



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

Spring 2017

## Snowflake Sailing Club Goes From Strength to Strength

Snowflake's Yeoman fleet has had its most successful year for some time, regularly seeing 10 or more boats on the river. A slightly warmer first half of the season encouraged sailors from both NBYC and Horning to take advantage of some fine winds. We have also seen several new Yeoman owners take the opportunity to try river sailing.

But why is Snowflake's so successful? The obvious answer is that it is one of the few winter sailing clubs in the area. However, that does not fully explain the recent increase in numbers at a time when summer clubs have lost members.

The bacon butties and friendly atmosphere certainly help, but perhaps most important is the youth policy. The dinghy fleet is mainly (but far from entirely) made up of teenagers. Youngsters who are not too bothered about a dunking in a freezing river in mid-January, who sail each week, generally relying on supportive family. Their performances have encouraged many of us to turn up just to enjoy the enthusiasm of the youngsters on (and often in) the water. It is also great to see some of them going out in the family Yeoman, boosting fleet numbers. Add the location of Horning Sailing Club with its wonderful views and the question should be: Why don't more people take advantage of a unique winter experience, and the opportunity to sail on the river with hardly a hire cruiser in sight?



*A close finish of a shortened course, December 2016*

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We look forward to receiving your photographs, comments and articles for our next edition. As usual a few good sailing yarns will be most welcome.

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*All clear in blustery conditions, March 2017*

## The Navigators Three Rivers Race: Toby Fields



*Starting on a run, 2015*

The Navigators Three Rivers Race, organised by Horning Sailing Club, has been running since 1961. It is one of the longest inland waterways sailing races in Europe with a length of between 45 and 50 miles, depending on conditions on the day. The race is intended to take up to 24 hours to complete, although some of the faster craft may complete it in as little as seven hours; there is a handicap system in place to ensure that different craft have an equal chance of winning. For many competitors the goal is just to finish the race and enjoy the cooked breakfast in the clubhouse. In 2014 the Race was ranked as the third toughest mass participation event in the UK by the Sport and Recreation Alliance.

The concept for the race began in 1961 when David Hastings (who at the time was both the Secretary of Horning Sailing Club and Yarmouth & Gorleston Commodore) together with fellow members Peter Mallender, Dickie Keogh and Eric Smith put forward a new sailing challenge for club members. They proposed that the boats would turn at a moveable mark between Stokesby and Six Mile House on the Bure – the position of the buoy being decided by the race officer on the day, depending on conditions – and at a mark on Hickling Broad. To save this becoming a two rivers race, it was agreed that the boats would turn before Ludham Bridge on the Ant. Thus, the Three Rivers Race (Bure, Thurne and Ant) came into being.

The very first Three Rivers Race took place on Saturday, 16 June/ Sunday, 17 June 1961. 42 boats started in a brisk breeze, but overnight conditions turned to gale-force winds. First home at 11.30pm on that moonless night was a Yare and Bure One Design, Brimstone, helmed by Hugh Tusting, who had to hail a sleeping race officer for a finishing bell. In those days there was no radio contact and only three safety boats. Competitors had to jump out

of their boats and run along muddy banks to mark their passing of a turning point. Nowadays, safety is very much at the forefront of the organisers' minds, but the race is every bit as exhausting and exhilarating for the participants, and as thrilling for the hundreds of spectators.

The current challenge sees crews starting and finishing at Horning Sailing Club on the upper Bure. They need to negotiate their way around four buoys located at: Ludham Bridge on the Ant; on South Walsham Broad or Fleet Dyke on Hickling Broad; at the top end of the River Thurne; and downstream on the River Bure around Stokesby or Stracey Arms. There are four mast lowerings: the pair of bridges at Potter Heigham and also the bridge at Acle both ways.





All of the boats are tracked at Horning Sailing Club for safety purposes. A team of ten fixed-motor cruiser guardships plus a range of other safety vessels keep an eye out for any problems and report back to base via radio.

Progress around the course is tracked using computer software which allows the race controller to see in an instant on which stretch of water each competitor was last reported by a guardship. The entire race is run by volunteers.

The beginning of the race is the best time for spectators to view the fleet in one concentrated mass – as the boats wait to be started in groups of around 10 upstream of the line at Horning Sailing Club. The first start is usually at 11am and it takes over an hour to get the whole fleet on its way. Once the fleet has reached Thurne Mouth, yachts can usually be seen heading off in both directions, and this decision is probably the most critical one of the whole race, dependant as it is on wind, tide and boat performance. The Navigators Three Rivers Race is a test of seamanship over a long period and covering a wide variety of conditions from close-quarters boat handling at the start, to light-air sailing overnight and control at the bridge zones.

In recent years, the Yeoman class has been one of biggest groups entering the Navigators Three Rivers Race: sometimes requiring a split start due to numbers on the river start line. In 2009, Richard and George Whitefoot won the race in Y162, Folly Too, by a substantial margin, helped by favourable conditions and excellent sailing skills. The cuddy has been known to be a useful place for crew member to hide from the rain, or as an emergency toilet cubicle (with a strategically placed curtain!). Yeomans are usually high up in the keelboat rankings and there are trophies for both half-deckers and for Yeoman/Kinsman class boats.

This year the race will run on 3 June with the first start at Horning Sailing Club planned for 11am. Spectators are welcome to watch the start from the HSC club frontage or Swan Green. The deadline for entry applications this year is 22 April and entry forms are available from [www.horning-sailing.club](http://www.horning-sailing.club). We look forward to seeing you there!



*A member of the  Zurich Financial Services Group*



*Round the corner into the Street at Horning, 2015*



*On their way, 2015*

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



*Topaz and Two C'Sons safely navigate Potter Heigham Bridge*



## Rutland Kinsman Fleet Prize Giving

John Vickers, Fleet Captain, opened the meeting by sending the fleet's very best wishes to Tony Hargrove's family. Tony had recently suffered a stroke and was hospitalized. He was making slow progress towards recovery.

Much time was spent at the meeting discussing the format of the proposed mixed-class, cruiser/keelboat racing on Saturday afternoons in 2017.

The very popular long distance Round the Lake Races were also to be continued on one Sunday per month in 2017.

There then followed the Annual Prize giving for 2016 as follows:

- Kinsman Shield – Jemima, Graham Biggs
- Nick Hart 1/2 Model – Black Magic, Nick Green
- Biggs Trophy – Onyx, Charles Frisby (crew)
- Hargrove Trophy – Jemima, Graham Biggs
- Rose Bowl – Scorpio Two, Diane Kemm
- Round the Lake Cup – Jemima, Graham Biggs



*Prize winners with Mrs Pauline Vickers*



*Graham Biggs receiving his cup from Derrick Young*

## Rutland Ramblings

2016 was yet another season when the weather had a significant part to play in the number of races sailed by the fleet.

It was a year when we concentrated on the long-distance Round the Lake races. In 2014, Onyx, helmed by Tony Hargrove and crewed by Charles Frisby, took the silverware. The following year it was Belinda, helmed by John Vickers and crewed by Iain Stowe, that was the successful yacht. To complete a hat trick of Kinsman wins, 2016 saw Jemima, helmed by Graham Biggs and crewed by Chris Tomlin, collect the trophy.

The season started off with an incident in May when John Vickers, helming Belinda, finished up hanging on to the boom after a spectacular broach. As a result, John realised both yacht and helm needed some remedial work! He booked himself in for a hip replacement, to improve his balance, and also made modifications to Belinda to enable him to keep sailing – see next page for full details. At a farewell gathering before John went into hospital he and Pauline, his wife, entertained members of the fleet to afternoon tea and cake.

Meanwhile, it was great to see Mike Kemm, sailing Scorpio Two, return to racing, having overcome a series of health issues.



*John Vickers with trophies*

Our very best Wishes to all Yeoman/Kinsman sailors for a successful 2017.

## Belinda's Seating: John Vickers

It all started last May when we were participating in a long-distance Round the Lake race in Belinda, K38.

On the last downwind leg we were chasing Jemima, helmed by Graham Biggs, when a squall hit us. I was standing with the tiller between my legs trying to haul the kite down as my crew tripped the pole. Belinda screwed up to port and I lost my balance and fell overboard. I just managed to hold onto the end of the boom before hitting the water.

Hearing a commotion behind, Iain turned and made a dive for me, pulling me back into the boat. Luckily, we had optimised the keel and so did not capsize, and only took on a few buckets of water. After continuously bailing out the boat on the upwind leg we managed to secure a creditable fifth position, but returned to the pontoon in a very subdued mood.

After discussing my misfortune with my crew it became obvious to me that I could not continue to race whilst having an unstable pair of legs. So we decided to give the rest of the season a miss and I put myself in the hands of the medical profession. I finally had one hip replaced last October. I had severely damaged my other leg in a road accident some 50 years ago and it was felt better to leave that alone.

After much discussion with my Kinsman colleagues it was decided that we needed to modify my boat so that I did not need to stand at all on every point of sailing. Being a member of the RYA Paralympic 2.4mR squad some years ago I still have a lot of contact with the RYA Paralympic members.

In July I got in touch with John Robertson, helm of the Paralympic Sonar crew, and we met up in Cowes to have

a look at the modifications that had been done to the GBR boat. He had a seat spanning the width of the boat with a support on either side for him to brace his back against. That and a grab pole also across the boat allowed him to change sides of the boat by using the physical effort of his upper body.

I took photographs of the modified Sonar and after much discussion a plan was devised to modify my Kinsman along the same lines. This work has been carried out over the winter months and I am indebted to Charles Frisby, Tony Hargrove and Iain Stowe for all their efforts

I am now making a steady recovery and hope to start racing again in April.



*Modifications to Belinda'*



*The modified GBR Sonar boat*

## RSC Kinsman Fleet Keel Changes

In the last two issues we looked at the changes to the Kinsman keel and its lifting arrangement, as developed by the Rutland Fleet. A detailed pdf has been produced explaining how this was done and can be viewed on the YK website: <http://www.yeomanksman.org.uk/>



*Effect of the hull changes*

## The Racing Kinsman by Tony Hargrove



*Tony Hargrove, sailing K300, Onyx*

Some 16 years ago, I was persuaded by Charles Frisby, he of K50 Missteak, to buy a Kinsman. I was enjoying sailing a Yeoman at the time, but moorings were expensive and launching a fixed keel boat down a slipway is not easy, and so I wanted a boat I could dry sail.

The Kinsman seemed to fit the bill, but being a racing man, I soon found it was shy to windward and more unstable than the Yeoman, and so it was detective time. The hull and rig are identical, the lifting rudder and skeg are the same size and lateral area as the Yeoman, but the lifting keel is a completely different beast to the Yeoman's fixed keel.

I then looked at the sails, and soon realised I needed new ones, and so turned to my long-standing friend and sail maker Kevan Bloor, proprietor of Alverbanks Sails of Derby (now retired). I had known Kevan for many years, and so was aware that in his early days he'd been involved with National Twelves during their years of rapid development, when he had become extremely knowledgeable about sails, hulls, foils and rigs and their interaction.

The first thing he noted was the huge spinnaker. These were the days before we were allowed spinnaker chutes, and so he suggested a flyaway pole would be a useful aid. We soon noticed that the more we eased the genoa halyard, the better the boat went to windward, which eventually led to an extremely full genoa with a radial clew. Of course you don't drive a Kinsman to windward. If you try you just

go sideways (remember that small flat sided keel which doesn't develop any lift). You go for speed and keep the bow deep. Because the genoa consumes vast amounts of air, we keep the slot open: to help us we have a leech telltale and a small window just aft of the mast in the mainsail to check that it is flying. We also have camber stripes on both sails to help us learn more about sail shapes.

Going to windward, we soon found that the leeward shroud was loose with the original maximum length spreaders, which was allowing the centre of the mast to bend to leeward. The original hulls were simply not strong enough to take the stresses with normal rig tension. My belief is that the middle mast bowing to leeward was closing the slot: the last thing we wanted with a large genoa exhausting so much air. I started on a number of experiments. I bought a narrow section mast with plenty of sideways bend and as the theory of swinging spreaders wasn't working, we went for fixed spreaders and kept shortening them until going to windward, the middle of the mast was bowing slightly to windward and opening the slot, which was what I wanted. This was frowned upon by all the experts, but I have developed the system and have settled on a static inwards deflection of the cap shrouds of approximately 75 mm. The inner shrouds are very loose, only being there because the rules require them and in spite of all the warnings and racing 3 up in force 6, the mast is still OK after 10 years of use. This may require the spreader ends to be beefed up, as the originals are designed to work in compression whereas when very short they have to work in tension.

When the new rudder was permitted, because it had to lift through the slot we could not use it, and so we developed our own, which makes the boat far more manoeuvrable and controllable on a 3 sail reach. Finally, we found that we could drop the keel 150 mm after strengthening the keel case, which has vastly improved the stability and also improved the windward performance.

I see all these modifications as making up for the lack of development over 30 years and really allowing the Kinsman to show its full potential as a competitive trailer sailor that I believe Mr Yeomans would have approved of and been proud of.

In all these developments, I have been fortunate to be able to have so many brains to pick and good friends whom I could bounce ideas off. I have had much thinking time in retirement and am confident I could go out and purchase a second-hand Kinsman and with this hard-won knowledge could end up with a fully modified boat at a reasonable cost. I have no regrets and feel that I've come to the end of this road, except that I now have a 300 series Kinsman which because of its space frame and extra stiffening, would probably benefit from a rethink of the rig. However this won't be happening, as I have now reached my 'four score years'.

But remember, I am neither a boat designer nor engineer, I simply tell you what we have found successful, you try it at your own risk!!

# Yeoman/Kinsman: Certificate and Measurement

It is the intention of the Y/K Association to make available to all members of the Association a certificate of ownership. In order to obtain a certificate it will be necessary to have your boat inspected and verified, to ensure that the boat conforms to rules issued by the Association.

## Inspection and Measurement

To give members guidance as to which items will be inspected or measured, the list will include the following.

### Rule

- 5.1 Visual Inspection - Boat number, cut into hog or on plate under cuddy
- 5.2 Visual Inspection - Sails to have identification marks
- 8.1 Visual Inspection - Keel treatment should not change profile or section
- 9.0 Visual Inspection - check rudder section and profile
- 11.0 Visual Inspection - specified deck hardware to be checked for position
- 12.0 Weight - not to be less than 670kgs
- 14.0 Mast limit marks to be as specified
- 15.00 Visual Inspection - rigging, material construction and positions to be as stated specifications
- 16.0 Main Boom, limit marks to be as specified
- 17.0 Visual Inspection - Spinnaker or Whisker pole to be as stated construction and dimensions
- Visual Inspection - Sails to be signed by a Sail Measurer

Please see the publication: Yeoman/Kinsman Class Association Constitution and Measurement Rules Issue 3 June 2013 and subsequent amendments for further information.

**Visual Inspection** – this indicates that an item shall be checked against the wording of the relevant rule.

**Limit marks** added to a mast and boom to be measured in accordance with the relevant rule for the boat series.



*Measure before launching*

The inspection and measurement will be undertaken by those designated persons approved and recognised by the Y/K Association. Thereafter the Secretary of the Association will issue a Certificate of Measurement and Registration.

As well as recording that a member is a registered owner of a Yeoman or Kinsman there will be an opportunity on the certificate to record any approved exceptions. There will also be provision for a member to record their agreement to ensure that their boat will be maintained to comply with class rules.

Members should bear in mind that entry to a National Championship requires abiding by the measurement rules of the Association. Fleet rules may also require this provision.

Members should check with their fleet Secretary, to find any particular dates or arrangements when inspection and measurement will take place. The most appropriate time to undertake inspection and measurement is when boats are out of the water prior to launching.

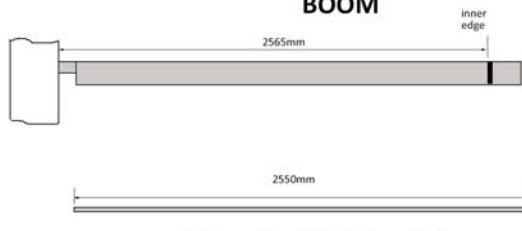
*Eric Diffey*

## Yeoman/Kinsman Measurements

### MAST



### BOOM



**Spinnaker/Whisker Pole**

## Yeoman/Kinsman National Championships 2016



*Bill and Diane Webb win the YK Nationals, June 2015*

The weekend started on Friday evening with a barbecue for nearly 40 fleet members, friends and contestants. After a cold and rainy week I was not hopeful for the weather, but the skies cleared and we were treated to a sunny, if cool, evening.

On Saturday morning the weather was cold and wet, not a good start, but by lunchtime most of the rain had cleared and we had a light to moderate north-westerly. This created shifty and challenging conditions, particularly on the clubhouse side of the broad. The course took us north to mark 1, a broad-reach to 4, then included east and 2 to improve the beats.

A fleet of 18 boats took the first start line, including 4 Yeoman from Horning and the only Kinsman, Ruby, sailed by John Edmonds from Erith. Our Class Secretary, Toby Fields, might have wished he was in a Kinsman at the first start, having found the water on the river side of the broad shallower than he expected in his Yeoman, Tanskey. Last year's champions, Bill and Diana Webber in Swift, took the lead, with Paul and Adam Barker in Brandy Bottle second and Topaz, sailed by Gary Ross and Steve Dixon, third.

In the second race Steve and Tim Haines in Yggdrasil had a good start and led at the windward mark. Brandy Bottle and Nomad, sailed by Eric Diffey and Jamie Manners, gave chase. Meanwhile Swift was over at the start and had to go back, but Bill and Diana gradually worked their way up through the fleet until they were in fourth place. While Yggdrasil was keeping cover on Brandy Bottle and Nomad on the beat between marks 4 and East on the third lap,

Swift went left, got a lift along the keelboat pens and came out in the lead which they held to the finish.

The Championship Dinner on Saturday night was well attended and chef Jonathan presented us with a delightful three course meal. Over coffee Michael and Frances Holmes ran a light-hearted, time-travelling tour of the Broads with archive photographs and an entertaining quiz. Our race officer, Robert Self, was rather surprised to see a picture of his younger self sailing an Enterprise at Horning, although he was quick to deny it was from the 1950s and insisted it was the late 1960s!

On Sunday the weather changed completely with the wind swinging to the south-east and later due-south. Robert gave us starts from the platform at the north end of the Broad, and so we had good long beats from the start line with runs back to mark 1.

In the third race Yggdrasil started from the starboard end of the line and immediately tacked on to port in clear air. After a good beat they were again leading at the windward mark and this time were able to extend their lead and hold on to their position through to the end, despite Swift making up ground in the last lap. Brandy Bottle, now crewed by Janet Barker, was third.

After an early lunch, the fourth race started with a general recall. The wind had shifted to the right creating a pile up at the starboard end of the line and many boats pushed over. The second attempt, after the pin end had been moved, got away cleanly with the group of Swift, Brandy Bottle and Yggdrasil battling it out at the front. With the wind shift the beat was one sided with little opportunity to make gains and Swift won from Yggdrasil, with Brandy Bottle third. The competition for fourth place was between fleet veterans Eric Diffey in Nomad and Gordon Wishart in Who's Bob, with Eric making his spinnaker pay in the end.

**Steve Haines**



*Runners-up, Paul and Janet Barker, in Brandy Bottle*

## Yeoman/Kinsman National Championship, 2017



*National Champions Bill and Diana Webber on Swift*

This year the Nationals will be held on the weekend of 24/25 June when we will be hosted by Horning Sailing Club, on Hoveton Little Broad. We are all looking forward to an exciting competition. Bill and Diana Webber have won the last two championships: can they make it a hat trick this year? There are a number of strong contenders, and so nobody expects them to have it all their own way. Reviewing some interesting performances at Snowflake's over the winter it looks as though it will be a really tough competition this year. But who could be in the frame?



*Sally Dugdale helming with son James crewing Lavinia*

It's great to see Lavinia back on the water but which Dugdale will be at the helm? Sally still has many commitments both home and abroad, but may be there if the dates work. Alternatively James is very hard to beat in any boat. It's always risky to bet against a Dugdale.



*Paul Carrington with Marco in Nomad*

Paul Carrington has bought Nomad, neither the boat nor Paul, are strangers to winning. Paul's results on the river demonstrate that he is more than capable of taking the honours in his first season of Yeoman sailing.



*Paul Barker at the helm of Brandy Bottle*

Paul Barker pushed the Webbers all the way at last year's Nationals and did the same over Wroxham week. Could this be Paul's year? He would be a popular and very deserving champion.

Is there a Leicester City in the fleet somewhere. Of course that is always possible and as we write this in March who knows what will happen in the summer season.

No matter who ends up as 2017 National Champions we look forward to a good turn out, great racing on the water and wonderful social events on dry land.

## Snowflake Sailing Club

### Hello from Snowflake's

As usual SFSC has seen it's fair share of unpredictable weather, but that hasn't put off some of you dedicated Yeoman sailors. It's been great to see up to ten Yeomans out each week, and lovely to watch (even if I'm not totally sure what's going on!) We've welcomed newcomers John and Kay Rawlinson, and Paul and Elise Carrington who all seem to be enjoying themselves. We're always happy to see stalwarts of the Yeoman fleet for a coffee, lunch and at our many social events – especially our annual Burns' night dinner.

Big news! SFSC on Tour has relocated! After a few years at NBYC, we are excited to try the 2017 Yeoman Open on the 29 October on BLACK HORSE BROAD.

See you next year.

**Grace Dugdale** (SFSC Commodore 2016/17)

### End of Season Report

The outstanding Yeoman sailors of the season were again Ian Hanson and Queren Stewart, sailing Kittiwake, Y103. They won both the Montagne Trophy and the Landamore Trophy whilst Q also won the top-crew award. Congratulations to Bernie Westgate and Andrew Fryer who won the Half-Time Trophy in Misty Morning, Y104, and Sarah Knight who won the Solitaire Trophy for the best non-spinnaker performance. No prizes, but a big well done to all the other Snowflake sailors who turned out regularly throughout the winter, in conditions varying from sunny, warm and windless to gale force and scary. Finally, a big thank you to Paddy for timekeeping so expertly every week, and the superb team in the kitchen who not only provide the bacon sandwiches but consistently pull out the stops and excel at the special events during the winter. A great season all round.



*Snowflakes end of season regatta, March, 2017*



## The Tri-Icicle, 2016

The 2015 Tri-Icicle was marred by a severe lack of wind, in 2016 it was feared that forecasted high winds would cause problems. However, those of us expecting 35 mph winds gusting to 45 mph were surprised to find close to no wind at all. Eventually the decision was made to start down river from the waterworks.

After a tow to the starting point, we set off in a brisk breeze accompanied by plenty of sunshine. Even Frances admitted conditions were very pleasant, although she did complain that the ride up to the waterworks was much better as she had more time to check out the decor of the riverside dwellings as well as enjoy the wildlife.

There were a total of 45 starters with nine Yeoman all heading for Boundary Farm on the Bure. We were on a reach for much of the time which suited us fine as it did the other Yeomans who kept within sight of each other, with Gary and Steve in Topaz a few yards in front. Some confusion at the first mark left five Yeoman all within reach of each other, with plenty of wind to help us on the next leg up the Thurne. With occasional opportunities to use a spinnaker and the wind predominantly behind us the sailing was less hard work but Frances and I dropped back from 3rd to 5th Yeoman by the time we reached the second mark with Topaz well away as lead Yeoman.

As we headed back towards the waterworks, the wind was fading (as were we) and we were hoping that the end was in sight. Unfortunately, we soon realised that we had to make it back to the clubhouse – which, sad to say, took us another hour. However, we persevered and were pleased to finish in a respectable, but distinctly unremarkable, time.

Congratulations to Gary and Steve who were the first Yeoman home and 15th overall in a race that suited the River Cruisers which dominated the leader board. Special congratulations to John Rawlinson in Lara, who only learnt to sail in 2015 and who successfully completed the course.

**Frances & Michael Holmes**



*Kittiwake and Charlie Brown*



*Topaz being overhauled by a well-rigged River Cruiser carrying rather more sails!*

## NBYC Yeoman Fleet

### Winter Walk, Lunch and Prize Giving



*NBYC Yeoman Fleet (and Jess) raring to go*

On Saturday, 28 January, around 30 intrepid explorers, including a dog named Jess, embarked on our annual winter walk, which was again organised by Lin and Ian Malton. We started in Aldborough at the Black Boys pub, which several dedicated walkers decided was both a perfect place for a pre-walk loo stop and for liquid refreshment. We set off with weak sun and a light sou'wester making it a pleasant start. As the going became choppier, Jess decided to head for calmer waters in the nearby brook, much to the consternation of her owner, Cally, who nevertheless managed to avoid the post-swim muddy shake. After a long downwind run home we all found our way to the nearby Erpingham Arms for a superb lunch much appreciated by all. At the annual prize giving, Michael and Frances Holmes took the cup for the leading non-spinnaker boat in the 4 o' clock trophy, whilst Bill and Diana Webber, were the leading spinnaker boat.

### Where are they now?

It was good to hear from Steve Haines who reported spotting field, sorry water, trials for the new 400 series Yeoman! However, he did admit it was in reality his son Tim enjoying the hard life at Warwick University with the Uni sailing club in a 6M Elliot at Weymouth. Our geography may not be too good, but that seems a long way to go.

It is great to hear that Tim is keeping up his sailing and we hope to see him back at NBYC over the summer.

### Annual Report

The 2016 season was very much a curate's egg. We enjoyed a series of very successful events, including the National Championship (see separate report for details) and Wroxham Week, but had disappointing turnouts for the regular weekend series.

We have been very pleased to welcome new members to the fleet, but were sad when some of our long-standing members, including John & Doris White and Gordon & Trish Wishart, called an end to their sailing careers. We are very pleased that they still join us 'off the water'.

On the water, the racing was dominated by Bill and Diana who had a very successful season. By popular request, in March, Bill passed on his tips to the rest of the fleet at a training-come-social evening. Throughout the season, efforts will continually be made to help newcomers join in weekend races.

All-in-all the Yeoman fleet has flourished with good mid-week turnouts and well attended social events. Additionally, we are very proud that in the 2017 season Andrew Musgrave and Gary Ross, both Yeoman fleet members, will be NBYC Commodore and Vice-Commodore respectively. We wish them both, together with Daphne and Victoria, well. They all know that they have the full support of the Yeoman fleet behind them.

**Michael & Frances Holmes, Fleet Captains, NBYC**



*Tim Haines up front, 'doing something with a stick', Weymouth*

## Wroxham Week 2016

This year's Wroxham week provided the usual mixture of excitement, entertainment and, of course, a few surprises. Bill and Diana Webber won the major Yeoman event but were pushed by Paul and Janet Barker who were hopeful of overhauling them in the final race which was unfortunately abandoned due to lack of wind. Gordon and Trish

Wishart (combined age > 160) were popular winners of the afternoon series at their last Wroxham week in Who'sBob, while Ellie Ringwood, our youngest competitor (aged 12), won the Ladies Race. As usual, our picnic on Goose Green was enjoyed by all, proving once again that we know how to enjoy ourselves both on both land and water.



*Bill and Diana Webber left with Paul and Janet Barker, 2016*



*Ellie Ringwood with Grandad Ivan and father Mark, 2016*

*Gordon and Trish, 2016*



*The ever-popular Yeoman picnic, 2016*

## Comparing the Y300 Series to Previous Models



*White Spirit at YK Nationals, NBYC Wroxham Broad, 2016*

We have been sailing for 10 years, and so no longer have the excuse of accrediting our lack of success to the fact that we are newcomers. Instead, we simply put it down to our own competence (or should that be incompetence) and lack of innate ability, but mainly of course to bad luck. So it is not totally surprising that when Gordon Jubb was unable to continue sailing and decided to sell Y302 for £5000 Frances and I had a slight disagreement.

'Too good a deal to miss', I suggested. 'The boat would be wasted on sailors of our calibre,' she responded. Going on to point out that in our existing boat we were unconcerned about the odd scrape and bang. Besides Sunbeam (Y100) was a sort of old friend, and there was nothing wrong with her. Frances' clinching argument was the fact we'd have to transport our acquisition back from Scotland, and thus far hadn't so much as towed Sunbeam the 15 miles from NBYC back home to Cringleford.

I duly added Y302 at its new price on the web site and was very pleased when Ivan Ringwood said he was seriously thinking of buying it.

Ivan and his son Mark made the long trek to Scotland to retrieve Y302. With a little help from Phil Betts, Ivan readied the boat for the new season and renamed it Gremlin 3.

Meanwhile I was still sulking, feeling that yet again Frances had made a logical case to stop me acquiring a new toy.

So Sunbeam was taken out of the water, after the end of the Snowflake season, and I got very messy splashing anti-foul on her bottom and wood stain onto the seats and rails.

Back at the NBYC clubhouse things were stirring. John White had decided to sell Y303 White Spirit and had just put up an advert. Pushing my luck, and armed with the sound logic that Woodton in Norfolk was closer than Scotland I suggested that we should buy Y303. Convinced by the strength of my argument, Frances immediately concurred and we swiftly did a deal with John [note from Frances: 'He went on and on, and so I eventually gave in for some peace and quiet'].

So how are we getting on with the 300 series compared to Sunbeam. Let's start with some aesthetics: the first thing to note is that according to Frances the seats are far more comfortable. Frances wanted to add cushions, but so far I have got away without doing this by suggesting that would take it out of class. The two canvas shelves under the cuddy may seem merely cosmetic but are great for storing spare gear like waterproofs that are tucked out of the way but available if needed. The next really important difference is the inbuilt pump. No need for a tube and wobbly plastic pipe, simply attach a handle and pump away.

But strangely there is very little need to use this handle as less water seems to flood into the boat than in the 100 version. I suspect the buoyancy tanks may be keeping the boat more level. Overall the boat seems much more stable.

What most people first notice is the way all the 'string things' come together into a single 'control consul' located in the middle of the cockpit. This is great, as it is easy to clip the other ends to their relevant hooking points around the mast, whilst having the pulling end easily to hand at the consul. My one complaint is that the lines do not seem to run as freely as on Sunbeam, as a result in light winds easing the lines does not have the desired effect. I will check out the various blocks when White Spirit has her spring clean.

So everything is a bit tidier, solid and easy to manipulate but does it sail any better or faster? The short answer is no it does not give you any physical advantage over the previous design. However, it feels good to handle and personally it gives me confidence and to a certain extent encourages me to want to try harder. But the really good point is that Frances likes it. From being against buying a new boat she now confesses that it was a good move and we are both really pleased that we are the proud owners of Y303 White Spirit.

One last point is to compliment Phil Betts on a very good job. The 300 series is a high-quality design and built to an equally high standard. Thank you Phil, we will try and do it justice – maybe not in terms of results, but definitely in terms of enjoying our sailing.

***Michael Holmes, Y303, White Spirit***

# Learning to Sail - John and Kay Rawlinson, Lara, Y21

It is a truth universally acknowledged that a married man in possession of a house needing decorating must be in want of an excuse! Learning to sail fitted the bill.

Having been fortunate enough to have the opportunity to take early retirement we spent a year renovating our new house but then the novelty started to wear off. John fancied learning to sail and was keen to get a dinghy. I was less keen as the idea of spending time in the Broads rather than on them didn't appeal. Then we spotted a 'Push The Boat Out' day at Horning and went along.

It was a bit gusty but we went out anyway in a lovely Yeoman with Toby at the helm. He was happy to show us what she could do! Once he had assured me that a Yeoman doesn't tip over (really?) I relaxed and started to rather enjoy it, so much so that we went out for a second go. This time Tansky picked up her skirts and went for it!

Now I know my husband, and I knew that having got it into his mind that sailing was the thing, I needed to steer him away from a dinghy. What better than a Yeoman? A boat you can sit in comfortably, wear normal clothes (I don't think me and wetsuits are made for each other) and with space for safe storage of chocolate? So I sowed the seed and waited... and very soon he had the great idea that we should learn in a keelboat. I happily agreed.

We signed up for RYA 1 at Horning and turned up to find we had been allocated a Rebel to learn in. A little different to what we expected, but beautiful. Our instructor was great, put us at ease and didn't look panicky when we got it wrong (quite frequently). It was a lovely experience, sailing in the evenings up the river from Horning to Blackhorse Broad, learning to dodge motor cruisers and keep the end of the boom in sight.

Sailing back down the river at the end of the lesson was magical. The holiday makers had gone to the pubs and we glided quietly along looking at herons and grebes as the

sun went down. What is there not to like about sailing?

Wind...

And other boats...

And getting out from the mooring...

And getting back in...

It's all very well gliding along in a light breeze in the sunshine with an instructor by your side, but doing it all by yourselves is trickier, and you can bet that it will go wrong in front of an audience. However, we had a lot of help and advice from other sailing club members who assured us that they had all made the same mistakes which made us feel somewhat better.

We started our lessons in June 2016 and bought a Yeoman to practice in on quiet days when there was no one around to see. We joined Snowflake Sailing Club and joined in the racing, happily following the fleet and trying to copy what they were doing which has helped us build up a solid and consistent last place...but just wait until next year...



*John competing in this year's Tri-Icycle*

*Yeomans returning to Horning on Wroxham Broad,  
October 2016*



# Learning to Sail - Message Received

In an earlier article we noted the importance of top-class training when encouraging youngsters to experience the fun and excitement of sailing. Most sailing clubs recognise this and happily provide the relevant tuition. Certainly this is true at NBYC, Horning and Rutland.

However, what about the more mature person who has come to sailing a little later in life? The reason this is so pertinent is that for such novices the Yeoman is an attractive option, in that it is almost impossible to capsize and is easy to sail as a beginner. In a recent meeting of the NBYC Yeoman fleet, this group was particularly vocal and got across the very clear message that they needed more structured support to help them feel confident enough to participate in club racing.

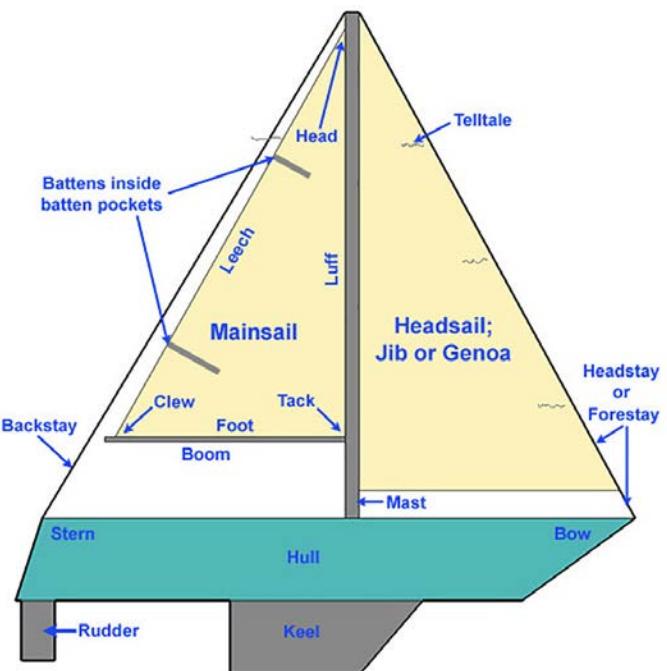
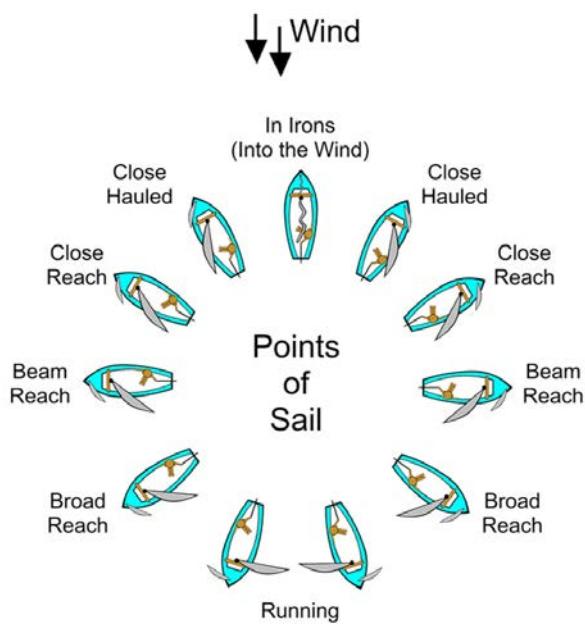
In response, alongside club training, the fleet will provide a combination of on-shore training, supporting documentation and practical help. In particular:

1. Bill Webber will give two talks, the first one a few weeks before the start of the season, was aimed at giving an idea of the starting procedure, the race courses and signals used at NNBYC. It also encompassed an introduction to the basic rules.
2. Mark Ringwood will schedule two 'launch days' when he or other members of the fleet will be on hand to help get boats in the water and demonstrate some basic sailing techniques.

3. Bill's second talk, a few weeks into the season, will give ideas on how to get around the course quickly. It will cover boat tuning, sailing technique and making the most of the constantly changing wind on Wroxham Broad.
4. On an ongoing basis Frances Holmes will be the contact point for any sailor who would like some practical help. She will arrange for an experienced sailor to go out with the new member and cover whatever is required.
5. In addition we are currently working on some advice sheets originally written by Michael MacNamara giving advice on sailing in different weather condition and how best to use the various controls to shape your sails for maximum efficiency. These sheets are summarised on page 17 and will also be made available via the web site.

Speaking from experience we understand how difficult it is to understand some of the basics of sailing, often simply because of the vocabulary used. For this reason we display below two diagrams that are intended to help without, we hope, offending the more knowledgeable amongst the fleet.

Our aim for 2017 is to encourage new sailors to take to the water regularly and to build sufficient confidence to enjoy the many challenges and delights of club racing.



# Setting Your Sails to the Boat

**McNAMARA Sails**

Mike McNamara has kindly provided us with a simple crib sheet to give us tips on the best way to set a Yeoman's (and other yacht's) sails in different conditions. Unfortunately the theory of what we should be doing is often not that simple to put into practice on the water. The only way that seems to come together is after spending a long time practising. That is the challenge to all of us.

## FORESAIL

When the wind is flowing over the sail properly the windward wind tufts will angle upwards and the leeward wind tufts will be horizontal.

In order to point as high as possible, the sail must work as a complete unit throughout its length. So, make sure that all three windward wind tufts collapse at the same time when you luff up. If the top wind tuft collapses first, the leech is too slack and so, the fairlead must be moved slightly forward and/or the sheet tensioned. If the bottom wind tuft goes first, then slacken the leech by easing the fairlead aft, and/or easing the sheet.

Keep down to a minimum the amount of jib luff sag (which gives unwanted fullness at the front) by adjusting rig tension so that the leeward shroud does not go slack.

If there is an eye at the tack, the luff of the sail can be tensioned to suit the weather conditions. This usually means tightening the luff in a breeze or when the sail gets older. If horizontal creases appear along the luff then tension it slightly until they disappear but do not over tension as this drags the flow forward and ruins pointing.

## MAINSAIL

The sail is designed to give optimum performance when the luff throughout its length works as one unit bending the air round the same curves irrespective of height. Check that this is happening by watching where the sail backwinds first perhaps, in a gust or when the sheet is eased. The rule is that if the luff backwinds first towards the head then

the leech of the sail is too open. If it backwinds below half height then the leech is too closed. Use the kicker and mainsheet to control the leech tension so that the luff backwinds at the same time throughout its height.

Set the luff tension of the sail so that when running in light winds the sail is smooth without ridging. If a vertical ridge occurs ease the luff tension until it disappears. If this is hard to remove then check that the mast is not bending backwards in the middle and forward at the top. This will prove disastrous on the run. Angle the spreaders aft and/or let the mast move forward at the mast gate until it is straight or bent forward slightly in the middle (pre-bend).

As the kicker is used to bring the top batten into line with the boom, the mast will start to bend forward causing horizontal ripples in the luff. Tension the Cunningham just enough to remove these. Under no circumstances use more tension than this as this will cause a vertical ridge.

The fullness along the foot can be varied considerably according to wind strength and point of sailing. As a general rule, set the foot so that the sail is quite full and the sail is back winding. Then, and this is especially true when beating, flatten progressively until the back winding is reduced to a minimum. Do not over tension as this will flatten the sail too much and power will be lost. You will find that in both light and windy weather the foot will need to be tight, while in middle conditions it can be eased slightly by say 25 mm.

	Light Winds Flat Water	Light Winds Chop	Medium Winds Flat Water	Medium Winds Chop	Breezy Winds Flat Water	Breezy Winds Choppy, Rough
	Crew Sitting In		Crew on the Rail		Spilling Wind - Over Powered	
Rig Tension	Medium	Medium Slack	Medium Tight	Medium	Very, Very Tight	Very Tight
Jib Sheet Tension	Fairlead Forward Sheet Eased	Fairlead well Forward, Sheet Medium Eased	Fairlead Middle Sheet Medium	Fairlead Middle Sheet Medium	Fairlead Aft Sheet Medium	Fairlead Middle Sheet Medium
Main Sheet Tension i.e. Boom End Position	Boom Eased Leech Eased	Boom Eased Leech Eased	Boom Inboard Leech Medium	Boom Slightly Eased. Leech Medium Tight	Boom Out Leech Very Tight	Boom Out Leech Tighter
Cunningham	Nil	Nil	Nil to Minute	Nil to Minute	Medium	Medium
Kicker (Boom Vang)	Very Light Tension	Light Tension	Light to Medium Tension	Medium Tension	Tight to Very Tight	Very Tight
Main Foot Tension	Very Tight	Tight	Slightly Eased	Slightly Eased	Very Tight	Very Tight
Sailing Trim	Minute Heel Weight Forward	Minute Heel Weight Forward	Upright Weight Central	Very Upright Weight Central	Upright Weight Central	Upright Weight Aft

## The Life of Who's Bob, Y92 With Gordon & Trish Wishart, 1987-2016



*Gordon and Trish on Who's Bob, 2016*

In 1986 our next door neighbours at 23 Pinewood Drive were Keith and Debbie Izatt. On their driveway was a sail boat. At a welcome drinks' party, we ascertained it was a Yeoman which they raced at NBYC. They enthused about the merits of Wroxham Broad, and the many challenges they enjoyed racing their Yeoman. So our quest for a similar craft started.

Y92, owned by Mr and Mrs Fisher (Americans working for ARAMCO) was up for sale at Horning SC. We made an appointment to inspect and have a trial sail. In early January 1987 there was a very hard frost, and access to Horning SC was blocked by ice. Nothing daunted, we smashed the ice, boarded a dinghy, and rowed across the River Bure to the Island, and again broke thick ice to gain access to Y92. The geese had been very busy using her deck as their private latrine! We did what was necessary to gain access, only to find the interior awash with water and ice up to the thwarts with the sails floating in the water! Not to be denied, we scrubbed the deck, bailed her dry, rigged her and set off up the Bure towards Black Horse Broad.

A spectacular sail, brilliant sunshine, gentle breeze, all the trees glinting with frost, and river banks with a sprinkling of snow, we were the sole vessel on the river.

David Moore, a good friend, and builder of Yeomans, surveyed Y92, and passed her AOK. So the deal was struck. On 5 March 1987 we became the proud owners of Y92 alias Cinnabar. She was towed up to NBYC and berthed in a pen almost inside the clubhouse, a horrendous location for ease of exit and entry!

Trish and our son Andrew were active campanologists at Swithland Church, Leicester. BOB is a comm;and to change the sequence of the Bells. One visitor asked 'Who is Bob?' For our 25th wedding anniversary, Trish and I joined the campanologists on a bare-boat charter cruise around the British Virgin Islands. One of the crew was in the rag trade and made a selection of tee shirts for the cruise emblazoned with the name 'Who's Bob'. As we had the T-Shirts, we decided to rechristen Y92, 'Who's Bob'.

We were complete novices at keel boat racing. In our first race at NBYC we ran aground and were towed off the mud by Alex Campbell owner of Silver Teal, a magnificent motor



*Barton Regatta, 2006*

cruiser. In those early days we usually finished in one of the last three places accompanied by Jimmy Hipwell in Y4, and Brain Thwaites sailing Crystal. When the pair of them got fed up, they broke away for a swift and large gin and tonic at the bar, so we were always last.

We decided we needed assistance. Hugh Batchelor, owner of Y43, a brilliant Yeoman helm agreed to risk his life in Y92. My lasting memory of his advice is: 'Gordon, a Yeoman is not a bloody dinghy, do not throw her round the marks, but massage her gently during your circumnavigation.'

### Barton Regatta

We loved going to this fantastic water-borne Regatta, where on-water accommodation is essential. Initially we hired a cruiser, and latterly used our own motor cruiser, Potter. Plenty of pre-prep was required. In particular we stocked up on food and, of course, drink.

Getting there required mast down, tow lines, fenders, outboard, fuel etc. Trish always did a wonderful job hanging over the stern, keeping Y92 on a straight course. Extremely difficult especially when on coming craft approached, or blocked our entry under Ludham Bridge – where there was always a big panic. Yeomans all moored up in the last bay on the starboard side of the Broad before exit to Sutton Staith. When everybody was ready, the parties started. On one occasion 19 friends were on board Potter, with three overloaded dinghies astern, their crews very thirsty. In addition to Trish, Chris and Charlotte How were fantastic crews. In one Allcomers race with the kingpost crumbling, Charlotte and I stormed over the finishing line first - ahead of Mike Evans in his White Boat.

On another occasion we came back from Hayling Island determined to reach Barton that evening. Our friends David and Lynn Brown, had taken Potter up to Barton earlier that day, and so all we had to do was to launch Who's Bob.

After a long journey we arrived at NBYC to find the crane was out of order. We were not to be thwarted, and so under Trish's eagle eye, I reversed the trailer down the slip way, managed to tilt Y92 into Club Basin, fit the outboard, and set off for Barton. It was late, we were very tired and did not even have navigation lights. As the evening sky darkened in the middle of the Ant and in total darkness we



*Ginger Barron at Queen Mary Reservoir Sailing Club*

re-fuelled. Certain sections of the Ant were illuminated by the domestic lights of holiday cruisers, casting a reflection on the river, making them appear twice their actual size.

When we finally arrived at Barton we were welcomed with a big cheer from the moored Yeomans – and almost immediately a much needed bevvy was thrust upon us.

#### Rutland Water.

The first challenge was to arrive there intact, then launch Yeoman's from their trailers down the slip way. Once afloat and racing, the next challenge was to locate the course markers (at least 1 - 2 miles apart) and avoid grounding on the reservoir's container walls.

However, the ultimate challenge was boat recovery. This involved the partial immersion of crews to help manoeuvre the boats on to their trailers, and cars to hook up and tow trailer and boat to the reserved car park. Here the boat was dismantled in preparation for the journey home.

The ever present challenge was the weather. At times it was flat calm when it appeared the algae were moving faster than us. Then there were the heavy winds when races were abandoned. I still remember the broaching, furious bailing, and then the satisfaction of arriving safely at the quayside. On one occasion, when Joan Pride was my crew, we were planing at maximum speed, both of us sitting as far aft as possible, and eventually had to release the Genoa to avoid a submerge.

I will never forget the time when Trish walked down a not-fit-for-purpose rickety wooden pontoon, which literally buckled under her, throwing her into the water. You will be pleased to know that recovery was immediate.

It was the custom in those far off days to extend a very warm welcome to visitors, by offering accommodation during the Nationals. The Club's excellent hospitality laid on by the Yeoman Kinsman Association will never be forgotten.

#### Queen Mary Reservoir SC

The reservoir is divided into two distinct parts, both were included in races. Sailing here, was as much of a challenge as Rutland. Olympic courses were set when you sailed through 'gates' or navigated 'sausages' – all very compli-



*Rutland Sailing Club*

cated to us novices from NBYC. However, we managed to complete the courses and safely return to the quayside, despite on one occasion fouling our Genoa at the finish and causing all sorts of on and off-shore mayhem.

Ginger Barron (owner of Fanatic, Y168) also the doyen of their Yeoman Fleet, had constructed a sort of metal parkway whereby the trailer and boat were secured to its level platform, and an electric motor guided the contraption down the concrete slope into the reservoir. It was a tremendous success, because it made launching and retrieval so easy. Ginger was a former BA engineer, who was the 'Association's initiator and architect' for spinnakers, additional buoyancy, central winch and the new rudder etc. A great character, he generally travelled in his workshop van. On one occasion on arrival at our house, I opened the garage door manually to a cacophony of squeaks and grinding sounds of metal under stress. Out he jumped with tools and lubricants to remedy the noise. Later on he installed our electric remote controlled door.

Ginger, crewed by Caroline, generally came second in the championships behind Peter and Cathy Hinton, owners of Y30. This Yeoman showed little signs of having received loving care and attention, after races all sails were dumped on the weather boards, trampled over, and left to soak in water be it fresh or salt. Nevertheless they nearly always came in first.

#### Hayling Island S.C.

The Club were wonderful hosts – setting up an exclusive Yeoman and Kinsman race every day during their Federation Week. It became a Yeoman annual event.

At the appointed hour we all met at Scoles Yard to crane our boats into the marina. Ginger Barron was always on hand to offer help and advice. Once the Wheatley Yeoman, Y100, arrived with a bent mast. Under Ginger's supervision, we took various parts of the mast, twisted, bent and stood on it until it was deemed straight, and only then was Y100 judged ready for launch.

On one occasion Stu Rix and Mark Funnell arrived late for the first race of Federation Week. A punctured tyre was the cause. Nevertheless, they launched, and rigged their Yeoman, Y33, and set off for the start line. The morning

was dank, with some wind, and out of the gloom they appeared at full pelt. Stu shouted out to me, how long to the start? I replied, 'One minute'. The start gun sounded and they were off, never to be seen again. They won every race that week by at least 5-6 minutes!

Because of many sandbanks, we equipped ourselves with a manual echo-sounder, a 6-foot-long bamboo cane. When in doubt we dipped the briny, and were prepared to tack immediately. On one occasion there was a guy up to his neck in the sea holding on to an overturned Topper. I asked if he required assistance: when he stood up I made a swift tack!

Another mega episode I recall at Hayling Island was when Y56 La Sylphide, sailed by Basil and Audrey Green, was on a strong run with the spinnaker really drawing. Suddenly Audrey fell overboard, quick as a flash Basil threw his rope ladder over the side, pulled Audrey back on board, and was heard to complain that evening at dinner he had lost a place due to her carelessness.

We enjoyed wonderful fellowship at this fantastic racing holiday venue, including a welcome cocktail party and barbecue as well as dining out at various restaurants. On one unforgettable occasion, one of our gang enquired, 'What's a creme brulee?' Quick as a flash Jackie Wheatley replied, 'It's the dessert that has a blow job!'

#### NBYC

Trish and I have really enjoyed every minute of our 30 years at NBYC. She did a wonderful seven years as House Chairman, I held several posts with the Yeoman Kinsman

Association, and followed Maggie Diffey as Fleet Captain for three years. At that time I was working in London, and Jose Holliday, our Yeoman Fleet Secretary was based at Sheringham. Jose was magnificent. Together we organised fleet activities at long range, with the aid of fax machines and telephone calls.

#### Helm and Crew

Who's Bob, was always kept in good order (maintained regardless of expense). Trish was a great crew, and worked extremely hard to keep Who's Bob on an even keel, locating the next mark with pin-point accuracy. Spinnakers were not her forte, although, when she was persuaded to fly the kite it was done with maximum efficiency. Overcoming her terror of another boat within her danger zone – 200 yards away!!

Trish never helmed, but knew rules and tactics off by heart - whenever I attempted a sneaky move, you would hear her SHOUT 'Gordon you cannot do that', thus alerting the opposition who immediately went on to the offensive. Rumour has it that we divorced during every race.

We won a few prizes and a mass of crystal along the way, both home and away. In 2016, our last season, we won the Alan Wheatley Trophy at the Nationals, and the Wroxham Sailing Match 1837 Cup.

Who's Bob was in our family for 30 years, but in August 2016 we agreed we could not stay young forever, and so with great sadness and tears, we sold her. We hope that she brings as much joy and happiness to Sarah, Brett and family, as she has to Trish and myself.

## Chairman's Notes: Carl Brady



*Carl Brady, Chairman of YK Association*

As the programme at Snowflake Sailing Club (SFSC) comes to an end, I can't help reflecting that the difference between winter and summer sailing seems to be diminishing. This

year, the winter weather has been generally mild but with some high winds. As already noted, all fleets at SFSC have had an enjoyable year with full start lines on most weekends. With spring now upon us we are enjoying warm Sunday sails, and I hope this continues into the summer when we have some great events to look forward to. These include the Yeoman/Kinsman Nationals on 24/25 June and the Three Rivers Race on 3 June – always a grand day out in a Yeoman or Kinsman.

I am encouraged by the increase in our fleets, it's especially good to see younger members joining the Y/K fun. As far as the national committee goes, I am in my final year as chairman. Personally I have enjoyed being involved, particularly with mast development and updating the rule book, but finding new blood to join the committee is proving difficult. I believe we have a prospect for the next chairman but we would love to see more of you willing to join in: meetings are infrequent but always interesting.

I wish all of you well for the coming season: young and old alike. Summer warmth is on the way hopefully bringing light breezes and fantastic sailing.

Kindest regards,

Carl