

HUNTER'S YARD



Newsletter of the Friends of the Hunter Fleet



Hunters in Action

Picture by James Oxbury

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Editorial

Welcome to issue 41 of the newsletter, and it is with sadness that I must report that this may be my last. I have been editor since July 2005, and have met and talked with some wonderful people during that time, but I'm afraid personal and professional reasons dictate that I need to hand over the baton. The question of course is, to whom? Please see my notice on page 16.

The Yard Report for this issue is a little different. Vikki has handed the job over to Graham, who as you no doubt know, is to retire very shortly. Chairman Les Gee pays tribute to him in his report on page 3.

It's always good to receive copy from people new to writing for the newsletter, so I was pleased to receive a report on the trip to the Dutch Classic Wooden Boatshow from Jayne Tracey. Her enthusiasm shines through the whole piece, so I suspect next year's trip will be fully booked before long.

Also from further afield comes a report from Kim Apel, of California. I am addicted to Google searches because you never know what you might find. I ran a search on Hunter's Yard last November, and found a report from him on a now defunct online forum, where he talked about the visit he paid us. Thanks to the wonders of the internet, I managed to track him down, and he has given permission for us to reprint it. I do enjoy seeing 'foreign' perspectives on things, so I hope you too enjoy his account.

Zoë

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The Chair types...

Hunter's Yard is seldom far from my mind, indeed, if the truth were known, I seem to spend much of my otherwise un-occupied time daydreaming about boats and what better boats to dream about than those at the yard. To refresh my memory, I picked up an old brochure, then another and finally started to compare older and newer editions.

The first and most noticeable difference is the greater thickness and the second, the increasingly attractive nature of the photographs. Not being much of a photographer, I must not comment on the quality of the individual pictures but, the whole presentation of the images gets more and more attractive and I do foresee a day when these unassuming, informative and practical little booklets will become collector's items for the Friends, just as they are for me.

My mind then traveled back to 1968, when, Norfolk Education Committee having purchased the yard, I was faced with questions such as:-

1. How do I persuade Dr. Ralphs to employ the existing staff and on what grade?

2. How much do we charge school and youth groups?

3. How much do we charge the general public and can we do so?

4. Can I have secretarial assistance at the yard if I move myself to the yard?

5. Do I need to produce a brochure or can we continue to use Blake's catalogue?

The answers to numbers 3 and 5 arrived swiftly in the shape of a somewhat irate Jim Brooker, manager of Blakes. He was quite certain that we could not either hire to the general public nor use Blakes and that

whatever we did with Hunter's Yard, other than burn the lot, we would be taking the bread from the mouths of honest Norfolk boat builders and that was not what Norfolk Education Committee were supposed to do.

There followed some hours of frank discussion and Jim left, somewhat mollified by, amongst others, the thoughts that the sailing courses and boat lets to other authorities would be introducing new blood and a wider customer base of Broads hirers on a 'catch them young' basis and that the N.E.C. Brochure, when it came out would only be circulated to other local authorities, Youth and Schools' Sailing Associations and previous regular hirers of Hunter's boats.

The rest of the questions were resolved; we got Tom Grapes and Roger Nudd full time and Cyril Hunter part time for what amounted to an honorarium. After two rather short lived secretaries, we found Josie Webster and I for one realized we had struck gold, which was just as well as I still had to visit schools, arrange maintenance in schools for 10 Wayfarers, 18 Bitterns, 6 Norwich Amateur Rowing Club One designs, run three residential courses for instructors and four residential courses for young people and, of course continue with Filby. Hunter's Yard, once that first brochure was produced, was fairly straightforward, with Cyril's generous help, especially once Josie arrived.

Half way through the first season, I received a memo from H.Q. intimating that it would be a good thing if I could show Hunter's Yard to be self financing and that I had three years in which to do it. Happily we broke even on year one, including the interest on capital, thereby showing the wisdom of buying a gold plated investment.

I did have to produce that first brochure and I suppose it must have taken me all of a couple of days to draw the accommodation plans and profiles of the boats which were later tidied up by the Architects' Department who re-drew everything, using a ruler to get the sheer lines straight. I rather think that the Broadland D.C. logo may have its origin in that first profile of the Luna, Lustre, Lullaby class. When I think back to that first slim and basic first effort and compare it to today's attractively produced piece of artwork, filled with information, I realize just how mean my effort looks. So, congratulations Vicky keep up the good work: we do, all of us, appreciate it.

I, for one, am looking forward to the 2nd of April, the Friends AGM and the start of a brand new season. There is of course the regret of Graham's retirement but who can begrudge him a long, active and happy retirement after giving so much. Meantime, just remember, he hasn't laid his tools and varnish brush down yet and, if I know him he will be hard at it right to the bitter end, just like Tom. And with a bit of luck, we might get to see them both again at AGMs and picnics.

Les Gee

February 2010

Membership News

Membership totals just fell short of my target figure of 900 in 2010 and netted a total of 891 after the normal end-of-year losses so I am confident that we can exceed 900 this year.

First of all, thank you to those who have responded generously and promptly with subscription renewals, well over half of you to date. It was also heartening to get a

positive response from long-standing Friends to my suggestion of increasing their Bankers Orders.

On the subject of subscription renewals, a few of you have already used the BACs system this year. I suggest that this is an excellent alternative way to both renew and/or modify your subscription but please let me know, i.e. a reference name, date of payment and amount so that I can keep my records up-to-date. Account details can be found in the Friends' section of the website on the Application Form.

Vikki has done a great job on restyling our website so the new one in March will have the same format which has proved popular, and we shall also have linked microsites for the Friends, Youth Sailing and RYA courses. Therefore if you have any ideas of what you would like included in the Friends' site - *your* site then please email them to Vikki or me. I am sure you will remember that the password for the Members' Section is "Lucent" for this year. Anyway, I suggest that you take a look at the website if you haven't visited it lately.

Those of you who have yet to renew your Membership will find my Spring reminder enclosed and I look forward to getting a second surge of subscription payments!

Finally, may I draw your attention to my change of email address to:

jennifer.mack@huntersyard.com
I shall soon be changing my current email so please contact me at the new address from now on to ensure continuity.

Once again, thank you all for your valuable and generous support and the many kind messages you send me.

With best wishes for an enjoyable season.

Jennifer Mack

February 2011

Friends Write

From John Kemp, Lincolnshire

I always enjoy reading stories of the other people's exploits on the Broads, so am pleased with the sailing logs of JP Bray being printed. It amazes me that in that era, they included all the items they had for meals! On another aspect of the log, they hired *Lullaby* and *Lustre*. These were of course first offered for hire in 1932 through Blakes; they appear in my 1932 brochure - hire cost in mid summer at £10 per week each. Woodruff was £7-5s-0d. No photographs of course.

The Hunter family must have worked like trojans to be able to dig the dyke by hand, and build two yachts ready for the season when they didn't acquire the land until February 1932. Some form of temporary structure must have been used surely, to build the yachts in, on site, or elsewhere. They couldn't possibly have been built outside?

According to the history book of the Hunter Fleet, planning permission was not granted for the shed until August 1933, by which time *Luna* and *Wood Sorrel* had been built.

I look forward to more stories being found and printed.

Yours sincerely,

John Kemp

From John Bailey, Bridgwater, Somerset

After over 60 years on-and-off association with Hunter's Yard, it's time for me to disappear. It is through chartering Hustlers and a few others that my interest in sailing

was awakened and then matured. Through Hustlers I learned to judge sailing distances to a bear's breath; how to luff up when the wind switched 20° onto the bow and back again; how to swim in a pair of Wellingtons and that Camembert cheese fizzes as it hits the water when you throw it overboard. Ah, did the eggs stick in your frying pans in those days, or what? Hooray. I still feel pleasure in the memory of sailing directly up the Bure and passing another Hustler at right angles to the bank on the same tack and how a Hustler will reverse direction in its own length if you manage the sails in the proper sequence. I went on to race at Cowes in dinghies and Dragons and to cruise in Scotland and Greece when my racing days were over.

We also sailed a brilliant boat from Wroxham named *Sabrina*, which has long since disappeared into private hands, so is no longer in competition with the incomparable *Hustler*. *Sabrina* had a formidable bowsprit and it still amazes me how much better at steering the butter dish helmspeople became when they saw *Sabrina* approach nearby. She did not go downwind as well as *Hustler*, but pointed better, which was due to the large jib which guided a smooth wind better onto the back of the mainsail.

The first Hustler I hired cost the price for the week of only two of this year's calendars. There was a bargain.

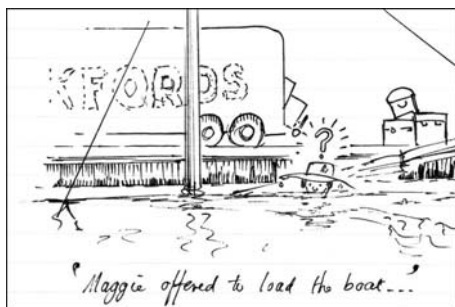
Regards

John Bailey

Hunter Fleet Log Books

2010 Season

It's that time of year again. If choosing a winner from the adult category of our Log Books competition was difficult last year, it's been doubly difficult this, as there were so many outstanding entries. In the end, I decided that 'Maggie and partner' had nudged into first, thanks to their dedication to the task. During their trip in *Hustler*, they produced a clear and comprehensive 12 page account which is accompanied by clever and funny cartoons illustrating some of the more memorable moments...



Maggie offered to load the boat and stow all the gear so I left her to it.



I was obliged to push off using some strong looking roots in the bank. Strong they were not, and as each action has an equal and opposite reaction, the root broke, and I took a ducking.

Most of the more effective reports feature close attention to the wildlife, and this was no exception:-

During transit of the dyke, a crane came by, low, and close. We sailed on down Higham Sound and found a comfortable mooring... where we decided to stop and watch birds.

Bird list:-

Crane
Kestrel
Red Bunting
Reed Sarbler
Marsh Harrier
Butterflies:-
Painted Lady
Tortoiseshell



Another account which impressed us came from the Breeze family, Gary, Sue, Robin, and Lawrence, who sailed on *Lustre*. It was vying for First place, had some excellent illustrations, and even a 'shanty'...

A Shanty for 'Lustre' (to the tune of Captain Glen)

*Oh there was a ship and a ship of fame
Launched off the stocks, 'Lustre' was her name
With four of the boldest, brisk young crew
Well, two quite young and two quite new!*

...

*So here's to the Lustre and the rest of the fleet
To everyone of them so fine and neat
And here's to the good folks who work so hard
Keeping them well at Hunter's Yard.*

Thank you!

The Breeze's entry would have found its way to First place, but sadly, I couldn't always read the writing. However, it stands as a Highly Commended entry which again is very comprehensive and entertaining.



I marked several other entries as Highly Commended - Christopher Bishop's account of his trip on *Lullaby* was a lovely, gentle account, which I really enjoyed reading. A group entry from 'Skipper' T Gray et al actually brought tears to my eyes - they pictured a dog wearing a life jacket, which I suspect is the one I donated after I lost my dog, Sabre. This was another good account, but again, I had trouble reading some of it. Andy and Maggie Harris' account of their sail on *Hustler 2* was excellent, and again featured sketches, and Peter Wall's entry from his trip in *Hustler 5* also came close. He mentioned that there were fewer birds around than he'd seen in previous years, and wondered if it was because of the hard winter of 2009. That raises the question of what 2011 will bring bird-wise, given the bitter weather of December/January. Finally, the piece from Team 'Von Tacken', very funny, and the writers offered guides to toilets, and pubs and restaurants in the area, which may well be reproduced in a later issue, although I will be forced to omit some of the libellous comments.

On now to entries from young people. There were far fewer of them this time, which means we will be awarding only two prizes.

First prize, a £20 book token, goes to Corryn Jackson, aged 13, for her 17 page log of her trip on *Wood Sorrel* in May. It's a lively and very readable account which covers many elements, including several bird lists - ... *heard a wren (such a loud song for such a small bird!)*... *Crane (what a first bird of the day!)* *Cuckoo! (finally saw it.)* *Hen Harrier (Wow)*

Corryn also included drawings; in one instance she has a barn owl and a hare, and declares them "not very good drawings".

Whether or not they were 'good' (who am I to judge?), I loved the enthusiasm in her writing, and her commitment to what she set out to do, and I wouldn't be at all surprised if she decided to become a writer when she leaves school.

Second prize of a £10 book token goes to an unnamed 16 year old, who gave us a cracking piece about his trip with his parents on *Wood Avens* in August.

This presented a minor problem as the wind was progressing to a force 8 and pushing us further down the Broad and into a dyke, the mud anchor trailing haplessly through the mud behind us. We landed in someone's back garden (private moorings). He came to see us (I thought he was going to eat me) and was very nice about it and said we could stay as long as we wanted.

Congratulations to prize winners and those whose entries were highly commended. We will of course track down the winners and send out prizes very soon.



From the Yard Graham Cooper

All pictures by Lisa Bailey

Just a few words to let you know of the winter's activities surrounding the yard. It certainly has been its usual busy time and not only for the staff. As we look outside the grassy area on the moorings it's peppered with numerous mole hills. It seems as if we have the entire population of Ludham taking up residence. The volunteer grass cutting team of Philip, Peter and David will certainly have their work cut out persuading them to move on to pastures new.



Pesky moles!

At last the weather has warmed up a bit and the days are getting longer - must be approaching launch time. It certainly has been a cold winter.

This is the first winter in over 60 years that Tom has not been involved in varnishing the 'lovely ladies' - yes he really has retired but still pops in most mornings to keep an eye on progress. Darryl has taken over responsibility for this and is

doing a great job. At the time of writing he is re-painting the name back on *Wood Sorrel* which has had the hull and cabin sides scraped, stained and re-varnished by John, in addition to replacing the deck covering, so she should be good for another 15 years or so.



Darryl wields a mighty brush...

Tim and Ian will be attending a course in April to qualify as LPG gas safe fitters, to take over the gas work involving the systems fitted to the cabin yachts. They will also be running the yards RYA sailing courses with the help of Tony Southwood and Jimmy James, which are proving very popular. Looks like being a busy summer for them.

Those of you who have phoned the yard in the last week or two may have spoken to Vikki's daughter Lisa who has joined the team part-time in the office to ease Vikki's work load, which has increased considerably over the past few seasons.



... while Ian wields a screwdriver...

In November, Friends member Willy Hoedeman organised a trip to the Enkhuizen 14th International Classic Boat show in Holland to promote the yard and the local area. The accommodation was aboard a large schooner, where the meals were prepared for us. A rota was set up to enable all members of our party to help out in a stand and experience the Dutch way of life, which was enjoyed by everyone



Graham stands around grinning! including myself. There was some time for sightseeing but unfortunately the shops were shut when I decided to do my exploring but to Candy's delight I managed to get a few souvenirs on the train home!! (She is easily pleased.) I would thoroughly recommend it to the Friends who have not been.

Happy Sailing
Graham

Green Boat Show, Salhouse - 26 September 2010

Philip Bray

Some of you will remember the awfully windy conditions for the 2010 Autumn Event. Well, after the picnic, three of us (Pat and I were helped by Tony Southwood) took *Lucent* and *Sundew* round to Salhouse Broad for the Green Boat Show on the Sunday.

What a trip! - no sailing there or back because it was far too windy. It was even a struggle for the poor little outboard so Darryl and Tim in the Yard's dory were called for assistance on the exposed stretch to St Benet's. The day of the show wasn't too good either but the few visitors were enthusiastic and we managed a full day of 'taster sails' in *Sundew* - well reefed. But at least there were two proper 'green' boats amongst all the electric things!

Friends go Dutch

Jayne Tracy



On a cold night in early November, 2010, an enthusiastic group of 20 merry friends embarked at Harwich for the Hook of Holland and the Dutch Classic Wooden Boat Show. Fantastic Phil and Pat Bray ferried all the luggage in their car, making train travel 100 times easier.

Our billets for the four-day stay were the handsome old trading vessels now used as hotel ships, offering every comfort, from mahogany panelled saloons to centrally heated cabins with washbasins. We took breakfast on our own boats but got together in the evenings for dinner. Catering was provided by Mr Wonderful Host, and every evening produced a sumptuous meal.

First task was to erect the Hunter Fleet stand, brought over by Phil and put up in the show's marquee. We volunteered to take hourly shifts and we were inundated

enquiries from all sorts of interested and interesting people from all over Europe. Hunters had been featured in the June edition of the Dutch sailing magazine *Spiegel der Zeilvaart* and visitors were amazed to see the history of the fleet 'set out' in Dutch!

One astonishing visitor was writer Dirk Huizinga, with a copy of his book on Norfolk wherries, in Dutch.

The Russian sailing ship, *Shtandart* put in an appearance. We last saw her at Great Yarmouth Festival of the Sea in September 2010. The group so enjoyed seeing such a profusion of classic wooden Dutch boats, all kept in amazing trim, and with the necessary skills to maintain them very much in evidence. Each day, Willy Hoedeman was a godsend to us, being a native Dutch speaker, and briefing us on



Schtandart - Replica of Peter the Great's famous ship

what was on offer, so no one missed anything. There were lots of traditional craft offering trips afloat, and Alan Eade spotted the showing on-board a Dutch steel canal barge of such films as 'The Hidden Broads', 'Hunter's Guide', 'Barnabus, a St Ives Mackerel Driver', 'Proud Canvas', etc.

Lunches, coffee, and tea were frequently taken aboard the 1910 Hydrograaf survey ship, now converted to a very civilised restaurant, moored close by our own base - in fact with so much going on, there was no need to leave the show.

Robert Simper, a recent chairman of the Old Gaffers Association, was spotted with wife Pearl leading a gang of 20 odd Gaffers visitors. Our stand was next to the Dutch Old Gaffers in the marquee and none of us

were surprised to hear of Broads sailors keeping boats in Holland.

The old part of Enkhuizen is now kept as a living and working museum, and its spectacular 17th and 18th century buildings, such as the Dromedaris Tower, are well worth a visit. The area is crossed with canals and quaint bascule bridges, and is full of delightful tea-rooms. Many of us took side trips, thanks to Willy's helpful advice, aboard ferries and steam trains. Hoorn, the coastal seat of the Dutch East India Company for its spice, tea, and pepper trade was one of several favourite destinations. It was fun bumping into each other away from base!

Hoorn was in an amazing state of preservation, and the central square and



The Dromedaris Tower dates from 1540 and once served as a prison.

main street was far grander than those of its neighbouring ports. There were fascinating displays from its heyday in the town museum.

At last, the sad day dawned for our return journey, but Willy had planned the timetable to allow us a couple of days in Delft, to visit its outstanding churches and town hall. We had seen old Botters and Boeiers, Skutsjes and Lemsteraaks, we had eaten freshly smoked herrings and drunk Dutch beer. It would be hard to imagine a more idyllic weekend for sailing enthusiasts, masterminded by Willy Hoedeman and Phil and Pat Bray, so why don't you come and join us next time? You won't find a more convivial crowd!



***Do you fancy 'going Dutch' in 2011?
See over for details***

Friends go Dutch 2011

Your invitation to join the 2011 trip - Willy Hoedeman

If you've read Jayne Tracey's account of last year's Holland trip by Friends, you may have felt strirrings of desire to take part in such an experience too. And indeed this will be possible in Autumn this year. Organising the trip was again such a pleasure for me that, should there be sufficient interest, I'll be happy to start working on a programme for a repeat this year.

The central attraction as before will be a wonderful traditional boat show in the medieval port of Enkhuizen, (www.beursklassiekeschepen.nl)

We will stay for the duration on the quayside of the boatshow on one of the sea-going charter schooners with 2 or 3 person cabins, and meals on-board.

As before the plan is to travel to Holland by Harwich-Hook ferry and in Holland by train. This really made for a companionable atmosphere from the start, not to mention a heightened sense of adventure and achievement. How to keep a group of 20 contentedly together during rail commuter travel times with 2 or 3 station stops! It is also a green and economical travel mode.

Last year several in our group were interested in the possibility of making a little cruise with our ship whilst there, and skipper Pieter van Kogelenberg has agreed to add this to the programme. But we'll have to provide our own crew, adding to the attraction. There'll be a skipper and galley crew provided, but we will have to handle the ropes which will need a minimum of 6.

They will have to know their stuurboord from bakboord, and not mix their vallen and schooten. Apart from that Hunter Sailors should manage easily. The cruise will be for 1 day, and depending on conditions, may visit the old fishing town of Urk, or Hanse port Stavoren or one of the other several historic harbours on the old 'Zuiderzee'.

The trip would be the first weekend in November, and give 4 nights onboard in Enkhuizen (one more than the previous trips). The Harwich-Hook crossing could be both ways overnight, or one day sailing as preferred. The one day sailing cruise will add around £50 per person to an estimated cost for travel, accommodation and meals of around £250-£300, depending on the degree of individually required luxuries.

The 3-4 day stay will open plenty of possibilities for individual excursions to be made: Amsterdam is easily reached, and so are places like Volendam, Marken, Alkmaar, Hoorn, Medemblik. No shortage of windmills either in the nearby Beemster Polder, a world heritage site.

At present, planning has yet to begin, but if it's to happen, it needs to do so very soon. Therefore, please express 'in principle' interest as soon as possible, but at the latest by April 30th. Full details and booking information will then be sent.

*Contact me by post at: Willy Hoedeman, 7 Howe Hill Close, York YO26 4SN
or by email at: willyh@phonecoop.coop*

The Hunter Fleet - An American Perspective - Part 1

Kim Apel

I would have bet money that there was no such thing as the Hunter Fleet left on earth. I would have supposed that such things disappeared no later than the 1970s. However, now I've seen with my own eyes, the Hunter Fleet alive and well in Ludham, Norfolk in England. I'm talking about a place that builds and maintains a variety of classic wooden sailboats for visitors to rent, for a few hours to a few weeks.

When planning a trip to England, I knew I wanted to visit the Norfolk Broads, which I knew to be an inland waterway system, and a longtime center of recreational boating activity. At first, I expected to rent a small power boat, enough to accommodate four of us on a short picnic cruise: my wife and I, (Californians) and my daughter and son-in-law who reside in nearby Lincolnshire. I prefer sailing, but I thought it would be more considerate of my non-sailing family, and besides, who sails in a river?

Knowing of my affinity for classic wooden boats, my daughter searched the internet for wooden sailboat rentals and came up with Hunter's Yard. It seemed too good to be true, but I reserved via email a day on a 20 foot "half-decker" (a daysailer with a bit of a foredeck, but no cabin) and started looking forward to my vacation even more than usual.

Some further background about the Norfolk Broads may be in order. It is an inland waterway system composed of several connected rivers and lakes on a

marshy plain on England's east coast. Centuries ago, Dutch immigrants came across the English Channel, drained the marshes and made fertile farmland in a region that the English had until then mostly ignored. The output of those farms was then traded via the inland waterways to the coast and beyond. What had been regarded as a wasteland became a prosperous region.

The Dutch legacy can be seen today in the ruins of windmills scattered around the countryside, as well as a few restored for tourists. 'The Broads' are also a UK National Park, the kind of place that the British go for family vacations, rather than one that attracts many foreign tourists. For better or worse, all the amenities of what author Edward Abbey called "industrial tourism" (hotel-resorts, B&Bs, boat rentals, shopping centers, etc.) are in abundant supply, and summers are said to be crowded on the water and off.

We were fortunate to be there in mid-May which is early season. The term 'Broads' refers to several small lake-like bodies of water, broad places in a river, said to have been created by the riverside extraction of peat. Recreational boating has replaced the movement of peat and farm products over these waterways. In addition to sailing on the Broads, which one would expect, there is also sailing in the rivers. It's an odd sight to an American sailor to see substantial keelboats over 30 feet in length sailing in a winding river typically only

about 200 feet wide, and often less. Indeed the Hunter Fleet thrives on a riverfront location, not a lake.

The Hunter Fleet has operated as a boat livery service since 1931. There are many such livery services scattered around the Broads, offering all kinds of modern power boats up to 60 foot houseboat-like craft. Hunter's Yard is the only one offering locally designed and built traditional wooden sailboats. When you leave the modern vehicles in the parking lot and step first into the shop building, and then on through to the docks on the other side, it is like stepping into the past. Once on the docks, you would be hard-pressed to find anything not of the 1930s. Only an experienced eye and a close inspection of

the boats would reveal synthetic sails and running rigging not of the period. Oh, and the plastic dock fenders I suppose. Everything else is delightfully stuck in an earlier time.

The Hunter Fleet consists of 13 larger boats with cabins and two to four berths. There are also six smaller "half-deckers" intended for daysailing, but these may be optionally set up for camp-cruising. Most are vintage craft, built in the 1930s. A few are recently built. A visitor like me can't tell the difference. In the shop was a new hull called *Lucent*, apparently complete and ready to be rigged and launched...

More next time on Tim's trip.

(This account previously appeared in 'Small Boat Forum' in the US.)



Hunter Fleet Merchandise - Updated List

T-Shirts:

Child	£ 5.00
Adult	£ 8.50

Polo Shirts:

Child	£12.50
Adult	£14.00

Sweatshirts:

Child	£10.50
Adult	£16.00

Zippered Hooded Sweatshirts:

Child	£18.50
Adult	£22.50

Fleeces:

Child	£20.00
Adult	£25.00

Baseball Caps:

Child	£ 4.75
Adult	£ 6.00

Knitted Hats:	£ 4.80
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Hunter's Fleet White China Mugs:

Large	£ 6.00
Small	£ 5.00

Hunter's Fleet Blue Mugs: £ 2.75

'Friends' Calendar £ 7.00

Heritage Boat-Yard DVD £10.00

Hunter's Fleet Book £ 5.00

Hidden Broads DVD £12.00

Embroidered Badge £ 3.00

(Fleet Logo)

Teddy Bear £12.50

Clothing sizes:

Adult S, M, L, XL, XXL

Child 5-6yrs, 7-8yrs, 9-11yrs, 12-13yrs

Postage and Packing - Please Add:

Gift Vouchers, Calendars & DVDs - £1.00

All other items - £2.50

Could you be the next editor of The Hunter Fleet newsletter?

After almost six years in the job, (where did the time go?) I regretfully have to step down as editor, so the search is on for my replacement.

You will need to have access to a reliable computer, have some desktop publishing experience, and be willing to work with Roger at Century Printing because he's too good (and helpful, and patient) to lose.

At present, I work with Roger's chosen software, Corel Draw 12, but that may be negotiable.

If you think *you* might fit the bill for this voluntary role, or would like more information about what it entails, please email me at zoe@zoeking.com in the first instance. Obviously I will give the new editor as much help and advice as I can.

Zoe

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