

Yeoman & Kinsman Nationals in 2012

The last Yeoman Kinsman Newsletter reflected the disappointment of not holding the Nationals in 2011 so we are delighted to report that two major events are being held this year. The first will be the Yeoman Irish Championship to be held at Lough Erne Yacht Club from the 30th June to 1st July. This is followed by the 2012 Yeoman & Kinsman National Championship to be held at the Norfolk Broads Yacht Club (Wroxham) from 22nd to 23rd September.

To encourage wider participation it is hoped that crew and helm places will be available at both venues, for those who would like to compete without having the hassle of transporting their own boats.

Good luck to everyone involved. We look forward to seeing as many boats as possible on the water for both events.



Irish Championship racing, August 2011

From the Editors

The last newsletter was the first that was distributed electronically. We are delighted at the positive response from so many of you resulting in a need to print only a handful of paper copies. As Hussey Knights kindly printed and posted these copies the cost to the Association was zero.

With this reduction in expenses the pressure to raise membership fees is eased. Fees for membership can be retained at the current £15 which we hope everyone agrees is excellent value.

Like the last newsletter it is great to have items in this newsletter from so many fleets and members. Many thanks to all of our contributors. Please keep sending in articles, letters and photographs to:

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**Yeoman Irish Championship
Lough Erne Yacht Club
30th June & 1st July 2012**



Irish Championship racing, August 2011

The Yeoman fleet was first formed at Lough Erne Yacht Club in 2007. The Yeoman, which of course originated on the Norfolk Broads, was seen as an ideal boat for Lough Erne's inland waters. Many agreed and the fleet has now expanded to 16 boats.

In 2011 LEYC decided to run a two-day Yeoman Championship which took place on the weekend of 27th & 28th August. Ten boats competed in this first event. In 2012 we would like to see more boats join us on our beautiful waters.

We know from experience the difficulties of transporting boats from England to Northern Ireland. If you are unable to bring a boat along there are likely to be crew and helm places available but the numbers will not be known until closer to the event date.

If you are intending to travel with a boat in tow please let us know as early as possible to help arrange accommodation. Boat lifting and launching facilities are available on site.

Declan Dooley

LEYC, Yeoman Secretary

If you are an active Yeoman helm or crew and are interested in taking part please email info@leyc.net

Venue: Lough Erne Yacht Club,

Gubusk Bay,
Co Fermanagh,
BT94 1NZ

Description :

Six race series over two days. First gun at 11am Saturday. All visiting Yeoman welcome.

A social programme and prizegiving is planned.

Sailing instructions and Notice of Race will be posted on Lough Erne Yacht Club website closer to the event date.



Irish championship racing August 2011



**Yeoman & Kinsman National Championship
Norfolk Broads Yacht Club
22nd & 23rd September, 2012**



NBYC Clubhouse, August 2010

The NBYC Yeoman fleet extend a warm welcome to all Yeoman and Kinsman sailors. The weekend will offer:

- Wonderful socialising
- An opportunity to take part in well-run fleet racing
- Friendly 'no-pressure' fleet racing
- Help with launching and recovering.

The weekend will start with an informal meet and greet BBQ on Friday 21st September. We will also be offering help with rigging and familiarisation during the afternoon.

For the first time an invitation race will be sailed after the main four-race competition. Within the fixture we will also offer prizes not previously awarded being:

- Youth: for under 25's
- Masters: for 60-69 years
- Grand Masters: for over 70's.

In all a fantastic opportunity for Yeoman and Kinsman sailors to sail on beautiful, sheltered inland waters in a large fleet.

For further information please contact NBYC Yeoman Fleet Captain Carl Brady at eastcardinal@hotmail.co.uk or NBYC Yeoman Fleet Secretary Julia Bennett at jmbennett17@hotmail.co.uk.





Spinnakers flying at Snowflakes

Members' Letters

We are always interested in the views, stories and questions raised by Association members. Please send to frances@cringleford.com.

Ray Meerabeau (Y125 - Tarka) from QMSC wrote:

My sailing partner Lewis Risner and I would welcome some tips on good techniques in launching the spinnaker onto the starboard side. Y125 TARKA is fitted with the new chute offset to port side. The result is that launching the spinnaker on port side is consistently a clean lift. However, launching the spinnaker on to the starboard side regularly results in a struggle to pull the spinnaker lines around the forestay. Often in a good wind, the spinnaker would blow inwards through the gap between the shroud and the mast on starboard and the attempt has to be aborted and spinnaker retrieved. We now pull back the pole to the port shroud to give the spinnaker a chance to blow around the forestay which sometimes results in a clean lift to starboard.

We would welcome tips from others since Lewis and I regard ourselves as competent Yeoman sailors.

Another issue we have is that at times the lightweight spinnaker gets choked (stuck) in the travel both up and down the spinnaker chute moulding. We wonder if the experienced folks lubricate the chute and the sail or whether the chute opening on deck has been modified since our revamp of the boat in February 2000, when I believe that Y125 was used as the prototype to build the spinnaker chute.



Fine sailing at Rutland



Spinnakers flying at Snowflakes

Mike McNamara and Carl Brady put their heads together to provide some excellent advice for all of us:

The whole secret to successfully flying a spinnaker is in the preparation. So rule number 1 is to accept that getting the spinnaker in and out of a Yeoman chute on the windward side is not easy. In fact it is beset with difficulties especially on a tight reach when the spinnaker is all too ready to blow back into the fore triangle with an attendant loss of boat speed!

By accepting these difficulties the next step is to create routines which will avoid them happening. Routines have to be followed by both helm and crew so should be agreed on, and practised, outside the race situation. You don't have to take an afternoon off work to do this. Just go afloat early and have a go preferably with a check list and just go through the list BUT watch out for other boats doing the same thing!

Hoisting.

1. In fact before going afloat the boat has to be prepared by marking a) the halyard so that you know when the sail is up without having to look and b) the spinnaker sheets where the pole just touches the forestay. These marks should be easy to spot at say, a cleat or reaching hook.
2. Do not even think about hoisting until both sailors are ready. Look around. Are you under attack? Would it be better to defend before hoisting etc.
3. Pole on first but pulled back slightly by crew to allow the spinnaker to go up between it and the forestay.
4. Helm bears away on to a broad reach and starts to hoist.
5. Whilst the spinnaker is still at the sausage stage the crew MUST be pulling on the sheet to drag the sail around and behind the forestay.
6. Crew makes sure that the windward guy is cleated at its mark and then, and only then, takes hold of leeward sheet.
7. As this is being done helm gradually luffs up back on to course with crew sheeting in just enough to stop the sail collapsing as he does so. DO NOT OVERSHEET which chokes the slot and slows the boat down.

Lowering

1. Long before the spinnaker is to be dropped the halyard should be checked. Can it run free? It is only too eager to knot or snag on anything that it can find!
2. On a tight reach, approach the mark slightly high so that you can bear away as the spinnaker is being lowered. Remember that both sailors will probably be off the windward side and a heeled Yeoman is not only slow but is not pretty.
3. As the pole is taken off the helm should keep enough tension on the guy to keep the windward clew at the forestay.
4. I believe that it is usually better on tight reaches for the crew to pull down the spinnaker as this leaves the helm free to do his helming things...The helm should be keeping an eye open for the sheet or halyard snagging and I like to free off the sheet so that it doesn't drag over the genoa and damage the cloth.
5. The sail will disappear just as the bow is at the mark enabling the helm to create a perfect wide in and close out rounding...
6. I suppose what we are really doing is creating habits. Habits that we can do again and again no matter what external forces are getting in the way.

Association Measurement Rules

Some of us have become a little slack in adhering to the Association rules especially in respect to ensuring our boats are correctly measured and exhibit the appropriate tape markings. Eric Diffey reminds us of the rules.



Eric Diffey

I have in my possession a copy of the Association's Constitution & Rules dated 1977. The printed handbook contains the principles upon which the Association was founded and includes a number of details which you will not find in the current handbook. A significant revision was printed in 1989 and again in 1993. By this time both the main and genoa sails had two versions. The alternative to the established dimensions being introduced at the time of the Moores 200 series, which also included the options of a centre winch. By October 2007 the current handbook was printed using a new indexing system and the words 'this is a one design class' were removed in favour of 'the measurement rules and specifications are intended to ensure these restricted design classes conform to the prescribed measurement as stated in the rules'. The introduction of the 300 series is reflected in the rules particularly where measurements vary from the standard figures (e.g. the mast band positions. Currently there is only one permitted full size mainsail specification, although a reduced version of that sail is also permitted. For the genoa there is a standard and high aspect version.

Mast and Boom Band Positions

The significance of these bands is that they indicate the extent to which the mainsail may be positioned. Sailmakers should be aware of these positions when constructing a mainsail as the sail should fit comfortably within these band positions. All new sails should be measured by a designated measurer to ensure that a sail conforms to a specified list of measurements.

When setting up a sail bearing in mind prevailing wind conditions, the head and foot of the luff and the clew of the foot should not extend beyond the relevant black band positions. It is therefore worthwhile checking the

accuracy of all black band positions, particularly of the mast head when the mast is lowered, and the boom position when the boat is rigged. Do not presume that the bands that have been in evidence from past seasons are necessarily in the correct position. Errors may have been made. Also make sure that a reliable extending ruler is used, no cheap inaccurate versions please.

All the relevant measurements are stated in the Y/K Association's handbook, see mast rules 13.3.1/2/3 and boom 15.2. Rules 13.2 refers to the use of coloured bands not less than 10mm wide however the common practice is to use black tape. However for those boat owners who need to know, and cannot readily lay hand on the figures, they are as follows: (the figures in brackets are for any boat with the tabernacle is set in the lower position e.g. 300 series. The higher figure allows for the difference in the lower edge of the mast heel.

Mast

Band A: the lower edge of which shall be no more than 7485mm (7695mm) above the lower edge of the mast heel.

Band B: the lower edge of which shall be no more than 6720mm (6930mm) above the lower edge of the mast.

Band C: the upper edge of which shall not be less than 370mm (580mm) above the lower edge of the mast heel.

N.B. The Band B position refers to the top line of the spinnaker halyard when held taut at right angles to the mast below which it should be attached.

Boom

The band should be marked on the boom with its inner edge not more than 2565mm from the aft side of the mast including the groove.

Equipment

Another consideration that you may wish to give at the beginning of the season is how well equipped is your boat? In the past the Association rulebook specified the provision of a list of equipment. This list included a paddle, bucket/bailer and lifejackets per person on the boat. In retrospect I consider it was a mistake to remove these items. There are occasions when their presence is most helpful. A boat hook is another useful item that I carry.

Eric Diffey, Y153

Concerned about Cold Water Shock?

You will all no doubt be aware of how quickly one can become degraded when falling into cold water. Even in our temperate climate, cold water shock can prevent a person from maintaining the ability to recover themselves from the water. I would urge the Yeoman and Kinsman fleet to wear personal buoyancy. We soon become accustomed and find buoyancy aids don't actually get in the way at all.

Carl Brady, Y164 (NBYC Yeoman Fleet Captain)



Yeoman Cruiser 1

We are all familiar with Yeoman and Kinsman but what of the Yeoman Cruiser? Yes it does exist. Lara (YC1) was a one-off made for Paul Golding, a Wroxham real estate and investment agent.

The cuddy was easily converted into a small cabin with adequate sleeping for two while a small inboard engine was fitted in the stern compartment.



Lara (YC1)

Birth of the Yeoman/Kinsman

Approximately 21-years ago a VHS Film recorded the origins of the Yeoman & Kinsman. The film contains an interview with Ernest Yeomans where he explains the dialogue he had with Leslie Landamore which resulted in the drawing up of the lines of a new keelboat, giving a fascinating insight into their relationship. Leslie's son, Anthony Landamore, gives more background about these early years.

In the mid-1970's David Moore took over the moulding of the yachts. David explains in some detail the development of the hull and rig during those years.

A number of the owners in the late 1980's give their experiences of racing and cruising in the Yeoman. The following yachts can be identified:-

Y165, 103, 105, 2, 14, 167, 204, 147, 176, 30, & 133

Unfortunately, due to age, the quality of the original has suffered. Nevertheless I have been able to find a technician who has been able to transpose and enhance onto a DVD which last approx 30 minutes.

If any member would like a copy of my DVD this can be obtained from me for £9 inclusive of post & packing.

John Vickers, K38: 47, Beech Avenue, Keyworth, Nottingham. NG12 5DE (jsvickers@talk21.com)

For over 20 years it was owned and sailed by Bob Holmes. With a growing family and Bob working abroad, Lara ended up spending more time on the driveway than in the water before eventually being sold. Where it is now is not known but if sighted perhaps you could let us know.

Each year Rutland Sailing Club host the RYA Sailability Multi-Class Regatta.

This is the premier regatta for disabled sailors and was held in August, 2011. 65 yachts and 150 disabled and able-bodied sailors took part in nine classes.

Competitors came from as far afield as Holland, France, Canada as well as the UK. This year the Kinsman was granted a class start.

The racing began with each class competing in four class races in perfect sailing conditions. The sunshine and wind continued throughout day two which saw all 150 sailors contesting a two race general handicap series. This created quite a spectacle out on the water.

Rutland Sailability members who took part were: Ros Mulholland-Gullick who helmed Spirit of Freemasonry (K41) ably crewed by Graham Biggs ("Jemima" K40) and John Vickers who helmed Belinda (K38) crewed by his nephew Chris Ball.

Although Belinda got four bullets on day one, Spirit chased hard on day two once Ros had got the hang of the wheel steering. Both Kinsman finished in the middle of the fleet in the handicap series as the handicap allocated to them did not adequately compensate them for the restriction on the use of their spinnakers.

Competitors Report

I had not raced for two years but I really felt I wanted to try one more time and what better event to be part of than the RYA Multi-Class Regatta. This event has been staged for the past four years at Rutland Water, which is where I sail most Thursdays as a member of Rutland Sailability.

Firstly I needed a crew of two to assist me on the adapted Kinsman, and having secured the services of fellow Rutland Sailability members, David Richardson and Mike Gallon, we were then thwarted by never all being available at the same time to practice racing in the Rutland Sailing Club Thursday night racing programme. Nevertheless, we believed that it was still worthwhile entering for the sheer fun of taking part. One week before the event a devastating blow was struck when Mike had to pull out for family reasons and we thought that was the end of it. Amazingly, at that late stage RSC Member, Graham Biggs, stepped forward to take Mike's place. Despite the fact that we had never previously met each other, let alone sailed together, we took to the water together on the Friday morning, which was supposed to be a training day. Weather conditions dictated otherwise as the wind failed to materialise. Luckily we managed to venture onto the water for some experience of working



Belinda (K38) helmed by John Vickers working her way through the fleet,

together and for Graham to get a feel for the way this boat handled.

The Rutland Sailability Kinsman we were sailing (the White Kinsman) has been adapted to enable a less mobile person with disabilities, such as myself, to take the helm. The tiller has been replaced with a wheel and a fixed seat has been included for the helm to which I have added a cushion to assist keeping me in the seat when heeling. Another recent addition of mine is a buckled strap to keep my legs in order as otherwise they 'wander' out of position and are liable to spasm. Oh the joys of being a sailor with disabilities!

Saturday, the first day of racing, saw Graham and David retrieve our boat from a mooring and bring it alongside the jetty, where I was waiting for my turn to be hoisted aboard. As soon as we had achieved this we were off, with a fair wind taking us quickly to the racing area near the dam. A lot of time was spent manoeuvring in the general area whilst waiting for the course to be set then sizing up the pin mark and checking the wind to ascertain the best position to attach the start line. Once safely over this we struck out in clean air with Graham our nominated strategist continually assessing our position in relation to the rest of the fleet. There were only two Kinsman in the fleet and we were up against strong opposition in John Vickers, one of the most experienced racers on Rutland Water, so we knew we had our work cut out.

What can I say? We worked hard and the crew was brilliant. At times we raced ahead of John, at others we were struggling to make any gain on his position, and my inexperience certainly told when we were rounding the marks. At the end of the day's racing we were straggling John in each of the four races. It was a very tired me who emerged ashore, but at least I had an appetite for the dinner which followed.

Sunday saw us more determined than ever to make gains on John's Kinsman and we certainly showed signs of improvement. John still beat us in both races, but in the final race, which was delayed by 45 minutes whilst the course was altered due to shifting winds, we finished only 18 seconds behind, and that despite my having to do a 360 from a standing position! The return to base was at full speed when I managed to do the complete two miles on the one tack travelling far quicker than I had managed during the race! Our average speed for the day, including the delayed start, was six knots, so not bad overall.

My thanks to David and Graham for enabling me to participate in the excitement of this event, and my gratitude also to all those providing shore support so efficiently, without whom I certainly could not have taken to the water.

Ros Mulholland-Gullick
Rutland Sailability.



Ros Mulholland-Gullick at the helm of Spirit of Freemasonry(K41)



The RSC Yeoman Kinsman Fleet held their winter get together on Saturday 10th February 2012. A very enjoyable lunch was held at the White Horse, Empingham, Rutland where many stories of the 2011 season were exchanged together with aspirations for the coming year.

This has not been one of our best seasons with both the weather and poor health curtailing fleet racing.

We were very sorry to lose Margaret and Neville Howe (K15 Jade), as they retired to a sunnier climate in the south and are now to be found sailing in Poole Harbour.

Absent for a number of weeks due to poor health were Chris Tomlin (Crew on K40 Jemima) and our Chairman Tony Hargrove (Helm on K300 Onyx).

The stronger winds this season have clearly illustrated that the 300 series, with its improved stability, is able to carry full canvas and get the power down. K300 Onyx was rarely headed in medium to heavy winds but the rest of the fleet were able to get on top in any race taking place in light airs.

The fleet again participated in the Squib keelboat Saturday series and were usually found battling mid-fleet. Both fleets race on level handicap for the overall positions but each fleet extracts their class results for the individual prizes.

This season we were pleased to welcome Nick Green (K52 Black Magic) who has spent a lot of time getting his yacht up to racing spec. We hope to see Nick out there in the coming season mixing it with the rest of the fleet. Black Magic looks to have a good turn of speed.

The fleet hope to race in the RSC's Spring and Autumn Regattas next year in order to give them more prominence. As in previous years we will be available on the RSC Open Day to give the public an opportunity to try sailing the Yeoman and Kinsman.

The penultimate race of the season saw Onyx and Belinda racing side by side in 20-30mph winds. As they approached the wing mark Belinda went for the gybe whilst Onyx hung in on the starboard tack. The result was a spectacular wipe-out by Belinda taking out the starboard shroud of Onyx and dumping John Vickers overboard. Perspiration onboard Onyx and red faces onboard Belinda Sorry no photos, everything happened very quickly...the Rutland fleet race competitively!!

All the yachts are now tucked away for the winter and we hope there is a lot of rain before the season starts as the water level is very low.

We are going to see if we can get some of our yachts down to Wroxham for the Nationals in 2012.

John Vickers, K38



Multiclass racing at Rutland

At Rutland Water (the largest manmade lake in Europe) not only do we offer normal club sailing we also host many outside groups and events. These include: a busy sailing school, three local public schools, the RAF sailing section, Sailability, open meetings, training weeks for the Olympic squad... the list goes on and on.

The club has 48 fully qualified coxswains who give up their sailing for a number of days a year to provide the quality rescue cover that is needed. A few years ago the senior organising coxswain thought it would be a good idea for the coxswains to have a sailing event of their own so the Coxswains' Regatta was introduced.

In 2011 there were 16 boats of all types from the latest cats to two GP14's. The levels of expertise were wide. My regular crew Chris Tomlin is one of the selfless people who give up their sailing to help the club. Chris persuaded me to join in. I was very pleased to do so and a very enjoyable days sailing it was. It was mass starts in a pleasant breeze which suited the Kinsman. Chris and I had not sailed as much as usual in 2011 so we were a bit rusty at the starts. In fact at the beginning of one race we realised that we were out of position so we rounded the committee boat which meant that we were last over the line and blanketed by all the rest. We made a quick tack onto port and off we went. Despite this luck was with us and we were second round the

first mark. The three-race day was good humoured and competitive and we returned to shore ready for the meal and prize giving.

We were second overall and both received a bottle of wine for our efforts.

Graham Biggs, K40

Rutland Sailing Club 2011 Prize Winners

The RSC Yeoman & Kinsman Fleet held their 2011 prize giving event on Sunday 11th March 2012. The recipients were:

- The Ashes Cup for the windward/leeward series: Graham Biggs and Chris Tomlin
- The John King Shield for the Thursday evening series: Tony Hargrove and Charles Frisby
- The Nick Hart Trophy for the most improved helm and crew: Mike and Dianne Kemm
- The Rosebowl for the Saturday series: Tony Hargrove and Charles Frisby
- The Graham Biggs Trophy for the most enthusiastic helm: Nick Green
- The Tony Hargrove Trophy for effort: John Vickers and John Gillett.



Graham Biggs enjoying the Coswain's Regatta

Snowflakes Sailing Club



Fire Opal (Y67) helmed by Richard Lightfoot won this year's Tri-Icicle. Sally Dugdale in Lavinia (Y32) came in third

This year's Tri-Icicle event benefitted from strong winds throughout which provided excellent sailing for the 31 competitors completing the course. Richard Lightfoot in Fire Opal (Y67) was the overall winner with Sally Dugdale in Lavinia (Y32) third and Roger Claxton in Kookaburra (Y75) fourth. In all eight Yeomans completed the course maintaining their very strong standing in this competition.

Overall it would be fair to say that the elements have been against us this season. When you sail through the winter it is not unreasonable to expect to lose sailing time because of inclement weather and winds but this year the fleet has also been grounded because of low-water levels!

Despite this we have enjoyed our sailing. We are particularly pleased that increasing numbers of dinghy sailors have joined us. It is really great to see so many youngsters on the water.

We have also had a number of highly successful social events including talks, suppers and of course our New-Year's Party. We only had one small mishap when the toilets froze over one evening...thank goodness the Swan is so close. The events have helped us raise sufficient funds to purchase a new rescue boat (see page 14), so thanks to all who have supported us.

Although winter sailing has its challenges it also builds a strong feeling of comradeship between both the hardy souls who venture out and those who come along to support us. So although we are all looking

forward to sunny, warm sailing days when next winter approaches we will also be very happy to return to our Horning base for another season of snow, ice and of course fun.

Gary Ross, Y4



Charlie Brown enjoys a strong run in the Tri-Icicle



Sally Dugdale in Lavinia (Y32) at the start of the Tri-Icicle.



Roger and Paul Claxton in Kookaburra on the beat in the Tri-Icicle.

Colin Galloway Photography

Norfolk Based Photographer

Thanks to Colin Galloway for permission to use his photos. All photos from the Tri-Icicle are from Colin.

Many more can be seen at his website:

<http://www.colingalloway.co.uk/>

HUSSEY | KNIGHTS

We are very appreciative of the help given freely by Hussey Knights in printing and dispatching the YK newsletter to those members who have no access to a computer

<http://www.hussey-knights.co.uk/>



Proud Snowflakes' Commodore Gary Ross takes the new rescue boat out for a spin. Congratulations to the Snowflakes' team who have put so much effort into fund raising this season to enable the new boat to be purchased.



At Rutland we all dry sail and launch very time we sail. The tractor is jointly owned but Tony is the Head honcho. You see him pondering, after the successful trial of the front loader so the tractor brakes/ engine etc don't get waterlogged.

Graham Biggs, K40

Yeoman Kinsman Association Members

We have re-listed the Association members as several corrections were needed. If any of this information is still inaccurate or incomplete, please advise the secretary who will update the records.

Full Name	Boat	Club	Full Name	Boat	Club
Dick Angier	Y66	Horning	Mike Kemm	Y203	Rutland Sailing Club
Paul Barker	Y91	NBYC	David Kemp	K49	Maldon Little Ship
Simon Barker	Y91	NBYC	Tim Leary	Y207	NBYC
Graham Barnard	Y45	Horning	Lindsay Marr	Y50	Queen Mary
Charles Barron		Queen Mary	Ian Malton	Y165	NBYC
Keith Beck	Y131	NBYC	Peter Marriott	Y133	NBYC
Mark Beggs	K52		John McCrea	Y179	Lough Erne
Julia & Simon Bennett	Y130	NBYC	Ray Meerabeau	Y1251	Queen Mary
Philip Betts	Y302	NBYC	David Moore	Y172	HSC / SFSC
Mark & David Bibbings & Price	Y182	Dubai Offshore S C	Alan Moore	Y108	Snowflake
Graham Biggs	K40	Rutland Sailing Club	Andrew Musgrave	Y300	NBYC
Malcolm Bishop	Y144	NBYC	David Myers	K7	Tollesbury
Glyn Bradley	K11	Mengham Rythe S C	Graham Orton	Y86	NBYC
Ian Bray	Y115	SFSC/HSC/Hickling	J T Parry-Jones	K3	
Chris Bunn	Y115	NBYC	C Payne	K1	
James Buntin	Y173	Horning	Peter Pleasance	K18	Bosham
Frances Butler	Y68		David Pointon	Y116	E A C C
Les Clarke	Y168	NBYC	Neville Pratt	Y127	HBSC
Roger Claxton	Y75	NBYC	Kevin Rhead		NBYC
Steve Cliffe	Y34	NBYC	Ivan Ringwood	Y135	NBYC
Paul Coote		Queen Mary	Christopher Roads	Y132	Royal Forth Y C
Sarah Cork	Y152	NBYC	Gary Ross	Y4	NBYC/Snowflakes
Michael Cory		Warsash	Graham Russell	K1	
Barry Davis	Y140	NBYC	Roger Sandall	Y11	NBYC
John Dick	K34	Crammond Boat Club	David Scott-Angell	K43	Loch Erne
Eric Diffey	Y153	NBYC	Clive Seward	Y102	NBYC
Sally Dugdale	Y32	Horning	David Siviter	Y63	Tewkesbury
Toby Fields	Y9	Horning/SFSC	Ashton Skene	Y155	Horning
Alasdair Fox	Y54	Loch Tummel	Richard Smith	Y60	Lough Erne
Anfrew Gallant	Y25	Rutland Sailing Club	Q Stewart		Horning
Tony Goddard	Y175	Rutland Sailing Club	Paul Tegerdine	Y6	Coldham Hall
R H Graveling	Y31	NBYC	Di & John Tilsley	K53	Castle Cove
Richard Green	K55	Itchenor	Graham Turnbull	Y21	Horning
Basil Green	Y56	NBYC/Snowflakes	Colin Vane	K8	E A C C
Steve Haines	Y87	NBYC	John Vickers	K38	Rutland Sailing Club
David Hannant	Y204	Horning	Peter Watson	Y210	NBYC
Chris Hanson	Y301	NBYC	John Webster	Y141	
Ian Hanson	Y103	Snowflakes	B W Westgate	Y104	Horning
Tony Hargrove	K15/K300	Rutland Sailing Club	Jackie Wheatley		NBYC
James Hartshorne	Y47	Loch Tummel	John White	Y164	NBYC
Steve Herriman	Y21	Lillipot SC	George Whitefoot	Y162	Horning
David Hickman	Y80	Coldham Hall	Robert Whitefoot		Horning
Roger Hill	Y124	NBYC	Trevor Whittaker	Y16	NBYC
Michael & Frances Holmes	Y100	NBYC/Snowflakes	Richard Williams	Y2	NBYC
Mary Hopkins	Y118	NBYC	G H Williams	Y18	Snowflake
Neville Howe	K15	Rutland Sailing Club	Ken Wilson	Y23	LEYC
Mark Hughes	Y25	Horning	Gordon Wishart	Y92	NBYC
Gordon Jewell	Y163	Horning	David Woolston	Y180	Coldham Hall
Gordon Jubb	Y302	LTSC	Keith Wright	Y143	Horning
Colin Kay	Y185	NBYC			

In Remembrance of Audrey Green 28th July 1933 – 2nd March 2012

On the 19th March a lovely Service of Celebration for Audrey's life was held at St Mary's Church, South Walsham. The affection she was held in was reflected in the size of the congregation which included many of her sailing friends.

Audrey lived an outstanding life. In the tribute paid to her during the service many of us heard for the first time that in 1951 Audrey was one of five women who won a place at Oxford University to study physics. She was very athletic and would arrive to lectures on her racing bike. Audrey won a double blue from the university for playing both netball and tennis and was so good at the former she was invited to a trial for the England national team.

After leaving university she started teaching and in 1956 she married Basil. Although she had a break after her children, Richard and Jenny, were born she later returned to teaching. During her career Audrey contributed to the development of the national science curriculum. She always had a quest for learning and in later life obtained a first-class Open University Degree.

Audrey and Basil started sailing in 1971 at Campbeltown when they bought a mirror dinghy to give their son something to do...and the rest is history. Audrey first crewed for Basil in a Yeoman in 1984 when they were based at Queen Mary Sailing Club. In the following years they travelled the country sailing at: Chichester Harbour, Rutland Water and Wroxham. On one occasion whilst sailing at Chichester as she was flying the spinnaker Audrey fell out. Undeterred not only did she manage to climb back in, but she retained hold of the spinnaker ropes and kept it flying throughout! Since moving to South Walsham in 1991 Audrey and Basil have been active members of Norfolk Broads Yacht Club joining Snowflakes in the 1992/3 season.

In 2010 Audrey and Basil received much publicity when they undertook a voyage on the Jubilee Sailing Trust's tall ship Tenacious. Despite experiencing a south-west, force-eight wind along with various other hazards they enjoyed it so much that on their return they booked another voyage with the Trust. For many the trip epitomised Audrey's enthusiasm and enjoyment of both sailing and life. She will be very much missed.

