



Yeoman and Kinsman Nationals in 2012

Unsurprisingly the decision of the Yeoman and Kinsman Association committee not to hold the Nationals in 2011, as reported in our last newsletter, has caused some disappointment. On our letters' page Chris Hanson expresses the dismay felt by a number of members. But it is now time to look forward to 2012 and beyond.

At the AGM, held on Saturday 28th August 2011, it was confirmed that the 2012 Nationals will be held at the Norfolk Broads Yacht Club (Wroxham). In response to points raised it was agreed that at the next association committee meeting the format of the Nationals will be reviewed and the location of the 2013 competition will be formalised. Hopefully this will enable everyone to plan in advance. The main issue remains the reluctance of fleets to travel. In response to this there has been some suggestion that local racing could somehow contribute to a national competition. In this respect on page four we are delighted to include a report, together with brilliant photographs, of the 'Irish Nationals' which took place at Lough Erne.



From the Editors

This is the first issue of the newsletter which is being distributed electronically rather than on paper. The main advantage is of course cost saving, but it does give much greater flexibility of size and content.

Please let us know what you think with any suggestions for improvements. We will be happy to change to meet the needs of Association members.

On a very positive note it is great to have items in this newsletter from so many fleets and members. Many

thanks to all of our contributors. Please keep sending in articles, letters and photographs to:

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Report from your Secretary: August 2011

As another year has passed by in the sailing world many will have enjoyed varying degrees of racing success whilst others will have taken pleasure simply cruising.

The last few years in my time as secretary have seen a slow drop off in members. In some cases people have changed their class of boat in others age has crept up on them. In a few cases we have lost long standing members. One person who comes to mind is Stuart Clarke who sailed until he was 90 with Peter Watson at NBYC. Despite all of this we still have around 100 members. The main point being that as an association we still exist but we must ALL do more to spread the word of the Yeoman and Kinsman Association and get ALL owners and crews to join. If all current members could recruit one new member you would help ensure the continued success of the Association.

I decided at the AGM to retire from the position of secretary after a five year stint and hand over to a younger person. With the help of my son Paul, with his mail merging abilities, the job has become a lot easier. Putting all records on computer has transformed the way the work is created.

Your new secretary is Toby Fields who sails at both Horning and Snowflake Sailing Club with his father

From the New Secretary

To those who don't know me yet my name is Toby Fields and as of 27th August 2011 I became your new Yeoman and Kinsman Association secretary. May I take this opportunity to thank Roger for all the hard work that he has done over the past five years in this role. I hope to be able to fill his shoes.

I have been sailing a Yeoman at Horning Sailing Club for seven years having formerly been a white boat sailor and am the proud owner of Yeoman 9, Tanskey. I am also a member of Snowflake Sailing Club and have participated in the Tri-icicle race several times. I particularly enjoy helping younger members into the fleet and have had several junior members helm my Yeoman during Horning Regatta Week. I was lucky enough to have my Yeoman at age 16 and think that it is the ideal boat for those that do not want to pursue dinghy sailing with the inherent risk of capsizing!

I already know some of you through the open events and through Horning and Snowflakes and look forward to meeting others in due course.



Roger Claxton (right) with son Paul

Alistair. He is very good with computers and does a splendid job in working out the results of the Snowflakes' Tri-Icicle race.

I will still be around both sailing Kookaburra with my son and sailing offshore with Phil Betts to distant ports.

Thank you and good sailing.

Roger Claxton (Y75)

I hope that you all enjoy what is left of the season.

Toby Fields (Y9)



Toby Fields in Y9, Tanksey

Letters' Page

Do you have feedback on this or any other article? We are always interested in the views or stories from Yeoman Kinsman Association members. Please send it to frances@cringleford.com.

Chris Hanson (Y301) asks: 'Why has the Association chosen not to run the 2011 Nationals?'

'I think in days past various clubs and club members got together and helped each other with getting their boats to different venues to sail the Nationals. I know we are all getting older and it is now much more difficult to travel a long distance, launch and raise the mast on our own. I know in our case we only want go to Wroxham Broad and rig the Yeoman and sail.

'My point is why do we not have the Nationals at NBYC? We have the biggest fleet of Yeomans and the best waters. Could we not make it part of one of the Opens?

'It has always made me wonder why we call it the Yeoman & Kinsman Association. The Kinsman now mainly sail at Rutland and since I have been sailing

a Yeoman at NBYC, 12 years, I have only seen one Kinsman sail at our NBYC nationals, which questions having a Kinsman Trophy at NBYC.

'Why not have the Kinsman sail at Rutland and the Yeoman sail at NBYC for their respective fleet Nationals ?

'I hope this does not sound too radical but I love sailing the Yeoman, although I have less time now, I will continue to enjoy sailing as much as possible and try to encourage others to enjoy as well.'



Chris Hanson at Wroxham NBYC

YEOMAN IRISH CHAMPIONSHIP 2011

The Yeoman originated from the Norfolk Broads but were seen as an ideal boat for Lough Erne's inland waters. The first Yeoman Irish Championship took place on Lough Erne on the 27th and 28th August 2011 and 10 boats competed.

The first race saw the expected close competition with the lead changing a number of times throughout the closing stages of the race. The first win went to Declan Dooley and Robin Forsythe in Honey Bee who finished just in front of Raymond Morrison and Warren Cooper in Lady Rose, with Donald and Anne McCarthy in Mirage finishing third. Late equipment failure saw championship hopefuls Bertie and Ian Forsythe in Crista start late, but some hard sailing saw them climb back up to fifth.

Race two saw Bertie and Ian Forsythe make a clean break at the start. They never lost the lead and had a convincing win. Raymond Morrison and Declan Dooley again fought for second place with Raymond just holding on at the line. There was also a close competition further down the fleet with Ex Gp14 sailors Peter Duffy and Ed Kee in Paddy Joe who were strong competition for the Yeoman regulars.

Race three saw constant changing weather conditions making it a difficult for race officer Matt Cody to set a course. Raymond Morrison and Warren Cooper in Lady Rose took their first win of the weekend. The end of day one saw the top three positions in the championship separated by only three points. The race also saw Garnett Doherty and Andy Young in Blue Diamond making a push up the fleet after a cautious start in their first Yeoman event and becoming real contender for the Sliver fleet.

Day two and race four took place in much stronger wind conditions. Declan Dooley and Robin Forsythe made the most of the stronger winds to take their second win of the weekend. This race also saw Alex Knowles and Jonny Donaldson in Thief of Time finish fourth just ahead of Richard Smith and Pamela Brandon in Glower showing once again the close competition amongst the Sliver fleet competitors .

Race Five saw Bertie and Ian Forsythe in Crista pick up their second win of the weekend , leaving Declan Dooley and Robin Forsythe in Honey Bee and Raymond Morrison and Warren Cooper in Lady Rose both needing to win the last race of the series, to win the championship. The stronger winds throughout the day let some of the more experienced sailors make the most of the conditions J24 sailor Joey Kelly in Dipper claimed fourth and brought himself right into contention for the Silver Fleet awards.

Race six saw the wind speed increase still further making conditions hard for the already tired competitors. The lead changed continually as the race progressed with the first three boats just separated by a few boat lengths as they rounded the final mark and the beat to the finish. The final win of the weekend went to Raymond Morrison and Warren Cooper in Lady Rose who finished just half a boat length ahead of Bertie and Ian Forsythe in Crista with Declan Dooley and Robin Forsythe finishing third.

This result left Raymond Morrison and Bertie Forsythe tied on points after drop scores were taking into account. Raymond was awarded the championship by having the higher finish in the last race. The Silver fleet was won by Donald and Anne McCarthy in Mirage just two points ahead of Garnett Doherty and Andy Young in Blue Diamond.

Katrina McGirr



Lough Erne: The starting line



Raymond Morrisson helming Lady Rose (right) in tight competition with Declan Dooley helming Honeybee.

Rutland Sailing Club - 2010 Season



Good sailing at Rutland

I am pleased to report another very successful season for the Rutland fleet of Yeoman and Kinsman yachts. The fleet now comprises two Yeoman and eight Kinsman.

Racing during the season was as closely contested as in previous years with the biggest change being to the PY number for the Kinsman. Rutland Sailing Club review the Club number of every yacht each year and because of the success of the Kinsman fleet, have altered the PY of their rivals, the Squibs, to both sailing off 1160!

This has led to some very interesting results on Saturdays with the strength of the wind determining the outcome. In light airs the Kinsman comes into its own with the Squibs returning to the front in heavier winds.

The annual league results of the year for the Yeoman/Kinsman are a resounding win for 'Onyx' (Tony Hargrove & Charles Frisby) with 254 points, followed by 'Jemima' (Graham Biggs & Chris Tomlin) and 'Belinda' (newcomers, John Vickers & John Gillett) who were joint 2nd with 193 points.

Thursday evening mixed fleet racing saw 'Jemima' again showing the way home with some excellent results for Graham & Chris. These races see a turnout of cats, skiffs, dinghies, keelboats and cruisers. With starts every three minutes and different boat speeds you have got to keep your wits about you.

Awards for the year were spread throughout the fleet as follows:

- Thursday Evening Series: Graham Biggs & Chris Tomlin were awarded the 'John King Trophy'
- Saturday Series: Tony Hargrove & Charles Frisby were awarded the 'Silver Rosebowl'
- The most improved performance of the year: John Vickers & John Gillett were awarded the 'Tony Hargrove Trophy'
- The most points scored in the awards: Mike and Dianne Kemm were awarded the 'Nick Hart Half Model'
- The person who has become most involved and brought renewed interest to the Fleet: John Gillett was awarded the 'Graham Biggs Trophy'

John Vickers (K38)



'Flick' Foulds and Adam Barker

Honours were shared throughout the fleet during this year's Wroxham week. During a period of mixed weather a good number of sailors enjoyed variable conditions together with a good dose of repartee and fun.

It was particularly good during the week to see many younger helms and crews not only take to the water but also to sail so well. In particular Felicity Foulds took over the helm of Lavinia from Sally Dugdale mid week and bought her home for the Landamore Trophy. However, you can never write off the old boys...sorry Ivan and Gordon.



Carl Brady

Results were as follows

- **Landamore Trophy**

1st : Sally Dugdale and Felicity Foulds

2nd: Chris Hanson

3rd: Clive Seward

- **Wroxham Sailing Match**

1st : Carl Brady

2nd: Gordon Wishart

3rd: Ivan Ringwood

- **Silver Jubilee Cup**

1st : Carl Brady (No race 31st July, awarded on result 24th July)



Gordon and Trish Wishart



Basil and Audrey Green with Ivan Ringwood (right)

Coldham Hall Sailing Club - Yeoman Fleet.

The CHSC Yeoman fleet is alive and well even if not mentioned in the last Newsletter. On pointing this out to the Editor I got the traditional response of: 'Well, write a report for the next one.' So here it is.

We have about nine Yeomans at Coldham, with five to six regularly racing in the Club's Allcomers series. As a fleet we have agreed not to use spinnakers whilst racing and have a 2% reduction on our yardstick. The Wayfarers have the same agreement and similar reduction. Usually, given a bit of breeze, we hold our own against the other classes but in light, flukey winds often struggle against Wayfarers over the water and Norfolks on handicap.



At the moment it looks like John Wells, crewed usually by daughter Sandy in Speedwell, has done enough to take the Yeoman trophy with several firsts and consistent top three places. Contest sailed by Paul and Pat Tegerdine have had some good results but have not sailed enough races to qualify for the series. Shibboleth sailed by David and Margaret Woolston, Magpie sailed by Dave Hickman, and Egret sailed by Jonathon Bolton have also competed regularly in the front sector of the races.

The season starts with the Coldham Hall Open Regatta which this year was sailed in strong winds. The Yeomans have their own starts in the regatta, as well as sailing in Allcomers' races, and this year had considerable success. With the Tegerdines confined to the starters box all weekend, John Wells in Speedwell took the Youngman Bowl with two firsts and a second. Jonathon Bolton in Egret was second with a first and two seconds and the Woolstons took third with a trio of third places. Success also came to the Yeomans in the major Allcomers' races with Jonathon Bolton in Egret taking the Silver Challenge Cup for Local Boats and John Wells in Speedwell taking the Challenge Cup for combined mixed centreboards and keels.

In July the Club celebrated their 60th anniversary with a Club Regatta with four Allcomers' races with trophies for the first centreboard dinghy and first keelboat. As it happened the only keelboats were Yeomans. With very large fleets the racing was very competitive but a reasonable breeze blew all day which kept the boats moving. The overall winner was a Wayfarer, but Paul and Pat Tegerdine in Contest took second overall and the Keelboat Trophy with three seconds and a third. John and Brian Wells in Speedwell were close behind in third overall with a first, third and two fourths. Brian Wells also went on to win the Novice Helms Trophy sailing Speedwell.

Paul Tegerdine (Y6)

The Three Rivers Race 2011



Yeomans rounding the bend at Horning at the start of the 'Three Rivers' Race'

The first point I need to make about this year's race is about the wind. As many of you may know it was 15+ reaching force 5 with small white tops on the longer fetches of water in clear air. The second is about our crew. Not only did our joint ages total 208 years (before you get out the record books there were three of us) but also one of the crew had only sailed in a Yeoman once before a couple of weeks previously. Ominously during this outing we had broken the skeg and rudder on a hard underwater object. (Thanks to Phil Betts, class builder, for the quick repairs.)

We made a poor start close to the back of the Yeomans but in the puffs of wind coming over the trees and houses we made our way into the top three before we were out of the village mostly reaching / running. By then the Barkers, in Brandy Bottle (Y5), were already out in the lead.

The next problems came on the church to waterworks' straight, where we had to contend with both the Yeoman fleet sweeping down from behind and the Rebel class arriving from the next start. The Rebels' huge gaff sails blocked the wind and I think that there were various minor collisions as they tried to drift through gaps in the wind whilst the Yeomans had to put in the odd tack in to avoid the shallows (not all successfully).

It was shortly after this that we started seeing the odd retirement and several more boats reefing.

We escaped at this point leaving all but three Yeomans behind. We then approached the river Ant. I believe the Y5 did both legs, Y70 did one and Y167 plus ourselves in Y38 made straight for Potter Heigham. It is no coincidence that Y167, who won the trophy for the fastest boat with a crew average age of over 55, and ourselves made for the Potter Bridge first. We both wished to get there with the tide!

The sail to the bridge was fairly uneventful but unluckily once there we got a massive tangle in the main halyard and were overtaken by Y70. Once we'd sorted ourselves out we were with the tide, but had a very stiff row with two paddles and a quant to get through against the wind.

Sailing on was a pleasure. We experienced a stiff wind but mostly as a reach and put in just a few tacks once we had turned from the Thurne up to towards Hickling Broad. Once on the broad we definitely needed to have the three of us on one side and still spray came over top as we pounded through the waves caused by the other boats. After rounding the mark it was almost the same back again although we were able to do slightly more running.

We passed under Potter Bridge without incident and reached / ran to Acle Bridge. For this bridge we normally pass under without having to lower the A frame but our lack of practice showed here as we had forgotten to tell the third member of the crew to tie off

the forestay halyard at this point...so it came down on my head!!! It's made of heavy gauge 1 ¼ inch stainless tube. Ouch...

Whilst I was looking at stars we sailed on easily to Stokesby where the lower buoy had been placed, which was a surprise. If it had been placed further down, at the full race length, it would've only added another half hour to the race. However, I think the race officials may have wanted to get most of us back before both the forecast increase in wind materialised and darkness fell.

Now it was the long way back to Acle and beyond Acle Bridge, which we passed safely, then on to Thurne Mouth. It was on this stretch that our age began to tell. For most tacks we could not get the jib in before we had to tack again and effectively were losing ground against all others on every tack. During this the Barkers (three young men in their low twenties I think) in Y5 passed us having done the two small legs that we still had to do. We were very relieved to turn off the wind at Thurne Mouth and head for these.

South Walsham passed without incident. However, just in front of us on the Ant up to Ludham Bridge we encountered a beautiful wooden motor cruiser following a very large sailing yacht on a very small river! Even with our difficulties we were catching it up. The people on the cruiser realised what was happening and took down the cockpit cover so the helm could see what was happening. With great consideration to us lunatic competitors he very carefully kept up with the yacht and when we got close with a well executed manoeuvre he kept right over to let us through.

After that we were mostly on a run and reach home. We then suffered the final embarrassment of running aground at Swan corner right in front of the club!! As a result we finished in 10 hours and 28 seconds. It would have been nice to break the 10 Hours, although this was by far our quickest time ever and when I left the club we were in a provisional 15th Place with just the three Yeomans mentioned above in front of us.

The Barkers won the Yeoman trophy and came in 5th overall.

Queren Stewart (Y38)



Yeomans in the thick of the Three Rivers Race 2011

Many thanks to Sue Hines who was out and about the 3 Rivers with her camera and has kindly provided us with these lovely photographs of Yeomans competing in a variety of situations.



The Yeoman Fleet at Horning Week 2011



Yeomans well in the mix on the sunny Monday of Horning week

There was a good turn out of Yeoman sailors at the Horning Week Regatta this year which, as normal, was held during the first week of August. A total of 11 boats participated over the seven days sailing for three Yeoman series trophies and a number of one off Allcomers' races. We were lucky with the weather in general this year with the exception of Thursday when it rained pretty much all day. The wind on Wednesday decided it was having a holiday as well but these conditions suited some sailors.

Successful Yeoman helms included:

- Geoff Stubbs in Tara (Y171) who won all three series despite only having acquired the boat a few weeks previously. He is a converted Rebel helm
- Paul Clarke in 2 C Sons (Y70) who won the Horning Town Open Regatta Yeoman Trophy and an Allcomers' Trophy
- Jo Moore, a junior member of HSC, won an Allcomers' Junior Trophy in Fire Opal (Y67)

Other race winners through the week included:

- George Whitefoot in Fire Opal (Y67)
- Toby Fields in Tanskey (Y9)
- Dick Angier in Thistledoo (Y66)
- Keith Wright in Kingfisher (Y143)

A good time was had by all with a full social programme every evening. A presentation of glasses was made on the Friday to all who sailed regularly through the week.

Monday to Friday of the week are open days and the Regatta Week next year runs from 30th July to 3rd August 2012. We would love to see some of you there!

Toby Fields (Y9)



Only one Yeoman but the Toppers make a colourful scene at Horning

Coincidence or Fate

I joined Rutland Sailing Club in 1982 and for the next 18 years raced a number of Cruiser/Racers including a Sonata and my favourite an 'E' boat called 'Scott-E'. This was named after a very enthusiastic Scotsman named Peter Brand who owned and sailed single-handed a Hunter Europa called 'Blue Spray'. We had many racing successes in class racing both in Scotland and the Solent and regularly competed in the 'Round the Isle of Wight Race'.

During my time sailing with the Cruiser Fleet I became very friendly with Len Brereton who held many flag officer positions within RSC including the rank of commodore. Towards the end of the 1990s Len became chairman and then president of Rutland Sailability, the disabled sailing group. Together with Michael Kemm and Mike Gallon, Len was responsible for moving Rutland Sailability into the premier European disabled sailing organisation that you see today. Len was an avid supporter of the Yeoman and Kinsman keelboat sailing fleet and in 2005 purchased a Kinsman that he named 'Jutta' which is the German name for his lovely wife, Judy. Sadly Judy passed away and Len's health deteriorated and ultimately he passed away in 2008 never having been able to put 'Jutta' into the water.

I joined Rutland Sailability in 1998 sailing a 2.4mR and had a great time competing on the national and international circuits until last year when financial and health restraints led me to look at other options. Rutland Sailability had received a very kind donation of the Kinsman 'Salto' which in previous years had been raced very successfully on Rutland Water. I teamed up with Trevor Tanser with a view to us racing in club events. It soon became obvious to us that the boat required at least one of the crew to be able-bodied. With this in mind I discussed the possibilities with my old 2.4 sparring partner Roger Balcomb who pleasantly surprised me by offering to crew if I acquired my own Kinsman. That was it, the search was on!

The first boat I viewed was over at Whitwell Creek on Rutland Water. This had all the racing modifications but had been neglected for some time. Then I heard of one for sale at Grantham so over we went. Imagine my surprise when arriving at the given address to find Len's old boat 'Jutta' sitting in the drive. It transpired that the gentleman who had bought the boat from Len's executors had contracted Parkinson's disease and had been unable to sail the boat. The deal was quickly done and arrangements made to collect it the following weekend.

My thoughts turned to what to call the yacht and the name that kept coming into my head was 'Belinda'. We duly arrived the following weekend to be greeted by the owner's daughter saying: 'My name is Belinda.' You could have knocked me down with a feather. When I explained to her that I intended to call the yacht 'Belinda' she and her father were delighted.

'Belinda' spent the winter of 2010 in a barn at Cottesmore during which time my good friends Tony Hargrove and Charles Frisby of the Kinsman Fleet, together with Roger, spent hours bringing her up to top racing specification. We were due to launch her on Saturday 27th March 2010 but unfortunately two days before then I had a serious heart attack and subsequently had an angioplasty at the City Hospital, Nottingham, being discharged on April Fools' Day!

After a period of convalescence and rehabilitation at home I made good progress. My surgeon told me that I could return to the water again at the beginning of May 2010. So 'Belinda' got her skirts wet again, albeit a few years later than planned.

Coincidence or fate... You be the judge.

P.S. We started racing 'Belinda' on 15th May 2010 and she is proving to be a very 'Racy Lady'. I would be very pleased to hear if anyone has any previous history of K38.

John Vickers (K38)



Change of Officers of the Yeoman Kinsman Association

At this years Association AGM Roger Claxton stood down as secretary after five years of committed duty. The enthusiasm and hard work exhibited by Roger over this time has been an example to us all. He will be sadly missed, as will the support given to Roger by his son Paul who has not only crewed for his dad on the water but has also been right beside him in his work for the Association. We thank them both sincerely.

Querren (Q) Stewart



At the last AGM I was asked to write a short note on myself as somehow I've managed to end up being vice chairman of the Yeoman and Kinsman Association despite never owning a Yeoman myself.

Well I'm 53 and started sailing at 25. I'd always wanted to sail after reading all of the Arthur Ransome books. So when the RAF Sailing Association had a week's dinghy sailing course at Horning Sailing Club I took leave and signed up. During the week I learnt the basics and shortly after bought my first boat, a Laser, luckily I also had access to RAF SA Enterprises and Albacores. I soon settled into club sailing at the back of the fleet.

Needless to say when the RAF sent me to Benbecula, the Laser came too. At the local sailing club there were a couple of Wayfarers which never moved. Then after a few months I bought a Lysander and in the rare good weather explored the Hebrides. At the end of my tour there I applied for a post at Neatishead or Norfolk or as a minimum East Anglia... So they sent me to

At the AGM our chair person Sally Dugdale informed us that she too will be standing down next year, but for the next 12 months will work closely with her new vice chair "Q" Stewart who is prepared to take over next year. Good luck to both of them as we prepare for a smooth changeover.

Northumberland!! Undeterred I moved the Lysander to Norfolk and whenever possible I drove down and sailed that or the Laser. Although I was at the back of the fleet with the Lysander at least the handicap helped (about that of a mirror Dinghy) I even completed the Three Rivers' Race a couple of times in it. After leaving the RAF we ended up in Milton Keynes where we competed locally but still returned to the Broads when we could.

Due to the previous economic crash I went to work in Saudi Arabia, where two days after I arrived I was sailing at the Bae Beach club in a club Laser or Wayfarer. When I first fell in I discovered a huge advantage... the water temperature was 38 degrees, although the sea snakes were a bit worrying. Six years in Saudi paid for us to move back to the Broads. Yippee!

A few days after I arrived back from Saudi in 2001 I was in B&Q and met a fellow club member who told me that there was a Snowflake SC man who had just bought a Yeoman and needed a Crew. I met Ian Hanson and have been crewing / helming with him in the winters ever since. After crewing various boats in the summer for the next couple of years I was asked to crew Pamela Goodman in Y38 and still do so today. The first year we won 10 Trophies but since then we have won less. I think the other boats had learnt to not let us get away!!

Yeomans on Film

See yourselves on film courtesy of David Moore who has been busy loading material on the Yeoman fleet onto 'You Tube'. Footage includes shots from the 2010 Three Rivers' Race and the Yeoman Nationals. Just search 'Yeoman sailing' to see if you have made it onto the big, or should we say little, screen.

Newsletter Available Electronically

It was decided at the last committee meeting of the Yeoman Kinsman Association to distribute the newsletter electronically where we had email addresses. If anyone would like a paper copy please let the secretary know. Also if you hear of anyone not receiving a newsletter (email address may be out of date) again please let us know.

Yeoman Kinsman Association Members

We were asked to print a list of all of the Association members. If any of this information is inaccurate or incomplete, please advise the secretary who will update the records.

Full Name	Boat	Club	Full Name	Boat	Club
Dick Angier	Y66	Horning	Colin Kay	Y185	NBYC
Paul Barker	Y91	NBYC	Mike Kemm	Y203	Rutland Sailing Club
Simon Barker	Y91	NBYC	David Kemp	K49	Maldon Little Ship
Graham Barnard	Y45	Horning	Tim Leary	Y207	NBYC
Charles Barron		Queen Mary	Lindsay Marr	Y50	Queen Mary
Keith Beck	Y131	NBYC	Peter Marriott	Y133	NBYC
Mark Beggs	K52		John McCrea	Y179	Lough Erne
Julia & Simon Bennett	Y130	NBYC	Ray Meerabeau	Y121	Queen Mary
Philip Betts	Y302	NBYC	David Moore	Y172	HSC / SFSC
Mark & David Bibbings & Price	Y182	Dubai Offshore S C	Alan Moore	Y108	Snowflake
Graham Biggs	K40	Rutland Sailing Club	Andrew Musgrave	Y300	NBYC
Malcolm Bishop	Y144	NBYC	David Myers	K7	Tollesbury
Glyn Bradley	K11	Mengham Rythe S C	Graham Orton	Y86	NBYC
Ian Bray	Y115	SFSC/HSC/Hickling	J T Parry-Jones	K3	
Chris Bunn	Y115	NBYC	C Payne	K1	
James Buntin	Y173	Horning	Peter Pleasance	K18	Bosham
Frances Butler	Y68		David Pointon	Y116	E A C C
Les Clarke	Y168	NBYC	Neville Pratt	Y127	HBSC
Roger Claxton	Y75	NBYC	Kevin Rhead	Y165	NBYC
Steve Cliffe	Y34	NBYC	Ivan Ringwood	Y135	NBYC
Paul Coote		Queen Mary	Christopher Roads	Y132	Royal Forth Y C
Sarah Cork	Y152	NBYC	Gary Ross	Y4	NBYC/Snowflakes
Michael Cory		Warsash	Graham Russell	K1	
Barry Davis	Y140	NBYC	Roger Sandall	Y11	NBYC
John Dick	K34	Crammond Boat Club	David Scott-Angell	K43	Loch Erne
Eric Diffey	Y153	NBYC	Clive Seward	Y102	NBYC
Sally Dugdale	Y32	Horning	David Siviter	Y63	Tewkesbury
Toby Fields	Y9	Horning/SFSC	Ashton Skene	Y155	Horning
Alasdair Fox	Y54	Loch Tummel	Richard Smith	Y60	Lough Erne
Anfrew Gallant	Y25	Rutland Sailing Club	Q Stewart		Horning
Tony Goddard	Y175	Rutland Sailing Club	Paul Tegerdine	Y6	Coldham Hall
R H Graveling	Y31	NBYC	Di & John Tilsley	K53	Castle Cove
Richard Green	K55	Itchenor	Graham Turnbull	Y21	Horning
Basil Green	Y56	NBYC/Snowflakes	Colin Vane	K8	E A C C
Steve Haines	Y87	NBYC	John Vickers	K38	Rutland Sailing Club
David Hannant	Y204	Horning	Peter Watson	Y210	NBYC
Chris Hanson	Y301	NBYC	John Webster	Y141	
Ian Hanson	Y103	Snowflakes	B W Westgate	Y104	Horning
Tony Hargrove	K15/K300	Rutland Sailing Club	Jackie Wheatley		NBYC
James Hartshorne	Y47	Loch Tummel	John White	Y164	NBYC
Steve Herriman	Y21	Lillipot SC	George Whitefoot	Y162	Horning
David Hickman	Y80	Coldham Hall	Robert Whitefoot		Horning
Roger Hill	Y124	NBYC	Trevor Whittaker	Y16	NBYC
Michael & Frances Holmes	Y100	NBYC/Snowflakes	Richard Williams	Y2	NBYC
Mary Hopkins	Y118	NBYC	G H Williams	Y18	Snowflake
Neville Howe	K15	Rutland Sailing Club	Ken Wilson	Y23	LEYC
Mark Hughes	Y25	Horning	Gordon Wishart	Y92	NBYC
Gordon Jewell	Y163	Horning	David Woolston	Y180	Coldham Hall
Gordon Jubb	Y302	LTSC	Keith Wright	Y143	Horning