

A photograph of a bare tree in silhouette against a sunset sky over a body of water with reeds in the foreground. The sun is low on the horizon, creating a warm orange glow. The tree's branches are intricate and dark against the lighter sky. The water reflects the sunset, and reeds are visible in the foreground.

# HARNSEER

*Magazine of The Broads Society  
Friends of The Broads*

*January 2022*

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Our Members share a common purpose to help secure a sustainable future for the Broads as a unique and protected landscape in which leisure, tourism and the local economy can thrive in harmony with the natural environment

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Registered Charity No. 1078434

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**Copy date for next edition : 1 March 2022**

Cover photograph : Winter sunset at Horsey Mere © David Edleston

## CHAIRMAN'S LETTER

Although this may be read in the early new year yet is written near year end, I would like to take the opportunity to thank all our trustees, committee members and society members for their support through the past year, with all its challenges, and wish you all a (belated) happy Christmas and peaceful and prosperous New Year.

We still have to contend with post pandemic delays in dealing with various daily life issues including issues that the society comments and campaigns on. We hear that this is down to such things as staff shortages in various organisations or remote working and, indeed, funding.

That's a timely reminder that that we are not over the pandemic yet by any means and sensible precautions are still advised. We could debate the effectiveness of social distancing and face mask wearing in crowds and public transport compared to vaccinations but surely, it does no harm and can reassure many.

That said, many of us do have the fortune to have access to explore the Broads and this is one of the many reasons we must, as a society, continue our essential work in monitoring and commenting on it, challenging those charged with its protection and tabling ideas to prevent its demise.

We continue to work with our society aims in mind with even more challenges for the future especially with climate change. This is why at our 2021 AGM, a motion was put forward by a member that the society should declare a climate change emergency. This motion was supported and we now look forward to work with like-minded organisations and local and central government.

I keep this letter intentionally short so as not to bore you (as I know I do go on sometimes) but also, as you will see, there is so much to cram into this edition of Harnser.

*Paul Rice, Chairman*

### NEW MEMBERS

We welcome the following new members who have recently joined the Society

- Prof and Mrs E Evans, Woodbridge
- Mr M Chattle, Sheffield
- Mr Jonathan Falkner, Seascale, Cumbria

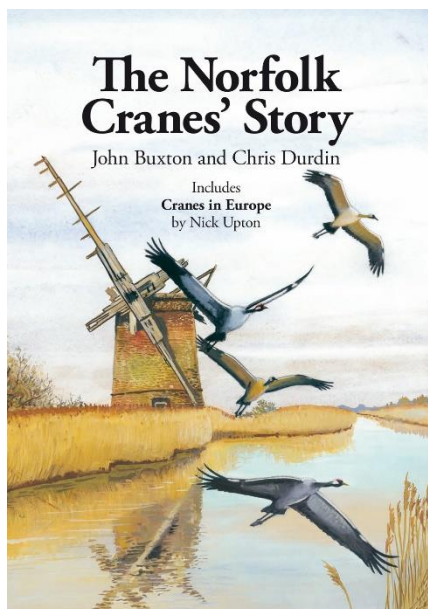
## LETTERS TO THE EDITORIAL TEAM

Dear Editorial Team,

### Cranes – a natural return

October's Harnser included a lovely visitors' perspective, which was a reminder to those of us lucky enough to live near the Broads of the wealth of wildlife close to our homes. Peter and Jane Vaughan describe seeing a crane, which they rightly said were formerly extinct in the UK, though they then note a perhaps common misperception that cranes were "re-introduced into the Norfolk Broads".


I think it's more than a pedantic distinction that the cranes' return to the Broads was an entirely natural recolonisation. That's in contrast to the well-publicised cranes in Somerset and nearby; this is a reintroduction, under the banner of the Great Crane Project. The return of cranes to Norfolk tied in with an increase in numbers and westward spread from strongholds in Scandinavia and eastern Europe.



The key figure in the cranes' successful return was the late John Buxton, who protected them on the Horsey Estate. The first birds arrived there in 1979 and many years of protection at Horsey and elsewhere has led to today's population in the Broads of about ten pairs.

John Buxton and I co-wrote the book *The Norfolk Cranes' Story*, highlights of which appeared in Harnser after the hardback came out in 2011. The book is now in paperback and is available from NWT visitor centres, Jarrolds or directly from me via [www.norfolkcranes.co.uk](http://www.norfolkcranes.co.uk)

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## AGM REPORT 2021

The Broads Society AGM 2021 was held on Saturday 20<sup>th</sup> November at the Wayford Bridge Hotel, Stalham, there were 33 people in attendance.

Paul Rice opened the meeting thanking everyone for attending and then read out apologies from members who were unable to attend the AGM. The minutes of last year's AGM were accepted, as were the reports from the Northern and Southern Rivers Committees and the Membership Report.

Diana Cornell, the Treasurer, proposed that the accounts from the previous year should be accepted, this was unanimously agreed. Di also proposed that the Debit & Credit Agency at Hoveton should be appointed as the Independent Examiner, again this was agreed. Robin Godber proposed that Ian Masters, Robert Paul and Jill Wickens should be appointed a Vice-Presidents. Changes to the Constitution had been reported in Harsner recently and the members agreed to adopt the changes.

Paul Rice was re-elected as Chairman, Keith Bacon as Vice-Chairman and Diana Cornell as Honorary Treasurer. The Committee will comprise of Colin Dye, Diana Cornell, George Elliott, Anne Filgate, Mike Filgate, Peter Mason, Peter Smith. An Honorary Solicitor has not been appointed but the Chairman thanked Paul Savage for his advice and help throughout the year.

The Chairman reported that despite restrictions over the past two years the Trustees and committees have been busy working on various issue and engaging with public bodies. The Chairman thanked the Trustees, Northern and Southern Rivers Committees, the publicity team and the Administrator for their hard work. Paul reported that he had recently attended the CNP Conference in the North Yorkshire Moors. The Broads Society has been instrumental in highlighting many issues that affect the Broads and will continue to do so.

Robin Godber presented the Lady Mayhew Trophy and a cheque for £250 to Mrs Val Khambatta on behalf of the Nancy Oldfield Trust who have been inexistence since 1984. Their aim is to help the disadvantaged and disabled get onto the water. The Broads Society Trophy will be presented to Nick Balls in recognition of all his work in maintaining and updating the website over the years.

Lakshan Shaldin, a member who was in attendance, presented a motion to declare a climate emergency for the Norfolk and Suffolk Broads. Members unanimously agreed the motion.

The 500 Club winner number 283 was Mrs J McMutrie was drawn by Robin Godber.

Debra Nicholson and Paul Hooper gave a fantastic and informative presentation on the history of Thurne Mill and the Wind Museum.

*Sarah Vergette, Administrator*



*Robin Godber presents the Lady Mayhew Trophy to Val Khambatta of the Nancy Oldfield Trust at the AGM*

## **REPORT ON THE BROADS SOCIETY MAIN COMMITTEE MEETING October 2021**

At the Main Committee meeting on 11<sup>th</sup> October 2021 the following items were updated and discussed:

### **Broads Charitable Trust**

George Elliot advised that Covid had affected businesses and there was lack of income as a result. The Trust is actively seeking new members. The BA is seeking funding via the Trust for a visitor counting device.

### **CNP**

Paul Rice is attending the CNP National Conference on the North Yorkshire Moors. He will attend the CNP chairs meeting then do a field trip.

### **Draft Waterways Management Plan**

Paul Savage advised that he had been over past reports and the BA CEO had agreed to talk with The Society pre-Covid about this but he needed a reminder that

we would like updates. The dredging programme appears to have fallen behind. Robin Godber said that the BA had revised works in the Chet and would work with NCC to do bank reinstatement.

Paul Savage said the Glover report says park authorities should form partnership groups to find out what communities wanted and to meet with other authorities.

There are no plans for future Broads Forums meetings.

Di Cornell asked if the UTWG was a partnership group. Paul Rice advised that there are Parish Councils and landowners represented. Suggestions within group they are being told what to debate at meetings.

### **BA Governance**

Paul Savage reports that BA had desired to have moorings in New Cut. Moorings Policy is to have 24-hour moorings. The EA has replaced the piling with planning permission but the BA put a condition that there was no mooring for the owner. This was appealed and the condition removed. It seems the EA has more money to remove the moorings, than the BA has to repair them.

Robin stated that Norfolk County Council and the Parish Council managed to get the work done to Wherryman's Way.

### **Flooding Update**

Paul Rice reported that this is set to be the third year running of apparent high waters over winter. It seems EA telemetry figures do not match what is actually seen on site.. At Potter Heigham behind Maycraft some bank erosion has been topped up but is likely to wash away in high tides. The water goes into the dykes but is pumped back into the river. Di Cornell commented that not many boats are able to get through the bridge as the river is high. Paul Rice met with the EA who took photographs and GPS data. Paul commented that nothing has been done by the EA since the flooding at Lathams in 2019.

George Elliot stated that Flood Wardens are essential as they are the first port of call and on site when needed. The water tables are rising since extraction stopped. Farmers say there is too much water at some times and none at other times.

### **Broadswatch**

Paul Rice reported that Broadswatch are doing more with wildlife rescue and the Broads Authority are calling Broadswatch to help out. Their Constitution is being changed to CIC status. They have been working with Wild Touch at Ridlington and Faith who are both charities but due to the large number of rescues by Broads Watch, this means larger vet's bills for the charities. The old boat is being decommissioned and sold and there is now a need to raise money for a smaller, more manoeuvrable boat.

*Paul Rice, Chairman*



## **SIMPSON'S BOATYARD : A BRIEF HISTORY**

**On the anniversary of 75 years in the ownership of the Simpson family**



The businesses at the site of our boatyard have, over the last 100 years been, severally, known as: Southgate Bros; Southgate Bros Yachting Station; Stalham Yachting Station; Stalham Yacht Services; Moonfleet and, now, Simpson's Boatyard.

### **Before 1945**

I believe Josiah Cubitt Teasel (1831-1906) was the first person to run a boating business from the current site of Simpson's Boatyard although the site then was considerably smaller. Teasel was born at Riddlington and was originally a cabinet maker. In 1864 he was working for Richard Southgate, a boat builder at Sutton Staithe. Having learnt his trade there, he went on his own and moved to Stalham in about 1871 with his wife Sophia. He built three wherries at Stalham, the Dorothy, Unexpected and Ceres not at the position of the current boatyard but at the inlet, closer to Stalham Mill, now called Utopia. This is evident in various old photographs and postcards showing the mill behind. Stalham Mill, last operated by Harry Burton, became redundant in 1927 and was reduced to just the stub in 1930.



*1. I inherited this picture by N Dixon from my father but am not certain of its authenticity. If it is correct, the only boatbuilding going on in Stalham in 1895 was by Josiah Teasel so this could be the man himself; 2. This inlet off Stalham Dyke shows Stalham Tower Mill in the background and the cottage 'Utopia' on the right. This is where, I believe, Teasel built his wherries before moving to our site in 1882.*



3. This sketch of Stalham Staithe is by Harry Stanley Percival in 1909. Harry was the father of H T Percival of the Horning boatyard family. Teasel had died in 1906 and the yard is being run by his widow Sophia. The wetshed is on the left, then the boatbuilding shed. Staithe House is on the right with its barn and sheds now the Mermaid's Slipper;  
 4. This photograph is taken about 1926 and shows the original boatyard with Riverside in the background. I can only identify the middle yacht as 'Bittern'.

In 1882 the small piece of land opposite Stalham Staithe, where Riverside and the lodge Solace stand, was sold at auction on behalf of Stalham Hall Estate. Teasel bought that land and moved his business there and then. In 1884 he took out a loan and built Riverside (originally called Staithe House) completing the task in 1886. Teasel had three daughters and after his death in 1906 his wife, Sophia, carried on the business until 1922 when she sold to Ted and George Southgate, Richard's sons. Hence, Southgate Bros. was formed and operated from both Sutton and Stalham. Richard had died in 1913 and Ted was the eldest son by some twenty years. In 1924 they bought a piece of land next to Staithe Marsh Cottage (later called Brightside and now reverted to Staithe Marsh Cottage). Also, in 1924 the Southgates bought the piece of land across the road, where Teasel now stands, from George Sands, the local farmer, and built the corrugated iron shed in 1926. No wherries were built at our site but the Southgates continued as a hire fleet and boatbuilding and repairs. George sold his share in the business to his brother in 1934 and, I believe, emigrated. Ted died in 1935 and his widow, Emma, continued to run the business until 1937 when she sold to a Cpt. Charles Kettlewell RN. Southgates had built up quite a fleet as in 1938 Kettlewell's fleet consisted of:

<i>Halfdeckers -</i>	<i>Yachts -</i>	
Playmate 1 & 2	Reindeer	24ft
Silver Tip	Wren	18ft
White Admiral	Dove	18ft
Thistle	Lassie 1, 2 & 3	20ft
Lily	Phyllis	24ft
Old Times	Bittern	26ft
	Bonnie Lass	30ft
	Dorothy	30ft

		Diana	30ft
<i>Motor Launches -</i>		<i>Houseboat -</i>	
Doreen	30ft	Marjorie	
Annette	20ft		
Coot	16ft	<i>All available through Blakes</i>	

In 1939 Kettlewell bought Vine Cottage from a John Green and the land that came with it is where the main boatshed stands. In 1940 he bought the river bank where the moorings and pump out shed are situated from Robert Ives. So, apart from the houseboat site, Kettlewell put three pieces of land together to form the present boatyard.



5. This picture shows Ted Southgate plus black Labrador in front of Riverside in 1930. This was the entrance to the boatyard then. Vine Cottage is in the background; 6. This shot, also taken about 1930 shows the yacht 'Reindeer' in front of an unknown motorboat.



7. This is 1949 at the launching of 'Norfolk'. My father, Miles, is on the right, next, in the frock, is my mother, Joan. On the platform is Walter Austrin, Snr, then my grandmother, Maud, and then, with the stick, my grandfather G. Thornton Simpson. With arms folded, is Walter Austrin, Jnr. 8. This is the 'Norfolk' immediately after her launch in 1949 in front of the bungalow 'Dyke End'. Walter Austrin Jnr is at the helm and the Houseboat 'Torrens' is on the right with Riverside behind.

During the war the business almost came to a halt. The fleet was much diminished and suffered badly from lack of maintenance. In September 1944 Kettlewell sold the entire business, both yards, boats, Riverside and Vine cottage to Eric W. Jackson for £2,500. It was just after D-Day, a glimmer of hope was on the horizon and Jackson, obviously, saw a bargain.

### 1945 Onward

My father, Miles Simpson, having served in the R.N.V.R. during the war, came from Nottingham late in 1945 to look for a boatyard on the Norfolk Broads. He found the Stalham yard for sale and began negotiating to buy. He, initially, had an equal partner in Eric Hasselhoun. Whilst negotiations continued Miles stayed extensively at the Sutton Staithe Hotel and became close friends with the proprietor, Basil Hitchin, who later became my Godfather. The purchase of the yard was concluded early the next year and Miles and Eric Hasselhoun paid £14,500 for the entire package that Jackson had only paid £2,500 for eighteen months earlier, a nice margin. They, obviously, set off at quite a pace as the fleet that was presented for hire in 1946 only loosely resembled the list of boats included in the purchase. The 1946 fleet consisted of:

<i>Yachts –</i>		<i>Motor Cruisers –</i>	
Ganges	26ft	Timor	28ft
Rhone	23ft	Tasman	27ft
Danube	39ft	Merry Princess	28ft
Orinoco	31ft		
Tigris	20ft	<i>Houseboats-</i>	
Tiber	20ft	Wherry Chloe	55ft
Tagus	20ft	Wherry Rambler	55ft
<i>Half Decker –</i>		Wherry Why Worry	51ft
Silver Tip		Wherry Heron	39ft

In August 1946 I entered the world and was born at Riverside. In November 1946 my father bought Staithe House from a Gerald Parfitt and it was to remain his home for the next 54 years (and mine for 30 years). He died in 2001. In 1945 there was no decent sized boat building shed at the Stalham yard so in 1947 Miles leased a suitable shed on Cooke's Staithe from Harry Burton which was just big enough for his needs. Also in 1947 the Austrin family arrived. Walter senior, who had been involved in a boatyard in Gorleston, became the manager and moved into Riverside. His son, Walter junior, moved into Vine Cottage with his family. The speed and expenditure which Miles exercised in those early days clearly put the wind up Eric Hasselhoun as by June 1947 he had resigned. Mainly with the help of my grandfather, G. Thornton Simpson the company was restructured and a boatbuilding programme was devised. Miles and the Austrins designed the County Class cruisers to be built in Burton's shed and the first, 'Norfolk', a 38ft 6-8 berth, was launched in 1949. This was the first new boat to be built at Stalham for many years and was followed by 'Suffolk' in 1950 and 'Essex' in 1951. After that, a smaller class of two berth 'Prim' class cruisers were built,

five in all, over the next five years. In 1956/57 a basin was dug out on the main yard and a 72ft long boatbuilding shed was erected. The lease on Burton's shed was given up in 1957. By this time Walter Austrin senior had died and, also in 1957, Walter junior and family left Vine Cottage. Riverside and Vine were then let as holiday cottages. Ted Piggin became the next manager. One year, probably 1958, we exhibited one of the 'Prim' class at the London Boat Show which, in those days, was held at Olympia. Those were the last wooden boats built at the Stalham yard although we built the 'Islander' at the Sutton yard and she entered the fleet in 1960, I believe. The Sutton yard was sold to John Linford in 1961. John was a very clever man and went on to found Aquafibre, a prolific moulder and builder of motorboats throughout the late 60s, 70s and 80s.



9. This shows the original part of the yard in 1950. I believe the front yacht is the 'Orinoco'; 10. A typical turnaround Saturday in 1958. The motorboats are, from the left, A County Class, Lucky Spell, Silver Wings, a Prim Class, Olive, Raven, Tasman and another County Class.



11. This is Your's Truly in 1957 pike fishing on Sutton Broad. At the oars is my father's old friend, Bill Tomlinson, headmaster of Langley Junior School in Thorpe; 12. The London Boat Show at Olympia 1958 exhibiting one of our Prim Class two birth cruisers. Miles is on the left and Ted Piggin on the right.

In about 1957, Bobby Richardson moved his boating operation from Oulton Broad to Stalham. Part of the land he bought was the plot where we currently moor our houseboats. That land was then heavily wooded with two cottages on the road end. We still owned the plot next to Brightside on the opposite side of the river which the Southgates had bought in 1924. Bobby wanted that land so a swap was arranged in 1958. The trees were felled, the dykes dug back and the land made up to provide the houseboat site as it still remains. This coincided with the Stalham bypass beginning construction so a large quantity of granite from the railway was acquired to build up the roadways around the boatyard. In 1963 the two cottages were sold to Hardy Arkell.

Ted Piggin left in about 1960 to take a lease on Whispering Reeds yard at Hickling and Billy Andrews took over as manager. Billy began working for Southgates at Sutton in 1926 and, apart from the war years, had been there ever since. Arconda, a prefab condominium, was bought and erected across the road behind the 'Old Yacht Station' in 1960. This was to be Billy and his wife's, Dorothy (Dee), home for the rest of their lives.

Throughout the late sixties and early seventies no new boats were introduced to the fleet. Some second hand boats replaced the older ones so by 1975 everything was very tired. There were too many old wooden boats and only a sprinkling of used GRP boats. Two Caribbean 39s, three small Freeman 22s and a Seamaster 25. Billy was ready to retire and Miles had run out of enthusiasm.

My wife, Jenny, and I returned from six years in the Caribbean in early 1976 with our six-month old son, Shannon, who had been born in the USA. Ben, our second son, arrived in 1977. We agreed to lease the boatyard from Stalham Yachting Station, formed the company Stalham Yacht Services and took over in November 1976. We moved into Riverside and lived there for the next twenty years during which time I put on three extensions including a fourth bedroom, an extended sitting room and a porch. I have always considered that that was when I went to work. Everything the boats, the buildings, the property were all very run down. With limited funds it was extremely hard work in those first years. I bought a few boats and leased others but the Norfolk Broads were very popular then and you could let almost anything if it floated, and some that didn't! By 1980 cheap Spanish package holidays had been invented and became immediately popular. I remember 1982 and 83 being extremely poor on the Broads. We were very fortunate to be introduced to the BBC in the winter of 82/83 who wanted to make a film based on the Arthur Ransome stories Coot Club and the Big Six. It was very successful and gave us three months of continuous work right through the main summer season. It was, eventually, marketed as the 'Swallows and Amazons' which was a bit of a misnomer as the proper Swallows and Amazons took place in the lake district. However, we built our first boat in 1979 and the Aquafibre 42 'River Medina' entered the fleet in 1980. We started replacing the houseboats and the 'Isle of Mull' was launched in 1985. Four more followed over the next five years. In 1986 we bought the freehold of the boatyard and cottages. In 1988 we started building new cruisers again for our fleet. From then until 2000 we built, on average, one new boat each year. These included the Rivers Tamar and Hamble, six berths; River Carron, four

berth; Rivers Hart and Swift, two berths and, ultimately, River Lovatt, eight berth, was the last we built in 2000. I must mention Roger Grimmer who came to me from Richardson's in 1979 to help me build River Medina -and never left. He had the major involvement in every boat that we built during those years and only retired from the yard in 2020.



*13. Riverside with the slipper launch 'Blue Anchor' in 1965; 14. Shannon, Ben, me and Jenny on our Chris Craft Commander 'Muscavado' at Stalham in 1996.*



*15. Much of the boatyard as it is today. The houseboat site is off picture to the left of the main boatshed. Vine cottage is the yellow building then Teasel in the background. Riverside is next with the Old Yacht Station behind and then Solace; 16. Solace as it is today.*

In 1998 the old shed next to the Staithe, so synonymous with pictures of the Staithe from the 1920s onward, became redundant so we took it down and built a holiday chalet on the same spot. We initially called it 'Teasel' after the founder of the boatyard but, unfortunately, my later tenants changed that and it is now called 'Solace' and has become an extremely popular holiday home. Billy Andrew's wife, Dee, died in about 1994 and Billy followed in 2003. We let Arconda on a long let after that but I was in Scotland in January 2005 when my agent called to say that there had a fire in Arconda. Fortunately, no one was hurt. Eventually, we got permission to demolish the bungalow in 2006 and build a nice three-bedroom house looking south. This was completed in 2008 and we called it Teasel, a name that will remain. In 2009 we also built another

workshop that side of the road next to the Old Yacht Station which has stood since 1926. I had acquired the field next to Teasel in 2000 and that is now the camping site.

In 1984 the condition of Vine cottage had deteriorated to the point of having to consider whether to demolish or rebuild. It was a close call but, in the end, we rebuilt. We stripped it out to four walls, took down the back lean-to, added a bedroom and bathroom at the back and rebuilt the front open plan. The nett result was lovely and we let it for holidays for a few years until Jenny and I decided that we wanted to move off the boatyard. So in 1995 we sold Vine Cottage which allowed us to buy Pear Tree Farm in Lessingham where we moved to in 1996. Riverside then reverted to long term lets.

In 2000 Jenny was diagnosed with cancer and we had to rearrange our lives. We decided to fulfil a promise we had made after our years sailing in the Caribbean in 1975 to go sailing again once the boys had flown the nest. So, in 2002 we sold all the boats and leased the boatyard to the two Phils who had been Belaugh Boats, and they called themselves Moonfleet. We bought a yacht, a Northwind 50, and went sailing in the Med for the next eight years. In 2010 we sold the yacht, in 2013 Jenny died and in 2017 Moonfleet gave back their lease.

From about 2005 to 2015 a great transformation took place on the Norfolk Broads. In its heydays of the eighties there had been as many as 3000 hire boats on the Broads. With the popularity of the package holiday and the introduction of numerous new destinations, the attraction of the Broads wained. By 2015 the number of hire boats had reduced to about 800.

Hire Fleets from the following boatyards disappeared during those years:

Aston Boats	Connoisseur Cruisers	Castle Craft
H E Hipperson	Brister Craft	Maffett Cruisers
Alpha Craft	Royall & Son	Anchor Craft
Swancraft	Belaugh Boats	Moore's
Alexander Cruisers	Sutton Staithe	Fineway Cruisers
Bees Boats	Russell Marine	Wood's Dyke Boatyard
Fencraft	Norfolk Broads Y. Co.	Kingline
Pearson Marine	VIP Harvey Eastwood	Stalham Yacht Services
Hampton Boats	Harbour Cruisers	Neatishead Boatyard
Topcraft	Kingfisher Cruisers	Moonfleet
Sabena Marine	Highcraft	Broom Boats

However, those ex-hire boats did not leave the Broads. Some were absorbed by the larger hire fleets but the majority went into private hands and instead of being used for, say, 20 weeks of the year were now used for 2 or 3 weeks. Hence, private moorings came at a premium and the opportunity to provide repair, maintenance and servicing for these boats appeared. This is what happened at our boatyard and the fleet of some 20 cruisers that Moonfleet had in 2002 disappeared over the next 10 years. At the same time a substantial repair business had grown up to take its place.



With my sons' influence we decided to take the yard back in hand in 2017. It was obvious that much neglect had to be put right and that the management structure had to change. All this took a couple of years to put in place but now, on our 75th anniversary, the majority of the business is owned by my sons, Shannon and Ben, and we offer Holiday Cottages, Houseboats, Day launches, a Camping site, Canoe hire, Private Moorings and Full Repair and Maintenance Facilities on a sub let basis. We are into the fourth generation of family ownership now and, since I have six grandchildren, perhaps it may go to five.

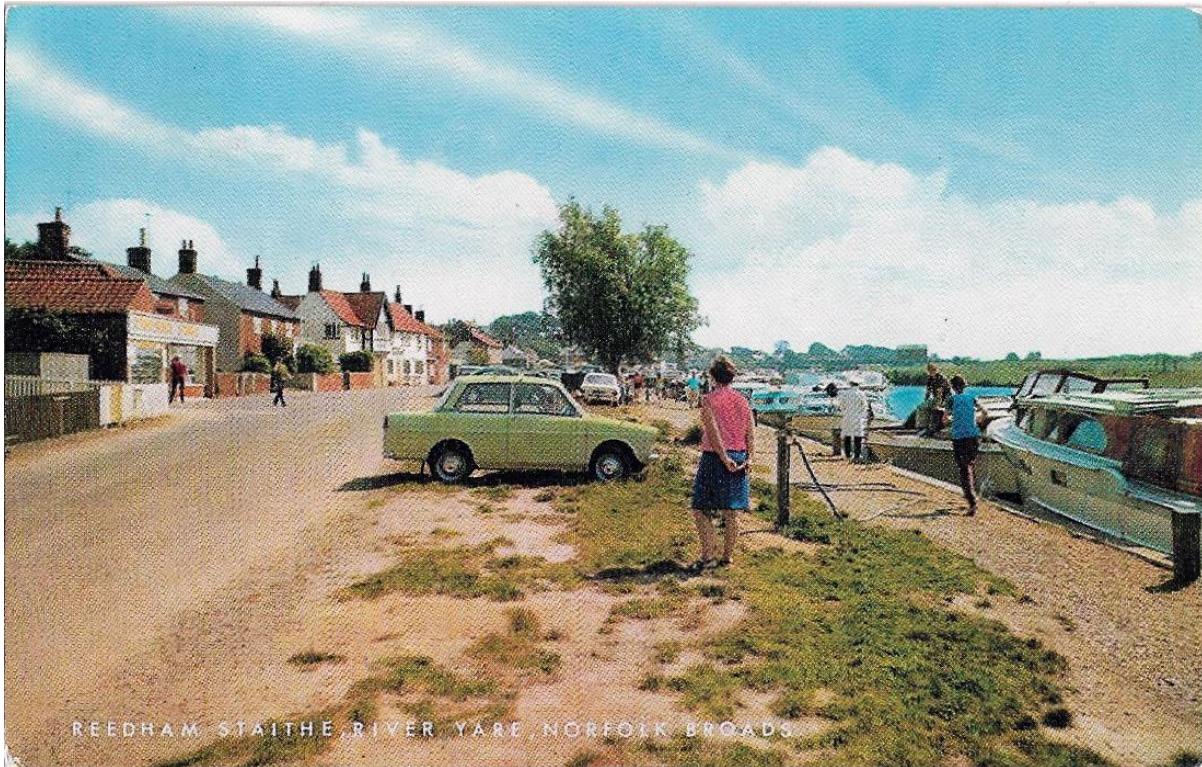


If I could remember the names of all the lovely people who worked for us and helped us throughout all those years, I would like to mention and thank them. But I can't and I would not want offend anyone by missing them out. They know who they are and some remain good friends. Especially, Andrea Addy, who came to us to babysit my boys over 35 years ago and still remains with us as our Head Housekeeper.

I look back and see those years as hard work yet happy, for the most part, and fulfilling.

*Pat Simpson Stalham, February 2021*

## THEN AND NOW Reedham Riverside & The Ferry Inn



There has been little change since the top postcard view was taken around the late 1960s or early 70s, with the exception of Crouchens Stores which is now Cannells, the surfacing of the parking area and construction of the flood wall along the river.



The top postcard view of the Ferry Inn, with its proliferation of advertisements and glazed lean-to extension, dates from the late 1950s (many thanks to David Archer of the Ferry Inn for advising on the date). Since then, the tree to the left has been lost and today the pub has a more modern dining area extension and front entrance.

*David Edleston*



## Broads Angling Services Group

The images of dead and dying fish continued this year, with the first of the Autumn's tidal surges back in October. The hosting of COP26 in November made us all think long and hard about the future of all our low-lying coastal areas and the Broads will struggle as these events become the norm. Listening to John Packman on the subject and how the area will evolve into in his word's "a saltmarsh", one wonders how the designated freshwater species and their associated protection can survive, if we let nature win.

That's why the people need to have their say and governance becomes a significant topic on the future management and policy for such areas. I have always stated that the Broads Authority should take the leadership needed to protect this wonderful location enjoyed and loved by so many. It should not be left to unelected so called representatives who "think they know best". So I have changed my opinion of the strategy laid out by the Glover Review and the membership of such bodies like the BA should have a majority of elected councillors, representing the views of local people and make the Authority accountable for its actions.

I'm not saying here, that there is a magic bullet solution, but if local people want their landscape and heritage protected, they must realise somebody has to pay and it comes at a price. This will impact everything we take for granted today and like many things in the Broads today it's free to enjoy. But whether it's protecting your riverside residence from flooding, to moorings and fish and fishing it all comes at a cost.

This year has seen what government policy and many years of austerity has finally unearthed with the continuing loss of government grant in aid. I had meetings with the Environment Agency who can no longer provide flood protection on agriculture land and are looking to partners in the 3<sup>rd</sup> sector to help maintain any form of proactive response to flooding. This may be the reason why Lord *Dannatt* is looking at the whole issue of flood and water management across Norfolk,



following the extreme flooding last winter. The image right is the saline barrier at Hubert Woods Potter Heigham, an asset that the EA can no longer maintain, let alone the long list of other bankside assets they no longer can own manage within their available budgets and resource.



The image left is of a bank breach on the river Wensum at Bintree left flooding for over 9 months, as it was deemed low priority on one of England's predigest chalk streams. There are thousands of other "incidents" that can't be resourced as seen in the press this year on water and environmental pollution.

These strategic issues, makes something like the Hoveton restoration seem rather irrelevant set against the scale of the medium and long term outlook for the Broads. Its why things have to change.

In terms of BASG, we relaunched ourselves with a general meeting of its members and stakeholders in early October.

We laid out our 3 year strategy to put both the Broads Fishery and Angling on a sustainable footing. To enable this, Director Duncan Holmes we take on a full time role with BASG from Jan 2022 to secure partnerships and funding. So over the coming months look out for further engagement events if you want to get involved.

As I write this, our continued campaign on Hoveton Great Broad again moved back to the legal process and its why we at BASG and the Angling Trust continue our Fish Legal action against both the Environment Agency and Natural England on the proposed isolation and bio-manipulation of this vital spawning area.



As we go to print we can confirm that the legal position from the Environment Agency is that the permit conditions are enforceable in that the barriers will be removed if we prove harm to the underlying bream stocks across the Northern Broads. We have reviewed this with our legal team, who will continue to advice BASG and oversee the assessment and management of the impact of the barriers, through our engagement in the Hoveton Project Advisory Group. For the latest on this view our campaign page. <https://basg.online/campaigns/hoveton-gb/>

We are currently working up plans for next year, which will include some educational days to try your hand at fishing and the republication of the Broads Angle Magazine.

*Kelvin Allen, Chairman BASG CIC*

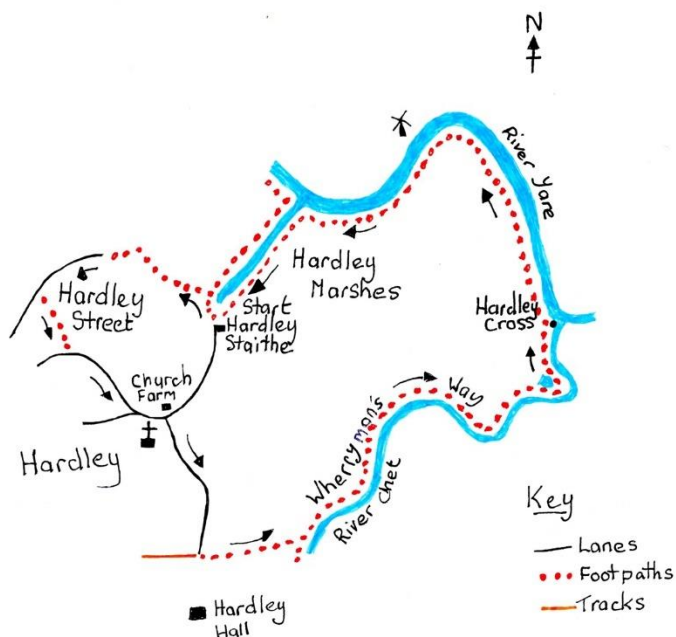
## WALKS AROUND THE BROADS

### Hardley



This 4 mile walk from Sue Walker of the Ramblers' Wensum Group starts from the parking area at Hardley Staithe (Explorer Map OL40 G/R TG388012). Hardley can be reached from Chedgrave, which is on a good bus route between Norwich and Lowestoft but about two miles distant, via Hardley Road. The route of the walk goes through Hardley Street with its pretty cottages. It then visits St Margaret's Church, Hardley, with its Norman round tower and 15th century wall painting. It then continues past the driveway to 16th century Hardley Hall to reach the bank of the River Chet. The remaining part of the walk follows a section of the Wherryman's Way, a long-distance path linking Norwich with Great Yarmouth. At the junction of the Rivers Chet and Yare, the riverside path passes Hardley Cross, which marks the boundary of the jurisdictions of the City of Norwich and the Borough of Great Yarmouth. The cross dates back to 1543 and has been restored over the intervening years. The final part of the walk continues along the banks of the River Yare and Hardley Dike beside Hardley Marshes to return to Hardley Staithe. This whole area is popular with birdwatchers and there are ample opportunities for watching birds all along the walk.

Refreshments: There are no refreshment opportunities on the route of the walk but The White Horse, Chedgrave, is nearby.



From the car parking area go across the end of Hardley Staithe. Don't turn right along the other side of the dike but, instead, leave the Wherryman's Way and go leftwards through a gap with a notice about a footpath. Then, after a few paces, go left again through a gap between posts with another notice and turn right on a field-edge path. Follow the path over a wooden bridge and through a gate. Continue along the left edge of the meadow and keep ahead in the next field. Then go leftwards past

Folly Cottage and continue along the track. On reaching a lane, turn left past a thatched cottage and a pink cottage in Hardley Street.

Continue along the street and then, just round the left bend, turn left on a signed byway (Fishes Lane). Go uphill on the field-edge path to a lane (Church Lane) and turn left. Follow the lane round a right bend to a junction and, here, turn left to go past Hardley Church on the right. Then turn right into Hardley Hall Lane. Follow the lane for about a third of a mile to a crossing path with Hardley Hall along the drive ahead. Turn left along the path to a large gate at the river. Go beside the gate, then turn left through a gate and along the river bank on the Wherryman's Way.



*The River Yare*



*Hardley Staithe*

Continue for about a mile beside the river, going through several gates on the winding path. (Cantley Sugar Factory can be seen in the distance all along the river section). Eventually the River Chet joins the River Yare at the site of the stone cross. Now follow the path leftwards beside the River Yare for about a mile, passing Limpenhoe Drainage Mill (across the river), to Hardley Dike. Turn left alongside the dike to return to the parking area at Hardley Staithe.



*Church of St Margaret, Hardley*



*Hardley Cross*

For more information about THE RAMBLERS' ASSOCIATION, call 07505 426750 or click [www.ramblers.org.uk](http://www.ramblers.org.uk)

*Sue Walker*

*All images © Ramblers' Association*

## WHEATFEN NATURE RESERVE The Ted Ellis Trust



During the winter months, perhaps understandably, visitor numbers drop away at Wheatfen. After all, aside from the weather being cold and wet, the added feature of being a tidal floodplain can be somewhat of a deterrent. Wading through mud and water whilst being slapped across the face by a northerly isn't for everyone. I love it, but then I do have webbed feet.

For those who do brave the elements at this time of year, you will be met by many other visitors; of the migrating bird variety. Walking along the woodland paths under bare canopies, a sudden explosion of wings from the undergrowth tests the heart as a chestnut brown bird with a long bill and beady eye takes to the wing. Some of these handsome woodcock are resident, but numbers have been significantly swelled with Scandinavian birds fleeing harsher climes. Flying woodcock can be seen at dusk, streaming over the marsh to their feeding grounds. This story of migration is true also for the goldcrest, our smallest breeding bird but also a winter migrant. Like an autumn fall of leaves, these tiny birds weighing less than a one-pound coin suddenly descend on Wheatfen, ushered along by the cruel north wind. Their high-pitched calls can be heard even from my office as I watch them through the window, foraging amongst the shrubs. Many years ago, it was once thought that a bird as small as the goldcrest couldn't possibly cross the North Sea unaided, and that instead they must hitch a ride on the back of a woodcock. What a photo that would be.



*Fieldfare* © Anne Kerridge



*Woodcock* © Mary Goddard

Whenever I get a break from chasing leaves around the carpark with a rake, whilst cursing the flood water, hoiking on the wellies I head out on the fen. In the face of climate change, as part of a wider Broads monitoring scheme, every two weeks I take



salinity readings in the dykes and peat across the site. The problem is, it is crucial to take such readings during the big tides, when the reserve is inundated and the dykes merge in with the paths. I wonder when I will be awarded my honorary PHD for risking life and limb in the aid of science... Thankfully, so far salinity levels are negligible, and the water remains as fresh and pure as the agricultural run-off that pollutes it. Joking aside, good water quality is the key to a healthy, diverse fen.

Amongst the fen vegetation, camouflaged snipe indignantly take to the wing when accidentally disturbed, flying away in their zig-zag fashion. The wandering cheeps of redwings and the chattering “schak schak schak” of fieldfares drift around the reserve as they squabble over berries amongst the bolshy blackbirds and irritable mistle thrushes. Holly and hawthorn berries are hungrily devoured, as sour sloes and acrid black bryony berries persist. Of the latter, I recently read that the juice of black bryony berries was once widely used medicinally; an old housewives’ remedy for the treatment of bruises women commonly sustained when wife-beating was an accepted pastime. Thankfully, times have largely moved on.

Of an evening, a jingling of chimes can be heard from a large oak not far from the car park, as dozens of siskins return to roost, relaying messages to one another like old girls in a bingo hall. The unmistakable “wink wink, onk onk” of the pink-footed geese skeins chase the sunset, as they head off to roost. Largely of Icelandic stock, over quarter of a million pink feet grace Norfolk with their presence each winter. To top it off, down towards the river Yare the marsh harriers gather; a meeting of the lords of the land, tolerant of each other outside of the breeding season.

As the winter progresses, who knows what other feathered delights will fill my binoculars; waxwings on the guelder rose, or perhaps rock pipits along the dyke edges?

Wheatfen is open 7 days a week, sunrise until sunset, except during extreme high tides. Remember to bring your wellies!

*Will Fitch*



Goodchild Marine Services Ltd

Burgh Castle Yacht Station, Butt Lane, Burgh Castle, Great Yarmouth, Norfolk, NR31 9PZ

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## CHURCHES AROUND THE BROADS

### 9. Horning : Church of St Benedict

The attractive Church of St Benedict, Horning stands in an idyllic location on rising ground, beside the River Bure, in a somewhat isolated position, some distance to the east of the village. Usually when the church and village are far apart, it is because the village moved after the Black Death, but that is not the case here. It would seem that the church was built to serve a scattered collection of hamlets, including Horning which expanded to become the main village, although it never grew close to the church site.

The dedication of the church indicates something of its history, originally being owned by St Benet's Abbey, a few miles to the east (Benet being an abbreviated form of Benedict). Founded around 1020 for Benedictine monks, the Abbey was one of the most important monastic houses in England and the only one to be spared during Henry VIII's Dissolution of the Monasteries. Although the Abbey site is now in ruins, the Vicar of St Benedict's Church in Horning is still officially the Prior of St Benet's. The Vicar accompanies the Bishop of Norwich, who is the Abbot of St Benet's, for an annual outdoor service on the first Sunday in August at the site of the Abbey Church.



*View of the church from the south-west.*

Built mainly of flint with ashlar dressings and a slate roof, the church is Grade II\* listed and dates from around 1220, erected on the foundations of an even earlier church. The nave, aisles and chancel date from the 13<sup>th</sup> century, all being remodelled in the 14<sup>th</sup> century. Bequests for the 3-stage west tower date from 1490 and 1524. The north aisle was demolished in 1721 and the arcade filled in with the windows being

repositioned in the new wall of the nave. The priest's door in the south wall of the chancel with its dog-tooth arch survives from the 13<sup>th</sup> century building. Internally there is a 14<sup>th</sup> century octagonal font and bench ends carved with St Benet's Abbey arms.



*View from the north-east showing the north wall of the nave; View from the south-east.*



*13<sup>th</sup> century priest's door with dog-tooth arch; West tower; Lychgate to churchyard.*

The church has its own staithe on the River Bure where there are free moorings for a couple of boats for those wishing to visit. A path leads up to the church from the staithe. Parking is also available next to the churchyard.



*The tower of Horning church seen from the top of Ranworth church tower.*

*David Edleston*

## **BRIEFING FROM THE CNP CONFERENCE (Part 1)**

### **October 2021 hosted by the North Yorkshire Moors Association**

I have summarised below some of the details from the CNP Members Chairman's meeting. This is Part 1 of my briefing to you with part 2 in the next issue of Harnser due to the large amount of material discussed at the conference.

Most CNP member groups have experienced issues finding new trustees with one Chairman in post for nine years and many Trustees in post in excess of five years. A couple of CNP member groups had looked outside the membership and created voluntary roles with probationary periods plus "advisory council members" with no voting rights.

Visitor and event management was discussed with a general finding that the visitor season was certainly extended over the past few years. Most areas had had vast increases in visitor numbers since lockdown easing which in itself brought additional problems, especially in a minority of visitors behaving anti socially with littering, illegal camping and fires and parking issues. As a result, some CNP members had embarked on impact assessments at designated sites within their parks and "nudge" options whereby they try to encourage visitors away from the "honey pot" areas to alleviate such issues as illicit parking. The use of "leave no footprints" was emphasised. Some measures included overflow car parks and in certain areas, road closures in partnership with local Police. It was suggested that often people who had visited before misbehaved due to no bye-law enforcement or lack of advisory signs or staffing. Dartmoor has now undertaken reviewing their by-laws.

The CNP members priority currently is the DEFRA way forward for the parks (Glover review) and the landscape review, details of which are expected in spring/summer 2022. It was emphasised that CNP was an independent voice, not authority run and it worked with all societies. CVNP is also working on nature recovery, climate change, land management, access and legislation.

From around the CNP membership, we reported just some of the things each member group had been working on this past year as follows:

**Broads Society.** Governance of the BA, Flooding, What3words Campaign (we are to be CNP Lead)

**Brecon.** Free membership to NHS workers for 1 year (resulted in 60 plus new members.

**Peak District.** Crowd sourcing funds for campaigns and enquiries.

**Dartmoor.** Authority moral was low

**Exmoor.** Artwork trails used to highlight landscape change

**Dales.** Climate change, policy reviews, new website, plastics campaign to get rid of tree guards, drop in zoom meetings.

**Lake District.** Monitoring road building schemes, second/holiday homes.

**South Downs.** Road building, turbines, social media campaign

**New Forest.** Work with local art society, by-law issues with new “by-law watch” where members can online report issues.

**North Yorkshire Moors.** Fund raises for and support moors bus services, digital membership, ended life membership with new 10 year membership.

**Snowdonia.** second homes, visitor behaviour, road building, parking and congestion.

From these things, you will see there are many common issues across the CNP member areas, issues that, working with the CNP and its members may bring some ideas and solutions.

Finally, Snowdonia are to host the 2022 CNP conference in October and future topics for CNP discussion will include mosaic (to be defined), new bursaries of £1000 for influencers to promote parks and climate change emergency.

*Paul Rice, Chairman*

### **BROADS SOCIETY 500 CLUB**

The 500 Club was set up many years ago with the intention of raising additional, much needed, income for The Broads Society. Membership is £12 per annum, payable on 1<sup>st</sup> March each year. A draw takes place every month and members have the chance to win either £50, £20 or £10. In November at the Broads Society AGM there is a draw for £500.

Broads Society members may join the 500 Club or buy a membership for family or friends, there is no limit to how many subscriptions any one person may have.

If the number of members increases, we may be able to increase the prize money!

If you would like to join the 500 Club please get in touch with our Administrator, Sarah Vergette. Contact details are on page 3.

### **AGM DRAW 2021**

Congratulations to Mrs J McMutrie, winner of the annual £500 prize draw which took place at the AGM on 20<sup>th</sup> November 2021.

## NEWS FROM THE MUSEUM OF THE BROADS



As I write this update, I can confirm that winter has truly arrived with cold temperatures and snow forecast! The museum closed its doors at the end of October after a season, while not up to pre-pandemic levels, was very encouraging and gives us hope that we will be able to get back to those levels in 2022.

The last week of opening saw our 'Halloween Week' which included the popular 'Halloween Trail' and the telling of scary Broads ghost stories imparted by our very own museum ghoul!



Our quite lengthy 'Winter Work Programme' has now commenced and involves building repairs and maintenance, redesigning the shop and café areas, rethinking the museum frontage and, of course, annual maintenance of our two trip boats, steamboat 'Falcon' and electric launch 'Marsh Harrier'. Also, preparations are in hand for installing the new annual exhibition featuring the history of wind power on the Broads – more details in the next issue of 'Harnser'.



The trustees and management team are constantly looking at ways to improve our visitor experience. To this end we continued with exhibitions and displays that demonstrate the museum's relevance especially

related to climate change, beginning this year with the 'Broadland Futures Initiative'. We are also very keen to promote and encourage group and school guided visits and talks. We are eager to increase our local community involvement and how we can offer more to local residents both in way of facilities and enjoyment. We are members of the Stalham Area Business Forum and always try to support and work with other businesses in the town.



Currently, I have invited trustees, staff and volunteers to suggest ways in which the museum can reduce its carbon footprint, anything from recyclable coffee cups to planting trees! If any readers of Harnser have ideas, do get in touch!

Finally, as always may I remind readers that we love to hear from anyone interested in joining us a volunteer for a few hours each week, in one of the many roles available, reception and front of house, boat crews and steam engineers (training given),

maintenance and restoration work etc. You can get in touch via our website [www.museumofthebroads.co.uk](http://www.museumofthebroads.co.uk) email [info@museumofthebroads.co.uk](mailto:info@museumofthebroads.co.uk) or call 01692 581681

And don't forget, while the museum is closed this winter, you can still access objects in our collection at the 'Virtual Museum' on the website.

Stay warm!

*Robert Paul, Chair of Trustees*



## FOLLOW THE BROADS SOCIETY ON FACEBOOK & TWITTER



Follow us on Facebook @broadsociety and Twitter @BroadsSociety for up to date news and information. You can also link directly to our Facebook and Twitter accounts from the Broads Society website.

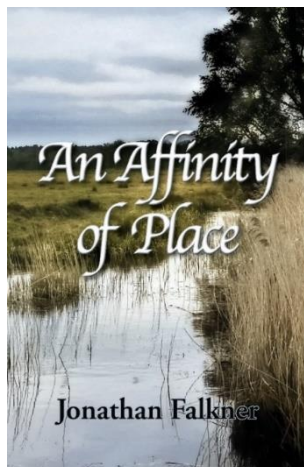
## MEMBERS' PHOTOGRAPHS OF THE BROADS

Members were first invited to submit their photographs back in the January 2021 edition of Harnser. We initially received a total of six images, all of which have been published in Harnser, but it is disappointing that there have been no further submissions. Members are therefore reminded that if you would like to see your photo of the Broads featured in a future edition of Harnser, please send it to [Harnser.Editor@gmail.com](mailto:Harnser.Editor@gmail.com) along with details of where and when it was taken. Images can be either portrait or landscape format and should be high resolution, at least one megabyte in size.

	<p><b><u>Anne Filgate</u></b> Artist in pastel, watercolour and acrylic <b>'Hidden Norfolk &amp; Endangered'</b></p> <p><b>I have my images put on cushions, clocks, glass chopping boards, mugs, tea towels, notebooks cards and ceramic tiles</b></p>	
		
<p>Please contact me on 0169258142 or <a href="mailto:annefilgate@yahoo.co.uk">annefilgate@yahoo.co.uk</a> for further information</p>		

## BOOK REVIEW

### An Affinity of Place



The secret to this book is in the title.

Set in the late Eighties, after the great storm of 1987, this story is set in and around the Ludham and Potter Heigham marshes, with a brief excursion to the Lake District. Indeed, the author Jonathan Falkner, a retired clergyman spent nine years serving in the rural parishes around Bungay thus giving him time to get to know the Broads in a sailing boat they kept in Hardley Dyke on the Southern Rivers.

Also, in his introduction he acknowledges his debt to Arthur Ransome, having been introduced to *Coot Club* and *The Big Six* as a child. Those who are familiar with Ransome will see the similarity, although this is definitely not a children's book.

To start with I found it difficult to work out whether this was a nature guide book or a story about a lone individual called Lorna, who has recently lost her father, but is very much at home within the marsh environment that she finds herself. Throughout the book, wherever the story takes one and whatever is happening in the excellent story line, you are also very much aware of what is going on around you regarding the flora and fauna.

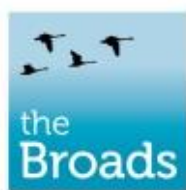
However, it does not take long for the other main character, David, to appear on the scene and things start to happen. No longer are we only exploring the Ludham marshes but find ourselves immersed in the world of computing, for David has taken lodgings with Lorna's aunt and cycling from Potter to Stalham every day and no longer are totally immersed in wildlife (other than what we see on his bike ride to Stalham every day) but also catching up with the world of computing and all those involved at the firm in Stalham where he is working. We now have a real story on your hands.

Without giving anything of the storyline or the plot away, before very long you are transformed in to the world of boating and sailing but still within the wonderful Broads environment. We are also being kept up to date in the computing world. Gradually the local characters appear and start to interact with those moving into and finding much fulfilment in the Norfolk countryside.

Although I found it difficult at first, I was soon absorbed in all that was happening and could see what a good writer Jonathan Falkner is. It is easy to get carried away with a place you love but it is not so easy to write about it convincingly – I know, I have tried. This is a book I can confidently recommend to all members of the Broads Society. They may not find it as racy as a James Bond or modern thriller, but it is set in a real place and deals with real people. I hope you will enjoy it as much as I did.

*Robin Godber, President*





**Love the Broads**

### **Love the Broads supports two more projects with grants**

A grant of £900 has been provided towards the purchase and installation of five data counters to be used during both the preliminary and evaluation stages of the Halvergate Mills Trail project. The counters will obtain data about current use of the existing Halvergate Public Right of Way network and to measure changes in user's behaviour during the off-peak tourism season after the delivery of the Trail.



*Halvergate Marshes and Mutton's Mill; Museum of the Broads 'Falcon'*

A grant of £1,360 has also been provided to the Museum of the Broads for the purchase of 16 automated life jackets for use on their tour boat.

### **Do you know of a business that would like to help to keep the Broads special?**

We have around 80 businesses involved with Love the Broads with each one raising donations in different ways which suits their business. These donations all help the Broads to remain special now and into the future by providing grants for exciting projects across the Broads National Park. Some examples of how businesses raise donations include selling merchandise such as badges or the fabulous Broads by Bike booklet or some add a small voluntary donation on a food or drink product that they sell or on the hire cost of a boat or bicycle. There is no cost to be involved but the knowledge that the business and their customers are protecting the Broads, its landscape and stunning wildlife.

Each business is recognised for their amazing support by having a website link and provided with all of the support that they need. For a copy of the Love the Broads' "Guidelines for your Business" booklet or for an informal chat please contact Peter Howe - [peterh@broadstrust.org.uk](mailto:peterh@broadstrust.org.uk) or 07887 480331

## EAST NORWICH MASTERPLAN

During October a second 'drop-in' consultation event was held at Carrow Abbey following an earlier event that took place in July 2021. The second event was to outline progress with the Masterplan but mainly to show how feedback on the first consultation stage had been addressed. The masterplan is being led by Norwich City Council, overseen by a Steering Group comprising the relevant local authorities, key landowners and Network Rail.

The Masterplan area comprises four principle sites:-

1. Carrow Works – the former Colman's factory site
2. Deal Ground – large site east of the railway
3. May Gurney – former HQ site for the local firm
4. Utilities site - former power station site

The first three sites lie to the south of the River Wensum with the Utilities site largely sitting opposite Whitlingham Great and Little Broads on the northern bank of the river either side of the confluence of the Wensum and Yare.

East Norwich is identified as a strategic development opportunity in the emerging Greater Norwich Local Plan (GNLP), which earmarks the area for major growth and regeneration. The emerging GNLP suggests that the area could deliver around 3,500 new homes and up to 6,000 new jobs. The preparation of the masterplan will enable these numbers to be tested and their implications better understood - all with the input and benefit of public and stakeholder engagement.

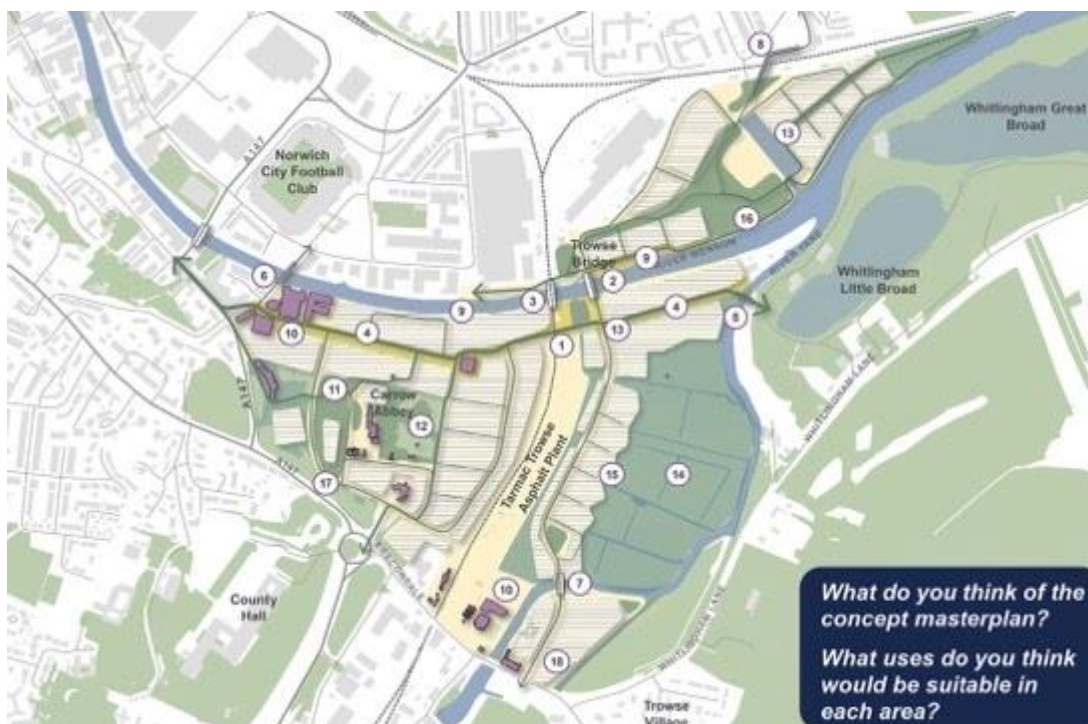
The emerging concept Masterplan (over and above the potential headline figures for housing and jobs) envisions regeneration of the area which respects the current historic importance of the area, its wildlife character and the importance of its riverside setting. It particularly strengthens links between the city to the west and Whitlingham Country Park to the east as well as improving north-south links across the River Wensum. With respect to these links, the plan currently indicates:

1. A new cycle/pedestrian bridge across the Wensum, close to the south-east corner of Norwich City's football ground;
2. An improved Trowse Rail bridge;
3. An all modes bridge link between the Utilities and Deal Ground sites, crossing the Wensum just east of the Trowse rail bridge;
4. A new cycle/pedestrian bridge across the Yare from the north-eastern edge of the Deal Ground site to the opposite bank close to the western edge of Whitlingham Little Broad; and
5. A new all modes bridge across the Yare linking the May Gurney and Deal Ground sites.

Obviously, there are a number of implications and hurdles to be overcome for any of these links to be achieved, most notably the outstanding legislation relating to the Port of Norwich and the issue of static bridges, despite the City Council basically declaring the Port defunct as a commercial function in 2012.

The masterplan presents itself as an opportunity to recast the relationship between these historic industrial sites and the river, creating vibrant and attractive riverside environments; protecting existing and supporting new wetland habitats; and supporting boating and water-based activities for leisure and enterprise. Making more of the riverside frontages, creating more moorings (no mention of whether these are public or private) and creating a new mooring basin on the Utilities site all show a desire to embrace the importance of the river to the City. There certainly appears to be a desire to not repeat the mistakes of the past and to open up the river frontages where possible and not turn its back on the river like so much of the earlier Riverside development of the 1990s onwards.

At the moment, it is important to realise that nothing is set in stone and that these are purely concept plans. The next stage will be to firm up the concept plan following feedback from this second stage of the consultation with a more formal consultation taking place February/March 2022 with the object of the City Council eventually producing a Supplementary Planning Document for East Norwich.



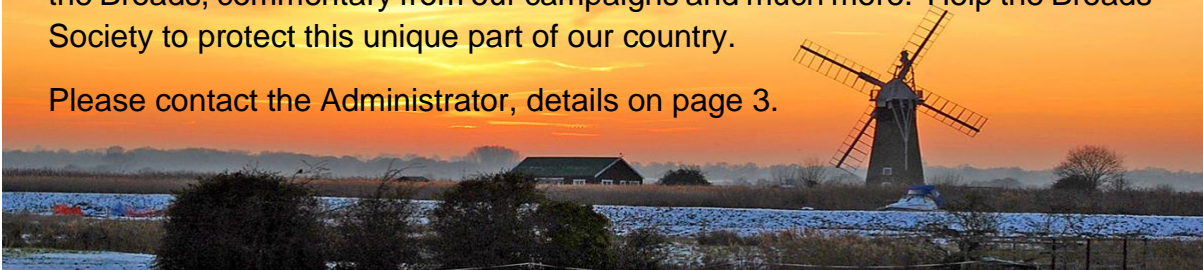
*Concept Masterplan © Norwich City Council Further details and information can be found on the Norwich City Council website [www.norwich.gov.uk](http://www.norwich.gov.uk) under East Norwich Masterplan.*

*Martin Thirkettle*

## BROADS SOCIETY GIFT SUBSCRIPTIONS

Looking for an unusual gift idea? Why not consider an annual subscription to the Broads Society? From £16 for four editions of our magazine, Harnser, with news, views and articles on many Broads related topics, regular articles about the Broads, commentary from our campaigns and much more. Help the Broads Society to protect this unique part of our country.

Please contact the Administrator, details on page 3.



## RECENT NEWS FROM THE BROADS AUTHORITY



### Maintenance updates

- The Maintenance Team is currently working to refurbish 60m of quay heading at Rockland Staithe 24-hour moorings, using our work boat Shoveler. The capping, waling and mooring posts will all be replaced.
- The Team is also replacing 140m of capping (including 90 metres of quay heading back-rail) at Sutton Staithe 24-hour moorings. We anticipate the work at both moorings will be completed by early December.
- The Team recently installed new signs, repaired some holes in the path and installed safety chains and a safety ladder at the new 24-hour mooring at Berney Mill.
- New signs have also been installed at Burgh Castle 24-hour moorings, pending its reopening.

### Dredging update

- Dredging is currently taking place on the River Chet.
- Dredging between Martham Ferry and Dungeon's Corner is expected to start in early December. Initially a silt curtain will be installed alongside Martham Broad North.
- Dredging between Somerton Staithe and Dungeon's Corner will commence either just before or just after Christmas. See Notice to Mariners on the BA website for more details.

## Hickling update

A considerable amount of progress has been made at Chara Bay, Hickling. The Broads Authority will, whenever possible, use the sediment from its dredging programme to help establish riverwalls, strengthen banks, and at Hickling, to establish a new reedbed habitat.

This is the third and final phase of a three-year project. A layer of dredged sediment has been placed along the top of the entire geotextile bag structure in preparation for planting. Approximately half of this area has been covered with reed rhizomes, excavated from a nearby dyke, with the other half vegetated with pre-planted coir mats.

Dredged sediment has been used to 'haunch up' in front of the bags; this will provide added protection from wind and wave and will also provide a natural slope for plants to colonise into as vegetation spreads.

Dredging works will relocate to the main river during the first few weeks of December and this sediment will be used at Chara Bay again. Works will then move entirely to the main river. See Notice to Mariners on the BA website for more details.

## Litter picks

It's been a busy few months for river litter picks. A few weeks ago, our Breydon Rangers and the team from Great Yarmouth Yacht Station got their hands dirty at the end of season litter pick. Cleaning up the shores of Breydon Water, they managed to collect eight shopping trolleys, 15 traffic cones, a section of Heras fencing, two deck chairs and ten bin bags full of rubbish.



*Breydon Water litter pickers and their haul*

And the first Broads litter pick on paddleboards (that we know of) took place on the River Yare/ Wensum in September. 30kg of waste was removed from the river between the River Garden pub and Carrow Bridge. The majority of the litter was cans,

bottles (glass and plastic) and plastic food packaging. Random items included a Dyson vacuum cleaner and a frying pan. Thanks to the volunteers and to Emma Sturman who organises Norfolk Beach Cleans. All litter was taken away and disposed of properly.



*Emma Sturman and volunteers' SUP river litter pick*

### **Volunteer Action Days**

We recently held three successful volunteer action days, where members of the public could try out conservation work for the day. They helped with fen management at How Hill and at Decoy Carr in Acle. All sessions were fully booked and we hope to repeat them in the new year.

### **Magnet fishing pollution**

There is an increasing problem of metal waste from magnet fishing being left at our 24-hour moorings. Magnet fishing is where powerful magnets are dragged through the river to retrieve items from the riverbed. Unfortunately, once more valuable items have been taken home, many people dump large pieces of waste metal in our bins or on moorings. The debris is both a safety and environmental hazard. We ask that people who magnet fish please dispose of the waste at their local recycling centre and be aware of the dangers of the pastime. While it seems harmless, pieces of waste sharp metal are a danger to wildlife, dogs and people.

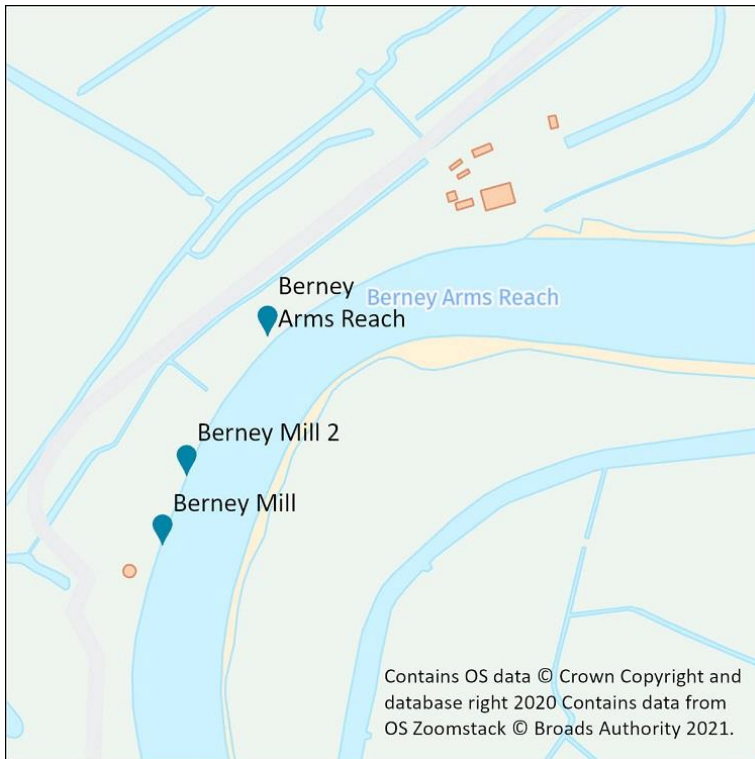
### **COP26**

We are involved at COP26 in Glasgow in a number of ways to promote our work in the Broads on responding to climate change. Myself and Andrea were part of a BBC Look East broadcast on Climate Change, summarised nicely in this online article. [COP26: 'Broads of the future would be familiar to Romans' - BBC News](#) Andrea Kelly presented a virtual session at COP26 on the 'England Peat Action Plan'.

Inspired by the COP26 meeting in Glasgow where a joint statement was signed by many protected and conserved areas (including National Parks UK), we have

started working with others on how we could encourage residents, visitors and local companies to help combat climate change and biodiversity loss.

### New Berney Mill 2 mooring



A new 24-hr mooring has been added to the Authority's portfolio, along the stretch of riverbank near the Berney Arms. Along with two areas of mooring already made available by the Broads Authority, this now makes a total of 217m of mooring available for the public to use free of charge. These moorings also provide a refuge in bad weather when it is not possible to cross Breydon Water, or for waiting for the appropriate tide in order to cross.

### New Berney Mill 24-hour moorings

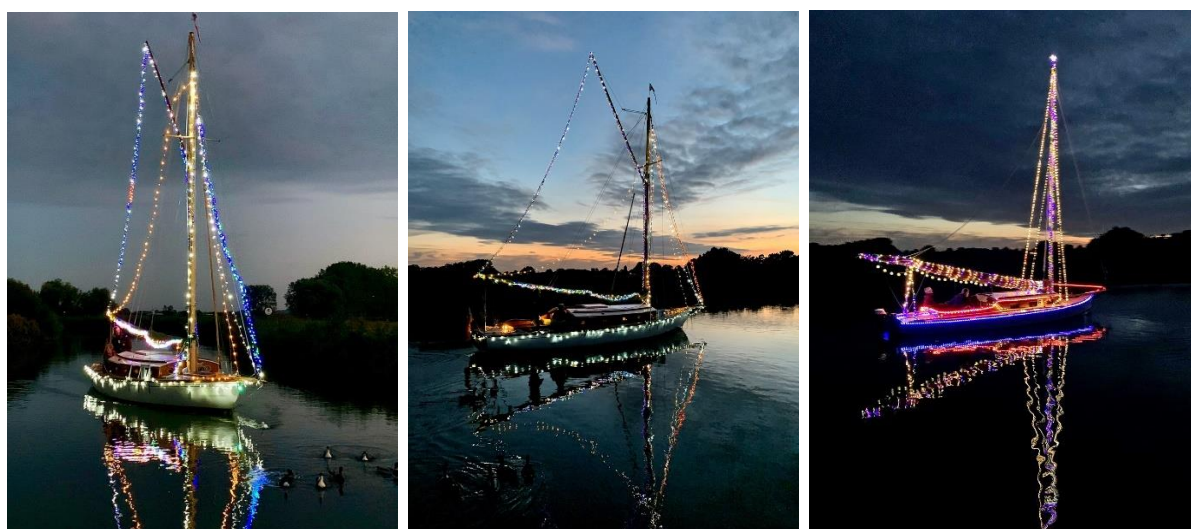


Sunset at Reedham by Quay Attendant, David All Images © Broads Authority

## NEWS SNIPPETS

### **Illuminated Boat Parade : Womack Water, Ludham**

A well-attended event took place on the evening of Saturday 25<sup>th</sup> September at Womack Water, Ludham. Organised by the Friends of St Catherines, Ludham to raise funds for the church, a procession of over 20 illuminated boats made their way from the River Thurne along Womack Dyke into Womack Water where they circled around the Wherry Albion which was anchored in the centre. The Wherry Hathor was also moored at Womack Staithe. The Friends Committee hope to run the Ludham Illuminated Boat Parade every other year, alternating with the Ludham Open Gardens event which is planned for 26<sup>th</sup> June 2022, so the next Illuminated Boat Parade will take place on Saturday 23<sup>rd</sup> September 2023.



### **Investment at Beccles Quay**



Beccles Town Council have announced plans for significant investment in facilities for residents and visitors at Beccles Quay, including replacing the play park equipment and refurbishing the toilet block. In addition, facilities for boat owners will also be improved, with the Gas Dyke being dredged and electricity supply being added on the North bank of the river.

The Council, as sole Trustee of the Beccles Fenland Charity Trust, owns the land at the Quay and operates the Yacht Station. The projects, which will see the Trust and the Town Council invest around £250,000, should be completed in time for the start of the 2022 Summer season.

Mayor of Beccles, Cllr Richard Stubbings, said “The Quay is an important facility for the Town, and the Council have been planning improvements for some time. These have been held up the Covid 19 outbreak, but we are now pressing ahead with our plans. The dredging of the Gas Dyke will be our first project, and work on this should start in November and be completed by the end of 2021”.





Cllr Ashley Lever, Deputy Mayor, is Chair of the Council's Working Party on the Play Park project. Cllr Lever commented "the replacement of the Play Park equipment will provide a modern, accessible play facility for children." The project has been supported financially by several organisations, including the Alan Boswell Charitable

Trust, who gave a grant of £5000, Tesco, who donated £1166, and £6790 raised as part of former Town Mayor Elfrede Brambley-Crawshaw's mayoral appeal. The balance will be funded by the Town Council.

The Town Council is also working with the Broads Authority (BA) to further enhance facilities at the Quay. BA are planning to locate a 'Discovery Hub' at the Quay. This will act as tourist information point to promote the Broads, and it will be maintained by a Broads Authority Ranger. The project will also improve signage for anyone using the Angles Way and other walks along the river. In addition, the BA are planning a Heritage and Arts Festival in June 2022 as part of their 'Water, Mills and Marshes' project, which will give residents and visitors the chance to enjoy arts events and try various activities on the river itself. Cllr Birrell said "the Town Council are pleased to be working with the BA at the Quay. The new Hub, which should be ready in 2022, will be a valuable addition to facilities for visitors at the Quay."

### **New Cap and Fantail for Stracey Arms Mill**

The construction of the new cap and fantail for Stracey Arms Mill is now nearing completion and stands beside the mill on the River Bure. It is hoped that this can be lifted and filled in position on the mill early in the new year. The mill is undergoing a scheme of restoration as part of the Mill and the Marsh Folk Project.



## Increase in passenger numbers at Berney Arms Station

The Office of Rail and Road reported on 1 December 2020 that Berney Arms was Britain's least used railway station during the previous year, with just 42 passengers using the isolated station between April 2019 and March 2020. However, it has since been reported that numbers have increased eight-fold with 348 passengers in the year to March 2021, the biggest year-on-year increase of any UK station.

Berney Arms is on a single-track line between Reedham and Great Yarmouth and is named after the nearby pub which has now been closed for a number of years. The station is close to the River Yare and is surrounded by the Berney Marshes and Breydon Water Reserve managed by the RSPB. It is only accessible on foot and is some three miles or so from the nearest public road. It is a request stop and passengers wanting to board at Berney Arms have to stick an arm out and to alight they must inform the conductor or the driver of their intentions in good time.

## Broadland Futures Initiative : Update

The Broadland Futures Initiative have recently published the 8<sup>th</sup> edition of their Progress Newsletter for anyone to download and read from their website, by searching for Broadland Futures Initiative at [www.broads-authority.gov.uk](http://www.broads-authority.gov.uk) You can also register for copies to be sent directly to you via the contact details section on the website. Of particular note in this latest edition is news of an agreement for the strategy's objectives for the BFI plan area. A summary document of what this means and why this step is important can also be found on the website. A paper copy of the newsletter can be requested by writing to Broadland Futures Initiative, c/o Broads Authority, Yare House, 62-64 Thorpe Road, Norwich, Norfolk, NR1 1RY.

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## A MESSAGE FROM THE EDITORIAL TEAM

With the October Harnser we enclosed a survey form seeking readers views on which categories within the magazine you most liked. It is disappointing that so few members have responded so far. Although we have not set a closing date, we would welcome further replies. There will be a copy on the website or simply email or send a short comment to the Administrator.

The results so far have revealed that there are no clear favourites, although a couple have clearly been less popular. In the past year we have tried to cover as many subjects as possible in relation to the "Broads" covering environment, activities and industry. That said, some sections have proved difficult to find contributors including the hire craft industry, current sailing activities and practical angling.

We strive to obtain as much "news" as possible especially in relation to the long-term future of the area, mostly but not exclusively within the Norfolk & Suffolk "Broads Authority" area.

The Society is very aware that we have members not only in Norfolk & Suffolk but all over the UK and even abroad, some of who can no longer visit on a frequent basis and indeed do not use the internet.

One of the things members of the Publicity Committee do is to review the now numerous Broads Forums and Facebook pages some of which now have double the membership of the Society though it must be said the number of active contributors after a first flush of activity is fairly small and it must be said society members also join in from time to time usually providing factual information (some use mostly nicknames) As a charity we have to take great care to avoid straying outside the rules. We do have own Facebook (The Broads Society), Twitter (@BroadsSociety) & Instagram (@broadssociety) and there are also links on our website.



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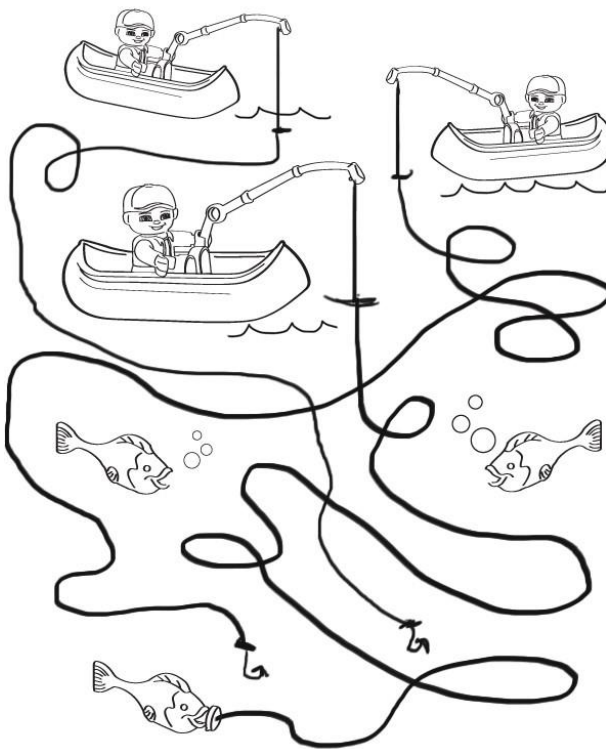
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## FOR YOUNGER READERS – OF ANY AGE!



Hi, my name is Wylie and I am a Water Vole.

I am back to bring you some fun things to do and make you think! Firstly, thank you Graham, for finding the river missing from my wordsearch in the last issue – it was of course the River Wensum. Graham also reminded me of the River Hor, which flows from Felthorpe to join the River Bure at Wroxham.



Here are three friends out in their canoes for a spot of fishing.

There is Billy on the left, Tilly below Billy and Nellie on the right.

Who has caught the fish?

Why not colour in the canoes and the friends clothing and send them in?

We will print the winner in the next issue.

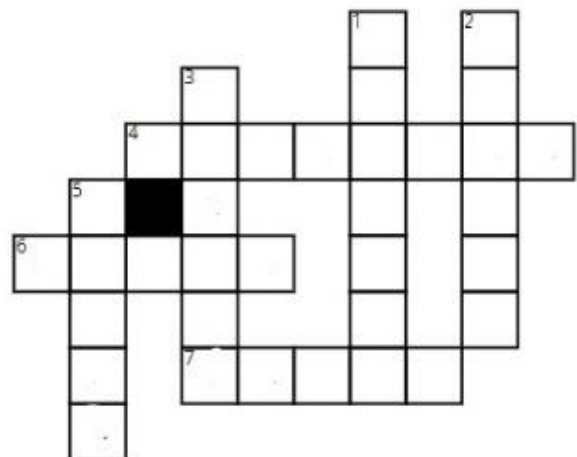
How many species of fish do you think you might be able to catch on the Broads is it 3, 6 or 8? Can you name all of them? Let us know!

### ACROSS

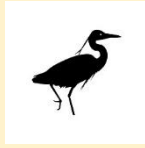
4. Largest Broad in the Norfolk Broads
6. On a thatched roof, the plant used along the ridge (top)
7. Type of boat seen on the Broads

### DOWN

1. Village upstream of Wroxham
2. Name of the river through Norwich
3. Small boats use for sailing
5. Large grey bird, long legs and long beak



## BROADS SOCIETY MERCHANDISE



We are happy to be able to offer Society branded merchandise as detailed below. If you have any ideas for new items we would be pleased to hear from you. By ordering you will be helping to promote the Society, contributing to funds and helping with *Harnser* production costs. For ordering, postage and payment details please call 07393 422006 or email : [boathousenorfolk@btconnect.com](mailto:boathousenorfolk@btconnect.com)

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## HARNSER CLASSIFIEDS

We have pleasure in bringing you more classifieds. Don't forget you can advertise *anything* in these columns with more than 800 copies of the magazine printed and circulated far and wide. We will not make a charge for the entries but just ask for a small donation towards Harnser printing costs. We look forward to hearing from you. Please send adverts to the editorial team at [Harnser.Editor@gmail.com](mailto:Harnser.Editor@gmail.com) or call 07393 422006 for further enquiries.



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