



Fierce competition at Snowflake SC on the River Bure at Horning

Snowflake Sailing Club Makes Historic Move

Snowflake Sailing Club was first established in the autumn of 1949 at Potter Heigham. It was the brainchild of three local residents who decided that with the departure of holiday-makers the winter months were a perfect time (if one ignored the weather) to sail on the Broads. The story goes that Eric Smith, being the oldest, qualified as commodore. His wife Norma, being the prettiest, was 'the member', whilst John Byerely, being 'the only one left', took on the role of Honorary Secretary. They placed an advert in the Eastern Daily Press, which attracted three more members. Their first race was held on a windy day in early December. Despite the conditions three boats set sail. Of these: one capsized, the second split their jib and the third helm developed lumbago. Despite this inauspicious beginning the club continued to expand. In the 1950/51 season the club based itself at Horse Fen Mill, it subsequently moved to Thurne, and then in 1955 it accepted an invitation to base itself at Horning Sailing Club, where for many years both dinghy and Yeoman sailors have enjoyed both wonderful sailing and enormous fun.

2023 marks a new chapter in the club's history as we transfer our home to Wroxham Broad. We are now affiliated to NBYC but remain a separate club and retain our unique identity.

As usual we will run our own winter series of racing and social programmes, including the Boxing Day Regatta and our Burn's Night Supper. Additionally, Grace and her team will continue to work hard in the kitchen, producing their legendary bacon butties.



The SFSC committee appreciate that this is a significant change but are confident that it will enrich the experience of all. We look forward to greeting both old and new members and continue to pride ourselves on being a welcoming winter sailing club renowned for our friendship and fellowship.

For full details of our winter programme and to join the club visit: www.sfsc.co.uk

Lough Erne – Norfolk Broads Exchange: *Frances & Michael Holmes*



Sailing a Yeoman on Lough Erne

The Yeoman sailboat was designed in 1969 to sail on the Norfolk Broads. It became popular on many inland lakes, reservoirs and Scottish lochs but its spiritual home remained in Norfolk. It was therefore a little surprising to hear of a new fleet scouring the Scottish Loughs for available Yeomans to take back to Northern Ireland. Soon a picture emerged of a new fleet establishing itself on the beautiful Irish waters of Lough Erne. On seeing the photographs of the scenery of the lough and the exciting racing the location provided, many of us began to muse on the possibility of racing a Yeoman on this huge stretch of water.

Lough Erne is the second largest lake (lough) in Northern Ireland containing some 150 islands. It is just 6 miles from the Atlantic Ocean slightly sheltered by a low range of hills. However, as the Atlantic winds descend on this mass of water, high winds and waves are accepted as normal. As the wind swirls around the islands, its many coves and inlets, it constantly changes direction making yacht racing both dramatic and exciting.

Earlier this year the Lough Erne Yacht Club sent out an invitation to the Yeoman Kinsman Association to send a group of sailors across to compete (participate) in a series of races, as a precursor to organising an annual event. Boats would be provided by the club and hospitality would be available in abundance. Thus, in late May four members of Norfolk Broads Yacht Club (ourselves and Andrew & Daphne Musgrave), two from Horning Sailing Club (Steve Middleditch & Alan Dornan) and two from Coldham Hall Sailing Club (David Taitt & Ben Adams) set out with some trepidation and much excitement.

As there are a number of flights from Stansted, taking around an hour, getting there was very easy. We set off a week in advance which gave us time to visit Belfast and the north coast – both superb. We then drove down on the Friday for a three-night stay at the beautifully located Manor House Hotel, where our party all successfully congregated (as you can imagine there were lots of WhatsApp messages flying around).

After we settled in we made the short hop to Lough Erne Yacht Club where our new friends gave us a great welcome. We had a wonderful afternoon touring in a motor cruiser, being shown the sites in this beautiful part of the world. In the evening we met other members of the fleet and enjoyed much Irish hospitality.

Saturday dawned with light winds around the clubhouse and the promise of a day's racing. We now found out that our



Great bunch of people



Look - no hands

friends from Coldham Hall and Horning were each going out in boats with their respective owners, whilst the Musgraves and ourselves would be by ourselves in separate boats. We immediately discovered the Yeomans were set up completely differently to our own, as was necessary to suit the extreme conditions. 'Where's the furler?', we innocently asked. 'There isn't one,' came the response. 'What about a winch or a spinnaker chute?', received the same reply. By now we decided to treat the racing like a quiz. The aim being to have a great day and try and avoid annihilation – which we are pleased to say we did on both counts. Racing here is very different to Wroxham. It is around two marks – one windward one downwind. As we were straight into racing and didn't have time to work out the different mechanics of launching retrieving a spinnaker, this put us at somewhat a disadvantage. That was until the third race when the wind totally changed halfway through (very similar to the Broads) and the Musgraves and ourselves snook through taking 2nd and 3rd spots. Although before the fourth race the heavens opened and we did get soaked, and (as you will have guessed) not bathed ourselves in glory on the water, we had a wonderful time. That evening we were again treated to a lovely meal in a convivial atmosphere - another great evening.

The next day we set out on a 4 – 5 mile sail to the Boatyard gin distillery located on the lough. This time we were joined by Warren Cooper owner (Y179). Warren told us lots of stories about the Lough and how the boats had been set up to cope with extreme conditions. We couldn't believe that we sailed all the way to our destination on one tack. Even more unbelievably we similarly sailed back on one tack, and, even

better,, we flew the spinnaker. The weekend finished with a BBQ. As we waved goodbye, all agreed that we couldn't have had a better start to building links between our fleets, and that this should be the first of many exchanges.

Next year, we look forward to extending the same hospitality to a group from Lough Erne and introducing them to the delights of Norfolk.



Sunday cruise back from the gin distillery

Horning SC Yeoman Fleet Report 2023: Toby Fields



A close finish during the Spring Series

It feels like it's been a very breezy year at HSC so far. The year began with chilly winds veering from north to east on alternate weekends, creating reaching and running starts outside the HSC Clubhouse. Although the weather subdued turnout somewhat in the earliest weeks of the season, competition remained close, particularly between Geoff Stubbs in Tara (Y171), Toby Fields in Tanskey (Y9) and Paul Clarke in Two C Sons (Y70), Fields eventually won the morning series and Clarke the afternoon, with Paul's daughter Sarah winning the evening series trophy for Bermudan rig.

The Three Rivers Race was held in near-identical conditions to last year, with a small but determined contingent of seven Yeomans, six of whom completed the race. The course was at a near-maximum length reflecting the excellent conditions of a northerly to push boats down Horning Street on a run, with a beat back to the finish after around 50 miles of sailing. Roger Hannant once again excelled in Firefly (Y93), not only winning the Ivybank Jug for leading Yeoman but also the Yachmaster Insurance Trophy for finishing second overall out of 103 starters. Andrew Gallant also made the top 10 in Aquamarine (Y108) ensuring it was an excellent race for Yeoman sailors. The only boat to beat Roger was a Yare & Bure One Design sailed by Martin Thompson.

Although there was still some disruption in June on Hoveton Little Broad due to weed growth, the cooler July and August temperatures saw this die back earlier than last year. Therefore, although the Keelboat Weekend was moved to the river course at the beginning of July, the club's Regatta Weekend was able to be held on the Broad. Fields and Clarke enjoyed some close tussles with Fields winning 3 races to Clarke's 2, taking the Millennium Cup. The Sunday in particular was notable for some 30mph gusts, with several competitors trying out their reduced jibs.

Horning Regatta Week was a week of two halves. The first three days experienced strong Westerly winds which created a beating start and long spinnaker run on the river. Chris Bolton and Pia Corbishley in Folly Too (Y162) used this to excellent effect, winning the majority of races on these three days leading to them taking victory in the Yeoman class series. On Thursday and Friday however, the wind veered northerly. Toby, preferring the reaching conditions, took the Landamore Open Regatta Trophy in Tanskey for the Thursday morning

spoons race and then two first places sealed the Judith Paris Trophy for the Allcomers A series. Paul Clarke in Two C Sons and Roger Lambourn in Hornet (Y210) also achieved victories in races throughout the week whilst Caroline Johnson in Cornelian (Y102) took a dominant win on the Friday.

It has also been encouraging to see several other sailors in Yeomans during the evening races of Regatta Week, with James Street winning the Junior Trophy in Folly Too and also being seen in his own boat Endor (Y149) at times including on Down Rivers. Dawn Docking took a notable victory in Two C Sons during the Novices in Fixed Keels race in her first ever experience of helming a boat, guided by the ever calm Paul Clarke and winning the Mary Cup for her efforts whilst Alan Goodchild won the Yacht Builders' Challenge Cup in Folly Too.

HSC is looking forward to hosting the Broadland National Championships at the end of September (30th-1st October). There will be 5 races over two days, details elsewhere in this Newsletter. Two years ago we enjoyed an excellent Championships at HSC with 18 Yeomans on the start line, hopefully we can match that on this occasion. Hopefully the strongest of the winds will have eased by then, although still leaving us enough to race properly! Competing boats are welcome to moor alongside other Yeomans down the side dykes or around the club front in the week before the Championships



The start of the Junior Trophy race in Horning Week

NBYC Yeoman Fleet: *Frances & Michael Holmes*



Spinnakers on Wroxham Broad, 2023

We are having a great season here at NBYC.

The new sailing programme set up at the club is proving popular. Alongside club racing our Open Weekends and Wroxham Week have given the opportunity for both experienced and newer fleet members to have a great sail.

May Keelboat Weekend

With a number of fleet members away, we had a relatively small turnout for the May Keelboat weekend. With winds gusting over 20mph competitors had an exhilarating two days. Two great tussles developed. In competition for the first two slots were the Barkers in Brandy Bottle and the Boltons in Folly – the former just pulled through by virtue of winning the final race. Meanwhile following a battle for third and fourth place between the Whitefoots in Fire Opal and the Gallants in Aquamarine, the Gallants just finished ahead.

June Open Weekend

The June weekend was very hot – both in terms of weather and competition. On Saturday winds were both westerly and light. the Barkers in Brandy Bottle capitalised on their good start and kept ahead of the field as conditions changed from good to almost no wind on the final lap. The Hannants in Firefly worked hard to catch up but eventually had to settle for second whilst the Ringwoods in Gremlin III took third place. With little wind the race officer had little choice but to abandon racing for the day and reschedule the remaining three races to Sunday which was even hotter. However, there was plenty of wind coming in from the south/south east it was also inconsistent, changeable and strengthened as Sunday progressed. Conditions were challenging, and with tight competition at the front of the field positions were in doubt until the final race. However, at the end of an exciting weekend, the Barkers emerged victorious, with the Hannants second the Boltons third and the Ringwoods fourth. All were deserving of their places. Congratulations to the winners but also to all involved. We need to especially mention Mark & Evangeline Haller and Bruce & Viv Cairns, who were both sailing in their first open events. As always there was competition throughout the fleet and it was particularly pleasing to see our newer members out enjoying themselves in what were challenging conditions on a beautiful Wroxham Broad.

Wroxham Week

Conditions at the start of Wroxham Week weren't good. The wind blew and gusted and the rain threatened. Unsurprisingly in difficult conditions the turnout on the first Sunday

was lower than usual. With a strong almost due south wind it was a battle to no. 3 mark and after rounding the South mark nobody risked raising a spinnaker for the long run to North mark. Mark and Mellissa Ringwood established a lead that nobody could haul back although Roger Hannant with two-up crew were not far behind with Paul and Janet Barker working their way up to third. The rest of us were relieved to make it back safely to our pens. Very well done to Mark and Melissa.

For the rest of the week the weather was somewhat changeable. From a lot of wind, to no wind, and from every direction imaginable, which gave us all a good chance to practice, and really meant that all who took the leading positions were very worthy of their placing. In the morning series a close battle for first and second developed between the Barkers (Brandy Bottle) and Chris Bolton crewed by young Hamish (Folly). There were many tussles behind. At the end of an exciting series positions were: 1st - Paul & Janet Barker; 2nd – Chris Bolton & Hamish; 3rd- Roger Hannant & Chris Tuckett; 4th- Mark and Melissa Ringwood.

In the evening series, with the Tuesday race abandoned leaving no discard there was no room for error across the three remaining races. By the time of the final race the Ringwoods, Hannants and Chris & Hamish were in the top slots. With the Ringwoods sailing brilliantly to come in first it looked as though they had just beaten the Hannants to win the overall competition. However, following an infringement of the F-flag they had 2 points docked, and so came in second for the series whilst the Hannants took first overall and Chris & Hamish third.

The final Sunday and the final race arrived with conditions that suited few competitors. With very strong winds from the south gusting up to almost 30 mph only five boats decided to take to the water and only four made it to the starting line on time although a fifth started a good half lap behind. Immediately the strong winds buffeted these hardy souls as they fought the hard beat to round no.3 mark and then onto south. Roger (Hannant) crewed by Chris (Tuckett) were already showing they were totally at home in these conditions as they took the lead and emphasised their enjoyment by raising the spinnaker. We're still not sure if a Yeoman can 'plane' but Firefly certainly came close to it. Behind them everyone else struggled at times with the conditions. However, Roger & Chris made easy work of the winds and richly deserved to win the Sunday series.

Coldham Hall Sailing Club: *David Taitt*

2023 has been a great year for the Coldham Hall Yeoman fleet which now numbers some 16 boats. The sailing season started at the beginning of April with as many as 10 Yeomans turning out for Sunday races, necessitating split starts to avoid start line congestion. We were joined by Norfolk dinghies from the Frostbites for the Open Regatta at the end of April, with Ben Adams and Crispin Lambert taking Y146 Felspar to victory in the Yeoman Series. Ben has also set a new record this season, having lost and replaced some five wind indicators from the top of his mast – might be something to do with the trees.

On occasions we still struggle with light and variable winds, with a number of boats requiring a tow to get down to the annual BBQ at Hardley Mill. But when the wind blows we have no trouble breaking the speed limit. We are pleased to be working with the RSPB to help clear trees on train reach – every little helps.

We had no shortage of wind on 6 August for a downriver race to Cantley and back. Six boats took to the water in a strong south-westerly: 23mph gusting 40 mph. The Wayfarer sensibly retired before the start leaving five Yeomans to tackle the course. With a following wind, the leading boat reached Cantley in 45 minutes. The return leg was a hard beat into a strengthening wind, with two boats retiring before Langley Woods. Three boats finished the race with Will and Dave Taitt completing the 11-mile course in a winning time of 2 hours 5 mins in Y174 Trio.

The midweek cruises remain popular, with regular downriver trips to Cantley and beyond. Occasionally the wind and tide favour an upriver cruise. Earlier in the year we were able, with some careful calculation and judgement, to squeeze under the Postwick Viaduct before turning and stopping for lunch at Bramerton Wood's End on the way back to Coldham Hall.

Another highlight of the year has been to sail with the Yeoman fleet at Lough Erne Yacht Club. Ben Adams and Dave Taitt travelled over to Northern Ireland with friends from NBYC and HSC and enjoyed three days of fine sailing and outstanding Irish hospitality: great food, Guinness, whiskey and gin. Thanks to Gerry O'Daly and the LEYC team for arranging a wonderful weekend. We look forward to the return event in Norfolk next year.

As I write the sailing season at Coldham Hall still has some way to run, with the last race of the year scheduled for 17 December. We have however managed to squeeze some new events into an already very full programme. We are currently looking forward to the return of the Triple-B race (Brundall-Breydon-Brundall), which, with the support of members of the now sadly defunct Buckenham Sailing Club, will be hosted at Coldham Hall. This will be a timed passage race for dinghies, keelboats and production cruisers, to Breydon Water and back (similar in concept to the YNR) with helms free to select the start time to best exploit tide and wind. The race is scheduled for Saturday 7 October. We are also looking forward to hosting the Ramuz Trophy event at CHSC on Saturday 16 September, which will see entrants from up to 16 Broads sailing clubs competing in Yeoman team races.



Y146 Felspar complete with wind indicator



Clearing the marshes



Y174 Trio going strong in choppy waters

David Hickman's Sailing Life



David Hickman sailing Y80 Magpie, 2022



David Hickman, 2023

David Hickman is a long-standing member of Coldham Hall Sailing Club (CHSC) and sails Yeoman Y80 Magpie. David is a competitive racer and one of the most successful helms in the numerous CHSC race series and regattas held every year at the club from March to December. He is a master in light winds and knows Train Reach like the back of his hand.

Tell us about where you're from and how you started sailing?

I am a Black Country Boy. I didn't start sailing until I came on a Crusaders (Bible Class) holiday (twice) based at Thurne Mouth in the early 1970s. The Crusader's hired the whole of the half decker fleet from Martham Boatyard and after a week sailing every day I felt confident of my ability to helm a boat. I moved to Norfolk in 1974 to train to teach, choosing the location partly as a result of these holidays spent on the Broads. Ironically I didn't sail again, with the exception of a couple of day hires from Whispering Reeds, until 1993.

Why did you choose to sail a Yeoman at Coldham Hall?

In 1993 I sat with my mother on the bank at Coldham Hall looking at the transoms of a couple of Yeomans moored there thinking I would really like one of those boats. I didn't fancy swimming, so a keelboat ticked my boxes rather than a Wayfarer or Norfolk Dinghy: both popular boats at CHSC. Long story short, I purchased *Magpie* Y80 in August 1993 and joined CHSC becoming Commodore in 1999. Coldham Hall is my closest sailing water and, in my view, the Yare at Coldham is undoubtedly the best location on the Broads. No weed on the hull due to the tidal nature of the river, a very friendly proficient boatyard run by Sam Dunning, an uninterrupted 15-mile sail to Breydon and no bridges to negotiate other than the swing bridge at Reedham. In 30 years moored at Coldham I have only been prevented from sailing *Magpie* on two occasions due to extreme low tides. I quickly decided that racing was my passion and on innumerable Sundays it has meant that although the day was not a day for cruising it was always a day for racing (points mean prizes). I began to complete a logbook entry of each outing and a record of the costs involved (sad I know, but I was an IFA for 15 years following my 10 year teaching career). So I can say with total accuracy that so far I have had well over 1050 outings on *Magpie* and the cost per trip nets at under £42.

What other boats and where else have you sailed?

I have sailed many boats in numerous locations including:

- *Kingfisher*, a River Cruiser which I helmed on a regular basis in the Yare Sailing Club Series and won the under-25ft YNR trophy. Unfortunately, I managed to capsize at the mouth of Breydon in one YNR race.
- *Warbol* and *Sulis*, both Dutch sailing ships suited for sailing in the shallow waters of the Zuidersee. I discovered that Friesland is like the Norfolk Broads on steroids: a wonderful environment. Crossing the IJsselmeer (an enclosed central bay in central Netherlands) was particularly exhilarating.
- *Eos*, *Sea Mist* and *Idle*, all production cruisers owned by my late friend Peter Cox which we sailed at Levington on the Orwell

These and most of all my other sailing opportunities have arisen because of my membership of Coldham Hall Sailing Club.

How has sailing at Coldham Hall changed?

When I joined Coldham the preferred boat was the Norfolk Dinghy with a sprinkling of Wayfarers and Yeomans. The River Cruiser fleet was also a significant part of the club's activities, less so these days. The Yeoman is now the most prominent boat owned at Coldham with a significant fleet moored there. I was told the Yeoman was an old man's boat when I purchased *Magpie* and, given the passage of the years it was a good choice then and is still a good boat to own and race today as the years and health issues catch up with me. There is a growing paddleboard membership who take advantage of the Coldham facilities. The recent addition of the floating pontoon moorings have been a boon to those like me with ongoing mobility issues.

What are your top tips for winning?

That's easy. Always sail as fast as you can, don't be greedy, stop wagging the rudder, don't make any mistakes, find a good crew and look after them. Practice, practice, practice.

From the Archives: *Steve Middleditch*

In previous newsletters I have shared documents from the Association’s archive. However, in this edition inspired by a visit to the Museum of the Broads in Stalham I decided to do something a little different. Because here I discovered a unique piece of Yeoman Kinsman history, one which is linked to all our boats.

As many of you know when the Yeoman was first designed by Leslie Landamore for Eric Yeoman, the first boat was made from wood strip planking. Y1, Zircon was one of only two Yeoman made out of wood the second was not numbered nor made to be sailed, but was used as the plug for the mould from which subsequent glass-fibre boats were made. Y1 (Eric Yeoman’s original boat) is privately owned. I have not seen this craft but have spoken to its owner who has a wooden model of the craft (see below). The rudder had no skeg, and was raked design angled to the aft. The keel is also less shaped, almost made like a Kinsman keel.

I was therefore very surprised to discover YC1 (Yeoman Cruiser) Lara, a wooden Yeoman at the Museum of the Broads. And here I have to thank the Museum of the Broads and their volunteers for allowing me to climb over their exhibit and take photos.

The Yeoman at the Museum of the Broads is made from a strip planked hull, and a GRP top deck and cuddy, and it is assumed that this started life as the plug around which later boats were made. However, it has a major modification - it has been made into a cabin cruiser.

There are no windows, and it appeared that some of the interior had been removed, as I saw seacocks and fittings that suggested maybe the fitment of a sink, but at that time was unable to be sure. Unlike Y1 this Yeoman has what we would consider a normal keel. The rudder is of the original skeg design, and outwardly conforms exactly to the original one design, except for the access hatch on the rear deck and the addition of a sealog driven by a propeller attached to the rear of the hull.



Wooden depiction of first Yeoman

The Yeoman Class 'Lara'

In 1968, Eric Yeoman asked Leslie Landamore to design a 20ft long boat. He wanted it to have a similar racing performance to the White Boat, or Yare and Bure One Design, like the Museum's 'White Diamond', but with a simpler rigging of sails.

'Lara' was the first Yeoman built. She was made from strip planked wood. Unlike other Broads one design boats, the Yeoman was provided with a cuddy to offer some protection from the elements. On 'Lara', the cuddy became a small cabin, making our boat unique as the only Yeoman built as a small cruiser.

The design proved to be popular and a mould was made for the manufacture of the glass fibre version.

The Yeoman must be the widest travelled Broads boat. There are fleets in Rutland and Lough Erne, as well as in the Broads, mainly at Wroxham Broad and Horning. Their sail mark is almost like the Greek letter, 'gamma'.

To date, over 300 Yeomans have been built by Landamore, R Moore and Sons of Wroxham, and Philip Bolts. The Kinsman uses the same hull and design, but has a retractable keel and rudder.

Length:	20ft	Draft:	3ft	Rig:	Bermuda Rig
Beam:	6ft 6ins	Sail Area:	200sq ft + Spinnaker: 200sqft	Keel:	Fixed

Launched: September 1969

Photos courtesy Alan Davies

Notice at Museum of the Broads



YC1 Lara home at the Museum of the Broads, 2023



YCI Lara home at the Museum of the Broads, 2023

After my visit I was able to discover more about Lara, which it is believed was made for Paul Golding, a Wroxham real estate and investment agent. At his request the cuddy had been converted into a (very) small cabin with adequate sleeping for two while a small inboard engine had been fitted in the stern compartment.

For over 20 years it was owned and sailed by Bob Holmes, the current owner of Y31. Bob explained: 'It did indeed have a sink as well as a small toilet. There was a gas hob for basic cooking, numerous cupboards and two bunk beds into the V with a centre piece that could convert into a double bed.' (It must have been very cosy!). He sold it in the 1990s, after

which its history is unknown, however, around 2015 Andrew Musgrave (Y300) saw Lara was for sale by auction. It was in poor condition but as it had a good trailer he could not resist a bid (I'm unsure if Daphne approved). Having snapped it up he refurbished the trailer but decided the best place for this unique bit of Broads history was the Museum of the Broads. He kindly donated it to the Museum who have been able to restore it to its current healthy state.

If you want to see this boat, The museum of the Broads website is at <https://www.museumofthebroads.org.uk/>.

It is well worth visiting the museum, there is obviously far more than this Yeoman on display.



YCI Lara, c1977

Yeoman Broadland National Championships 2023: *Toby Fields*



Leading three pull ahead, NBYC 2022

This year's championship will be hosted by Horning Sailing Club on Hoveton Little Broad on 30 September and 1 October 2023. Join us for a 5-race Championship where we will be the only fleet on the Broad. Entry and food booking form is on the YKA website (www.yeomankinsman.org.uk).

This year's programme is as follows:

Saturday 30 September

- 11.00** Yeoman and Kinsman Association AGM to be held in the HSC clubhouse
- 12.30** Racing briefing in HSC Clubhouse. Teas, coffees and light snacks will be available to purchase from the galley.
- 14.00** Race One start, Race Two to follow (tow to the Broad from HSC available, otherwise approx. 20 minutes' sailing time).

After Sailing – Coffee and Tea available in the Clubhouse. If demand allows, we may book a table at a local venue for an evening meal.

Sunday 1 October

- 10.30** 10:30 – Three races to be held in quick succession on the Broad. There will be a short gap between races four and five for a comfort/food break, it is possible to moor on the Club Pontoon or Committee boat during this time.



Flip Dugdale and Roger Hannant, 2022 YK champions

2024 Championships: Invitation to Barton

For many years the venue for the National Championships has rotated between Horning Sailing Club and Norfolk Broad Yacht Club, but next year we propose to do something different.

The Norfolk Punt Club on Barton Broad has kindly offered to host this event. Many of you will know Barton Broad on the river Ant, with its islands adding interest to the sailing. Tows will be arranged from NBYC and HSC. We already know of a couple of boats from Coldham Hall who are planning on another epic voyage around almost the whole Broads system to attend the event. I am unable to give an exact date yet, however, this event will be run in September. The exact date depends on the timings of other regattas.

Steve Middleditch, YKA Secretary



Gordon Wishart sailing at Barton Regatta, 2006

Chairman's Reflections: *Eric Diffey*

In April 1988 the AGM of the Association was held at The Green Man public house Rackheath, which you pass when travelling between Norwich and Wroxham. The National Championship was held at NBYC on Wroxham Broad that year. It was at this meeting that I agreed to become Secretary of the Association, there not being any person proposed for this office. I was joined by Len Brereton (Rutland SC) as the incoming chairman, who was not able to attend the meeting. This became the time of further change in the affairs the Association.

The internal structure of the Yeoman underwent change as a result of proposals from the builder (Moore's of Wroxham) in 1987 plus the introduction of , alternative dimensions for the main sail. The changes to the Measurement Rules having been agreed at a meeting held in January that year in London at the Earls Court Boat Show,

Len pursued a revision to the Constitution and Measurement Rules which had been formulated in 1977 and adopted at the inception of the Association. Since that date there have been further changes to the Measurement Rules. The one item that defied any ultimate pronouncement was that of buoyancy, which led to the introduction of the 200 and finally the 300 series.

National Championship.

Over the passing years the National Championship has been held at a number and variety of venues. as far apart as Loch Erne in Scotland, Chichester Harbour, and Rutland Water. Members would travel to these venues where various forms of hospitality and accommodation would provide for the

needs of all concerned. Nowadays it seems to be confined to Norfolk venues rotating between NBYC and Horning SC. Perhaps another venue could be found in the region? Also the participating numbers have diminished at this event. I can recall being amongst 30 other boats on the start line at NBYC

The Association

It was in 1977 that a growing number of Yeoman owners gave birth to the Y/K Association. Legendary figures like Ginger Barron, (an engineer and member of the fiercely competitive fleet at Queen Mary SC) helped to improve the seaworthy and competitiveness of the Yeoman. Sometimes at the exasperation of Leslie Landamore, the designer and builder of the Yeoman and Kinsman.

Since its inception, membership of the Association has changed with both Yeoman and Kinsman boats being found throughout the UK. The demise of a very active Yeoman fleet at Queen Mary SC, and elsewhere has led to a contraction in membership numbers. However a growth of activity at Coldham Hall and at Lough Erne in Ireland has given hope for the future.

Since joining the Association I have been: Secretary, Vice-chairman, Chairman and fleet representative. Two years ago the Association found itself without any proposed Chairman or Secretary. I volunteered as Chairman and Steve Middleditch took on the role of Secretary. Being the Secretary is very demanding as I well know. Steve needs all the support that he can be given

I am not offering myself as Chairman at the forthcoming AGM. The Association needs a new person to carry on this role.

Eric Diffey

Chairman and lifelong supporter of the Yeoman Kinsman association Eric Diffey has decided that the time has come to hang up his lifejacket and view the racing with Maggie from the comfort of the clubhouse veranda. It was not much of a surprise to hear that they had decided to sell their beloved Nomad Yeoman, but it was a surprise to see that they had owned this boat for forty years. Looking back over those years there is much of which they should be justly proud.

Eric was a vital part of the original YKA committee and it was primarily his efforts that delivered the class rules to which we still sail today. A fierce custodian of these rules has kept the integrity of the class throughout his tenure. Twice Eric has picked up the challenge of becoming the Association Chairman a role which he will only vacate at the forthcoming AGM.

We all owe Eric and Maggie a great deal and wish them all the very best as they take a slightly more laid back role while continuing to support the Yeoman Fleets.



Eric and Maggie Diffey, 2023