



Yeoman and Kinsman Nationals Suspended for 2011

At the last meeting of the Yeoman and Kinsman Association Committee it was recognised that we need to make a concerted effort to encourage greater participation in our fleets. Many positive suggestions were made which culminated in a decision to suspend the National Championships for one year in 2011 and replace it with a coordinated set of events over a weekend to encourage Yeoman and Kinsman owners to get more involved with sailing events at both fleet and national level. It is also intended as an opportunity to introduce potential new members to the joys of sailing our crafts.

While there is general concern over declining membership, there is particular concern over the lack of younger members coming through, and also that there are less people participating in racing events. With this in mind the Committee decided that in 2011 we would organise a “fun weekend” which in not centred on racing but instead on encouraging greater involvement from all Yeoman/Kinsman owners. As the Wroxham and Horning fleets are not far apart it seemed logical to meet somewhere between the two locations at Salhouse Broad. The format has not yet been decided but hopefully we will see a combination of some competitive events (e.g. a race to Salhouse Broad) as well as some social events.

Other suggestions made included open days when the Fleets would invite guests to have a go in a Yeoman/Kinsman or perhaps a special invitation to the local Sea Scouts.



If any members have an idea please get in touch with a committee member as we want to make an effort this year to increase membership with the support and involvement of all.

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Along with articles regaling the joys of sailing we celebrate with two of our octogenarians who clearly show there are no age barriers to being a good sailor. For the many members who also enjoy caravanning Les and Lynda Green recall their exploits during Wroxham week.

Finally we remember Jean Ringwood who will be very much missed by her fellow Yeoman sailors.

Chairmans Report - Sally Dugdale

I trust you all had a very Merry Christmas and New Year and are now planning the work that needs to be done before launching for the 2011 season. I hope the cold weather we have been having recently has not affected your plans too much! Whilst it has been nice to have snow on the ground over the holiday period it has affected the ability of the hardy winter sailors to venture out on the water.

In early December the National Committee met at Rutland SC and the main focus of the meeting was to discuss the 2011 Nationals. During the AGM in June it had been suggested we should try a different venue on the Broads in an attempt to generate more interest in the Class. Following a lengthy discussion & many good ideas it was decided we should not have a National Championships in 2011.

Instead we decided to organise a cruise culminating in the AGM. The cruise in Norfolk will end up at Salhouse which is part way between Wroxham and Horning which will allow members to moor up and get to know each other better. The cruise at Rutland will occur on the same day. The date is yet to be finalised and full details will be advised once agreed.

Due to the low attendance at the last AGM the Committee will be requesting some direction from those attending the AGM as to what you are looking for the National Committee to arrange in the future. May I

From the (NEW) Editors

First and foremost let us recognise the success and hard work of Eric Diffey who has edited this magazine for many years. Eric is a hard act to follow for two rookies like us but we will make every effort to keep up his high standard.

However, to be successful we need your help. Without the contributions from fleet representatives and articles from members the newsletter struggles for news and views. A thriving association needs the ongoing involvement of its members and active participation of the fleets around the country. So please help us to make this newsletter topical and full of useful information by sending us your contributions.

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also take this opportunity to remind the membership I plan to step down as Chairman at the AGM as I am not able to devote the time necessary. If anyone is interested in taking on this role or that of the Vice Chairman can you contact myself or Roger Claxton.

Once again Happy New Year to you all.

Sally

Michael & Frances Holmes on board the Royal Yacht Britannia moored at Edinburgh Leith Harbour.



Rutland Kinsman Fleet AGM 2010 - Saturday 11th Dec 2010 at Rutland Sailing Club



9 members attended our AGM and Lunch
Unanimously elected Officers for 2011 are:

- A Hargrove Fleet captain and insurance adviser to National Committee
- A Goddard Secretary
- M Kemm Treasurer
- G Biggs Representative to National committee

Finances are £44 in credit. The main expenses for last season are, race officer appreciation tokens (We race with the Squib fleet who run the racing), Coaster prizes (the fleet captain awards a coaster to the winning Kinsman after every Saturday's races) and postage. Mike Kemm proposed that no fees for 2011 unless we need money for the "Try a Kinsman" day. Decision at next meeting in February.

Graham Biggs relayed the main items from The Y

& K national committee meeting. The proposal that a rule change to increase the area of windows in the sails generated a lot of discussion. Members were asked to get opinions from their sail makers for the next meeting.

Prize giving for 2010 to be at next meeting

Agreed that coaster prizes be continued for next season. Graham to continue to photograph the fleet and purchase the coasters when needed.

The meeting agreed to continue to show our appreciation of the Squib fleet race officers help.

The meeting then proceeded to the boat park to put the rest of our fleet boats to bed for the winter.

Over a pleasant lunch. We put the world to rights and proceeded on our way wishing each, Happy Christmas Greetings and good sailing next year

Graham Biggs

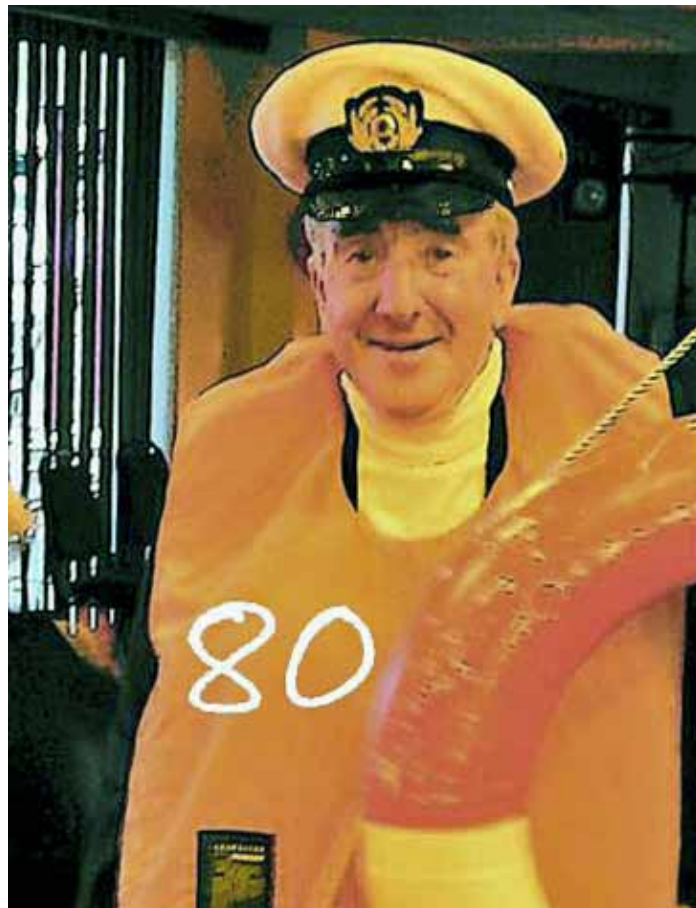


Who Is Bob?

2010 saw Gordon Wishart, intrepid captain of Y92 (but not boss) celebrate his eightieth birthday. To honour the event a Scottish piper played in his honour at the Yeoman supper. Not always a conventional sailor, but always a loud one, he and Trish have been sailing a Yeoman for almost twenty five years.

It was in January 1986 that they purchased “Cinnabar” from a Mr Fisher and became members of NBYC in February the same year, hence 2011 will be their “silver sailing” anniversary. Since then Gordon’s illustrious sailing career has taken him and Trish to Queen Mary, Rutland, Hayling Island, Barton and of course up the river to Horning. He has also held ‘public office’ being the Yeoman & Kinsman Association Secretary, Vice Chairman, and Chairman not to mention the Fleet Captain at NBYC.

Over the years many have asked why the couple renamed “Cinnabar”. They had in fact recently returned from a bareboat charter in the Caribbean and were proud owners of T shirts with a capstan and “Who’s Bob?” emblazoned across the chest. So as they had the team uniform the rest is history...



THE SNOWFLAKE SAILING CLUB TRI-ICLE RACE

The Snowflake Sailing Club Tri-Icle race is held around the end of October each year on the Rivers Bure and Thurne with the starting point in Horning. The race is open to all boats with a handicap of 1250 or better. There is a good mix of boats with trophies for all types and run from the local River Cruiser Class, various open keel boats and dinghies. This year there was an entry of thirty five boats with starts for each group of classes.

The Yeoman class has always had a good size fleet and in average years is a very suitable boat for the varying weather and river conditions. Over the years of the race the River Cruisers tend to do better with their tall rigs which favours them getting through the trees quicker. After the trees you then come out onto the open marshes with the full force of the wind. The race has usually had light wind conditions but this year was a different story.



My son Paul and I entered the race and brought our boat down from Wroxham where we sail in the summer in readiness for the start. We are lucky with the Yeoman as we tend to get the first start out of six. James and Bob Buntin in Blue Ripple got away first closely followed by ourselves in Kookaburra, down 'The Street' through Horning village. Positions changed between us until we finally got away from them as we cleared Horning. The wind was light as we wound our way down river to the waterworks and onwards to the dyke that leads to Ranworth. At this point the first River Cruiser and Norfolk Punt passed us with their superior speed.



The race continues on to St. Bennets reach which is the start of the open marshes to give us a good spinnaker leg. The wind was building with some good gusts coming through as we approached the meanders leading to Thurne mouth where if there is wind it will blow about the strongest at this point. We came around Thurne mouth to run up to the turning mark at Upton Dyke with a Rebel keel boat chasing us to starboard.

we observed the crew on Zingara bailing out with a large linen basket on the return to Thurne Mouth. We carried on back to St. Bennets on a beat all the way down until we reached the meanders in the river when the wind started to drop. As we approached the waterworks we sailed into an area of little or no wind which was very frustrating. The final leg home was quite a low key event where we found ourselves finishing in what seemed a good position.

The wind was increasing in strength with some large gusts coming through as the weather made a turn for the worst. We carried our spinnaker up to the turning mark and luckily the helm of the Rebel lost his mainsheet and broached up into the bank. Coming off the mark we found the wind on the nose and a River Cruiser well onto the bank then further along Zingara also on the bank but only to put a reef in.

Over the race my son had brought along his GPS and we found that we had covered nineteen miles in four hours with a maximum speed of 8.5mph. To our surprise once the handicaps had been worked out and all boats had finished, albeit with eight retirements, we were declared the winners of the Yeoman, Mixed keel and overall trophies. What a day. This has to be the best win of my sailing career over more years than I care to think.

The leg down to Womack was a hard beat with a reduction in river width and increasing wind Zingara was taking on water. With other River Cruisers and punts, one which was low in the water it made it very difficult to get through. On the return from Womack

Roger Claxton

Secretary



Tall Ship Sailing by Basil & Audrey Green

We first became aware of the possibility of tall ship sailing during a visit to the Great Yarmouth Maritime Festival in September 2009 when the Lord Nelson, one of the two ships owned by the Jubilee sailing Trust, was present. Having been on board we were told that a voyage on one of these ships was something we could do. So we decided we would apply to go in 2010 on Tenacious from Southampton and return to Southampton for 7 days in August. The Jubilee Sailing Trust ships are fitted to take people of all physical abilities and provided a doctor's certificate of fitness is obtained there is no age limit. These formalities having been completed satisfactorily we made arrangements to join the ship on 23 August. Shortly before this we were asked if the Jubilee sailing Trust could send a press release about us to local papers and radio. We agreed to this and as a result there was a report in the Norwich Evening News and we were interviewed on the Radio Norfolk Breakfast Show before we went. The main point of interest was our reason for going which we had said was to celebrate Basil's 80th birthday which was seen as unusual in the light of what was involved and of which we were well aware.

Having got over these formalities it was time to join the ship. There are no passengers and so we were immediately signed on as crew and allocated to a watch of which there are four. Each watch has 10 voyage crew and an experienced person as watch leader. There are 11 permanent crew who take all the important decisions such as to where the ship will go, how much sail will be used and do the cooking as well as supervise the voyage crew on their duties. These include sail handling, assisting with mooring, mess duties and last but not least 'the happy hour' when the ship is cleaned inside and out which means scrubbing the decks and cleaning the heads amongst other wiping and mopping jobs.

We were told to join Tenacious between 1300 and 1400 and were shown our berths. Because we were

over 70 we were given bunks in what was like a small cabin behind a curtain rather than in the fo'c'sle where the half of the voyage crew considered fully able had their bunks. The ships are specially designed to allow everyone on board to take part in manning the ship within their abilities including lifts between the decks for wheelchairs and a speaking compass. We were allocated buddies who were to keep an eye on us and to help us if necessary. Audrey's was a boy aged 16, the youngest allowed on board and Basil's was 17, both of them were completing Duke of Edinburgh's Gold Award residential section.

Next we had a 2 hour session on how the ship was organised and various safety procedures before those who wanted to could go aloft. We have to admit this did not include us! It had been intended to sail down Southampton Water and anchor in the Western Solent near the mouth of the Beaulieu River but the captain decided because of the strength of the wind and tide it would be better to stay in dock and leave at 0700 for France the next morning after a good night's sleep.

This meant that our first watch would be harbour watch from 2000 until midnight. This required us to check everyone had returned from going ashore and that no unauthorised person came aboard.

We were awakened at 0630 and cast off as planned at 0700 and motored down Southampton Water and The Solent as far as The Needles. Firstly there were mooring lines to be stowed which is not light work and then have breakfast at 0800. The food was excellent. We had had supper the previous evening and now there were cereals, cooked food and toast. The cook prepared the food in fairly small galley for the 50 people on board with the help of an assistant and it was served by the members of the voyage crew on mess duty who also had to clear up and then prepare vegetables for the rest of the day. The mess duty was for 24 hours from 1630.

At The Needles the voyage really began. The wind

Stormy weather





Steady hand at the helm needed during tricky manoeuvres

was SW force 8 gusting to 40 knots. The course set was 142 degrees and the sea was rough. The leeward gunnels were awash and people began to feel unwell including Basil's buddy who now found the role reversed. We were not seasick although below decks was uncomfortable. We were on watch from 1230 to 1600 and during this time Basil steered and found it quite difficult to hold the course. Audrey spent time on the bridge starting the blog. Eventually after passing through the shipping lanes where a sharp lookout was required it calmed to force 5 and we anchored in the lee of the Cherbourg Peninsular off St Vaast la Hougue at 2130 for a peaceful night and a period of recovery after a hard days sailing for novices.

Day 3 began motoring from the anchorage to the NE corner of the peninsula and then sailing in calm seas to the entrance to Cherbourg harbour. During this we had our first experience of the Happy Hour when we were put on washing the aft superstructure which we found surprisingly dirty. We had to wait at the entrance for the pilot who came at 1600 and took us into the berth used by the prewar ocean liners. The shore mooring party were taken ashore by the pilot vessel which helped because otherwise the 'doti' (which stands for Dept of Transport and Industry) boat which is a RIB would have had to be used as it was later at Poole and Southampton.

That evening we had a watch meal in a cafe and then on harbour watch at 0400 to 0800 before leaving the mooring at 0900 and heading for Poole on another very windy day. When we were about one-third of the way one of the voyage crew was taken ill and the ship's doctor said she needed to be taken to hospital. The captain decided to proceed to Poole with as much sail as possible and both engines in use so we were making almost 12 knots and to call for the Portland coastguard helicopter to come to lift off the patient and take her to Poole Hospital. The helicopter came at about 1200 and a paramedic was lowered on to the stern. The skill of the pilot in achieving this was extraordinary with the rigging, the pitching and tossing of the ship and the force 7-8 wind. However it was decided to be too dangerous to take off the patient and the paramedic returned to the helicopter and we pro-

ceeded on our way to meet the Poole lifeboat at about 1500. The transfer was successfully completed and the patient successfully taken to hospital from which she was discharged three days later.

After this drama we anchored one mile off Bournemouth Pier for the night and the next day motored into Poole and moored on Town Quay. There was much climbing of the rigging here which provided entertainment for the holiday-makers. Everyone went ashore in the evening and we left the Quay next morning at 0900 under sail. We sailed all the way to Yarmouth without changing the sails. Every time we changed course the wind changed with us! During our watch Audrey steered up the Solent when we were finding it difficult to make way against the tide. We anchored off Yarmouth for the night and after drinks provided by the engineers we had a roast dinner to celebrate our last night on board. However our duties were not over and we were on anchor watch from midnight to 0200 which required us to take bearing from the radar every 15 minutes to make sure the anchor was holding.

Day 7 dawned grey with a light SW and we sailed as far as the end of Southampton Water before motoring to the docks which we reached at 1200 to complete a memorable experience which we decided we would repeat before long. We had another interview on Radio Norfolk to complete our trip and have booked to go again in February 2011 for a week in the Canaries on Lord Nelson.

Hardy Crew



To hear more about Basil & Audrey's exploits and also about the Jubilee Sailing Trust a talk is being held on Saturday 12th February 2011 at 7.30pm at Horning Sailing Club. Cost £3 including light refreshments.

All welcome

To find out more about the Jubilee Sailing Trust visit their website : www.jst.org.uk

For some this is an opportunity to discover talents they never knew they possessed, but for many there is an opportunity to set sail on an adventure that can provide a truly life-changing experience.

Alex Lochrane, CEO

FACTfile

LORD NELSON

DIMENSIONS:

Length overall (including bowsprit)	55m
Beam	9m
Draft	4.12m
Masthead height	31m
Sail Area (18 sails)	1024m ²

The first tall ship in the world designed and built to accommodate mixed ability crew.

TENACIOUS

DIMENSIONS:

Length overall (including bowsprit)	65m
Beam	10.6m
Draft	4.6m
Masthead height	37.6m
Sail Area (21 sails)	1200m ²

Launched in 2000 she was the largest wooden tall ship to be built in the UK for over 100 years.

CREW INFORMATION

Eight permanent crew, two bosun's mates, and a cook's assistant are on board at any one time.

Permanent Crew: Usually consists of four deck officers, two engineers, a medical purser and a cook.

Voyage Crew: 38 - 40 people, 50% of whom may be sensory impaired or physically disabled (up to eight wheelchair users). Amongst the voyage crew there will be four watchleaders and, where possible, a doctor.

Whilst we are not a hospital ship, there is a medical purser on board who will provide help and support to all the crew, enabling everyone to take as full and active a role as possible in crewing the ship.

Your Tall Ship Adventure

The Jubilee Sailing Trust is a registered charity that promotes the integration of people of all physical abilities. It does so by offering the challenge of tall ship sailing on board two very special ships, Lord Nelson and Tenacious.



The ships are the only two of their kind in the world that have been designed and built to enable people of all physical abilities to sail side by side on equal terms. Facilities on board include flat, wide decks for ease of movement around the ship, wheelchair lifts between deck levels, a hearing loop, a speaking compass and hydraulic power-assisted steering to enable people with limited strength or mobility to helm the ship with ease.

Life on board

Aboard Lord Nelson and Tenacious there are no passengers: everyone sails as a member of the crew. Don't worry if you have never sailed before as no experience is necessary. When you arrive on board you will be met by your Watchleader: an experienced JST voyage crew member who is there to make sure you have all the information that you need. You will be given tasks that suit your individual strengths.

Whether sail handling on galley duty or during 'happy hour' (cleaning the ship) your Watchleader, along with the permanent crew, will make sure you will have the experience of a lifetime. Many jobs require teamwork, with everyone working together to the best of their ability and supported by the permanent crew throughout.

The safety of everyone is the top priority and so every activity is conducted at a pace comfortable for all. Going aloft (climbing the rigging) is optional, although many voyage crew find this the most thrilling aspect of their tall ship adventure.

Happy Campers

There are many reasons for being a member of NBYC, for my part it's a case of, "There are few pleasures in life as wonderful as sailing and there is nothing as pleasurable as when you stop".

Being an enthusiastic caravanner I was quite disappointed when I joined NBYC in 1999 to find that camping was not allowed at the club. So imagine my delight when I found out a couple of days before Wroxham week that the ruling had been reversed and that an area had been marked out on the top overflow car park. It was perfect for us. We had a reasonable view of the broad, a water tap was available just a couple of yards away, the grass had recently been cut, the sun was shining, I couldn't wait to go home and return with the caravan.

During the winter months we have stayed in various Norfolk Villages with fellow NBYC members who also enjoy caravanning. Generally the main criteria being a local pub / bar which serves real ale, decent red wine and reasonably priced good food, and some good walking country is always an added bonus. Staying at the club seemed to foot all these criteria. And in addition sailing was on our doorstep.

When we returned to the Club with caravan in tow on the Saturday before Wroxham week we quickly got set up and were now ready to enjoy staying in our new found surroundings. Although we were only a 20-minute drive from home we felt away from it all and were able to start the week in a more relaxed state of mind. We were looking forward to seeing the prepa-

rations unfold and watch all the activity as members arrived and set about getting their boats ready for racing.

We were soon to have neighbours in the form of a group of youngsters who pitched their tents either side of us. I did not know any of them as yet, but had the feeling that I soon would.

During the week Lynda and I were able to enjoy some really great racing, we became ever more familiar with every bodies transoms and tantrums but despite this we managed to leave with some crystal, though quite how I don't know. When we eventually went home we were very pleased with the way things had gone. We did have two or three disturbed nights, but accept that not everybody retires to bed at the same time, and some peoples idea of being considerate to their neighbours differ from mine.

We have stayed at NBYC since Wroxham week and look forward to more weekends there during 2011. I just hope that the club continues to welcome those of us who enjoy camping, and in return the facility is respected.

So if any fellow Yeoman sailors fancy giving it a go get that old tent out of the attic brush it down and join us on the top car park next year. You never know you may even decide not to buy that cruiser you have been considering and buy a caravan instead!

Les and Lynda Clarke Y168.



Wroxham Week 2010



Paul & Janet Barker

Carl Brady

This year the annual Norfolk Broads Yacht Club regatta was blessed with fine weather albeit with a variety of winds mainly of a light nature.

Although there were some familiar faces missing this year all of the races were hotly contested throughout the week with all events undecided until the final race of the series.

The prestigious Landamore trophy is competed over 6 rounds on each morning of Wroxham Week. this year it was won by Paul Barker with his wife Janet crewing.

The afternoon series for the Wroxham Sailing Match 1837 Cup was the most closely contested with Graham Whitefoot just edging out Gordon Wishart on the last race of the series.

It was good to welcome back Carl Brady in a Yeoman this year and he thoroughly deserved to win the Yeoman Silver Jubilee Cup.

NBYC – Yeoman Open Event - Saturday/Sunday 25/26th September 2010

The weather forecast for the weekend's sailing was that of a northerly wind direction and intermittent rain. Saturday's wind direction was that of a north westerly with an increasing wind strength. During the first race the wind in fact became very blustery causing difficulties particularly as boats approached a wing mark from different direction. Any attempts that were made to fly a spinnaker on the downwind run were quickly withdrawn.

By the second race 6 of the 18 entrants had withdrawn owing to the increasing wind strength. During the race it became a matter of survival at times, and the weather resulted in a torn genoa, broken gear and a running aground. As a result, of the original 18 entrants only 9 boats finished the race. At one stage of the race the box recorded a wind speed of 35mph. Boats were even seen to be on a plain!

Sunday brought a lesser wind strength with a more northerly wind direction resulting in a 3 mark course with a classic beat, reach and run. By the time of the last race the wind strength had lightened to such an extent that a majority of the boats were carrying a spinnaker on the 'down wind' run.

The overall winner was Y164 helmed by Guy Coleman and crewed by Jamie Culley with three 'firsts'. Second Y91 Brandy Bottle helmed by Simon Barker, crewed by Ian Richardson on Saturday and Paul Barker on Sunday. Third Y301 Evolution helmed by Chris Hanson and crewed by John Cox.

EricDiffey
Y153

Sunshine on the Yeoman Fleet during Wroxham week



Jean Ringwood

Jean and Ivan met in 1953. She started sailing in 1959 when she and Ivan became founder members of Buckenham Sailing Club at Buckenham Ferry the following year the couple married and honeymooned on the Broads They continued to crew in a variety of dinghies, often with Gilbert Wright in his Oulton Broad 20ft Restricted Class dinghy 'Gremlin'. Later they purchased 'Gremlin' and provided the course had plenty of reaching were quite successful.

In 1976 Jean's brother Peter Coleman invited Jean and Ivan to NBYC and they saw a fleet of Yeoman sailing for the first time. In September 1976 they joined NBYC and ordered a Yeoman from Leslie Landamore. 'Gremlin II' was collected from Landamore's yard and sailed to Wroxham Broad on March 19th 1977.

Jean became Ivan's crew and later his tactician (She had watched the Americas Cup) only to find that crewing a Yeoman was demanding work. All possible races were entered on most weekends of the season although in the early days they were racing for the last three places not the first three. They entered their first Yeoman Open at NBYC in April 1977 and thanks to the presence of Peter, hard work from Jean and strong winds, they ended the weekend with a reasonable placing. Strong winds were always Jean's favourite conditions and she never enjoyed races where the small jib had to be used, a requirement of the fleet at the time in such winds.

Holidays were taken in hired sailing cruisers on the Broads and later boats were chartered from Mylor Yacht Harbour near Falmouth following a visit with their Yeoman. As with most sailors many adventures took place and most cruises were a success despite some hairy moments. Meanwhile Mark had started to sail his own Mirror dinghy having completed the NBYC Sailing Course, Jean and Ivan's disagreements regarding tactics being too much for him. However arguments were always left in the boat when they stepped ashore.

Jean had become a nurse at Little Plumstead Hospital when Mark started school and she included sailing in some of the activities she enjoyed with the patients. She also helped to start pottery and art classes at the hospital, undertook quite long journeys driving hospital minibuses and accompanied the patients on caravan holidays to the coast of Norfolk.

Family holidays now included Flotilla sailing in Turkey and Jean enjoyed the sailing, the sun and the evening activities.

Gremlin II was trailed to various venues for Yeoman

National championships including Rutland Water, Queen Mary and Hayling Island, never winning the championships but coming close on several occasions, third at Rutland in 1982 and at Queen Mary in 1984 and second at NBYC in 1991. She became a champion of the cause of Yeoman spinnakers at NBYC having attended championships elsewhere and realised that spinnakers were needed to win at the higher level. Following the adoption of the spinnaker in Yeoman class races Jean's high point was when she crewed Mark to win all four races at an early season Yeoman Open at NBYC. There were many other successes including winning Wroxham Week three years running and also taking the seasonal Yeoman Trophy on more than one occasion. Jean was an advocate of both the centre winch and the spinnaker chute as she felt that their use extended her ability to stay crewing in the class.

In 1992 when Ivan retired they bought the sailing cruiser 'Melinda' -but-stayed-loyal to the Yeoman class. They usually had a fortnight cruising the Broads each year. Amongst Jean's favourite places being West Somerton, Horsey and Geldeston Locks where Jean would paint while Ivan walked. 'Melinda' only appeared in a few races as the program made it difficult to sail in both classes. Jean always helped Ivan to prepare 'Melinda' during each winter spending some very cold days in boat sheds at Upton including a memorable two and a half weeks scrapping her bottom one winter to achieve a smoother finish. Jean was no stranger to painting as she had decorated their home from top to bottom when she retired after 25 years nursing and still found time to go back on the nurses bank when the house painting had finished.

'Melinda' was sold when Jean could no longer help Ivan with the mast. Fewer races were sailed as gardening and the occasional motor race meeting got in the way but Jean supported the class until she was unable to sail due to her illness three years ago and was still often seen on the club veranda urging Ivan on.

Jean had fought breast cancer in 2001 and it didn't come back but pulmonary fibrosis possibly caused by a DVT and acute renal failure led to her being unable to walk more than a few paces. She died on September 27th 2010 having caught pneumonia, 3 weeks after her golden wedding.

Winter Sailing

Boxing Day at Horning Sailing Club



Autumn sailing with Snowflakes started out with glorious weather, good wind and keen racing in both the Tri-Icle and in early November club races. Unfortunately most weekends since have been either without wind or of late extremely cold with the river being frozen on occasions.

The annual Boxing Day races are seen by many as a wonderful respite from Christmas gorging with the chance to get some oxygen into the lungs as well as some wind in the sails. Unfortunately as the pictures above show our Yeomans were going nowhere. Hence it was back to the Clubhouse for some excellent christmas fare (yes more gorging) and good company.

Just as a reminder of how it can be is a photo from a lovely November Sunday with plenty of both sun and wind. Better times to come we hope.

Newsletter Available Electronically

If you would prefer to receive your newsletter by email it would save the Association the cost of printing and postage. If you are happy with this please contact: frances@cringleford.com

We will of course continue to post paper copies to members who prefer this format.

November 7th sailing down the Bure from Horning

