



## Stormy Summer Weather

Although this season has been windier than most, for many that simply adds to the fun. However, as conditions become tougher the need for a well-maintained boat becomes paramount, after all our safety depends upon it. It is therefore worrying that we seem to have had an unusual number of masts break and events shortened, as covered in reports from NBYC, Rutland Water, Horning and Lough Erne. A broken mast almost certainly means making an insurance claim. Some companies make life more difficult than others. See Carl Brady's article from the Spring 2013 Newsletter for more information on this issue. For advice on securing masts see John Vickers' report.

In these more extreme conditions it is pretty important that we stay afloat! When we first bought our Yeoman one of the first things we checked was how easy it was to prevent it capsizing. We were assured that the right buoyancy provision would easily keep us above water. But how much buoyancy do you need? Thanks to Eric Diffey for his report on this very subject.

Thanks to all who have submitted articles for this edition, especially to Queren who has acted as a roving (sailing) reporter giving accounts of his exploits during the Three Rivers and Tri-Icicle – obviously neither race is for the faint hearted.

After an excellent event at Horning in 2013, the Nationals are back at Wroxham in 2014. In 2012 excellent sponsorship was obtained and as a gesture of thanks, we have reproduced the pages of adverts. Good luck to Carl Brady in organising this event.

Finally, for those who want to sail during the winter Snowflakes will always give you a warm welcome. If you don't fancy going out on the water we can strongly recommend their bacon butties!



*Plenty of wind for two, Wroxham Broad, April 2013*

We look forward to receiving your photographs, comments and articles for our spring edition. As there will be limited sailing over the winter a few good sailing yarns will be most welcome.

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## The 2013 Nationals at Horning Sailing Club, 22nd and 23rd June, 2013



*YK Nationals at Horning, 2013*

The Yeoman and Kinsman Nationals were held this year on Black Horse Broad over the weekend of the summer solstice. Unfortunately the weather was not very summer-like with extremely strong winds gusting 40-50 knots and a few squally showers. Nevertheless 15 boats entered (nine from HSC, four from NBYC and two Kinsmans from Rutland and Erith) although eventually only 10 made the start of the first race. The waters of Black Horse may have seemed small to some of our visitors when compared to the more open spaces of Wroxham and Rutland, nevertheless the conditions led to some exciting close racing, particularly in the middle of the fleet. Predictions that Sunday's winds would be lighter did not come to fruition, but in near survival conditions 12 boats made it to the line for the third race, although gear failure reduced the fleet to six by the time of the fifth and final event.

Guy Coleman and Carl Brady (Y164) used all of their heavy-weather expertise to take the championship, with Q Stewart and Tony Laughton (Y210) second and Steve and Tim Haines (Y87) third. John Vickers (K38) took the Kinsman trophy with a sixth overall.

On the Saturday evening a very enjoyable social occasion took place with a meal and archive-film footage presented by John Vickers. The film told the early history of the fleet and included recordings of fleet-founder Ernest Yeomans and a very-young-looking Anthony Landamore.

If you would like to relive the experience David Moore took a film of the Nationals on the Sunday morning which can be viewed at:

<http://www.youtube.com/watch?v=3c0huKLxyvU>

***Toby Fields, Y9***



*Rock 'n roll on  
Black Horse Broad*



*Steve Haines slips behind Peter Watson*



*Carl Brady and Guy Coleman maintain a lead in choppy waters*

*Many thanks to Sue Hines who took all of these great photographs. All copyright reserved by Sue. More examples of Sue's work can be found at <http://www.flickr.com/people/ladylouise2/>*



## 2013 Irish Nationals Yeoman Championship



*Lady Rose and Crista in tight competition*

The Irish National Yeoman Championship at Lough Erne Yacht Club (LEYC), held on the weekend of Saturday 17th September, saw close sport among the top three boats. Raymond Morrison and Warren Cooper in Lady Rose emerged first, one point ahead of Bertie and Ian Forsythe in Crista, who were two points clear of Declan Dooley and Robin Forsythe, who came third overall in Honeybee.

Crista was the first Yeoman brought to Lough Erne over 40 years ago by Michael Crichton, when he retired to Fermanagh. Recently the fleet has expanded with many Yeomans being bought on-line from around Britain. We enjoy great club sport at modest cost on sheltered waters surrounded by the picturesque Erne woods and islands.

The event had been postponed from the previous weekend because of the sad and sudden death that Friday of Erne sailor, Edward Beattie. Thus before the start of the first race the first signal hoisted by the race officer, Michael Whaley, was the black flag. Boats hove to, crew silent. A minute later up went race start signals and four superb races followed in a soft north-west wind and warm sunshine.

The windward mark was set from a RIB driven by Catriona Johnston with Michael Clarke off Inishdoney, on waters used for sailing races for nearly 200 years. Line and leeward marks were set near Gublusk by Michael Brines from another RIB. The race officer's team included Katrina McGirr, Jo Thompson and Liz Doherty, whose good work over ten years ago secured the grant that helped fund this large boat, used to run many big championships hosted by LEYC together with club events.

Honeybee won the first race. Lady Rose came third but won the next two. Crista won the fourth, in close and cunning contests, where well chosen courses and least mistakes made the real difference. Lady Rose scored (3) 1, 1 & 2, net 4, to win, Crista 2, 2, (4) & 1, net 5, second and Honeybee, 1, 3, (6) & 3, net 7, third.

Unfortunately, gale conditions resulted in Sunday's races being cancelled. Nevertheless, we were very pleased with the event and the turnout of eight boats.

***Richard Smith, Fleet Captain***

## The Ramuz Trophy, 2013



The Ramuz trophy is an inter-club event run under the auspices of the Norfolk and Suffolk Boating Association (see [www.thegreenbook.org.uk](http://www.thegreenbook.org.uk)) Each year the event is hosted both by a different club and in a different type of boat. All competitors must race in boats borrowed from the host club (insured by the NSBA), and no one can helm their own boat, or one they have regularly raced.

On Sunday 8th September Horning Sailing Club had the honour of running the event in Yeomans. Unfortunately, similar to the National weekend, it was held in near gale conditions. In fact many believe that the competition has never been run in such strong winds. The event comprises four qualifying heats after which the top six go forward to the final. Half of the competitors race in each heat. In races three and four contestants change boats and also will race against a different mix of competitors.

Horning Sailing club is situated at a 90 degree bend in the river and the course was a straight up to windward (and up river) and back from the club house. The aim was to keep the competitors in sight of the many spectators and also to ensure that they did not go too far afield in case they need rescuing!

For each start the majority congregated at the windward/ club house/ starboard end, which generally was the best place to be - although the boat I was in was late for the start of race three enabling us to avoid the chaos at the starboard end and allowing us to sail through ahead of everyone. Unfortunately our elation was short lived as we were subsequently trapped around the bend by a tourist boat and another competitor!

At the start of the first race there was one collision when an inexperienced (to Yeoman) sailor tried to

*Hard tacks up river away from the Clubhouse*

turn under a starboard boat and didn't make it. We also had three other breakages; two tiller extension hinges and a kicking strap. It was in the fourth heat that the latter malfunction resulted in the moral victors of the day, Carl Brady and Guy Coleman, retiring whilst enjoying a long lead. They had hoped for redress and to be allowed to continue, sadly there is nothing in the rules to cover this eventuality, and so they didn't make it into the final cut.

As the day progressed the weather worsened with torrential rain and strong winds causing white tops on the water. If we had been in our own boats we could have carried on, as many of us did in the Nationals, but as the boats were borrowed it was decided to cancel the final race for safety reasons. Based on points this left three boats tying for first place. However, as Richard Smith crewed by Andrea Payne had beaten both of the other boats in the heats they were awarded first place with Richard Whitefoot crewed by Rupert Redington and Matthew Thwaites crewed by Tony Knights in a dead heat for second place.

### **Querren Stewart**



*Congestion at the mark*

## Three Rivers Race Report, 2013



*Yeomans at the start of 3 rivers, 2013*

There were ten Yeomans in the 3RR this year, which is slightly down on previous years. Possibly some were put off by last year's long delays before the start caused by high winds, which the Yeoman would have loved. Also two prominent competitors, George and Linda Whitefoot, who have won the race in the past were missing. However, they did have a good reason as they have taken over the running of the event.

The following race report is done from my viewpoint as I was a bit too busy to watch everyone else!

Starting with the weather: Northerly up to 15, dropping to 0 at some point between 19:00 and 23:59, going westerly for a time before returning northerly and back up to 10 - well that was the forecast anyway.

Yeomans were in the fourth start at 11:20, and so there were around 30 boats ahead of us. Most of the fleet had a turn in the lead as we were generally running until Ant mouth, but as soon as one of us got in front we were blanketed by everyone else. However, by the time we reached the church bends Charlie Brown had broken away under spinnaker and was disappearing into the distance leaving the rest of us behind.

We then came to the Ant when the unusual northerly caused chaos. Most years when the wind blows south westerly, the Ant is a series of swerves both up and down the river. This year it was a definite tack up to the bridge and a run back. Tacking in that crowded

narrow river was bad enough but we had some very committed sailors from the previous starts some under spinnaker charging down towards us! Somehow we safely reached the top buoy, only to hear the roaring of an engine as a 40 foot motor boat came under the bridge. Luckily the tourist driving it had the gumption to throw it into reverse when they saw the chaos in front! Next it was time to run the gauntlet of tacking boats as we turned to run back down the Ant. By now the first of the cruisers had arrived, and we could only pass them when they were in mid-tack as they filled the river when going across.

We then sailed the South Walsham leg which was very quiet until we reached the moorings located just before the broad, where the shelter of trees led to conditions like a slow-motion version of the Ant. Subsequently a burst of wind led to several boats trying to get to the buoy to drop their tags at the same time. On returning to the shelter of the moorings area we saw a man on a large, moored sailing yacht shouting and wandering up and down the side of his yacht with a large fender. After that it was pleasant to return to the comparative peace and quiet of the Bure for the long run down to Acle.

We arrived at Acle to find two Yeomans moored and lowering their masts, we decided to go for a drop in the river. We followed our normal routine, like a well-oiled machine: lay halyards on the floor; kicking strap off; unhook boom; drop main; furl jib...then disaster struck. The jib

jammed. After a few seconds of trying to fix it I shouted drop the lot and the mast came back which I caught and dropped into the support. There was a large cheer from above as to outsiders it looked like a perfect drop with the mast only a couple of feet from impact with the bridge.

We then triumphantly coasted through passing the two Yeomans. Unfortunately pride came before a fall as when we raised the mast we managed to jam the halyards beneath its foot. All we could do was to pull the mast back to 45 degrees whilst keeping a pull on the halyards before pushing it back up, luckily this worked. I then carried on helming on the run to just below Stracey whilst Tony tidied up the mess of ropes on the floor and then re-rigged the forestay halyard to give more purchase on the forestay, before clambering onto the foredeck to see what was wrong with the jib. This was when he found that the top of the jib had wrapped itself round the forestay. We rounded the lower Bure buoy and discussed what to do whilst tacking back to Acle, where we decided to go to shore to lower and raise the rig with the intention of sorting any problem when we were above bridge. Luckily when we did raise it again the extra purchase sorted everything out and off we went passing another Yeoman.

The many tacks we took to get back to Potter Heigham were fairly uneventful. Because the river was busy we tied up to lower, which went well. As the tide was with us we paddled through both bridges easily, and raised the rig in the

river without any hitches and even passed several non-Yeoman boats. The sail to the Hickling turning was mostly a long reach and relaxing, before the narrow section up to Hickling where we met many different boats whilst tacking up the river. As the river opened up it became a pleasant long tack, short tack sail. Both Charlie Brown and Two C Sons, passed us on their way back. Eventually we spotted the buoy almost as far as you can go to Hickling sailing club. We rounded it cleanly and then enjoyed a very nice run back to the Thurne.

The wind started to drop as we reached back to Potter, dropping the mast whilst mid-river this time. According to the tide tables we should have been with the tide (by over an hour) but after some quick paddling against the light tide we could see there was still some tide coming in. We tied up to raise the mast and then set off down to Thurne mouth in company of Y25 River Mist and the half-decker Limentis Reducta. By the time we reached Thurne mouth it was just us and River Mist We rounded the bend onto the Bure tight to the bank but River Mist was out in the middle and almost came to a halt against the tide which had now turned.

We then crept up the bank as far as the nearest pumping station to St Benets straight and managed to overtake a very large cruiser whilst leaving River Mist behind. At this point the large cruiser and ourselves made several attempts to move forward but were washed back so both of us grabbed some reeds for the duration. Behind us River Mist, visible by her lights, had to stop when she rounded the corner. After a while River Mist appeared through the err... river mist, and came along side so we realised we could sail on and did so, as did the cruiser. We passed River Mist shortly after as she misjudged the bank in the darkness and stuck her nose into the reeds.

We then went on for a while before we again ran out of wind and grabbed more reeds. We lay on the seats for a break and sometime after I was woken by Tony only to find that we were adrift as I had let go when I had fallen asleep. We quickly grabbed the controls and made for the opposite bank hoping to hold on again but whilst crossing we found that we could sail, and so we slowly sailed up river, suffering a large wash back as we rounded onto St Benets Straight. After recovering from that we crept on passing the moored boats till we ran out of wind again, and so moored up in a gap.

After 15 minutes looking over the moored cruisers I saw that Windy Wendy and Charlie Brown were tacking at the end of the straight. So we had another go and again crept on up river Once we had passed the Ant less tide and more wind made sailing easier and we gradually caught up with Windy Wendy eventually passing her near the Ferry Pub at Horning. Although we gained ground on Charlie Brown sadly for us she made it to the line before us.

Upon reaching the club we were astonished to find we were the third Yeoman home, as we had assumed the retired Yeomans were ahead of us. Also we were surprised to find we were only eight minutes behind the first Yeoman and were first Yeoman home without a spinnaker.

Congratulations to this year's winning Yeoman, Y70 Two C Sons, which was helmed by Paul Clarke and crewed by Mario Tinge. Paul & Mario came in 10th overall in a corrected time of 15:42:26.

It is noticeable that all finishing Yeomans finished in a 52 minute window.

*Queren Stewart, Y210*



*Brandy Bottle aiming for Potter Heigham bridge, 2013*



### *A New 'Baby' at Rutland*

We are pleased to report the arrival of a new addition to the Yeoman and Kinsman Fleet based at Rutland. The proud owner of Andromeda, K31, is Dick Richardson. Dick has been a member of RSC for many years, where he has sailed a variety of yachts. Latterly a classic catamaran called 'Macavaty'. Time has eventually caught up with Dick and the Kinsman ticked all the right boxes.

Dick has been the senior coxswain at RSC for the past seven years with overall responsibility for rescue. He sails with his daughter and is looking forward to upgrading his yacht to full racing specification. The photograph shows Dick being helped by Charles Frisby to modify the genoa furling system.

### *Open Day at Rutland Sailing Club*

Each year Rutland Sailing Club hold an open day to introduce families to the joys of sailing.

This year the event was held on Saturday 1st June when over 200 adults and children enjoyed all the facilities that the Rutland Sailing Club has to offer all in fine weather. The event was supported by Volvo who brought along their latest models and the children had the opportunity to test their helming skills on the Volvo interactive sailing simulator.

Every visitor had the opportunity to try out a variety of sail, power and rescue craft. The sailing school were offering 'taster sessions' particularly to the youngsters. The Kinsman fleet offered three keelboats for the visitors to try: Black Magic, Belinda and Onyx. These three were kept busy all day and fortunately the good weather held for the event.



### *National Squib Class*

Each year the National Squib Class hold their Inlands at Rutland Sailing Club. As part of their entry rules each participating yacht has to confirm to their class rules. Two weigh-in gantrys with load cells are erected, one of which is manned by the RSC Yeoman/Kinsman Fleet as part of the co-operation between the two fleets.

This year the opportunity was taken to weigh three of the RSC Kinsman yachts.

The results were as follows: K38, Belinda, 700 kg; K300, Onyx, 694 kg; K40, Jemima, 660 kg.

Some of the variance might be explained by the fact that K38 has an original Proctor mast whilst K300 and K40 have New Z Spars.





*Scorpio Too sets out with mast intact*

On Sunday 29th June Kinsman K46, Scorpio Too, was competing in the Rutland Keelboat windward/leeward series when she lost her mast overboard. The yacht, helmed by Mike Kemm and crewed by his wife Diane, was beating in 12mph winds when the port side u-bolt holding the outer and inner shrouds exploded. Fortunately there were no injuries as the mast fell over the side. On the RSC Kinsman, the tabernacle is re-enforced with a stainless plate under it to spread the load. This is secured to the top of the cuddy by four bolts, these pulled out saving the tabernacle and foot of the mast. Examination of the u-bolt showed that the original thread had been cut too deep resulting in a progressive cracking over the years. Fortunately the mast and rigging were recovered intact very quickly by the RSC rescue team and brought to shore. Total damage was one fractured u-bolt and one bent tabernacle plate. Had the lower shrouds been attached to a forward fitting there is

no doubt that the mast would have broken at the spreaders.

P.S. It is noticeable that many Yeoman/Kinsman have various types and fittings to secure the shrouds. The early models of the Kinsman suffered from weak hull to deck joints. On a number the deck started to lift away from the hull. The Rutland Fleet overcame this by replacing the shroud u-bolts with vertical plates packed and bolted through the sides of the hull. Later models had the hull-to-deck joint strengthened but 5mm u-bolts were still installed resulting in breakage after years of flexing. The fleet have now started to replace these with quality 8mm u-bolts. The photograph shows the ones on K38, Belinda, about to fail!! I suspect the 40mph gusts experienced in the Nationals contributed to this.

Motto- Check your rigging now!

**John Vickers, K38**



## The Tri-Icicle Race 2013 (Reported From the Deck of Yeoman 103)

Before reporting on the race I'll just give some basic background to the event which is a mini 3-Rivers race run by Snowflake Sailing Club – hence 'Tri-Icicle'. We start at Horning Sailing Club after which competitors travel down river to possibly Acle and Potter Heigham, but the position of the buoys and the direction round the course is set by SFSC whose aim to get everyone back before nightfall.

The fleets which set sail this year were; Broads cruisers, white boats, punts, assorted dinghies and six hardy Yeomans including Y103 sailed by myself and Ian Hanson

The white boats were the first fleet off the mark followed by the Yeomans. Although we made a poor start in second to last place we kept up with the fleet to the end of Horning Street, where we came up behind the white boats. This is where our troubles started! In very light and fluky winds and against the tide, the fleet split up with Y67, Y66, and Y104 staying with the back of the white boats, but Y163, Y4 and us gradually falling back.

We were shortly joined by a Firefly and a Merlin Rocket from the dinghy fleet. Shortly afterwards cruisers with tall rigs and punts started sailing through. When we got to opposite Cockshott broad we then managed to catch a branch in the backstay and our rudder in the mud and were well and truly behind. Still sailing through the trees we had a tacking battle with the Firefly whilst the Merlin fell back as it too found a tree. Once we got past Horning church with more wind and less trees we sailed on more successfully, with another punt and a cruiser or two passing us.

Just before reaching bend in the river we call Paddy's Oak, which is just before Horning Hall, we looked up just in time to see the mainsheet handler fall off the back of the boat and pulled along for a considerable distance before letting go. The cruiser then gybed round and placed themselves into the reeds to effect a recovery, unfortunately they were quite a few yards short of the victim who had to drag themselves along the river bank by pulling on the reeds. We then proceeded round the corner and never saw that cruiser again, although I am told it did finish the race – hopefully with a full crew!



*Six Yeomans start out from Horning*

As we pressed on the trees thinned out and the wind increased until we spied the yellow hull of Y4 (Topaz). We slowly gained on them until we finally passed them on the inside of the Thurne Mouth/Bure Junction. Soon after this we joined the brown hull of Y163 (Charlie Brown) in a general charge tacking down river. We all arrived at the bottom mark together which was well short of Acle. Y163 on the inside unfortunately (for them) couldn't point high enough to make the mark whereas Y4 next inside did and we Y103 swept round the outside and were first to haul up the spinnaker, shortly followed by the other two.

Flying back upriver in increasing winds made for interesting sailing, especially when we passed boats tacking the other way. Although at times we were close to broaching into the bank we gradually pulled away from the other two, but by the time we reached the next buoy (well short of Womack) they were with us again and we all had caught up Y104 (Misty Morning) who rounded the buoy just ahead of us.

Immediately after rounding the mark we passed Y104 who, luckily for us, was being held up by two very large broads cruiser who blocked the river as they tacked. We were pleased to get through first which allowed us to pull away. Whilst Y4 and Y163 took longer to negotiate their way through sadly Y104 met the rear port quarter of a cruiser at high speed causing some damage to the cruisers toe rail but paint marks only to the Yeoman, sadly at this point they retired.

We gradually pulled away from Y4 and Y163 and could see Y66 (Thistle Doo) in the distance, we were just behind them as we rounded Thurne mouth into the Bure. Y66 crew was having problems and couldn't pull the sheets in as fast as we could and so we were soon past them and leaving, although they were still close enough to worry us as we entered Horning. As for Y67 (Fire Opal) we never did see her on the water, as she was that far ahead, she was tied up by the time we came in.

Well done George and Linda Whitefoot who finished 9th overall and were the leading Yeoman.

**Queren Stewart**

### **Snowflakes Sailing Club**

From the above report you can tell the fun we have at Snowflakes Sailing Club. As always, all Yeoman and Kinsman sailors are invited to join us. We meet at the Horning club house on most Sundays throughout the winter, with our end of season regatta being held on March 16th.

We guarantee that you will be most welcome to our friendly club where you will enjoy competitive sailing. Even if you don't want to sail feel free to drop in and enjoy a cuppa with your breakfast or lunch in a beautiful setting, hopefully whilst sitting in the winter sun.

For more information contact Richie Dugdale on [sfsc1@hotmail.com](mailto:sfsc1@hotmail.com)



## Norfolk Events Photography

Thanks to Colin Galloway for permission to use his photos. Both photos from the Tri-Icicle on this page are from Colin. Many more can be seen at his website: <http://www.norfolkeventsphotography.co.uk/>

## Norfolk Broads Yacht Club Fleet Report



*Storm clouds ahead, April 2013*

We've had an active season on Wroxham Broad. Strong winds have resulted in some exciting sailing and also yacht damage, in particular during our three club weekends. The weather was especially bad during our August meeting. On the Saturday out of eight boats that ventured onto the water, two retired 'injured'. These included myself and Guy after Nimrod's mast spectacularly broke. I don't think that anyone was upset when the second race was cancelled and instead run on Sunday! Many thanks to race officer Stuart Press and my very grateful thanks to Chris Hanson who let us try his boat on Sunday, allowing us to win the weekend. Also thanks to Gordon Jewel who loaned us his boat for the September meeting with a similar result, now I have to be especially nice to so many people.

During the season a number of members have sold their boats and/or moved on to pastures new, including: Basil Green (who's relocated to Broadstairs in Kent), Clive and Gill Seward, Barry Davis (who's bought a new brown boat) and Trevor and Sally Whittaker. We wish them all well and very much hope that they will continue to be involved in our activities. We are

very pleased to welcome new sailors to the fleet including David Moore and James Bradbury. It was also good to see Tim Haines regularly sailing with his dad Steve.

Those who are good at maths will have noticed that more are leaving the fleet then joining. At our AGM we had long discussions on how to address the issue, which is further worsened by many of the fleet having other commitments which has resulted in Sunday sailing, particularly the handicap race, being poorly attended. It was decided that we need to renew the format of the handicap race and also improve fleet communication so that we can mix-and-match crews and helms in a bid to get more boats out.

We have enjoyed some great social events over the year including a BBQ in August, a winter walk and a Greek evening in September which I organised on behalf of the whole club – I do like to think that my dancing contributed to the evening's success... You may however have other ideas, it can't have been a pretty sight.

We look forward to hosting the Yeoman Kinsman Nationals in 2014 and will include further details in

the spring newsletter. We hope to welcome as many visiting boats as possible to the event.

I have been re-elected to the club racing committee, I have asked that we spread out our racing weekends, as we have the first keelboat weekend of the season and then two very close together at the end so something in June may come our way.

Daphne Musgrave has kindly agreed to take over secretarial duties from Julia, after all she has a wedding to plan. Thank you Julia for all your efforts over the past two seasons. Watch out for a Newsletter coming your way, and clear your diaries for some exciting dates to come.

Finally I would like to congratulate Chris Hanson, supported by Nell, for successfully completing his year as club commodore and look forward to seeing them back on the water next year. We also send our best wishes to Julia Bennett for her forthcoming January wedding to Patrick Richardson...I can't think who will be officiating!

**Carl Brady, Y164**

*A good spinnaker run, April 2013*



*A choppy beat,  
April 2013*



#### **NBYC April Open Meeting**

Another very windy weekend to start our racing season at NBYC, Three visitors from Horning decided not to come, Our commodore broke a spreader before the weekend and Gordon Wishart broke his kicking strap, that said we still fielded twelve Yeoman, not bad for early season, One race on Saturday with 20k/h winds from the north, then three races on Sunday with southerly 20,25k/h gusting to over 35k/h. Very testing indeed, leading to some very tense moments planing down wind unable to drop the spinnaker. One broken mast was very sad to see, but all in all a very good meeting leaving all who took part exhausted.

*Yeoman Picnic, Wroxham Week, July 2013*



*Congratulations to Chris Hanson who has completed his year as Commodore of NBYC*



## Yeoman Kinsman Association: Buoyancy

Over the past 25 years the Association has given active consideration to the subject of buoyancy requirements for our boats. In 1990 the Association commissioned Andy Wolstenholme, a naval architect, to establish the minimum buoyancy requirement for our boats. Andy's report stated a minimum figure of 558Kgs to keep the boat afloat.

In the article that appears in the Association Manual entitled 'Yeoman Kinsman Buoyancy & Swamping' written by Tony Hargrove (a past Association Secretary) it suggests that this figure should be increased to 880Kgs.

Buoyancy provision can be achieved by incorporating the following arrangements:

1. A bow buoyancy tank having a minimum volume of 0.23 cubic metres or a bow buoyancy bag of equivalent volume.
2. A forward bulkhead bonded to the rear of the bow buoyancy tank or additional buoyancy bags of no less than 80Kg each located on either side of the cockpit forward of the side tanks.
3. A side buoyancy tank located on either side of the cockpit, the two tanks having a total volume of 0.33 cubic meters or the equivalent volume of buoyancy in the form of bags, secured in the same position.
4. A watertight stern locker having a minimum volume of 0.40 cubic metres

All buoyancy bags employed must be attached by the requisite number of straps, the anchorage points of which must be securely bonded to the hull.

Holes through buoyancy tanks are an infringement of their integrity, unless properly secured, to obtain a watertight seal.

With the advent of the 300 series, Philip Betts, the builder, has created a situation where swamping can be overcome. It is possible to convert existing boats to accommodate the 300 series provisions.



*Why buoyancy is important!*

The Association Manual article previously mentioned makes worthwhile reading if you wish to avoid the problem of swamping. We should all be aware of the need to enhance the buoyancy of our boats. You only need to refer to the incidents where boats have sunk as the result of swamping and inadequate buoyancy for the prevailing conditions. Some boats that sunk have never been recovered!

**Eric Diffey, Y153**



## 'Life after Yeoman Sailing'



*Basil Green in front of the Broadstairs Sailing Club dingy park, 2011*

When I moved to Broadstairs at the end of June it so happened that the next day was Open Day at Broadstairs Sailing Club, and so I went in and said I would like to help with race management in any role. Before I knew what had happened: I had been proposed and seconded by complete strangers; had a chat with the commodore and told to go to the Squarehead, which is the race box; and was signed up as assistant race officer for as many days as I was prepared to do it!

From early March until the end of October there is racing on every Saturday afternoon and Sunday morning and also, when the evenings are light enough, on Thursday evenings. A course is set in the open sea in front of the Squarehead which is on the end of the jetty. There are six courses. Two have two marks with either port or starboard rounding (course 2) two have three marks (course 3) and two have four marks (course 4) with the number displayed in the box (where all sailors have to come to sign on and off) and on the front with an arrow showing the starting direction. The number of rounds is not specified but the race is shortened after a time determined by the race officer which is about 40 minutes. There are two races back-to-back with a postponement between them. The start and finish are between a post on the Squarehead and a distance mark and competitors must go through this line on every round. The marks are orange inflatables and are laid each time from the rescue boat which is a RIB which, like the dinghies, has to be man-handled from the dinghy park along the jetty and launched from the beach. At the end of racing the

process is reversed. Conditions are changing all the time because of the tide which runs south except for two hours before and after high water. There are also the waves which can lead to surf even in the shallow water.

I hope this gives the impression that it is much harder work than sailing on the Broads! The enthusiasm is impressive with about 15 boats starting if the wind is force four or below but fewer when it is windier. The races are handicap in two groups, asymmetric and others. My main job is flag pulling. Apart from postponement and shortening there is the start sequence as follows: class flag 5 minutes before the start, P at 4 minutes, P down at 1 minute and class flag down at the start. Once the sequence is started it is automatically controlled. There is a timekeeper whose job is to give the time of all boats for every lap and this is written down by the recorder. A computer programme processes the results and sends them automatically to the RYA for information in setting Portsmouth Yardsticks.

The club is self-help and has a clubhouse which is beautifully situated overlooking the bay. It has a licenced bar and a lounge which is well furnished. Snacks are available after sailing with a cooked meal after evening sailing.

I have been very well received and my duties mean someone else is freed for sailing. All-in-all I feel that I have made a good move in joining and have benefitted both the club and myself. La Sylphide (Y56) has also found a good home with the East Anglian Sailing Trust on the Orwell, and so I am pleased with the way things have worked out in difficult circumstances.

**Basil Green**



## Horning Sailing Club Yeoman Fleet Report



*Toby Fields introduces some newcomers to Yeoman sailing at the Horning Boat Show, May 2013 (Holly Hancock)*

2013 saw HSC celebrate its 75th Anniversary with an important year for the Yeoman fleet. In addition to regular club racing, we also hosted the Yeoman and Kinsman Nationals and the NSBA inter-club championships for the Ramuz Trophy in our boats.

Club racing this year saw an average of around seven boats taking part each week in our varied programme of broad, river and passage races. One particularly fine Sunday in April saw 12 Yeomans competing, the maximum turnout that we have seen for some time on a regular Sunday. Racing was close and hard-fought throughout, with the winner of each race being unpredictable beforehand. The Yeoman fleet enjoyed particular success on the down-river passage races, Gordon Jewell in Charlie Brown (Y163) and our Chairman in Maybe 2 (Y210) taking first and second overall for the season against a varied fleet of keelboats. Most of the other club races were for class trophies, these being won by Q Stewart, Toby Fields, George Whitefoot and Paul Clarke.

Horning Regatta Week was sailed in a mixed bag of conditions varying from force 5 winds at the weekend to virtually nothing by Thursday. Around 10 Yeomans enjoyed racing at extremely close quarters on the River, with over 70 boats in the half mile between the clubhouse and Black Horse at times. Of particular note were the Juniors who raced in

Yeomans in the evening races, Laura Galloway winning the Water Babies Cup in Fire Opal (Y67) despite having a dislocated knee in cast!

Horning Week also saw Andrew Gallant and Thea Keller take the lunchtime series in River Mist (Y25), their first major trophy. The main series went to Paul Clarke and Mario Tinge in Two

C Sons (Y70) after winning by one point from Geoff Stubbs (Y171) and Q Stewart (Y210). Although there were no visiting boats from the Yeoman and Kinsman fleets this year, visitors are welcome to sail next year at low cost (£1 per race, 3 races per day).

***Toby Fields, Y9***



*Club racing on Black Horse Broad, June 2013 (Brian Baker)*

## Chairman's Notes



Hello to you all.

I hope that you all have had a good season's sailing, at least it was drier this year! Of course a few of us mad fools will continue on throughout the winter. But that is one of the joys of the Yeoman...it doesn't need hiding in a shed away from the bad weather. Talking of which, thanks to all of you who responded to our 'Hot Yeoman in Dubai' with his request for a second-hand set of sails. Although the extreme heat and bright sunlight out there make for long-lasting sails I well know that they soon become very exhausting and you do look forward to some nice UK changeable weather. So just remember there is no such thing as bad weather, just inappropriate clothing. Says he with the electric fire on beneath the computer desk...

**Queren Stewart**

**Wanted - Road trailer for a Yeoman.**

**Please contact Mike Holmes 01603 455798 or email: [michael@cringleford.com](mailto: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, but I would accept £10,000 for a quick sale 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.freeseve.co.uk](mailto:gordon@jubb800.freeseve.co.uk)

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