

HUNTER'S YARD



Newsletter of the Friends of the Hunter Fleet



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Editorial

Welcome to Issue 64 of our newsletter.

The lovely picture on the front cover, which heralds the first issue of the new look newsletter, printed in colour, was taken by Daniel Weston, who was the winner of the Adult Section and overall winner in the Friends 2018 Photo Competition.

I shall be printing the winning photo in the Children's Section as well as more of the photos from the photo competition in the next edition of the newsletter.

John Franks, in his excellent "From the Yard" piece (p.8) writes of how much Hunter's Yard appreciate all the help from the Friends.

If any member of the Friends would like to contribute a bit more, the Friends committee is looking for new members. It is a nice friendly committee which meets here in Ludham about three times a year.

Or, if that does not appeal, more volunteers are needed for outside maintenance at the Yard.

I hope one of these jobs may appeal to you. Please contact any member of the committee (see details on the left) for more information.

In the meantime, may I wish you all a Happy Christmas, as we look forward to a good sailing season in 2019 with more events at the Yard and further afield (see p.5).

Christine

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Chairman's Ramble.... ..

Time seems to pass quicker every year; here we are at the end of another sailing season, the fleet hauling out, bonfire night just around the corner and Christmas on the horizon etc., etc.

The Autumn Event was held in glorious weather and as usual I would like to convey my thanks to all members of staff and FHF volunteers who made such a success of the day.

My principal memory of this last season was the FHF trip to Holland which is organised by Willy Hoedeman who lives in Yorkshire but who has been organising what seems to have become an annual event in his home country for a number years.

Members who attend the AGM and Autumn Event may know him better as the bearded gentleman who always turns up on a folding bicycle and skippers one of the boats which are made available for us by the Yard.

We spent just over a week on an Dutch ex commercial sailing barge/schooner (built 1929) on the Wadden See which is the enormous shallow stretch of water between the northern part of mainland Holland (Friesland) and the curved string of islands such Texel, Vrieland, Terscheling, etc., a sort of cross between Breydon Water, and the Walton back waters where knowledge of the tides and the deep water channels is absolutely vital if you don't want to spend hours on a mudbank in what appears to be, the middle of nowhere.

The week finished at the Schooner's home port of Harlingen, watching the end of this

year's tall ships race and enjoying the carnival which was organised to celebrate the occasion.

The weather was very hot but sadly the wind could have been stronger however, a lovely introduction, for me, to Holland.

Thank you Willy, for organising this event.

Blatant Plug, he is doing it all again next year!

A relevant item in the last newsletter was Philip Bray's very interesting article on gaff rig, its development, in the low countries, from the spritsail, and its particular relevance for use on the Norfolk Broads.

All of the many traditional sailing barges which we saw on the Holland trip were gaff rigged with leeboards and flat bottoms and, given their marked similarity with the epitome of east coast commercial sailing craft, the "Thames Barge", it appears that the Dutch not only taught us how to drain the marshes, but how to rig our local craft.

On what might be considered a politically controversial point, they also seemed to fully understand the dangers of the occasional, but potentially catastrophic, surge tides which travel down the North Sea from time to time, and the importance of protecting the coastline from it.

International concern over global warming and air pollution has been very much in the news in recent weeks. Governments across the globe are either demanding or promising action or, in the case of countries which are seriously reliant on fossil fuels for their industry or income, allegedly trying to find fault with the figures used to justify the recent international reports findings. I rather think that the tourist boat hire

industry on the Broads (and everywhere else) may well come under increasing pressure to convert any carbon fueled motor powered vessel to electric power sometime in the not so distant future. Some of the day launch firms are already ahead of the game here.

The success of the installation of the electric motor in *Lucent* has shown that existing boats can be converted but that, as usual, designing/building a boat to have an electric motor plus batteries and control systems fitted if required, is ever so much easier.

We must wait to see if the Trustees feel that it is worth converting one of Wood class and one of the Hustler class to continue with this very important/possibly critical experiment in keeping the Yard viable.

The effects of Brexit on the British holiday industry has yet to be experienced but let us hope that a suggested increase in holidaying at home combined with new initiatives to advertise the Broads sailing fleets will have, dare I say it, "positive outcomes".

May I wish you all a happy Christmas and a positive New Year.

Rodney Longhurst

Membership News

Goodness me where has this year gone! I can always remember my grandmother saying to me as a child and very 'bored', "Time drags as a child but rushes as an adult". As usual she was right!

The saving grace is that it will not be long until we are back out on the water.

Photo Competition

I would like to thank the judges, Philip Bray, John Franks, Adrian Ray for their excellent choices.

The overall winner was a wonderful photo taken in Malthouse Broad at 07.00 this July (*see front cover*).

Adult's First Place: Daniel Weston

Children's First Place: William Kirkman

A full list of winning photos can be found at <http://www.huntersyard.co.uk/learn-sailing/friends/photo-competition/>

Autumn Picnic

As last year we were bathed in beautiful sunshine for the event. We had just under 70 Friends attend. We are always reminded at these events of the passing of time. One Friend came up to me and said how she had spent a peaceful half an hour sitting under the tree at the dyke remembering Friends no longer here. She took great comfort in realising that the Yard is a great holder of memories. With this in mind, as always, I feel that the huge commitment from all the volunteers should be acknowledged. This year we have a new catering team emerging, Jane & Richard Mant with the help of Jennifer & Keith Fawcus. Their tireless smiles managed to raise £91.00 through serving donated cakes. Again an enormous thank you to Sharon Ziemelis, Joan Chaplin and Vikki Walker for your very tasty contributions. We always manage to cater for Gluten Free members but next year I will try to include a few vegan delights too.

Our skippers always do an amazing job. I admire greatly their individual skills, their gentle coaching and support of us all. The

appreciation of the Friends is displayed through the huge smiles on everyone's faces as they come back into the shed.

The boys at the Yard, Joe Chandler, Pat & Philip Bray work tirelessly throughout the year keeping everything in tip top condition outside. What would we do without you all! We always appreciate any help. So if you have a moment to spare please contact anyone on the Friends Committee with your details.

Again I would like to take this opportunity to thank you all for your greatly appreciated support of the Friends of the Hunter Fleet.

May I wish you all a very Happy Christmas and look forward to seeing you next year.

Louise Hopkinson

Friends Events

**Hickling and Horsey Mere Two Day
Skippered Sails 16th to 21st June 2019
and 14th to 19th July 2019. £220 pp**

The first week is full but we still have a few places on the second week of sails. If the description below entuses you, then either email or call my mobile, contact details below.

The River above Potter Heigham: The historical Medieval Bridge here at Potter has kept the rivers and Broads north of its arches free from any of the large hire craft. This has allowed the river to keep an ancient wildness that you will not find elsewhere on The Broads. The sailing is exceptional and can be challenging, especially in Meadow Dyke and this is where Philip and Neil will earn their pints. You will be staying at The Moorhen Bed and Breakfast in Horning and we will be

eating out at one of the pubs in the village.

You will see wildlife in abundance, kingfishers, otters, marsh harriers and bitterns are now a common sight. In 2018 spoonbills were seen near Horsey Mere. Also one of the areas great natural successes is the re-introduction of breeding cranes which we often see in a field close to Horsey.

AGM Saturday 11th May 2019

This event is an indicator that spring has arrived with 'Percy's Ladies' lying resplendent in the dyke, fresh from a winter of maintenance. This year we will have Pam Taylor from The Dragonfly Society taking a wildlife walk in and around Horsefen during the afternoon.

After the AGM the barbecue will be ready and waiting before an afternoon of skippered sails in the spring sunshine.

Half Decker Treasure Hunt July 20th and 21st 2019

This event has been in the planning for a couple of years and almost got off the ground in 2018. Due to England's success in the World Cup the event was postponed to 2019!

We will be using *Buff Tip*, *Sundew* and *Brown Bess* for three families to enjoy a Treasure Hunt in and around the rivers and Broads, based on Arthur Ransome's Coot Club. There is also the option to have a Hunters Yard skipper join you who will be there to give a guiding hand and only take the helm if necessary. Where you will be going is a secret. The first clue will enable you to find your boat. You will then work your way from clue to clue to the campsite which has full facilities.

We plan to have a 'bring your own' barbecue in the evening. You will also need to provide breakfast & lunch.

The price will be based on two adults and two children. We can have families of 2 adults and three children on the boats.

If you would like to reserve a place then get in touch with Neil on 07930910870 or neil@huntersyard.co.uk We already have one provisional booking, so only two more boats are available.

Neil Hopkinson

10 years Hunters Friends to Holland!

Next year 2019....your invitation: join!

Yes, it is 10 years since I organised the first trip for the Friends of Hunters to Holland to the Enkhuizen Classic Boat Show. We stayed on schooner Zuiderzee and Graham Cooper demonstrated to youngsters how to do a proper repair on a tired 10ft dinghy, fitting new steamed timbers! Over the next 3 years we went back to Enkhuizen and Zuiderzee and made day trips to nearby Hoorn, Amsterdam, Lelystad etc .All very nice, I remember we had 22 people on one trip and Linda Aspland agreed to act as fellow volunteer travel guide!

From 2014 Harlingen was chosen to be our home port and we started to explore the Waddenzee and the Frisian islands. We were on some great ships, Grootvorst, Noordvaarder and Ideaal. But also made daytrips by hired minibus to lovely Friesland towns, Sneek, Workum, Hindeloopen all towns with strong historical connections with water, boats and sailing. And twice we had the excitement of connecting with the Tall Ships race while out at sea ourselves.

Now for next year, 2019. I was left no option but to start planning right away, as quite a few in this year's group are eager for more....but I think I have a nice plan ready.

Here it is: Travel period: Saturday July 27 to Monday August 4th.

Travel plan Usual night Harwich to Hoek van Holland crossing. Train to Harlingen stopping en-route at Alkmaar of Edam cheese market fame. Sailing plan: 5 days Ideaal cruising Waddenzee to outer islands, 2 days IJsselmeer to Stavoren in time for Stutsje sailing and evening trip to Sneek for the illuminated sail-past of all classes of boats taking part in the Sneek week racing.

On basis of a group of 16 people, costs would be in the region of £450 for 7 nights on Ideaal and Stena cost will be around £170pp. If you are interested please respond asap by mailing me for information: willyh@phonecoop.coop or call me on 0797 486 7301, or return the booking form with this Newsletter.

.....And opposite on p.7, Pat Bray gives a most interesting account of the 2018 trip to whet your appetite and interest.

Friends' Friesland Adventures & Tall Ships Race 2018

Having missed last year's trip we were keen to join the Friends' holiday to Harlingen, as 2018 was to be a special year, being the final port for the Tall Ships Race. As usual we took the Hook ferry and trains up through the Netherlands, with a few hours stop in Leeuwarden, arriving in the early evening at the wonderful old port of Harlingen and our favourite schooner, 'Ideaal'. The skipper, Arie Jan, his daughter (the mate) and his dogs were ready to greet us and we soon felt at home again and ready for the next week of adventures.

In more recent years we have sailed out across the Waddensee to some of the long string of Friesland Islands, off the north Dutch coast. If you've ever read the Riddle of the Sands, which was set in the German Friesland Islands, you will have some idea of what it's like. This year we had plans to go further east, to unexplored territory for us, but the wind had other ideas and we had to be content with return visits to Terschelling and Vlieland, both of which are beautiful. The latter is the place to enjoy cycling as there are very few vehicles but miles of roads and cycle paths, many of them through the dunes on the north coast. It was blisteringly hot so the pine forests smelt wonderful and provided welcome shade.

We had spent the night before on a sandbank just off the south coast of Vlieland. Being flat bottomed the boats can rest safely and anyone who feels up to it can climb down the ladder onto the sand/mud/water and walk up to half a mile

away. It is the most magical thing to do, especially after a very hot day, and the dogs loved it too.

After 4 days at sea we returned to the mainland to watch the parade of nearly 50 tall ships at the end of their last leg. Thanks to modern technology we were able to find out which were which, when still a blot of the horizon. First in line were about a dozen square riggers, 3 from Norway, a Russian, Portuguese, German etc, followed by others of different shapes and sizes, but sadly, not the British ship. We motored into harbour with some of the leaders, watched by thousands of people, and moored next to a temporary beach in the outer harbour. After the peace of the sandbanks it was quite overwhelming! All crews, except for the Russians, were allowed ashore for the evening's festivities, which included a large firework display followed by all the ship's foghorns. Then there were 3 more days of jollification, but we had to head home, via Leiden and a chance for yet another boat trip along the canals and a visit to the famous botanic garden. It was a wonderful week and we were superbly fed on board by our organiser, Willy Hoederman.

Next year there are plans to try to reach the islands we were hoping to see this year, perhaps visit Stavoren (where John Loynes had an office) and venture inland to see some of the Friesland Lakes and the Skutje racing.

If you've never been on one of Willy's adventures perhaps 2019 is the time to come!

Pat Bray



From the Yard John Franks Boat Builder

This is not right, it should be Autumn

It is supposed to be autumn, a time when the duration of daylight becomes noticeably shorter and the temperature cools down considerably, but as I sit here at the boatyard it's Friday the 5th of October 2018 and the temperatures feel more like those of high summer. For all our very fortunate late hires, this weather has simply been glorious, it has been very cool in the evenings, but the days have been sunny and warm, what a real bonus.

But the inevitable signs of the impending change in the season is coming to Norfolk, for some who are up and outdoors at the crack of dawn there has already been some heavy frosts laid out across the reeds of the surrounding marshes. The trees are starting to change their colour and are glowing with reds, oranges, yellows and greens and the winter migration of pink footed geese have been arriving in from the North Sea, their appearance being a full week earlier than usual.

For all the Yard staff as October fast approaches here is a real change in focus. This is the vital period for us to prepare the Fleet to be brought into the sheds for safe keeping, and to start the winter maintenance programme. As soon as the boats have come off hire, we have been taking every opportunity on these glorious bright sunny days, to get the sails, awnings

and mattresses dried and aired. The boats are de-rigged and the mast, boom, and gaffs stored away in the sheds. Then all fixtures and fitting are removed and cleaned, all outside varnish work, on the cabin roofs, cabin-sides and in the main well are pumiced, to remove all the grease that has built up over the hire season, then the boats are thoroughly scrubbed out top to bottom. At this time of preparing the boats it gives us the extra time to inspect in more detail the fabric and structure of the boats and to identify any potential problems that will require looking at during the maintenance period. Issues such as cracked ribs, damaged supports, rot in floor timbers, cracked planking etc. will be highlighted and added to damage reports that have occurred during the hiring season.

Welcome to new staff

This year the winter scrubbing out period is just a little bit more special. As many of you may have read in previous issues of the Friends Newsletter there are several new and very much younger faces in the Yard. Recently joining Curtis Drew and Jamie Abercrombie, I would like to welcome Ezra Bailey. Like Curtis, Ezra is an extremely capable sailor and RYA instructor and it is a real pleasure to welcome him aboard. It is so important to be able to work with the new staff, to be able to get them to

Understand and appreciate why we do things the 'Hunters way', a traditional way. It is, in my opinion, about an ethos of a pride in the Fleet, in the skill we apply to maintain them and the importance of the traditional skills that built such fine vessel, and have lasted for over eighty years.

To many who have seen us on our hands and knees scrubbing out the boats, I am sure they may ask 'why go to so much trouble, is it just tradition'. Well it's really not about tradition for traditions sake, it's about the understanding that the more effort and attention to detail we can put into the work in the early October days, the easier it is going to be during the long winter maintenance period, and indeed when we launch next spring. Getting rid of grease off the varnish work allows us to be more productive when we are later preparing surfaces to be varnish. The sandpaper does not clog up so much, it will continue to cut for far longer, takes less time to prepare the surfaces and we use less of the expensive sandpaper. Scrubbing out thoroughly removes all the grit and grim that has built up in cracks and crevices, it removes loose and flaking paint from the bilge, allowing a clean surface when the bilge is prepared for painting next spring.

Cabin Yacht repair schedule

The list of winter maintenance jobs continues to grow, but the major focus will be in getting the hull of *Luna* scraped back to bare wood and the planking seams looked at, as they may need re-caulking. Three lino deck coverings need to be replaced, on *Wood Rose*, *Hustler 3* and part of *Lucent's* deck lino covering. *Hustler 3*

will require further work on the cabin-side as she had a bow sprit come through her cabin-side early on in the season, and only a quick patch repair was able to done on her. We also need to investigate some soft patches in *Lullaby's* garboard planking.

Half-decker repair schedule

With regards to the half-deckers, *Woodcut 2* was already brought into the shed in early September and Jamie and Curtis have done a great job in replacing her rotten floor timbers and she has already been varnished and is looking good. *Sundew's* forward bulkhead will require looking at, and possibly need replacing. The *Rebels* deck coverings needs to be looked at, and by the looks of *Rebel Reveler's* horse we will have to get that off and attempt to straighten out some of the bends in it. I think there has been some mooring post hooked during the season! I am sure that when we are able to scrub out the rest of the half-deckers later on in October, that there will be far more repairs needed to be add to the list.

Bookings

The good weather in September saw a flurry of cabin yachts and half-decker lets as people have grasped the chance of a late sail in the bright, warm and sunny days. Although the final figures are not available till the close of the hiring season, the overall bookings look to be on par or slightly improved on last year figures. The half-decker's have seen an almost 7% increase in bookings, and skippered sails have seen an almost 20% increase.

Thank you Volunteers, one and all

The skippered sails are only able to be offered due to the fantastic pool of

volunteer skippers who give their time for free. Their efforts are so much appreciated by the Trust and indeed by all the happy customers who have been on a sail with them. So a fantastic thank you to Tony Southwood, Richard Thurston, Steve MacKay, Peter Wall, Joe Schofield, James Savage, Neil Hopkinson, Dave Kitson, Mike Lovett, Martin Cowley, Mike and Sally Jones, Joy Eady and Philip Bray, for all your hard effort and work, it is so much appreciated.

Volunteers and changing lives

In all the years that I have worked at Hunters Yard, it has never ceased to amaze me as to the sheer extent of the generosity of spirit and the time that our Volunteers give to Hunters, and to the effects that their generosity has on people, both young and old, who come to enjoy a 'Hunters Experience'.

For me personally one of the most poignant occasions this year was the visit of a group of thirty young people, chosen from very different social and ethnic backgrounds from four diverse Birmingham secondary schools. It was organised by a Birmingham based charity, 'The Enterprise Sailing Trust' founded in 1991 to provide affordable sailing opportunities for young people.

Groups such as these rely on their own volunteer skippers who give their time for free in order to give disadvantaged children a life changing sailing experience. Not only do the volunteers take on the challenges, and the responsibilities of looking after a group of inner city children, but they also get to listen and to try to mentor the children, many who come from very

challenging and troubled backgrounds.

For this year's Norfolk Broads trip, an additional call was made out for skippers from Hunters Yard to supplement the Enterprise Trust's pool of skippers. Mike and Sally Jones stepped forward, both with many years of skippering for the Scouts and from a background as trained police officers.

It was a challenging week, and Mike and Sally looked worn out when they returned to the Yard. When I asked Sally how it went she commented that 'it was so tough, but also so incredibly rewarding'. Sally also commented that as the week progressed and some of the barriers started to be removed, the children opened up about some of the circumstances and experiences they had lived and were living through, some were just heart wrenching. I could see that Sally was much moved.

As we talked, many of the children from Sally's boat came up to thanked her and gave her a hug and as I looked up the moorings, many of the other skippers were being thanked by their crew also. You could just see that over the week, there was such a change in so many of the children, and that I think is the true meaning of the 'Hunters Experience', a life changing experience for many, and long may we continue to open the doors to many more youngster, through the kindness and generosity of our volunteers.

And to end

From some of the youngsters on the Enterprise Trust Cruise this year. At the end of a tough six-days, some young people made the following comments:

This week helped me improve my behaviour and my attitude. There is no point just refusing. It is good to have been out of my comfort zone- I have never been away from home before"

"I have learnt to forgive and forget - not to hold grudges"

"I know I must work at sticking at things"

"I learnt to be more patient and to not give up or be scared"

"As soon as we got off the bus I could see the people I didn't like and wouldn't get on with. I have learnt to make new friends and to get on with those people I didn't think I would like."

John Franks

PICTURE GALLERY



"A Hustler being sailed in good safe hands"

(picture John Franks)

Autumn Event (Jennifer Mack, below)



2Day Sail ,2018 (Neil Hopkinson)



Friends in Friesland (Pat Bray)

Friends Write....

From Nick Hardey

Herewith a response to Philip Bray's article, "The Gaff Rig", in Issue 63 of the Newsletter.

I read with great interest Philip Bray's article championing the traditional Gaff Rig as the best rig for sailing boats on the Broads. I very much enjoyed, too, the historical context outlining the evolution of the rig from square rig to sprit sail to gaff.

I, too, think that the gaffer is the nicest sail plan for the Broads. It is aesthetically pleasing - it looks right and it certainly does the job. However, Philip's opening gambit about hire companies stating that the Bermudan sail is easier to handle is not complete tosh!

Bermudan sails are easier to hoist and lower than a gaffer. You haven't got the weight of the gaff to haul up the mast, you've just got one halyard to pull and if the luff groove is kept in good order, or is fitted with sliders, then the sail will go up and down with ease. There is no doubt that a Bermudan rig is more close winded than a gaff and it's a lot easier to reef too. However, the Bermudan rig has a major disadvantage when sailing on the Broads. Lowering and raising the mast for bridges is a rather tricky affair because the mast is heavy, long and unwieldy. You will probably need an A frame or a haul-up post to do the job adding to all the extra gear on board.

Although I have stated that the Bermudan rig is more close winded than a gaffer, I can hear Philip spluttering into his tea

and saying "so why do Hunter boats sail so well close-hauled?" Well, my answer to that is that sailing performance is as much to do with the hull and keel form as the rig. The traditional Broads yacht has been finely tuned over the years and is designed for the waters on which it sails. The "spoon bow", the low freeboard, long waterline relative to overall length and a long heavy keel are all factors which make such boats sail to windward very well. As we all know Broads boats have this interesting ability to creep up a bank for a couple, or more, boat lengths before you go about. The keel keeps the momentum going even when the sails are no longer drawing.

There is another rig which has not been mentioned so far. The Gunter or Sliding Gunter. This has nearly all the advantages of the Bermudan as the gaff is nearly vertical and is in realty an extension of the mast. Mast lowering etc is the same as a gaff rig as it has a relatively short mast. This is the sail plan I have on my boat and it has served me well both on the Broads and at sea. However, with advancing years, hauling a gaff aloft without any mechanical advantage is just beginning to pall!

So, to sum up, what rig would I specify if I were to buy another boat? It would be a gaff rig! Why? Because they just look so pretty and, as I have said are just right for Broadland sailing. I'll further specify a very light gaff and an efficient block and tackle to hoist it!

Nick Hardey.

From Peter Thring

Dear Christine,

As always, I enjoyed reading the latest Newsletter. I was especially interested in the letter from Philip Barlow, Vikki Walker's report, "Our adventure in Lullaby" and Philip Bray's explanation of the evolution of the gaff rig.

Like Philip Barlow I first sailed on the Broads in 1946, but a little older, aged twelve, and in a *Hustler*. Not many took Broads holidays that year, only months after the end of WWII, and he and I must be members of a dwindling band with Broads memories stretching back 72 years. I too recall our car, a Ford Prefect, loaded up with boxes of food and the pleasure of mucking about in the sailing dinghy. One small point: Philip mentions hiring a "gunter sloop, Leading Lady, from Herbert Woods" in 1968. My recollection is that all Herbert Woods' Ladies, of which there were many, were Bermudan rigged and sailed very well. perhaps they were converted to gunter rig between 1950 and 1968.

It is at least sixty years since I have seen the Broads but I was surprised to read in

Vikki's article that there are only five remaining sailing yacht hire companies. How things have changed. The art of quanting must be known to few nowadays. However, Polly Dudin makes it clear that some still practice the art - with varying degrees of success. I remember quanting a lot in the nineteen-forties and fifties. I cannot recall any of us falling in but the quant was certainly left sticking in the mud on occasions.

I enjoy reading the logs you publish but I cannot remember any accounts of voyages going downstream below Acle and on to the southern rivers. Are today's hirers advised to avoid those waters or are they frightened by the acres of mud and the ferocious tides? "Going south" always felt like a bold but exciting adventure into the unknown, with more challenges than were found on the Thurne and the Ant. The Waveney and the Yare provided good sailing but seemed to me less friendly and the question at the back of one's mind was, "Are we ever going to get back to civilisation again before our two-week hire period ends"?

Regards,

Peter Thring



"A good drying day"
(Picture by John Franks)

JUNIOR HUNTERS

Below is an excerpt from the log which Freja Upson Sandlund and her sister Carina wrote during their holiday on the Broads last summer.

But first of all Freja introduces herself.

"I have only sailed in the Broads once, I learned to sail in Pargas, Finland, in an Optimist. I've sailed in Turkey, Switzerland Finland, England,(in the Broads and the Lake District) Sweden, and Croatia. I've lived in four countries but since I moved to Turkey in 2009 and France in 2004 those are the only counties I remember living in.

I've also recently sailed on Albanus. A training ship in Finland."

...And here are excerpts from Freja's and Carina's log.....with a few comments from Mum, Amika.....

LUSTRE: First mate: Freja and Skipper :*Tipsy Mouse*

Sunday 23 July

Discovered log book under piles of clothes, maps, blankets and pillows on the skipper's bunk. I have just come back from an unsatisfactory mission up the Amazon river. After paddling up stream for a considerable time, we moored on a little platform in the reeds to continue on foot. Me and the first mate followed a native path through the reeds whilst the cabin boy(girl) stayed to look after the boat. Now that I think of it, this is all very suspicious. Finding nothing of interest, we returned to *Tipsy Mouse*, a smaller vessel from our flag ship *Lustre* and one mainly used for exploring. The trouble started when we began to board. Carina, first mate was already in but the cabin boy had jumped off

to untie the painter. I was gripping the sides of *Tipsy Mouse* when I suddenly slipped- *Able seaman of the Lustre and first mate of Tipsy Mouse here-* when the skipper slipped I was busying myself with putting away the oars and could not do much about the skipper- I believe our cabin girl is to blame. The skipper scrambled and managed to regain her footing. Me and the cabin girl set out to the *Lustre* to bring clothes for the skipper and learnt about a disease in the water.

(Mum says...Of course the kids did fall in with life vests on from the boat and with new and fresh clothes on from the dingy.

Of course waving three girls off, with only two returning and asking for pants, shorts, and a T shirt would not make any parent suspicious. Not even the nonchalant " Oh and could we have a towel" would have given the game away. Because, we do not fall in.....).

The cabin girl was being mutinous and would not obey the skipper and would not call me first mate.

Skipper, Tipsy Mouse: When they came back I heard with great alarm that a FATAL DISEASE was in the water and I almost certainly has caught it!

Cabin boy "Your overreacting". Anyway, just as I had changed and got into the clothes the cabin boy had kindly brought me and gotten in the boat. The cabin boy threw down the rudder, she had taken it off when the river got so narrow everyone had to use the oars to fend off, and stalked off. Mutiny!! Well, if she was going to behave like that, we weren't sticking around to give her a lift. However, we weren't to go

through with our marooning as Amelie's the cabin boy's, scream cut the air. We raced to the scene, to find the cabin boy had fallen in. As well! Since we didn't have any spare clothes, I offered her my almost dry skirt, it wasn't that deep, she was so tiny it looked like a dress. When we got to the *Lustre* we were hosed down by the skipper to "get rid of DISEASE". I am of the opinion that it is too late and I expect to drop down dead at any moment.

Monday 24 July

(Written by First mate Tipsymouse, Carina)

Just cleared up after breakfast. Slept well. Able seaman *Lustre* /First mate *Tipsy Mouse* took cabin girl for one more rowing test. She passed with flying colours and earned a bonus point for being able to row the boat in a circle. First we rowed the boat and she showed me how she could go around in a circle and went down the dyke; showed her how to tie up the boat; had an argument about whether the great crested grebe was a duck or not, renamed the Egyptian goose the vampire duck. Set sail at 10:15 had a bit of trouble getting the mud weight up, little wind-may have to quant. Spotted a baby alligator the looked a bit like a log and moved very little. At 10:52 struggling against the tide in closer haul, little wind, have started to quant; cabin girl overjoyed at seeing a dog on a barge.

Just returned from the hustle and bustle of deck, skipper quanted whilst we tied up the sail; just as we finished the wind came and we put up the sail AGAIN! Spotted some water lilies, common cranes and two mute swans. Now anchored with mud weight; "hulabulus" past, now eating cake- started,

sailing, not much wind; cabin girl mad about two more dogs, nearly wet herself with excitement. A little boy in a motor boat flying the skull and cross bones remarked "look pirates" pointing at us-I am dying of hunger!!

Freja also writes "At the start of the log it said that we could put poems in, so I hope you like this:

Sailing is fun

Is a lie

Sailing is only hard work

"Sail is better than Motor"

Makes me sick

Sailing is horrible

To think I once thought

Sailing is fun.

Now read from bottom to top:

Sailing is fun

To think, I once thought

Sailing is horrible

Makes me sick

"Sail is better than Motor"

Sailing is only hard work

Is a lie

Sailing is fun.

And a final word from Mum "Having grown up in three different countries and not having been back enough, the Broads are a perfect picture of England for the girls to remember. Pristine, green, friendly with the occasional idiots motoring fast to get quicker to nowhere. Birds you can see and hear, the wind in the reeds.

We will remember this holiday for the quietness and chance to calm down. No electricity and no distractions. Five people on 28 foot for a week.

Freja, Carina, Amelie, Amika (and Philip)Upson Sandlund

FROM 2017 LOG BOOKS-ADULT ENTRIES



*May 26th on the way home what a run, beautiful !!! Many Thanks,
Nick(Bonner)&James(Curson)*

Observations from Dominic Buckley, sailing on Hustler 5; truthful and amusing, but not good.

After breakfast we witnessed the start of the great Broads Motor cruiser Race as, on the dot of 9.30am about three quarters of the cruisers on the public mooring started their engines, cast off and thundered across the broad, all vying to be first up the dyke and into the river. All was quiet for about fifteen minutes until a similar inbound convoy arrived and all attempted to moor simultaneously. The survivors of "The Wreck of the Hesperus" arriving five minutes before last orders could not have displayed more naked desperation to get the last berth alongside.

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