

Yeoman Kinsman Newsletter

Association website: www.ykboats.co.uk

Autumn 2014

Sunshine, Wind and Great Racing

The 2014 season has been exceptionally good in many ways. In our sport the weather is all important and in general it has been very kind, it has certainly been an influence on the high numbers on the water reported by most of the fleets.

Then of course we had the hugely successful Nationals at NBYC on Wroxham Broad. A great event both on and off the water. Many thanks to Carl and Daphne for pulling out all the stops. It is great also to hear that Lough Erne had their best Irish Nationals to date: with competitors enjoying 'Yacht racing at its very best both in regard to sport and scenic setting'. We must get over to Ireland at some point to check out this claim, and maybe try a sip or two of the black stuff!

Many of the boats are now off the water for the winter months, which is obviously an opportunity to do those essential repairs or maybe something more extensive. Some may like to upgrade their spar masts as suggested in the last newsletter or even upgrade your keel as explained by John Vickers. It is good to see that the Yeoman/Kinsman continues to be developed and improved.

Finally a big thank you to all of our contributors. Without your reports and articles this would be a very boring newsletter indeed. In this edition we have a very high standard of photographs for which we must thank Duncan Abel, from *Anglia Afloat*, and Sue Hines, both of whom kindly allowed us to print their photographs.

Merry Christmas every one and happy sailing in 2015.



Which one is the star? YK Nationals, June 2014

Yeoman Kinsman Nationals at Horning SC 27 & 28 June 2015

Put the date in your diaries NOW. Horning SC look forward to welcoming as many visitors as possible to a weekend of competition and fellowship. The spring newsletter will include more information.



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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/ Kinsman National Championships



Linda and George Whitefoot squeeze ahead at the mark

This year the Championship returned to Wroxham Broad, for a wonderful weekend of sailing and fellowship.

Festivities began in style on Friday 20 June with a welcome reception which was both hosted and sponsored by the White Horse, Neatishead. It was a lovely evening which set the tone for the event.

On Saturday, 23 Yeomans from Horning and Wroxham were joined by two Kinsmans from Erith and Rutland SCs, for a competitive day's sailing. The steady, if sometimes

directionally unstable, northerly produced two wins for Guy Coleman and Carl Brady (Nimrod, Y164) and two seconds for Paul and Janet Barker (Brandy Bottle, Y91).

Later in the evening, competitors and friends gathered for a three-course dinner and to be entertained by the guest speaker, Graham Cole OBE, better known to many as PC Stamp from 'The Bill'.

On Sunday morning, racing was delayed through lack of wind. Although frustrating, it did give the opportunity for



Colourful spinnakers

Sponsored by

Angliã Afloat



Who's bright idea was it to start on port?

Duncan Abel, from Anglia Afloat, to take a fleet photograph (see below). Eventually the third race was sailed at lunchtime in a fluky, unreliable force 2. Eventually, at the end of the shortened course, Guy and Carl again emerged victorious followed by Paul and Janet. The main excitement of the morning was actually provided by the spectacle of one of the Broads Tours' passenger boats which, in trying to keep clear of the starters, went firmly aground in the unusually shallow waters off the island. For the next hour the passengers were entertained by the sailing, until the combined forces of two club safety boats plus three

powerful private cruisers proved sufficient to pull them off the bank.

The fourth and final race was uneventful and saw Guy and Carl win again, this time followed by Richie Dugdale (Lavinia, Y32).

At the end of the weekend thanks were given to Carl Brady and Daphne Musgrave (NBYC Yeoman Fleet captain and secretary) for organising a great event, and also to the many sponsors who gave their support.



Team photo



Carl Brady (crew) and Guy Coleman (helm)

The main trophies were awarded as follows:

Y & K Association Moores
Challenge Cup, for winning
helm:

Guy Coleman

J & N Challenge Trophy, for
winning crew:

Carl Brady

Chairman's Decanter, for
runners-up:

**Paul and Janet
Barker**

Leading Kinsman:

John Vickers

Veteran's Award (over 80):

Gordon Wishart

Anglia Afloat

Special mention must be given to Anglia Afloat, who were not only major sponsors, but who came along to report on the event and have very kindly allowed us to reproduce the brilliant photos, taken by Duncan in this newsletter. All photographs from the event can be viewed at www.facebook.com/angliaafloat and can be purchased by contacting photosales@angliaafloat.co.uk



(C) DA/Anglia Afloat 2014

Snowflake Sailing Club: *Richie Dugdale*

We have had a good start to our winter-sailing season. The Tri-Icicle was well supported (see Toby's article for details) and despite challenging winds, successfully completed by all Yeomans who entered.

The following weekend we held our Yeoman Open, which for the second year running took place at NBYC. Last year, strong winds put off many competitors: not so this. There was fierce competition in the Yeoman fleet, which at times sailed in testing breezes. Positions weren't determined

until the fourth, and final race, when James Buntin and Robert Whitefoot (Blue Ripple, Y173) grasped victory, closely followed by Ivan and Mark Ringwood (Gremlin, Y135) and Ian Hanson and Q Stewart (Kittiwake, Y103).

We look forward to welcoming you at our Horning base for Sunday sailing over the winter months. If you don't fancy going on the water, come along for a cup of tea and a snack. Our programme can be found online at www.sfsc.co.uk

Yeomans at the Tri-Icicle, 2014



Yeomans at the Tri-Icicle, 2014

Pos.	Boat No	Boat Name	Corrected Time
5	Y103	Kittiwake	03:00:03
8	Y4	Topaz	03:10:24
10	Y67	Fire Opal	03:10:37
14	Y104	Misty Morning	03:14:49
16	Y86	Peridot	03:16:20
23	Y163	Charlie Brown	03:21:53
24	Y210	Maybe 2	03:22:27
29	Y100	Sunbeam	03:29:15
30	Y172	Pipedream	03:29:21
36	Y27	Panope	03:40:04
39	Y113	Firedance	04:21:32



Ian and Queren bring home the leading Yeoman

'My First Tri-Icicle' or 'How I Flew my First Spinnaker': Michael Holmes, Y100

Frances and I are quite used to poodling around Wroxham Broad in the summer months and then moving down to Horning for a bit of river sailing over the winter. However, we have never ventured far from the clubhouse and are quite selective in the races we compete in. The main criteria being: not too wet, not too cold and definitely not too windy. Hence Frances was somewhat surprised when I suggested that we should be more adventurous and do the Tri-Icicle this year.

She was not keen. As the weekend came closer and closer, and the weather forecast looked worse and worse, Frances became more and more adamant that she would not be on board. This is where my brother-in-law Gary Howes comes in. Gary is an experienced sailor who does a great deal of good work with the local Sea Scouts. For some reason he was keen to do the Tri-Icicle in a Yeoman and was more than happy to crew.

As well as his experience, Gary had another major advantage over Frances in that he weighs about three times as much – very useful for the forecast conditions. The only snag was that he was really keen on flying the spinnaker. This is the spinnaker that has remained snug and dry in my garage since 2006, when I bought Y100. With some trepidation I attached, what seemed to me, a somewhat large expanse of orange material to a halyard and with a bit of tweaking here and there managed to raise it, albeit in the calm of a sunny afternoon at Wroxham. As there was no wind we could not try it out, but Gary seemed happy. That was until we tried to pull it down back through that little hole on the foredeck. After several attempts it seemed pretty obvious that if we could not pull it in when there was no wind we would be in trouble if it actually blew. Undeterred, Gary declared himself happy to pull it down directly into the cockpit without trying to thread it through the spinnaker chute.

So there we were, two days later, having had no practice and a forecast predicting winds of 20 knots gusting to 35. Before the start the weather was surprisingly calm, and we had no difficulty getting out onto the river. Then the problems started. To begin with there were an awful lot of other boats out there. Even during Wroxham week there is room on the broad, but on the river it can seem very narrow, especially with 50 other boats in very close proximity. Then the wind blew up. It was getting very hairy - and that was before we'd started.

The dinghies were off and I knew we were next, but wasn't quite sure how long we had. One of us should have brought a watch, but that was Frances's job and she was happy sipping her tea and watching us from the clubhouse. There seemed to be a general movement towards the starting line and there was space to get in an extra tack to keep clear of the bulk of the fleet. My hearing is not good and I was much too busy trying to avoid everyone to look at flags but eventually it dawned on me that we had started, and so I pointed Y100 in approximately the right direction, and we were on our way. I was particularly pleased that I was in the middle of the fleet and, more importantly, hadn't had a collision. As we progressed round the corner and sailed down past the Swan, we were struggling to point as high as the rest, but we were safely off and the wind was good – initially.

With a decent wind and a crew who liked leaning over the side, we made good progress through Horning and past the Ferry into more open waters. Then Gary decided it was time to fly the dreaded spinnaker. Hold the tiller between your legs and pull this rope demanded the crew. Up went a great expanse of orange sail, that almost immediately decided it was really a balloon and wanted to lift us upwards. Still Gary is a big guy and he soon had it under control and off we zoomed. Can a Yeoman plane? Not sure, but we were certainly motoring. The snag was I knew the spinnaker was more in control than the 'nut on

the tiller' and I was very glad that there was plenty of space on a wide bit of river. Thankfully the river turned and reluctantly Gary dropped the spinnaker which meant I was back in control – more or less. Then Gary noticed that the gib was not hauled up properly. We had focussed on the spinnaker and neglected to check that the foresail halyard was pulled tight. Duly adjusted off we went and this was without doubt our best bit of the race. With the extra weight the boat was not only quite stable in high winds but was going really well as we closed up on Charlie Brown and Pipedream. Coming up to the first mark we saw Q and Ian in Kittiwake coming towards us, which meant they were only a few minutes in front and we were going well. After rounding the mark we were still flying and drew level with Charlie Brown and Pipedream. Almost three in a line Gary decided we could cruise past in style as yet again he wanted to raise the orange menace. This time the spinnaker did not take off. It sort of fluttered about a bit and then blew side to side as the other Yeomans left us in their wake. There is nothing like perseverance other than blind stubbornness. Eventually reality kicked in and down came the spinnaker never to return.

The wind was dropping and our weight advantage disappeared. Maybe the wind was flukey or, more likely, the competence of the helm was not up to the challenge of getting home as conditions became more difficult in low winds. We dropped back and had nothing really to go for until we managed to overtake Pipedream, who had a problem. I'm not sure what happened, but we just managed to finish a second or so ahead.

Was it fun? Yes it was enormous fun and most of it was down to Gary. I keep telling Frances that she missed a real treat, but somehow I doubt that she would have enjoyed it. Will we go again next year? Well I'm game but we need some good strong winds and plenty of bulk in the cockpit and I'm not sure if Frances fits the criteria!



The Yeoman fleet round the bend at Horning



Calmer sailing for a spell on the open river



Close competition between Topaz and Fire Opal

Tri-Icicle: Race Report

The Snowflake SC Tri-Icicle was held in blustery conditions on 19th October. This year, a record 54 boats entered, including a large contingent of 11 Yeomans. The Yeoman start was an interesting affair, with a large gust a minute before the starting gun making for some high-speed manoeuvres. The fleet got away cleanly around Swan Bend only to congregate once more in Horning Street.

Once out into the open, it was becoming clear that the River Cruisers would have the advantage, many of the slower types of these doing particularly well this year due to the conditions. The local Yare & Bure One Designs also performed well, especially if they were three-up, which allowed them to be balanced.

Much of the Upton and Womack legs of the course were taken at hull speed, with several dinghies rounding up into the gusts on a regular basis. Throughout this, Ian Hanson and Q Stewart in Y103 got away from the rest of the Yeoman fleet and arrived back at SFSC after around three hours sailing. This placed them 5th in the overall standings out of 39 finishers. Second Yeoman home was Gary Ross and Steve Dixon in Y4, closely followed by George and Linda Whitefoot in Y67. All of the Yeomans who entered eventually finished the race, demonstrating the reliability of the design in high winds.

Toby Fields (Y9)

A really big thank you to Sue Hines who took these lovely photographs of the Tri-Icicle. Many more photos are available at her website <https://www.flickr.com/photos/ladylouise2/>

Rutland Fleet Report: John Vickers, K38



Rutland Water

The weather again created a topsy-turvy season for the RSC Yeoman/Kinsman Fleet. Either too much or too little wind affected the results throughout the season.

For the first time in many years the fleet was split into either racing with the Squibs on a Saturday or racing in the Cruiser division on a Sunday. The top Kinsman sailing against the Squibs was by Graham Biggs, helming

Jemima, who was successful in the spring, summer, autumn and winter series. Meanwhile, Belinda, helmed by John Vickers, took the windward/leeward series.

In the Cruiser Division, Onyx, helmed by Tony Hargrove, was successful in the long distance Round the Lake Races, followed by Belinda, whilst Belinda came out top overall in the Sunday series.

The season saw the improvement in stability of Jemima and Belinda, who have had their keels optimized. Black Magic is due to have hers done over the winter (See next page for details).

The Fleet's AGM takes place in December and a mid-winter lunch is scheduled for next February.



Kinsman's Stability: John Vickers, K38



Exposed keel was cleaned, epoxied and reinstalled

Over the years the performance of the Kinsman has been upgraded to allow for competitive racing.

The Kinsman was originally designed as a cruising yacht with a shallow draught which enabled it to be easily launched and recovered by trailer. This made it an attractive option at Rutland because of the high cost of swinging moorings and the necessity of having your own tender to reach your yacht.

During the last 12 years, Rutland members, Tony Hargrove and Charles Frisby, have made significant upgrades to the Kinsman. Amongst their most notable achievements was the design and introduction of the semi-balanced racing rudder and the introduction of custom designed sails (in association with Alverbank Sails).

As the fleet became more competitive, we started to push the boundaries of the Kinsman's stability. The results could be seen in the last YK Newsletter when Belinda (K38) broached and filled up in spectacular fashion – unfortunately with me on board!

We faced the problem that the keel fitted to the 100/200 series weighed just 260kg, despite the fact that the stability of the 300 series was improved by a keel weighing 350kg. Only one Kinsman, Onyx, has been built with this specification, and the performance of Onyx was superior in medium and heavy winds.

Tony decided to carry out a complete re-appraisal of the keel and its lifting system, as a result he concluded that it might be possible to lower the keel by another six inches in the keel box.

After studying Tony's proposals, I agreed to submit Belinda for surgery. This all occurred over the close season. The first discussions took place with a fully qualified structural engineer to see if the cast iron keel would take the additional pressure and righting

moment. After some very careful calculations and reference to the class rules he advised that the proposals had significant merit, and so a plan of action was formed.

The first thing to do was to lift the yacht and drop the keel. This required some very careful handling, primarily by Charles Frisby. The keel has nyloblock wheels and sliders in four corners. With some very careful engineering, Charles was able to raise the bottom sliders by six inches. The exposed keel was then cleaned and epoxied ready to be installed.

The next step was to find a boat yard prepared to carry out the internal glass fibre work on the keel housing. We are lucky at RSC to have Steve Sawford of SS Marine as a member. After carefully going over the proposed changes to the keel box, Steve agreed to make the alterations.

The modifications consisted of cutting a further six inches out of the lower end of the keel box and making a new mould and former to fill the void. On top of this the lower part of the keel box was strengthened to take the additional loads: photographs show the additional area of keel that is exposed. The modified keel was then re-fitted into the new keel box and the nyloblocks re-attached to the top of the keel. These contain the pulley wheels of the lifting gear.

Sailing trials began in April and it was obvious that Belinda's stability was greatly improved; she could now match Onyx in upwind and downwind performance. In fact, Graham Biggs was so impressed that he immediately arranged for Jemima to also have her keel lowered.

I am pleased to announce that both yachts have sailed successfully over the summer and autumn series of keelboat and cruiser racing at RSC and now hold their own against the Squibs.



Raised lower blocks & pulley wheel



Top of keel in its keel box



Belinda's extended keel

Horning Yeoman Fleet Report 2014: Toby Fields, Y9



Yeoman fleet begin the Three Rivers Race, 2014

It has been another good year for the Horning Yeoman fleet. In terms of overall numbers, the fleet has grown with Bill (Y27), Aaron (Y16) and Bernard (Y210) joining our ranks. Sadly, long-term member Pamela Goodman has had to step back from club racing after many years, however, her boat (Y38) has been kindly donated to the club to join Y160 in our training programmes.

The year started with both excellent weather and turnouts. Club racing reached a spring-series peak of 10 Yeomans on 18 May. Once again the Horning Boat Show provided club and class with an opportunity to introduce themselves to a wider audience; test sails in the Yeomans proved particularly popular due to their ease of handling.

We also had good numbers for Horning Week (12 boats) although sadly no visitors this year. The Class Series went to yours truly (Y9), with four boats being within two points of each other after all nine races were sailed, clearly demonstrating the closeness of the racing at HSC. The lunchtime series for Allcomers A was also won by a Yeoman, with Geoff Stubbs in Y171 victorious after a consistent week. As

always, many of our younger members took the helm in the evening junior races. Thea Keller won the Allcomers First Trophy in Y14 with Izzy Barham-Brown second in Y9, they finished ahead of many youngsters sailing a variety of Lasers, Toppers and a range of other keelboats.

The Three Rivers Race was held in very challenging conditions with very little wind, although a very gentle breeze on Sunday morning allowed those who had managed to clear Thurne mouth to slowly sail home. Nine Yeomans entered, but only two managed to get round the course. Aaron Male sailed an exceptional debut race in Y16 to take the Ivybank Jug for leading Yeoman, and 17th position overall out of 45 finishers. Mention must also go to James Buntin, in Y173, who also completed the course; both Yeomans finished after around 23½ hours sailing and escaped being 'timed out' by just 30 minutes.

The Yeoman Open was held the week before the Nationals at NBYC. Sadly John's trailer broke down so we had only two visitors: one Kinsman and Carl Brady, from NBYC, in his Yeoman. Carl (Y164) took the event after winning all

five races, although, in some cases, by a reduced margin when compared to the 2013 Nationals which, of course, were held on the same water. At the event, he was challenged on occasion by Toby (Y9), Geoff (Y171) and Paul (Y70). We hope to see a larger turnout for the Nationals to be held here on the weekend of 27 and 28 June, when we look forward to welcoming as many visitors as possible.

The autumn series was dogged by poor weather, Yeomans sometimes being the only keelboats daring to venture out in gusty winds. However, Bart's Bash saw several Yeomans turn out for the event, Geoff (Y171) finishing 3rd of the keelboats. Turnout was also good for our End of Season Regatta, eight boats competing against the rest of the club. Paul (Y70) was the only keelboat to challenge the supremacy of the Lasers in light and fluky winds, and eventually emerged second overall.

Next year we hope for a similar start, an even better middle with the Nationals, and for improved weather in the second half of the season.

The Kinsman 'Fleet' at Chichester Harbour: Peter Pleasance, K18



Eight-up and well stocked for the voyage

I thought that members of the YK Association would like to hear about our small but select fleet, consisting of just three boats.

In June 1998, I bought K18 for the price of my old Laser: £1800. Sadly, I had to give up Laser racing after being fitted with a new hip, thus it seemed appropriate to call my new acquisition Hipshape! Since purchase, she has been moored at Bosham just off the quay. The second yacht was originally owned by my late brother, John, this has passed through the family, but is still sailing from off the quay. I also persuaded Richard Green, an old friend, to buy a Kinsman and his boat, Indiscretion, is moored at nearby Itchenor; it was one of the last new boats built before the design change.

We are very active, and what we lack in terms of number of boats, we make up for in the size of crew! We do race, not around buoys, but to the beach at East Head. Regular crews are of eight (yes, that is per boat), made up of four adults and four youngsters. This shot of my boat, K18, was taken from another Kinsman, also with a crew of eight. We were all heading back from a wonderful day on Sunny East Head. You will be pleased to know, that we do take such trips seriously and made sure we took essential equipment, including picnics, buckets and spades and, of course, our beach-cricket equipment.

My son Jamie started sailing Mirrors at Bosham; he subsequently moved on to Toppers, after which he qualified as a sailing instructor and ran a camp for Sail France. He then progressed to

Oyster Yachts followed by Octagon and Informa where he ran the Superyacht Cup and started the World Match Racing Forum. He is now CEO of the World Match Racing Tour and is busy adding more international regattas to this world event. Despite moving in such 'elite' circles he still often 'steals' my Kinsman and goes out for a sail with his friends and his children. As I am now 76 and need an active crew to help me, I am very pleased to have Jamie and my grandchildren at hand.

We are sorry we never make it to the Nationals, but rest assured that our Kinsman are much used and loved. We have discovered that the Kinsman is perfect as a beach boat in the tidal Chichester Harbour...even if I do complain about the sand from the beach which for some reason always makes its way on board!



LOUGH ERNE YACHT CLUB

Founded 1818. Ireland's Oldest Yacht-Racing Club, Gublusk Bay, Lower Lough Erne

Summer Regatta, 21 and 22 June, 2014

The 2014 Lough Erne Summer Regatta was not the biggest, but it sure was the best competition of recent years. After eight close-run races, Joey Kelly's Storm, a Fairy Keelboat, emerged overall winner. Declan Dooley, sailing Honeybee, led the Yeoman fleet, whilst two keen and able 14-year-old sailors, Timothy Boomer and Finbar McCann, triumphed among the dinghies, racing in our Club owned R2000.

The weather was without summer's often fickle winds which enabled us to complete eight races over two days, the largest number ever in an LEYC regatta.

The fleet often made tight-packed starts, and sustained, skilled sailing resulted in many overlapped finishes. All but two races were 'back-to-back', and we only had one break ashore on Saturday and none on Sunday. Course changes were called by loudspeaker as each race ended, and so the next started promptly. Moderate winds demand excellent sail trimming and boat handling, and the regatta became

two days of concentrated, competitive sailing - which was also great fun.

Overnight, after five races, the first placed Yeoman was Lady Rose, sailed by Raymond Morrison and Katrina McGirr; they lay just ahead of Bertie and Iain Forsythe in Crista. At the time Declan Dooley and Robin Forsythe, were in third, but they went on to win all three Sunday races, and emerged triumphant with Lady Rose and Crista finishing second and third respectively. Fourth came Richard Smith and Teresa O'Hare in Growler, followed by Donald McCarthy and Michele Martin in Mirage. John MCreagh and teenager Rory Gill were sixth in Blue Diamond. Seventh spot went to a very new crew and boat to Lough Erne, Greg and daughter Alexandria in Scorpio, a fine boat with an improving crew.

Conclusion: A great regatta in good winds ...we must do this again!

Many thanks to Donald McCarthy and Teresa O'Hare for the wonderful photos.



Declan Dooley and Robin Forsythe,



Crista steals Honeybee's wind



Panoramic view of Lough Erne



Yeoman Irish Championship 2014 Lough Erne Yacht Club, 12 and 13 September



Tight at the start but all away on Lough Erne, 2014

More than 20 sailors in nine Yeoman keelboats enjoyed excellent sport at the annual Yeoman Irish Championship hosted by LEYC. Race Officer, Michael Whaley, set Saturday's start lines into a light south-west wind near Inishdoney, where the Club's earliest race start lines were first set c1820. Sunday's start lines were set into a moderate south-east wind from near Fovar Island. We were very lucky to be sailing in weather that felt more like mid-summer than mid-September.

In a close-fought competition, after six races Declan Dooley with Robin Forsythe in Honeybee emerged 2014 Champion, Raymond Morrison and Warren Cooper in Lady Rose came in second followed by Bertie and Ian Forsythe in Crista. Overnight, these three boats were equal first on six points, with each earning a first, second and third. Then on Sunday, Lady Rose won the fourth race, but Honeybee stung back, emerging victorious in the fifth and sixth races to take the title. Yacht racing at its very best both in terms of both sport and scenic setting.

At prize-giving, LEYC Commodore, Theo Nugent, praised and thanked all who helped make this yet another very successful and enjoyable event: Michele Martin, Vice Commodore (Sailing); Bertie Forsythe, Yeoman Fleet

Captain; Michael Whaley, Race Officer and team Joey Kelly, Caitriona Johnston and Jo Thompson; RIB drivers, Norman Whittaker and Wilfred Graham (who donated his bottle back to be awarded to best improved Yeoman (Greg Earl); Liz Doherty, Results Secretary; and last but not least, all the competitors.



Declan Dooley and Robin Forsythe



Yeoman Cruiser 1, Lara: Andrew Musgrave



YC1, Lara

A piece of great significance in the history of the Yeoman has recently come into my possession.

When the Yeoman was introduced in 1969, Landamores initially offered the classic design, which we all know, and also a variation with a cuddy extended by one foot to allow the creation of two berths for cruising (the Yeoman Cruiser, YC). The company produced two boats designated Y1 and YC1, both with wooden hulls (GRP decks). Subsequently, Landamores used the hull of YC1 to produce the mould for all the 200 or so Yeoman made to the early design, but YC1 was the only boat produced with the extended cuddy.

Some of the early history of YC1, called 'Lara', is known and was detailed in an earlier newsletter, when it was reported as being owned at one time by Bob Holmes, Michael's brother.

Although about 10 years ago Landamores had the boat in their workshop for servicing, and in the last few years 'Lara' was spotted sailing at Potter Heigham, little is known of her more recent history. However, I am very pleased to let you know that the boat is now in my possession. Though not in great condition, she is complete with all rigging and sails, and even has a Broads licence through to March 2015.



Unfortunately I do not have the time to return her to her former glory, and so I have recently offered her to the Museum of The Broads who, in view of Lara's historical significance, were keen to take her.

I am very pleased to let you know that, as I write, I will be taking her across to her new home in a few weeks.



'People News' from NBYC



Carl Brady at the helm



Steve and Liz Haines in Y87



At this year's AGM, Carl Brady stood down as the Yeoman Fleet Captain. Since taking up the role he has been an enthusiastic and effective leader. In particular, he has spearheaded the organisation of two highly-successful National competitions at the club. Sadly, as he will also be leaving NBYC (hopefully only for a short break) but he will be very much missed.

During his break from NBYC Carl remains deeply involved with sailing, as he takes up the position of Vice Commodore at Snowflakes and Vice Chairman of the Yeoman Kinsman National Association.

We all send our best wishes to Carl and Katherina.

The new NBYC Yeoman fleet captain is Steve Haines who sails Y87 with either his wife Liz or son Tim. We wish him every success in his captaincy.

Andrew Musgrave

Congratulations to Andrew Musgrave on becoming Rear Commodore of NBYC. Andrew is well known to many of us as a previous chairman of the Yeoman Kinsman National Association. Both Andrew and his wife Daphne have been extremely active and contributed greatly to NBYC and Yeoman Kinsman sailing. A richly deserved appointment.

Chairman's Notes: Queren Stewart



I've been unable to sail during the summer months, and so it was great to be back on the water for this year's Tri-Icicle.

Previously I enjoyed the Nationals at Wroxham, when I found it very interesting to sit on the bank and 'criticise' those out on the water, but

as we all know, once out there it's not so easy! Carl Brady and his team did a magnificent job running the competition.

I was on guard-ship duty at Hickling for this year's Three Rivers Race, which again gave me a different view of racing. Sadly, with the winds being so light, not all Yeoman got round. Needless to say, it was a lot more comfortable sitting in a deck chair all night than being tied to the reeds waiting for some wind!

One thing I have noticed from the bank is that the Horning Sailing School, which has now been running for around 10 years, is paying dividends, as we see dinghy sailors coming through to sail at both Horning and Snowflakes. The juniors had been reluctant to leave their friends in the sailing school and join the rest of us on a Sunday, but now some have moved

across, and I'm sure that we all look forward to seeing more. After all the 'Oppy' and Topper sailors are the future of our clubs.

The Horning Sailing School now has two Yeoman for training, and so adults who don't want to get wet can learn to sail as well. One of them, Y38 Solitaire, was generously donated by former YKA member Pamela Goodman when she had to retire from sailing. NBYC has also bought Yeomans for training purposes, and so hopefully between the two clubs more sailors will be attracted to our fleets.

I would just like to finish by thanking all who have helped train both youngsters and adults, together with those who have contributed in any way to the running of the fleets and the YK Association.

Wanted - Road trailer for a Yeoman.

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

Yeoman 302



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

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

I am advised by the builder that I should seek a figure of around £12000 for the craft thus giving a huge saving on the new price for a virtually unused and fully equipped boat.

For further information please contact

Gordon Jubb

Tel 01350 727962

Email gordon@jubb800.freemove.co.uk

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