



Yeoman Kinsman Newsletter

Association website: www.ykboats.co.uk

Spring 2014

Sunshine and Storms

The winter season is generally a quiet time for sailing, but with no snow and little frost the Yeoman and dinghy sailors at Snowflakes were able to enjoy the delights of the river. In this edition read how club members fared in a variety of weathers ranging from gales to bright sunshine.

As we all look forward to our summer programme, we include details of the Nationals, which this year will be hosted by NBYC on the beautiful Wroxham Broad. Also, we have an update on the 'saga of the breaking masts', and explain why John Vickers was the 'Most Talked About Helm' at Rutland! We conclude with news of a joyous celebration at NBYC.

Yeoman/Kinsman Nationals 21st/22nd June 2014

Norfolk Broads Yacht Club will be hosting the 2014 Yeoman/Kinsman National Open event on the weekend of 21st/22nd June, when we very much hope to build upon the success of recent Nationals held at both Horning and Wroxham.

In the main competition there will be four races: two on Saturday at 1330 and 1530 and the remaining two on Sunday at 10.30 and 13.10. On Sunday afternoon, once these have been completed, we will hold a single invitation race for a lovely trophy; so line up your guest helms!

We plan to hold a 'meet and greet' barbeque on Friday 20th June, whilst on the Saturday evening we will enjoy a formal dinner with celebrity guest speaker, Graham Cole, better known to many as P.C. Stamp of ITV's 'The Bill'. Needless to say, we hope as many as possible will attend these events.

We are looking forward to a great weekend of sailing and socialising and we hope to see a good number



YK Nationals at NBYC Wroxham, 2012

of boats on the water. Sun and wind we cannot, unfortunately, be sure of, but we can guarantee a warm welcome to all competitors and visitors. We hope to be able to offer accommodation to competing visitors.

For more information please contact Daphne Musgrave (NBYC Yeoman Fleet Secretary) daphnemusgrave@icloud.com

Carl Brady, Fleet Captain

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

Inside this issue

Yeoman Kinsman National Championship	1	New Mast	6
Snowflakes	2	NBYC Winter Walk	7
Rutland News	4	Chairman's Report	7
Kinsman Rudder	5	A Winter Wedding	8

Snowflake Sailing Club: 2013/14 Season – Roger Claxton

This year, as normal, the Yeoman season started with the Tri-icicle Race for mixed classes, including the largest River Cruisers. Weather conditions partly dictate which classes will do well in the race, as different winds suit different mast heights. This last season saw an entry of six Yeoman, with the best result being achieved by Robert Whitefoot who came ninth in Fire Opal (Y67). The overall entry of 38 boats made for a good race, but it would be good to see a few more Yeoman out. If you would like to join us in the coming season, put 19th October 2014 in your diaries now! Perhaps this is a good time to remind people with Yeoman, who are at a loss what to do over the winter, that their boats are more than suited to the mild winter conditions. Even a little ice on the river does no harm to your boat.

The 2012/13 season, racing was badly affected by icy conditions. Although last winter we enjoyed mild temperatures, we had to compete with some challenging winds...

At the end of October we travelled to NBYC for our Yeoman Open Meeting. Although the sun shone, strong winds (25mph gusting to over 40 mph) acted as a deterrent and only three boats entered. Spectators, from the safety of the club house, expressed surprise at the lack of spinnakers whilst holding on tightly to cups of coffee and anything else that may have blown away. The overall winner was Ian Hanson with Q Stewart sailing Kittiwake (Y103). Conversely, the Greenhill Trophy, which is a down-river race, had to be cancelled because there was no wind, whilst in a further twist, the Kookaburra Trophy was sent up river on account of the strong wind and low entry. The race was again won by Ian Hanson and Q Stewart in Kittiwake.

In better conditions, the Presidents Cup attracted an entry of eight Yeoman which made for good close racing. The event was won by Patrick Richardson and Julia Bennett in Voyager (Y130). This then brings us to Boxing Day, always a popular day at Snowflakes. We had a good entry of nine Yeomans out on the water amongst the dinghies, and again we had Voyager take both the Boxing Day Spoon and the Arthur Mann Trophy.

Moving on to the new year, three boats raced for the Brundish Cup which was



March sunshine at Snowflakes

won by Bernard Westgate in Misty Morning (Y104). Then in February, 12 boats, including seven Yeomans, raced for the Martin Dugdale Trophy, which was again won by Ian Hanson and Q Stewart in Kittiwake

In March, five Yeomans sailed our last down-river race of the season for the Ramuz trophy which was won by John Parker and his crew Rupert Redington in Cherokee(Y12). It was good to see John put his boat back in the water and continue his winning ways.

The season came to an end with the closing Regatta which we enjoyed in glorious sunshine. In near perfect weather, we had nine Yeoman come to the line. The Richardsons, sailing Voyager, took the Davies Barometer and the Club trophy, whilst Ian Hanson with Q Stewart, in Kittiwake, took the Regulars' Trophy.

So for those of you wondering what to do with your Yeoman next winter come down to Horning, not only for a good season of sailing but also to meet old friends.



November winds at Snowflakes



Molly Howes, Timekeeper, March 2014



*Richie Dugdale,
Secretary, March
2014*



*Grace Dugdale,
doing the important
work, March 2014*



As the 2014 season gets underway, we hope that it will be an improvement on last year. I am sad to say that 2013 was not good for the fleet in terms of yachts racing and adverse weather conditions.

In particular we had a significant number of days lost due to northerlies which built a nasty chop over some two miles from the dam onto the launching pontoons. These are the

The Rutland Fleet Report, 2012/2013 - *John Vickers*

worst conditions to launch and retrieve at Rutland. Despite this we did get five series in with the following results:

Spring Series: K38 Belinda

Summer Series: K40 Jemima

Autumn Series: K40 Jemima

Winter Series: K38 Belinda

Windward/Leeward Series: K38 Belinda

Two significant events occurred during the year, namely the dismasting of Scorpio Too (which was reported in the previous newsletter) and the spectacular wipe-out of Belinda!

The latter occurred during one of the pursuit races when Belinda, whilst chasing the Squibs in 15-20kts of wind, was hit by a 30+ gust just as the spinnaker was being raised. With three sails up she broached in a spectacular fashion quickly filling up with water. As fast as the crew, Pete Pollard, could bucket the water out it continued to flow in through the spinnaker chute. Belinda's

under seat tanks and rear locker are full of polystyrene for added buoyancy which soon put her in a bow down position. Unfortunately the earlier Kinsman were not self-righting, and so Pete had to retrieve all the sails before she popped back up (n.b. the later mark 3 Kinsman was modified by Phill Betts to overcome this problem). Fortunately the broach was spotted from the clubhouse and the safety ribs were soon on the scene. She was soon pumped out on the nearest pontoon.

Photos show Belinda (in the distance) just as she was going over (left) and a very embarrassed Skipper (below).



Rutland Yeoman/Kinsman Midwinter Lunch



The Rutland Fleet annual prize giving and close-season lunch was held on Saturday 8th February 2014, when 17 members gathered in the Harbour Restaurant at Whitwell Creek overlooking Rutland Water. Although there were blue skies outside, 40mph winds sent massive waves crashing over the dam wall.

This year, prizes were presented by Mrs Pauline Vickers, wife of Fleet Captain, John.

The Kinsman Shield was won by Belinda, sailed by John Vickers and Pete Pollard

The Nick Hart ½ Model went to Jemima, sailed by Graham Biggs and Chris Tomlin

The Brereton Rose Bowl for Crew of the Year was won by Pete Pollard.

The Graham Biggs Trophy for the Most Talked About Helm/Crew or Event of the Season went to Belinda for the spectacular three sail wipe-out in front of the clubhouse!

Immediately after the main presentation a special carved trophy of Onyx K300 was presented to the retiring Fleet Captain, Tony Hargrove, by the incoming Fleet Captain, John

Vickers. The trophy recognised Tony's contribution to, and development of, the RSC Yeoman/Kinsman Fleet over the past 13 years.

The prize giving was followed by an open forum to discuss the racing programme for 2014. In order to gain a larger exposure of the fleet to other classes that sail at Rutland, it was decided to enter the eight cruiser 'Round the Lake' races this season as well as joining the Squib Fleet in their Saturday afternoon keelboat races. Members were also asked to offer their yachts to visitors in the Annual RSC Open Day.

Rutland Sailing Club Member wins Laser Pico at RYA Dinghy Show



John Vickers, a long-term member of Rutland Sailing Club and Rutland Sailability, is the lucky winner of a Laser Pico. John entered the competition (organised by *Yachts and Yachting* and sponsored by Laser Performance) at the RYA Dinghy Show, which was held at Alexandra Palace at the beginning of March.

On hearing of his good fortune John said: 'I am very pleased to see that this year's "Ally Pally" Dinghy Show was a success. I always think that this is the best show for the serious competitive sailor. This year I had the opportunity to meet many old friends

from the classes that I have raced in over the years, and to learn that I had won the Laser Pico in the Yachts and Yachting competition was the icing on the cake. For anyone learning the basic skills of sailing this is a fantastic small yacht, and I am indebted to both *Laser Performance* and *Yachts and Yachting* for this award. I am now hoping to identify a club that operates RYA approved training programmes for youngsters and new entrants to sailing, who would benefit from having this yacht in their training environment.'

The Story of How the Kinsman Rudder was Developed at Rutland Water



It was back in the year 2000 that Tony Hargrove gave up sailing his Flying Fifteen and, wanting a more stable keelboat, bought a Yeoman. However, after a season of having it on a mooring he decided to change to a lift-keel boat which would be easier to launch, and so bought a Kinsman. This simple act marked the start of competitive Kinsman racing here at Rutland.

Much to the bewilderment and amazement of the rest of the Yeoman/Kinsman fleet, every Thursday modifications were made, which led to the question: 'What's in vogue this week?' The problem we faced

was that when tight reaching with the spinnaker against boats such as the Squib, the boat tended to screw up with occasional broaching and difficulty in bearing away. We soon realised this was all down to the rudder.

I myself became friends with Tony, and when he discovered that I was a carpenter and joiner a decided sparkle came to his eye! One week he said: 'Charles, I've designed a rudder, here's the drawing. Would you make me one in wood for next week's alterations?' All my spare time that week was spent laminating a beautiful

iroka rudder. The following Thursday and Sunday we raced using the rudder and I soon realised that we had a bit of vibration and needed a bit more balance. As a result, Tony took the rudder to his friend Kevin Bloor, sail maker and proprietor of Alver Banks Sails. Together they studied it, drew on it and marked it. The next week Tony asked: 'Charles, can you cut a bit off here and add a bit on there?' So I took my beautiful rudder back to the workshop and started chopping it about.

The following Thursday the adapted rudder was put in the boat and we held our breath. But I am pleased to say that we raced repeatedly with it and it was found to be perfect! This model was used as a plug and taken to our local fibreglass fabricator who made a mould, and subsequently the prototype was born. Other members of the fleet started to change to this rudder and I am pleased to say that no one has regretted it.

Charles Frisby K50



Progress on Fixing the Broken Mast Problem - *Carl Brady*



New mast on the left

When early Holt sections became unavailable, new mast sections were introduced to the Yeoman and Kinsman yachts. These were thinner in the wall section and gained more of an aerofoil profile, as opposed to the original diamond section. Although as time went on everything seemed fine, problems recently emerged when Z Spars supplied several masts to our fleet via the Class builder. Following advice, the masts were installed with the standing rigging unaltered, and the spreaders were allowed to float fore and aft. However, after several breakages, including my own mast, I investigated the situation. I have determined, with the help of manufacturers, suppliers, sail makers and, of course, the wonderful internet, that the standing rigging and floating spreader was inducing considerable compression and twist as the windward shroud loaded up. I have concluded that we need to install fixed spreaders, with longer dimensions than previously used, at a slightly upswept angle. These will give support laterally and prevent twist; you will notice from the photos that everything else is very familiar. I have now sailed the boat once in competition and I am confident that the job is a 'good'n', as they say in Norfolk.

The new Selden section is supplied and rigged by Andy Postle of Allspars. He has aimed to produce a kit that can be rigged onto any Yeoman/Kinsman without much fuss. The new mast as supplied includes all standing and running rigging.



Old mast with shorter spreaders



New mast and spreaders give a different shroud angle

Once Carl has completed his trial, if you have a Z Spar mast, you should consider fitting the amended spreaders. It is not a particularly difficult job. Not only may it save you a new mast or an expensive insurance claim, but a breaking mast in a heavy wind is clearly potentially dangerous.



Julia Bennet suffers a broken mast

NBYC - Winter Walk



A hardy crew fully prepared for a bracing winter walk in North Norfolk



On 1st February the Yeoman fleet met up on a beautiful, if cold, winter's day in the North Norfolk coastal resort of Cromer. Following either a cliff top walk or a wander around the town we all regrouped at the Number One Fish and Chip

Restaurant overlooking the sea. One of the day's highlights was being served by local celebrity-chef Galton Blackiston – and we even have a photograph to prove it!

Chairman's Report - *Queren Stewart*



I hope that you've all survived the winter's gales, and those that have sailed through the season enjoyed

it. Amazingly, on the Broads we had more sailing this year than in the recent past due to less ice and enough water; even most of the gales occurred during the week!

I had hoped this year would be free from Yeoman-class rule changes, but at this year's AGM we will be proposing some minor tweaks to the constitution together with significant changes to sails/masts. The latter has been necessitated after several masts built by Z-Spars failed over the past season. Our thanks go to Carl Brady (see page 6) has spent a lot of time developing a prototype which, as I write, is being trialled on Nimrod (Y164).

We are holding the Horning Yeoman/Kinsman Open on the weekend of the 14th/15th June, one week ahead of the Nationals at Wroxham, so that those of you who live away from the area can bring your boats for a full week and compete at both events. Also, don't forget the '3 Rivers'. If you are mad enough to enter, or just want to watch, this popular Horning event will take place on the weekend of 31st May/ 1st June.

Finally, I look forward to seeing you all at this year's Nationals which return to the beautiful Wroxham Broad in June.

Congratulations to Julia and Patrick



Photos all taken by Patrick's daughter-in-law Samantha Richardson.

NBYC Yeoman sailors, Julia Bennett and Patrick Richardson, were married on 4th January 2014 at St Georges' Church on Tombland. Officiating was Julia's Mum, Revd Maggie Diffey, who of course is also in the Yeoman fleet, as is Julia's dad, Eric. Julia recounts: 'It was a lovely service and the church looked fantastic especially as it was also decorated for Christmas. The best man was Patrick's son, Ben, and my son, Simon, gave me away. After the ceremony we travelled to NBYC in Peter Jeckell's vintage 1949 red MG for the reception, where we were joined by many of our sailing friends. We decorated the clubhouse with sails and code flags, including our Yeoman 130 mainsail and a Yeoman spinnaker. We had a wonderful cake which was made by a family friend and decorated with code and class flags for Yeoman, YBOD and river cruisers, as we sail in all those fleets. The letters spell 'Julia and Patrick for ever'. It was great to have

our reception at the club, as that is where we met. Thanks to all in the NBYC Yeoman Fleet, who gave us a bottle of champagne, which was much appreciated.'

Julia and Patrick enjoyed a sailing honeymoon in the Carribean where they cruised between Grenada and St Lucia - it's amazing where you can go in a Yeoman!



Wanted - Road trailer for a Yeoman.

Please contact Mike Holmes 01603 455798 or email: michael@cringleford.com

**HUSSEY
KNIGHTS**



With over 20 years experience in the traditional plan copying and colour output business. Hussey Knights has a range of customers including architects, advertising agencies, graphic design studios and civil engineering contractors. Whether you need to buy the latest in CAD machinery, have large format colour posters printed or purchase traditional drawing and art materials, we can satisfy all your bureau requirements.