regatta.

Any news and photos from Barton would be much appreciated.

*Gordon Wishart sailing
for the Yeoman Cup at
Barton Regatta*



Coldham Hall Sailing Club: Ian Shepherd



Fine sailing from Coldham Hall, 2019

It has been a strange season at Coldham Hall, activities did not begin until early July when our Yeoman sailors came out in force to participate in the 'Covid Cup'. Nine Yeoman entered the competition, four made it into the top five, of which two claimed the top spots.

In addition Yeoman's took centre stage in our club's midweek outings. I am especially pleased to report that there will soon be 10 Yeoman sailing at Coldham.

Editors comment: Looking at the images of sailing on the Yare it is striking how wide the river is compared with the Bure. Hopefully in 2021 more of us will be able to visit this very successful fleet and experience sailing there.



A wide stretch of the River Yare

NBYC Yeoman Fleet: *Frances & Michael Holmes*

Like everywhere else 2020 was a strange season at NBYC. After a much delayed start, ongoing restrictions meant that it was impossible to maintain the necessary safety standards and run a conventional racing programme.

Instead, once conditions allowed, a series of back-to-back races was instigated for all classes of keel boat on Sunday afternoons. The races were generally two laps, with the next race starting almost as soon as the last boat crossed the line of the last race.

In general this went down very well although it could be a little daunting mixing with a large fleet of White Boats on a reduced-length starting line. Often there was only two or three Yeoman prepared take up this challenge.

This was a shame as from our experience the White Boats behaved impeccably and were great fun to race against. There were no points to win and no cups and hence no

really aggressive sailing although getting the odd bell was always most satisfactory.

Perhaps the most significant outcome of the NBYC season was that the club has decided to radically change its racing programme in 2021. There will be more of this type of sailing together with dedicated keelboat and dinghy competitive weekends. Additionally fleets have been asked to come up with ideas for Saturday activities - we are considering having a Match Race day. As we also have a number of new members to the fleet we would like to be able to run events to welcome them to the club and encourage them out onto the water.

Finally we are very sad that we will be losing our Fleet Captains, Bill and Diana Webber, who are moving away from the area. Not only have they been brilliant sailors, they have given us all lots of support and encouragement, and will be missed. We all wish them well.

2014



2015



2016



2017



2018



A not uncommon sight, Bill and Diana (Y155) in competition with Paul and Janet (Y91)

On Joining NBYC Yeoman Fleet 2020: Steve & Shelagh Phillips

Every cloud has a silver lining, and sailing Sunbeam (Y100) this year, has been a silver lining for us. It has been a joy to go out on Wroxham Broad and to escape from the downsides of 2020. It really served as a real reminder of how privileged we are here in Norfolk to have such beautiful countryside and waterways on our doorstep.

Whilst it has been a quiet year for established NBYC members it has allowed us to have a relatively audience-free experience rather than give a master class on how 'not to sail a Yeoman'. We often found ourselves sailing in a strange, spiralling way with just the genoa flying whilst discussing whether or not our rudder had fallen off - which seemed perfectly acceptable when sailing on an empty broad. Also, 'I can't see anything - the genoa is too big', was mentioned quite loudly a few times, which soon taught us the importance of undertaking a full reconnaissance of all objects within a wide radius. However, having got on top of these minor issues we have found the Yeoman has been a real pleasure to sail, both fast and manageable, and we are delighted to have it. For the future it is possible that a storm jib may work it's way into Sunbeam's kit bag.

So, having come to grips with many nautical terms and spent a lot of time wondering where the wind has gone on Wroxham Broad, we look forward to attempting to join in the racing at the back next season and apologise in advance for all the mistakes we are likely to make. We will be sharing the roles of helm and crew.

The Yeoman sailors we have met have been friendly and welcoming, and we wanted in particular to thank Frances and Michael Homes (former owners of Y100), and Bill and Diana Webber for helping us with too many things to mention this year. It has been a pleasure to join the fleet even in this strangest of years.

More widely, many NBYC sailors have been very supportive and given up their time to provide mentoring and training sessions. This is very helpful for anybody considering joining an established sailing club.

We hope that everybody will be able to return to the water in 2021 and look forward to meeting more Yeoman sailors in the future.



Steve and Shelagh: Not on Wroxham Broad



*Self-indulgent photo of Sunbeam leading the fleet in 2006
(It didn't last!)*

Apologies for the lack of content in this newsletter, but hopefully we will have close to a full season in 2021, and irrespective of the outcomes of deliberations over the future of the YK Association we will continue to publish reports on YK activity.

Please send information and photographs to us at frances@cringleford.com. We can be contacted by phone on 01603 455798

Mollie Howes

It is with great sadness that we report the death of Mollie Howes. With her husband Derek, Molly loved to sail on the Broads particularly at Wroxham and Horning where she had a life-long association.

Mollie was a well-known and respected character in the Broadland sailing community and a huge supporter of the conservation of the Norfolk Broads. She was a great organiser and motivator behind many Broadland initiatives, which was recognised when Princess Anne presented her with a community award for the work she had done for sailing on the Broads.

It was only a few years ago that ill-health forced Mollie to give up her job as time keeper at Snowflake SC, though she still retained her position as vice president.

We pass on our condolences to Mollie's large, loving family. Everybody knew Mollie. She will be sadly missed.



Mollie receives her award from Princess Anne



Mollie, Snowflake's, March 2014