

# Yeoman Kinsman Newsletter

Association website: [www.yeomankinsman.org.uk](http://www.yeomankinsman.org.uk)

Spring 2016

## No More New Yeoman from Phil Betts



*Putting together a new Yeoman*

Many of us have relied upon Phil Betts, our class builder, to provide new Yeomans as well as keeping existing boats in good repair.

Sadly, Phil no longer feels able to build new boats, and so he is looking to pass on the moulds. Currently the YK association is discussing possible options with him.

Phil is keen to continue providing his excellent repair service to the fleet, although he may relocate to different premises.

The really good news is that Phil intends to find himself a Yeoman and return to active racing. We will all be delighted to see him back on the water once again.

## YK National Championship Returns to Wroxham Broad

Plans are well underway for this year's event which will consist of five races: two to be held on Saturday 19 June and three on Sunday 20 June. The first start on Saturday will be at 13:30, preceded by a briefing. The first start on Sunday will be at 10:30.

A welcome barbecue will be held at 19:30 on Friday 18 June at the NBYC clubhouse, and there will be a three-course Championship Dinner on Saturday night, again at the clubhouse.

Arrangements will be made with Horning Sailing Club to provide tows from Horning to Wroxham. Both crane and slipway facilities will be available at Wroxham to launch boats arriving by road. NBYC also owns three Yeoman which may be available for visiting crews to hire – please contact our fleet secretary to express an interest.

Nearer the time, more information will be distributed to all members by email and on the YK website. In the meantime, if you have any questions or need assistance with planning, travel or accommodation, please contact Daphne Musgrave, Yeoman Fleet secretary by email [daphnemusgrave@icloud.com](mailto:daphnemusgrave@icloud.com) or phone 01603 720529.

I look forward to welcoming you all at NBYC.

**Steve Haines, Yeoman Fleet Captain, NBYC**



*YK Championship at NBYC, Wroxham Broad, 2014*

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## Snowflakes Sailing Club



*Gordon reprises his traditional role of mad Scotsman*

Snowflakes SC continues to go from strength to strength both on and off the water. The weather veered from one extreme to the other in the months leading up to Christmas. Some Sundays we enjoyed exhilarating racing in extremely choppy and blustery conditions, whilst other weekends we enjoyed hot tea and bacon butties whilst looking over still waters without the lightest of breezes. However, after January conditions improved considerably, and we enjoyed some wonderful sails.

For many years the Yeoman sailors have been the mainstay of Snowflakes. Although still an important part of the club we are now joined by many youngsters (and some not quite so young) in dinghies. It is a real joy to see so many enjoying both the thrills and the spills of sailing on gusty days. Undeterred by high winds out they go and show remarkable skills and competitiveness.

Sadly, this year Molly Howes, who for many years has been the club's timekeeper, has not been well. We are all pleased to know that she is now recovering, and send her our best wishes. Many thanks must be given to Paddy, who has taken on the role.

The outstanding Yeoman sailors of the season were Ian Hanson and Queren Stewart, sailing Kittiwake Y103. Not only did the pair finish as lead Yeoman in the Tri-icicle, they almost wiped the board in other competitions. Frances and Michael Holmes, much to everyone's surprise, picked up the Brundish Cup. Steve Dixon, won the award for best crew, whilst John Parker was also rewarded.



*Ian Hanson and Queren Stewart with Trophies*

On the social side all of the functions have been extremely well attended with most selling out. In the case of Burns Night tickets were hotter than a Taylor Swift concert, I am told (anyone know who Taylor Swift is?). The event attracted 70 unsuspecting guests, who crowded into the clubhouse at Horning on a cold, wet night in January. Tartan was the fashion statement of choice, and it appeared as a variety of garments from kilts to bow ties - the best dressed, also sported the appropriate accoutrements (which we'll leave to your imagination). The haggis was piped in (with real bagpipes!) before it was ceremoniously 'addressed' by Gordon, ably assisted by Trish. Richie and his team in the kitchen did a sterling job cooking a traditional three-course meal. Entertainment included: a quiz (with successful answers rewarded with a swig of whisky), amusing anecdotes about Robbie Burns and ribald toasts. A very jolly evening was enjoyed by all.

The Prize-Giving Dinner was the last social event of the season. Special mention must be given to the team who prepared the food evening; all agreed that the meal was wonderful.

As always, many thanks must be sent to all the club officers and the many volunteers who give their time to the club.

Finally, whilst not wanting to wish the summer away, we look forward to welcoming you all again next season.



*Ron Jackson takes the stage to deliver a spellbinding oration on the life of Robert Burns*



*Paddy receives flowers from Carl Brady, Snowflakes' Commodore, for taking over the timekeeping role*



## The Tri-Icicle, 2015

The Tri-Icicle has established itself as one of the main fixtures in the Norfolk sailing calendar. Last year it attracted 66 entrants. Despite the lack of wind and a delayed start, a record 50 boats set off from the club house helped on their way by a light force 1-2.

Unsurprisingly, progress was agonisingly slow through the village. Any help given by the ebbing tide was negated by riverside trees which blocked out what little wind there was. The weather did not improve and shortly before 2pm the decision was made to shorten the race, cutting out the Womack and Upton marks. As a result, this was the shortest linear distance covered in the 21-year history of the race.

Although the wind eventually picked up a little, the conditions very much suited the River Cruisers, which took the top eight places on handicap. They were led by Chris Bunn and team sailing Raisena who crossed the finishing line to secure victory, both over the water and on handicap, with a corrected time of 2hrs 36 minutes. Five Yeomans were among the 44 boats that eventually finished, with Ian Hanson (Y103) beating Bernard Westgate (Y104) to the line by just 48 seconds.

All are now looking forward to this year's event – details to follow. Yeoman finishers:

<b>Y103</b>	<b>Kittiwake</b>	<b>Ian Hanson and Queren Stewart</b>	<b>3:35:02</b>
<b>Y104</b>	<b>Misty Morning</b>	<b>Bernard Westgate</b>	<b>3:35:50</b>
<b>Y14</b>	<b>Tiger Moth</b>	<b>Andrew Gallant</b>	<b>3:48:46</b>
<b>Y93</b>	<b>Firefly</b>	<b>Roger Hannant</b>	<b>3:54:30</b>
<b>Y144</b>	<b>Avocet</b>	<b>Kevin Edwards</b>	<b>3:55:06</b>



*Calm waters at Horning for Snowflakes, 17 January 2016*

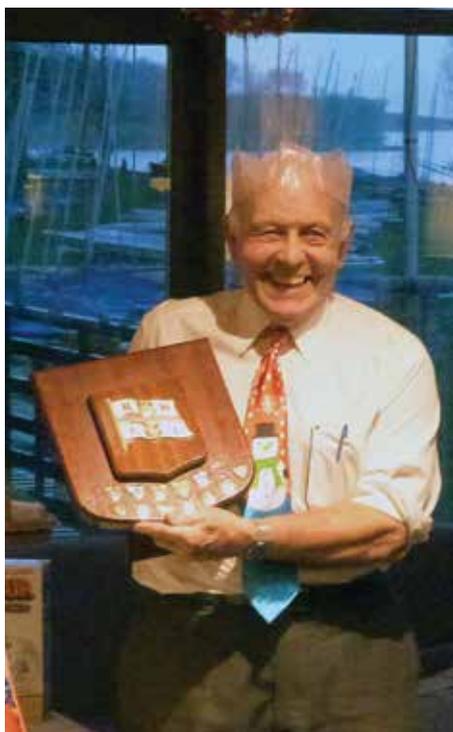


*..and windier conditions, February 2016*



*February 2016 - Totally in control of the situation?*

## The Rutland News and Views



*John Vickers (l) and Graham Biggs (r) with trophies, December 2016*

The Rutland Sailing Club Kinsman Fleet have had another successful year which was celebrated on Sunday 6 December at the Cruiser Fleet Annual Prize Giving and Luncheon. At the event John Vickers, sailing Belinda, was awarded both the Round the Lake Series Cup and the Summer Series Trophy, whilst Graham Biggs, sailing Jemima, won the RNLI Series. Although not a prize winner, the third Kinsman, Onyx, helmed by Tony Hargrove consistently achieved a top six place. The following is an extract from John's acceptance speech:

'You may have noticed that this is the second successive year that a Kinsman has won the prestigious Round the Lake event. Many are asking: "How do we get a Norfolk Broads' gentleman's day boat to perform as well as it does?" The latest scurrilous rumour is that we've fitted bow-thrusters powered by mobility- scooter motors!

'You will see that the Club has had to install CCTV cameras in an effort to prevent other fleets gaining access to the improvements to the Kinsman – just as Dennis Connors did in the late 1980s to gain knowledge of the Australians' Wing Keel. We are now prepared to disclose our secrets. Everyone here who is not suffering

from Alzheimer's or dementia please pay close attention. The secret is the following formula: 150-147-146. These are the combined ages of the helm and crew sailing Belinda, Onyx and Jemima. Additionally, it is vitally important that the crew is younger than the helm. This allows the helm to take their afternoon siesta on the downwind legs and prepares them for the arduous upwind beats.

'There's a proposal at the next RSC YK AGM that there has to be at least a combined age of helm and crew of 140 to be allowed to race a Kinsman. There you are, you now all know that it is "ageism" that makes our Kinsman perform as well as they do.'



*l-r: Iain Stowe, Tony Hargrove, Graham Biggs and John Vickers*

## RSC Annual Prize Giving

The RSC Yeoman/Kinsman Fleet held their annual prize giving and mid-winter luncheon on Saturday 13 February in the Commodores Room of the Club.

Prizes for the 2015 season were awarded as follows:

- **Biggs Trophy:** Tony Hargrove and Charles Frisby sailing Onyx.
- **Nick Hart Half Model:** Graham Biggs and Chris Tomlin sailing Jemima
- **Kinsman Shield:** John Vickers and Iain Stowe sailing Belinda
- **Rose Bowl:** Iain Stowe, crew of Belinda
- **Hargrove Trophy:** John Evans of Rutland Sailability for all his efforts in rejuvenating interest in Kinsman Sailing amongst the Sailability Fleet.

The 22 attendees were entertained by Fleet Captain, John Vickers, amusing thoughts on converting the ground floor of the Club House into a home for retired RSC sailors.

This was followed by an excellent three-course luncheon prepared by the RSC catering staff.



*Exposed keel was cleaned, epoxied and reinstalled*

## RSC Kinsman Fleet Clarifies Keel Changes

The letter from the Association, requesting information on the improvements to K300, K38 & K40, was discussed by the Members of the RSC Yeoman/Kinsman Fleet at their AGM held on Saturday 12th December 2015.

I have been instructed by the Members to reply to the Association as follows:-

**K300:** This is a completely new design of the Kinsman, instigated, designed and built by the Class Builder (Betts Moulding) in order to conform with EU Requirements. We assume that the Class Builder consulted with the Association, and received approval, to the changes to the hull, deck, keel, rudder and standing rigging. The Class Builder is the only person, as far as we are aware, who is in possession of drawings, specifications and moulds. This yacht was moulded over six years ago. As such the owner had no obligation to consult with the Association.

**K38 & K40:** These yachts are to the original Kinsman design with minor modifications carried out by the Class Builder (Moore's of Wroxham) in the

late 70s. Their stability is significantly lower than the Yeoman or K300.

In an effort to get closer to the stability of the Mark 300 Kinsman, a minor change to an internal fitting and a repositioning of the keel has been carried out.

As there has been NO alteration to the structure of the hull, deck, keel, rudder, skeg, sails nor standing rigging, it is felt that these two yachts DO NOT contravene Rules 1.2 and 8.1 to 8.6

However, in an effort to placate some Association Members, the RSC Yeoman/ Kinsman Fleet will put pen to paper early in 2016 and provide a detailed photographic description of how these changes were made so that any Kinsman owner can make this improvement in stability. A summary of these improvements were published in the Association's Newsletter dated 7th October 2014.

**John Vickers**

Chairman, RSC Yeoman/Kinsman Fleet.

## Summary of Keel Changes

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.

**See YK Chairman's Comments on Page 12**



*Raised lower blocks & pulley wheel*



*Top of keel in its keel box*



*Belinda's extended keel*

## Sailability - John Vickers.



*K41 with wheel steering*



The Sailability Fleet at Rutland Sailing Club has a membership of over 200 disabled sailors and their helpers. It is recognised by the RYA as the premier disabled sailing centre in the UK, based on its facilities and the variety of yachts in the fleet.

Membership is open to anyone, whatever their disability or age: currently they have members ranging from 8 to 80+. They actively encourage non-sailors to join and discover the freedom that sailing can give.

Of course, it is necessary to have extra facilities such as specially adapted hoists and boats. The Friends of Rutland Sailability have recently contributed to the complete refurbishment of K41, which now has wheel steering, and has been renamed Friendship 11. This work was carried out

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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by Paul Richards of Morton Boats to a very high standard. It is planned that K16, Salto, will also receive a complete refurbishment at the end of the coming season.

### Some Quotes from the Rutland Sailability Fleet

**John Coombes:** 'Because I am disabled, I spend 6 days a week dependant on others. But on Thursdays, I regain my self respect, confidence and self esteem – Thank you Sailability.'

**Mike Bumber:** 'Sailability is the charity I work hard for because I believe I can use the skills and experience I have gained through my working life to help so many people less fortunate than me. Sailability is my passion and to see so many people enjoying their time on the water gives me a great deal of satisfaction...'

**Ros Mulholland Gullick:** 'Out on the water you become engrossed in the very essence of what it means to be able to sail. You are an achiever, an equal participant in a world-class sport. You do not need assistance once you are on the water. You are independent. You are truly free...'

**Simon Harle:** 'On land I totally depend on other people but in a boat away from the jetty I become my own man. I have control of what I want to do and where I want to go – I'd like you to know how much being free, feeling capable and self reliant means to me.'

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## Brundish Cup 2016 - Michael & Frances Holmes



Sunday 3 January was a bleak, damp day. Frances had not been well with a cold and we were unsure whether to go sailing at Snowflakes or stay in the warm and enjoy the remains of the mince pies and a hot drink. We eventually decided a bit of fresh air would do us good and we duly arrived at Horning having decided to just sail the first race. We then discovered that rather than normal club racing there would be one long river race, competing for the Brundish Cup. Undeterred we thought it would be sensible to make a start and if it became difficult we could just turn back. Having missed the briefing we weren't quite sure of the course, this has never been a problem, as we just follow everyone else, and it only becomes an issue if we fall too far behind.

Being a bit late (as usual) and having to pump out several gallons of water meant that we were only just in time for the start. When the hooter went we were in our familiar position at the back of the fleet and heading in the wrong direction. However, a quick 180° tack and we were away on a nice port tack which took us across the apex of the corner along the south-west bank away from the bungalows. This was a cunning move, if inadvertent, as we quickly overhauled the back markers crossing the river on starboard and found ourselves in 5th place.

As we headed towards Black Horse Broad entrance the wind was roughly a broad reach but highly variable in both direction and strength. Fortunately for Frances there was little need to tack, which meant that she could have a rest, admire the neighbouring gardens and indulge in a spot of bird watching. Surprisingly as we came to the entrance to the Black Horse Broad, still on the south bank, we drew level with Y91 (Paul Barker) and Y103 (Queren Stewart and Ian Hanson). We were even more surprised when we edged ahead of them, but, as we expected, the lead did not last long, as Paul picked up a nice gust and sailed effortlessly by. We tucked in behind but were unable to head up as high as Paul and Ian going around the corner by Dydall's Mill, but once onto the straight past Decoy we started to

move nicely and overhauled the two boats in front and were now lying third. At the end of the straight we went into the bends with the tree cover and conditions became very 'weird' (a technical sailing term). Predominantly there was little to no wind and what there was could not decide which way to blow. Everyone had the same problems but what Frances lacks in skill is offset by her being relatively small, which can pay dividends in these conditions. It took a while to reach the entrance to Salhouse Broad but by the time we did, we were in a group of three, all side by side. We were now somewhat panicky as we did not know which way we should be going. Luckily, Bernard and Andrew in Y104 yelled out directions (we think they were directions), and so we had some idea of the route. Although we were furthest from the island, we managed to get a length or two ahead and tacked across enabling us to get, albeit slowly, round it in one tack. We were on our way back and in the lead.

Looking back, we saw that everyone else was having problems on Salhouse Broad, but we were not much better off as the wind was as light as when we arrived. It must have taken about 20 minutes to get back round the bends and back to the Decoy straight. Frances was quite happy as there was not much rope pulling to do and she could explain that, 'This is just like Leicester City – any minute now they'll all put up their spinnakers and sail past.' Then it happened. Almost as soon as we hit the straight the wind picked up and we started to fly. Again it was predominantly a broad reach of about 15 knots gusting a bit but not too much. The sails stretched to gentle arches as they hauled us down the straight and round the windmill bend. We covered the measured ¼ mile much faster than the speed limit and quickly reached the bungalows. We could only see one Yeoman behind, but we then realized we had a problem in that neither of us knew if we had to go up Horning Street or not, or even indeed if we had to go round any other marks. The problem was easily solved as we passed the clubhouse and heard the bell. We have been coming to Snowflakes for 10 years and had never won a race. We were pleased and very surprised – but not as surprised as everyone else! Back in the Clubhouse we were happy to take the congratulations and the inevitable strange look accompanying the question of 'How did you do that?' If only we knew!



*Brundish Cup and Solitaire Trophy for the editors, 2016*

## NBYC Yeoman Fleet Winter Walk, Lunch and Prize Giving



*Les and Lynda Clark receive their trophies*



*Steve and Liz Haines*

On Saturday 6 February, around 30 intrepid explorers embarked on our annual winter walk, which this year was organised by Lin and Ian Malton. After meeting up at Weybourne Station we set off on one of two walks, before meeting up at The Ship Inn for lunch and our annual prize giving. Many of us were unfamiliar with this section of coastline and thoroughly enjoyed the varied landscaped, which encompassed pretty villages, woodland and seascapes. It was lovely to catch up with each other and, of course, there was the added advantage of a wonderful meal from Lyndon's kitchen to round off a thoroughly good morning.

After lunch, fleet captain, Steve Haines, presented trophies to Les and Lynda Clark, who had enjoyed an excellent year's sailing. Steve, along with son Tim, then received their own award.

The fleet are now preparing for the 2016 season, when we look forward to hosting the Nationals in June. For the first time this year we have arranged a rigging and tuning day, to be held on 16th April, with the aim of helping each other launching and setting up their boats. Throughout the year we continue to run a varied calendar of social events, to back up our sailing programme. We look forward to welcoming both old and new members to our fleet.



*A hardy crew well kitted out for the annual NBYC winter walk around Weybourne and the beach*

### Talking Points

A topic that comes to prominence in any major competition is rules observance. There will always be one or two 'incidents' during such events, about which everyone will have their own point of view.

I think we have to be careful about demanding an in depth knowledge of the rules. Of course, everyone needs to know the basics – port, starboard, windward, leeward, room at the mark etc. - but few of us can claim to have an encyclopaedic knowledge of the rules. There are so many weird situations we find ourselves in when, in the heat of the moment, it's difficult to be sure which rules apply. I always take the time after such an incident to look up the relevant rules and try to learn from the experience.

But whilst newcomers to racing may have a limited knowledge, and we should be tolerant of that, there is no excuse for deliberately flouting rules, or taking advantage of others lack of knowledge. Belligerent shouting and intimidating behaviour should have no place in club racing.

As a result of mistakes and misjudgements we all occasionally find ourselves in the wrong, and in such cases we should take our penalties and do the turns. Nobody wants to end up in a protest meeting – most of us go sailing because we like to spend time on the water, not in a committee room. But those in the wrong should not take advantage of this lack of willingness to protest. And if you are in the wrong, an apology after the race rarely goes amiss.

In the end we need to remember that this is a sport; it's meant to be fun, and old-fashioned sporting behaviour helps keep it that way. I was particularly struck at last year's Nationals at Horning when, as we approached a leeward mark, the helm of a boat I had almost overtaken called politely, 'Do we still have an overlap?'. He did, and I gave him room – much more pleasant than the usual demands for water.

**Steve Haines, Fleet Captain, NBYC**



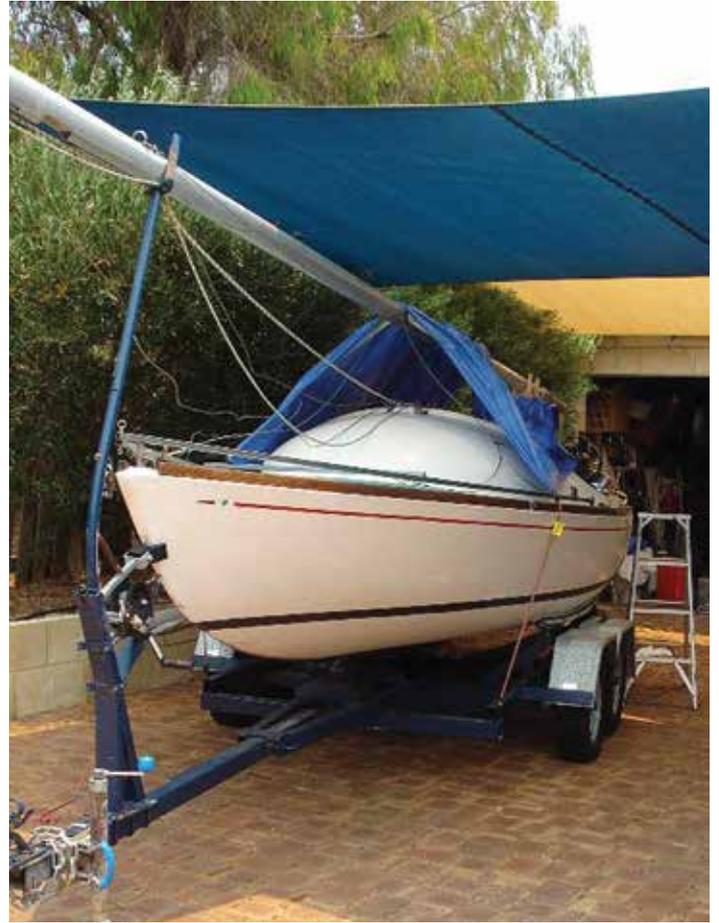
*Could this be Hemsby Beach?*

## Pavlov's Dog

You are quite right, the above scene is not the Norfolk coast or even Rutland Water, it is Dunsborough Bay Yacht Club in Perth, Western Australia. This is the new home of the Kinsman (right).

The owner tells us that the yacht was called 'Pavlov's Dog' when he purchased it, but it displays no other identifying marks.

If anybody recognises it and knows anything about its history, especially how it found its way to Australia, we would love to know.



## Y302 Returns to Norfolk - Ivan Ringwood



*Mark Ringwood, having a break, towing Y302 back from Scotland to NBYC*

At the end of the 2015 season I became the proud owner of a Series 3 Yeoman, Y302.

I bought the boat from Gordon Jubb, and together with my son, Mark, towed it all the way back from Scotland to NBYC. The return journey took less than 11 hours. We were considerably helped by the fact that I am now also the proud owner of a trailer with 10 inch wheels, which is considerably easier to pull than its predecessor.

I was sad to sell my old boat, Gremlin II, which I bought new in 1977, and have sailed on many different waters for many years. However, the family are all enjoying life aboard Gremlin III.

The other good news is that the new owners of Y135, Gremlin II, are Cally Smith and Jacqui Burgess. It has been a pleasure helping them to get familiar with my old boat and it will be good to see them on Wroxham Broad with the NBYC fleet this season.

# Charles Thomas Barron 'Ginger'

## 1934 – 2015



*Ginger Barron enjoying life*

Charles (Ginger) was born in 1934 in Twickenham – one of a family of five children. Although their house was bombed they all survived the war. Ginger was educated at Kingston Grammar School. In 1950 he joined the RAF as an apprentice engine fitter. He left in 1962 and joined British European Airways which later amalgamated with BOAC to become British Airways. He stayed with British Airways for 33 years where he rose to a senior rank in the field of engineering.



*Ginger Barron aboard Fanatic*

Sailing was Ginger's main passion in life. He was one of the founder members of the Queen Mary Sailing Club (QMSC) on the reservoir in Ashford. He started off sailing an Enterprise before graduating to a Yeoman and did much to promote the keelboat class at the Club. He was an inspiring Fleet Captain who encouraged the thriving Yeoman fleet to travel to Open Meetings across the country, including Norfolk Broads, Scotland, Rutland Water and Chichester Harbour. His friend, Brian Shipman, recalls: 'He excelled at anything to do with sailing and won more trophies than we have time to mention. I recall one year at Norfolk Broads Yacht Club when I was privileged to sail with him. There was very little wind and all the boats were very close together. We tacked away from the mass of boats and then as though by magic he found a little gust. We then sailed away to win both the race and the championship leaving all the other boats huddled together. They were great days.' In the 1980s, together with Alan Wheatly, Ginger led the way in the formation of the YK Association. He became the group's first secretary and is remembered by Graham Biggs as always being both efficient and helpful.

Ginger ran a rigging business from the back of his famous red 'tranny van', and his technical expertise was legendary, in fact he helped the QMSC design and install the hoists that are still used today. Martin Pride recalls: 'He was never too busy to help another sailor. Many a new shroud or kicker was "magicked" out of the old van usually at the expense of him being late for his own start.' Similarly, Gordon Wishart recalls attending Federation Week at Hayling Island: 'Ginger supervised all arrivals and helped all to get their Yeoman's ready to "crane in". Alan & Jackie Wheatley arrived in Y100, which was always in some form of disrepair, and on this particular occasion they even had a bent mast. Ginger summoned us to assist. Under his direction we twisted, stood on the prostrate mast, shaped it and eventually help raise it. To everyone's surprise it operated satisfactorily all week.'

Ginger's skills were not limited to setting up boats, as a side line he sourced, installed and repaired electrical garage doors. He applied himself to this job with the same diligence as he did to boat maintenance, as recalled by Trish and Gordon Wishart: 'We often hosted Ginger and Caroline. One afternoon, on arrival, he heard our garage door squeaking. He left his overnight bag by the front door, opened the back of his van, emerged with spanners, grease and oil, and in a couple of minutes all was peace and quiet again. In 1997 we ordered a new door, which he fitted before he went racing at NBYC. For the last 18 years the door has performed perfectly.'

In the millennium Charles moved to Sussex and joined the RS Elite fleet sailing out of a marina into Chichester harbour. In his seventies, together with his long-term sailing friend Alex Martin, Charles crossed the Atlantic in the ARC race, when the pair sailed from the Canary Islands to St Lucia. Until recently he continued his technical exploits working in the engineering department for the Wey and Arun Canal trust.

Many people attended the Service of Thanksgiving for Ginger's life when Brian Shipman concluded his eulogy with the following words: 'A good man who gave life his best shot. Like Christopher Wren, if you seek his memorial look around you. You can judge people by the number and, dare I say, by the quality of their friends. His friends and family here today are his testimonial. What more could anyone hope for?'

## Clive Seward 1943 - 2015



*Clive and Jill at the Yeoman Nationals, Wroxham, 2007*

The Yeoman fleet at NBYC were saddened to hear of the death of one of their most popular members, Clive Seward, last October.

Clive was an excellent sailor, having swapped the Irish Sea for Wroxham Broad in the mid 1990's sailing Y102, Cornelian, with his wife Gill as crew. Clive resolutely refused to fly a spinnaker which often hampered his

progress, but in the lightest of airs there was nobody better and he was able to move his boat when the rest of us were convinced that there was no wind.

Clive was always happy to wile away a Sunday evening on the clubhouse verandah with a glass or two of wine, declaring that his sailing success was 'all a mystery' - it wasn't of course and he will be greatly missed.

## Chairman's Notes: Carl Brady Y164 Nimrod



*Carl Brady, Chairman of YK Association*

As we prepare for the coming season I should like to reflect upon the planning that has been going on 'behind the scenes' over the winter period.

The committee has met a couple of times. High on its agenda have been arrangements for this year's Nationals,

which will be hosted by NBYC. I am sure, subject to weather conditions, the event will be as fabulous as usual. As normal a number of social events have been planned, and it is hoped that many visitors from other fleets will join the fun. I look forward to seeing you there.

Discussions have also been taking place on the keel modifications that have been made by Kinsman sailors at Rutland to improve the 'righting moment'. Whilst this has caused a few unhappy times in committee, we are now, I am glad to say, well on the way to welcoming these yachts back to the fold. Initially the work was considered to be contrary to the class rules, but a year's worth of results has now been presented to the Association along with a detailed breakdown of works undertaken. These will allow the committee to provide details to other Kinsman owners wishing to carry out identical modification and also provide handicap data.

As most of us prepare our boats for the forthcoming year, Snowflake Sailing Club at Horning have just closed their winter season. After a slow start, due to awful wind conditions, the post-Christmas sailing has been very good. The club plays host to a variety of classes, including an active Yeoman fleet, the occasional Kinsman, not to mention a large group of dinghy sailors. The season has been very sociable with an outstanding end of season prize giving and dinner.

As I mentioned in the last newsletter, it would be great to see our boats travelling more to other sailing locations. Meanwhile, I am very encouraged to see our Yeoman fleets expanding.

I look forward to seeing friends, both old and new, during the coming season.

*On the river at Horning, Snowflakes, February 2016*

