

HARNSER



*Magazine of the Broads Society
The Voice for The Broads*

July 2023

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Scan the QR code above with your mobile phone camera to download the Membership page of the Broads Society website. Applications to join the Society and payments can be made directly online.



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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Copy date for next edition : 1 September 2023

Cover photograph : Wherries on the River Ant at How Hill © David Edleston

CHAIRMAN'S LETTER

Since the last issue of Harnser, some of the Trustees and member volunteers have been busy continuing the day to day Society business with many committee, face to face meetings and calls to attend to including with DEFRA and Minister Therese Coffey MP.

I will come back to the Trustees and member volunteers but first let's update you with regard to the current situations arising at the time of writing.

It is now confirmed that the Landscape Review has been shelved, and that Therese Coffey does not want any new legislation pertaining to the National Parks and the Broads. It is still not clear what the Minister's approach or plans are and we must await further development, we will feedback to our members when we can.

We continue to meet with MP's, five of whom have consulted, met and/or spoken with the Society on the continued concerns of governance of the Broads. Together with the Vice Chairman, I attended a short face to face interview with Minister Trudy Harrison held at Yare House a few weeks ago. She seemed receptive to our concerns and has requested, and been provide with, more evidence and we continue to have contact with her office.

Last time, I eluded to three questions that the Society asked of the BA, at the main BA meeting in January and I wanted to mention that these were not fully answered. With the answer specifically to question three about tolls (and subsequently, Ranworth visitor centre), we felt this warranted further written questions which I duly submitted. We have now received a reply and further information including their figures which we are currently evaluating with more updates to members following soon.

Now, back to the Trustees and volunteers. We are still seeking new Trustees who would need to attend up to four meetings a year and who can commit and contribute to the Society's aims. You may have interests in water, boating, wildlife, hiking, maybe even run a Broads based business (we have more corporate members now), so whatever your Broads interest is, we need you.

If you do not wish to be a Trustee then perhaps you could consider being a volunteer (you don't have to be a Society member for this role). You could be involved in the Planning Committee or Publicity Committee. We especially need help with the Publicity team, collating and compiling Harnser, newsletters and helping with our merchandising and show stand that we take to events around the Broads area, including the Royal Norfolk Show. Even if you can only spare the odd couple of hours here and there, this would be so helpful. Feel free to contact our Administrator or myself for a chat.

On the subject of publicity, for the last week or so, I have been posting a daily Broads related photo and some text on our Broads Society Facebook page. This has resulted

in circa 3900 hits resulting in a 700% increase in traffic getting our name out there. You can help increase and sustain this by sending your photos in for posting. Please do give this a try.

I can advise that our “Climate Adaptation” Conference will take place at the UEA on Saturday 25 November 2023. An all-day event, we have some interesting speakers and there will be interactive opportunities for attendees to ask questions and be involved using a free app on the day. Refreshment and sandwich lunch will be included in the £10 ticket price. For tickets and information, see further details in this issue.

Paul Rice, Chairman

NEW MEMBERS

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

- Richard Andrews, Brundall
- Clare Lynch, Sandhead, Stranraer
- Rebecca Rust, Chedgrave; Family Membership
- Simon Fairhill, Corby
- Richard Chapman, Chesham

NOTES FROM THE BROADS SOCIETY MAIN COMMITTEE MEETING 15 May 2023

Apologies for absence were received, declarations of interest noted and minutes of the previous meeting confirmed. Paul Savage advised of his meeting with Jon Taylor from DEFRA and its unlikely to be an Act of Parliament re governance, subsequently he spoke with Therese Coffey who does not want legislation.

Broads Charitable Trust

Peter Howe sent a report outlining the new Discovery Hubs.

Salhouse: combined Hub and Dark Skies platform is complete and open to the public with favourable comments. Beccles: Planning permission received, design of the display material will be completed and Hub constructed within the next 6 weeks. Great Yarmouth: Permission to install this Hub on the seafront close to the Sea Life Centre and the big wheel granted.

Sponsorship: Nearly concluded an agreement with a large local business to fund a part-time dedicated position as Ranger to manage and maintain the Hub network.

Branding: The Trust is going through a re-branding with a new logo that follows through to a restatement of the Broads Trust as the headline brand, with Love the Broads and Discovery Hubs as sub-brands.

Other Matters: The Trust has a fair level of income through Love the Broads but 'sources' are reporting a difficult start to the 2023 season. We expect a drop in our income. The financial focus is on the hub project but it is unlikely that Trust can consider funding projects in immediate future unless trading conditions improve. When the Discovery Hubs are operational, they will introduce a new stream of funding both through donations and sponsorship.

Membership Scheme: The Trust has a membership scheme and one of the benefits is being able to attend an annual, 'special event' at one of our business partners. There is an event at the Museum of the Broads on 10 June.

The Trust has indicated that although their funds are tight, they would support the (Climate) Conference if possible, in return for a favourable slot.

CNP

Peter Smith advised of a Council meeting on 24 May. The Society is invited to an Award Ceremony in Parliament on 12 July, this is a good networking opportunity. The Annual CNP Conference will be held 18-20 October in the Lake District.

Conference Update

Minutes from last sub-committee meeting circulated and noted. It was asked why the BA are absent from the list of potential speakers, was this deliberate? It was explained that when asked what they were doing about salinity, they had replied nothing. The Conference sub-committee agreed it best to have speakers who have new conversation but it is hoped the BA will attend to listen though.

A carefully worded resolution that the Community can vote on is sought that can become a statement of fact which can be published. Mentimeter (interactive free app) to be used. Dynamic word clouds can be used, participants can interact with questions and ask questions, this can be captured as evidence for the future.

The Conference is on Saturday 25 November at UEA, estimated budget is £8000. We already have some pledges and have applied for a grant from Aviva Fund. The title theme will be Maintaining the Broads Freshwater System. The Conference will be recorded and kept. UEA have excellent audio-visual facilities and will provide IT support on the day. The aim is for the Conference to be cost neutral, the Society's Gift Aid will be used as part funding. Ticket prices will be £10 per person with tea, coffee and lunch provided.

Broads Authority Response to Question 3 – operating costs relating to Ranworth Visitor Centre

Since questions were asked by Society in January there was further correspondence with Chair of the BA and BA Director of Finance re the Ranworth Visitor Centre budget. 72% of the costs have been reallocated across the budget lines from National Parks budget to the Navigation budget. Published documents show that the mooring fees had been introduced at Ranworth and Reedham to avoid a 3% increase in tolls. Mooring fees should be allocated to the Navigation budget, not National Park budget.

Mooring fees from Ranworth had not benefited the Navigation budget but had reduced the cost to the National Park budget by £28,000. This income should have prevented further toll increases.

A discussion about to how the Society should position itself on this matter; “critical friend” and give the BA the opportunity to correct the “oversight” or say nothing and allow the BA to publish the accounts as they are. A Trustee stated that preference should be to point out the oversight and expect the BA to correct it. It was agreed to take this approach. A letter from the Chairman will be written accordingly.

Mooring Loss and Works

Concerns expressed at the loss of moorings, especially in critical areas eg Potter Heigham, Horning, Ludham and the BA were carrying out works in mid-season creating a massive mooring impact. Visitors do not know where to moor for electric etc., novice hirers did not appear to favour wild mooring. A Trustee advised that at the January BA meeting questions were asked regarding the public being charged more and for less provision. That meeting was told that moorings had increased by 10%. BA needs to justify the works at Ludham being carried out now. Should BA schedule be looked at better, have they risk assessed properly? The works are impacting on navigation. The Chairman suggested that the Society asks for clarification, a scheme of works and timetable. Is this a health and safety issue as the BA are using plant in public spaces. Keith suggested writing to the BA’s H & S Officer. It was agreed to write to BA and ask these questions. It was agreed to set up a sub-committee comprising Paul Rice, Di Cornell, Paul Savage and George Elliott to look into this further.

Pollution in the Rivers

Keith said at December Broads Access Forum lack of monitoring was discussed. The EA had been written to and replied that the only monitoring that took place was on the River Tud. There are serious concern at the lack of monitoring of bacterial water pollution and lack of action by the EA to enforce this. The Access Forum have concerns about access to the water by wild swimmers, paddle boarders etc. that have direct contact with the water. Duncan proposed a public question for next BA meeting should be asked about E. coli in the Broads and it effects. This was agreed.

New President to the Broads Society

Paul Rice proposed that Keith Bacon should be appointed as President to the Society, this was seconded by Colin with all in agreement. This will need to be ratified at the AGM in November.

Finance

The year end accounts were approved. However, there needs to be a check on the stock being held.

Potter Heigham Bridge

The Chairman stated that the Broads Society should be working to protect and enhance the Broads. Second tasking by Highways for re-pointing works to the Bridge will take place. Their remit was to reopen the road.

The Chairman suggested the Society should write to Historic England regarding future plans to restore and renovate the Bridge. A member had asked what are the BA doing to ensure navigation stays open so boats can get through the Bridge. Keith said that the BA are keeping navigation open to appropriately sized boats. Duncan stated that the Society has a problem in how it pitches itself, it needs to showcase projects to cement this era of the Society and boost membership. The Bridge is a Scheduled Monument, Historic England should be asked about its future. Keith stated that Historic England are not bothered about weight and vibration of the traffic going over the bridge, they should be asked to what extent they did they monitor the works. It was agreed that the Chairman would draft some questions.

Any Other Business

Keith reported his attendance at the site visit at Ludham for the reservoir. The Society have supported this as it is important for farmers in the Catfield/Ludham area.

Peter Smith reported that the BA will dredge from Wroxham to Coltishall making a storage lagoon at Little Switzerland.

Di reported that there had been an incident at Martham regarding landownership on the side of the river and access over EA land who stated that anyone wishing to transverse their land would need a permit.

The publicity leaflet is nearly ready. The QR code on it will take the reader directly to joining page on the website.

Paul Rice, Chairman



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

BROADS SOCIETY FRESHWATER CONFERENCE 2023

Almost everything we associate with the Broads landscape is dependent on its freshwater ecosystems. The rich farming heritage, rare and unique wildlife species, swathes of Norfolk reed, and water meadows all rely on freshwater to survive. But climate change and rising sea levels threaten to degrade the Broads to saltmarsh, which is of much less interest and value to wildlife, farmers and tourists alike.

Despite being part of a Ramsar Wetland of International Importance, with nine National Nature Reserves and 28 Sites of Special Scientific Interest, the Broads are not protected from the sea like many other large river systems. There is no equivalent to the Thames Barrier, Denver Sluice, or River Hull tidal surge barrier. Instead, storm surges penetrate deep into the Broads freshwater areas, channelled by embankments and leaving a trail of ecosystem damage. Successive Discussion on this issue have been based on flooding alone, ignoring the special value of the freshwater environment. Given today's greater understanding of climate change and the importance of our protected landscapes, it's time for a new discussion - based not only on our ability to keep our feet dry but one that assesses all the requirements for the Broads environment and the communities that live here.

In September 2022, the Broads suffered its worst saline incursion for over 70 years. Some 53km of Broads rivers contained lethal concentrations of seawater for up to 14 days, killing millions of fish, amphibians and invertebrates. The full effect on the freshwater ecosystem is yet to be revealed, but the levels of recorded mortality will have a significant impact on the food chain, including some of our most iconic Broads species, such as bittern, otters and marsh harriers. Our understanding of the Broads ecosystem and its interaction with salt and freshwater sources is better than ever. The data suggest that nature-based solutions for saline flood management would be more effective at protecting this valuable environment than some of the practices that we have been using for over 400 years. The Broads freshwater equation is complex. There are many discussions to be had, and many important activities to be protected, but we need to start now. As we speak, the battle to prevent the Broads freshwater environment from a slow transition to seawater is being lost. We risk losing the very thing that makes the Broads such a special place, not just for visitors, wildlife, business, and farming, but for us all – our freshwaters.

On Saturday 25th November 2023, the Broads Society and its partners will hold a Broads Freshwater Conference at UEA in Norwich to start a new conversation. An assembly of speakers will present international, national, and local evidence of the impact of climate change and saline incursion, alongside possible solutions to secure the Broads' future. This conversation will examine new ideas, new thinking and most all provide a Voice for the Broads and its community. There will be more information in the next Harnser, but in the meantime please watch our social media and website for updates.

Duncan Holmes

MOORING IN THE NORFOLK BROADS

There are over 12,500 boats on the Norfolk Broads, all of which are required under the Norfolk & Suffolk Broads Act 1988 to pay an annual toll to the Broads Authority¹. Tolls are used to improve recreational access to the waterways by dredging, cutting water plants, clearing obstructions, and managing a unique network of 24-hour moorings that is much valued by the boating community².

The Norfolk Broads “navigation” refers to the almost 200km of navigable tidal waters of the Rivers Ant, Bure, Thurne (the Northern rivers), Chet, Waveney and Yare (the Southern rivers)³. A short stretch of the River Wensum is also within the navigation in Norwich. These tidal rivers are rather like public highways in that Common Law (i.e. as established by legal precedent) provides a right of access and the right to moor temporarily to the bank where it is reasonable and necessary to do so in the course of navigation.

Such rights go back to when navigation was essential to the region’s commerce. In the 19th century, a wherry carrying corn, manure, timber, or other goods could tie up to the reeds anywhere for repairs, to sit out a storm, or to wait for the tide. This is why wherry hulls are shaped like a flattened V, enabling them to pull into sloping riverbanks for the crew to disembark safely. However, those wherries could not moor up wherever they liked to embark or disembark goods or passengers. For these purposes, they had to call in at established landing places called staithes. In the same way, boaters today should not moor on private land simply for recreation without permission; they need to find established moorings.

Boaters with long memories will fondly remember the days when it was not unusual to pull over, take down the sails, knock in a rhond anchor and enjoy the solitude, but in today’s rivers, more crowded with motorised boats, landowners will often block off regularly used “wild” moorings, encouraging boaters to use the BA 24-hour moorings, which are safer and require fewer boat-handling skills.



Moorings in Beccles and Loddon

There were once as many as 85 staithes in the Broads, often built where the river met a road, as at Acle and Ludham bridges, or at a bankside common serving a parish,

¹ <https://www.legislation.gov.uk/ukpga/1988/4/contents>

² This article discusses only short-term moorings (24-hours or less), not private moorings or marinas.

³ <https://www.broads-authority.gov.uk/boating/navigating-the-broads>

such as at Coltishall, Stokesby or Chedgrave. Their origins and associated rights are detailed in a 2017 report, *Staithe of the Broads*⁴, prepared for the Broads Authority (BA). Although more numerous than today's 24-hour moorings, many were too small to accommodate current standards. About half of them have been converted to 24-hour moorings for recreational use under BA's management.

Another source of public moorings was the Environment Agency's 20-year *Broadland Flood Alleviation Project*, established to protect communities and farmland and to improve the recreational infrastructure. A 2021 press release to mark the end of the £140M project reported that 1700 homes, five communities and 300 sq km of land (including 28 Sites of Special Scientific Interest) had been protected, 240 km of flood banks reprofiled, and 36 km realigned inland⁵. Over 5 km of public moorings and five slipways were reportedly upgraded, but the engineering works also involved the removal of 28 km of hard pilings and replacement with sloping banks to alleviate flooding.



Moorings in Norwich and at Coldham Hall

The BA's *Integrated Access Strategy* aims to provide one free mooring for at least every thirty minutes of cruising time, i.e. one every 3.2 km if cruising speed is taken as 6.4km (or 4 miles) per hour. This implies 63 free moorings across the Broads; today, there are 64 free mooring sites. Of course, they are not equally spaced, and in some cases the gap between moorings can be quite long, especially in the Southern rivers.

The BA regularly reports and updates public information on the location, length, capacity, and facilities available at their free 24-hour moorings⁶. Information is also given on the chargeable moorings at Reedham, Ranworth, Norwich Yacht Station, Great Yarmouth Yacht Station, and various boatyards where a mooring agreement is in place. A useful list of pontoons and other facilities for waiting and dismasting is available but without detailed information on their dimensions.

In the table below, 24-hour mooring information on the BA's website (but excluding Langley Dyke, see below) has been divided between the main river basins to see

⁴ <https://www.broads-authority.gov.uk/looking-after/managing-land-and-water/staithe-of-the-broads>

⁵ <https://www.gov.uk/government/news/broadland-flood-alleviation-project-reaches-20-year-landmark>

⁶ <https://www.broads-authority.gov.uk/boating/facilities/moorings>

whether some are better served than others. In fact, the number of moorings available in the Northern and Southern rivers are identical, with 32 sites in each. Their length is very similar too, with rounded figures of 52% and 48% of the total length available in the Northern and Southern rivers, respectively. However, this should not be taken to mean that the use of the moorings is also similar. Although boat traffic data are unavailable to the author, it is well-known that the hire industry on the Southern rivers has declined significantly, and moorings there are invariably quieter. Hire boats have congregated on the Northern rivers, and with some luxury craft as long as 14 metres, there can be congestion and competition for spaces.

River	Mooring sites	Sites total length	% of total
Bure	13	1717 m	22
Ant	10	1303 m	17
Thurne	9	1079 m	14
Total Northern	32	4099 m	53
Yare	16	2430 m	31
Waveney	13	876 m	11
Chet	3	421 m	5
Total Southern	32	3727 m	47
Total	64	7826 m	100



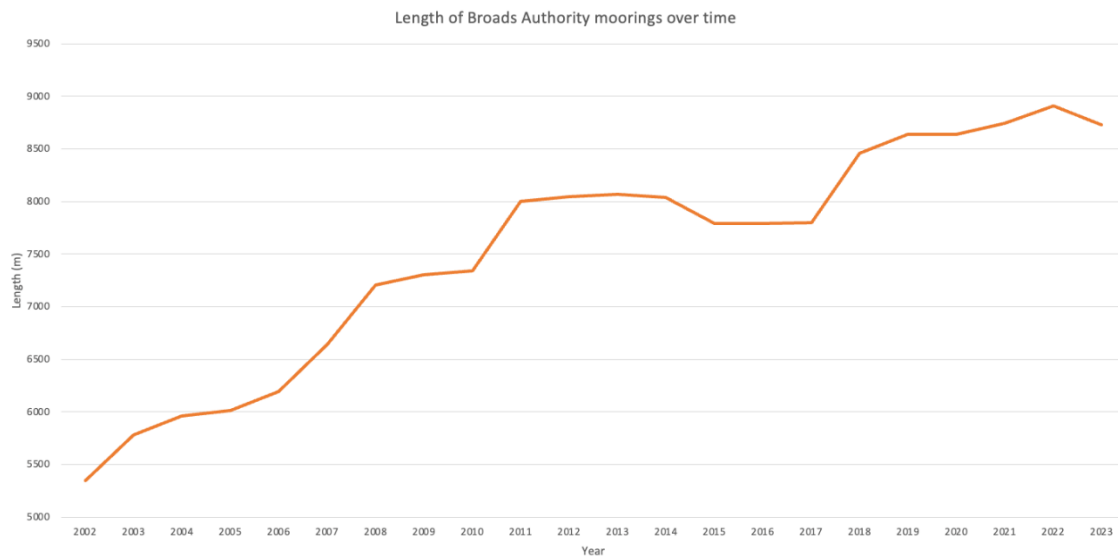
Moorings at Norwich Yacht Station

© Mark Collins

The graph below shows how the total length of free BA moorings has grown between 2002 and 2023. From approximately 5.3 km in 2002, the total today is about 8.7 km⁷. According to the BA, it manages more than 50% more mooring frontage than twenty years ago, almost 10% more than 10 years ago and almost 5% more than five years ago. It is important to remember that these additions to the Authority's portfolio usually represent a management change rather than entirely new moorings. The graph suggests that the total length of moorings under BA management may have plateaued

⁷ The difference between the length given on the graph for 2023 and the total length given in the table is due to waiting and demasting sites listed on the website but not given specific lengths, or to some moorings in development. **All figures are subject to change.** Source: Broads Authority pers. comm.

recently, perhaps because many available staites have already been converted, and new sites are increasingly difficult to discover and lease or purchase from landowners.



Some moorings remain covered by agreements pre-dating the BA and cannot be easily converted. For example, the agreement for Barton Turf (41m) had its origins with the Port & Haven Commissioners, and when the renegotiation of the lease with Barton Turf & Irstead Parish Council failed in June 2022, the facility lapsed⁸. The loss of this attractive small mooring was much regretted by boaters, but the much larger Paddy's Lane mooring (156m) is nearby. More recently, the future of 97m of moorings at Langley Dyke on the Yare remains uncertain⁹.



Moorings at Somerleyton

⁸ <https://www.edp24.co.uk/news/local-council/20621760.norfolk-broads-row-sees-free-mooring-beauty-spot-end-50-years/>

⁹ Negotiations over Langley Dyke are ongoing, but the site has not been included in this analysis.

Value for money is close to the hearts of toll-payers, and they do not want to see tolls rising above inflation as they regard this as a subsidy to the Defra-funded national park work programme. However, it must be remembered that an ever-growing network of 24-hour moorings represents a major financial liability for toll-payers. Of the 8.7km of moorings frontage managed by the BA, about 3.7km has steel sheet piling, with a replacement cost of £1000 per metre. On a 25-year cycle, this equates to £150,000 per year for piling alone, all to be paid from tolls¹⁰.

For an 8m yacht with an annual toll of about £250, regular use of the free 24-hour moorings currently compares favourably with cruising on the Orwell, where visitor moorings cost around £30.00 per night. At the previously free moorings at Ranworth and Reedham, the Broads Authority imposed charges that the Norfolk & Suffolk Boating Association opposed, but usage has not been affected, and private craft tend to avoid such busy spots anyway. Increased rates at the Norwich and Great Yarmouth Yacht Stations were similarly unpopular, but the Authority said the cost of Rangers stationed there justifies the increases.

In summary, the Southern rivers have adequate moorings, but they are far apart in some places, while the Northern moorings can be overcrowded with hire boats. The boating community would like to see additional moorings if new resources and sites can be found, particularly near bridges. Unfortunately, the cost of new pilings with quay headings is now at least £1400 per metre, and agreeable financial arrangements with landowners are increasingly difficult to achieve. Nevertheless, despite occasional setbacks, the high-quality moorings maintained by the Authority have grown steadily for over 20 years. In the immediate future, tight budgets and the shortage of new sites may well mean that the focus is on maintaining and enjoying the facilities that we have today.



Moorings at Somerleyton

In closing, readers will need no reminder that safety on the water is paramount and that many accidents involve moorings in one way or another¹¹. First-time boat users must pay close attention to the extensive advice available to them, and all incidents, close calls, and shortcomings in mooring facilities should be reported to the BA.

Dr Mark Collins, Commodore of the Northern Rivers Sailing Club and member of the Broads Authority Navigation Committee.

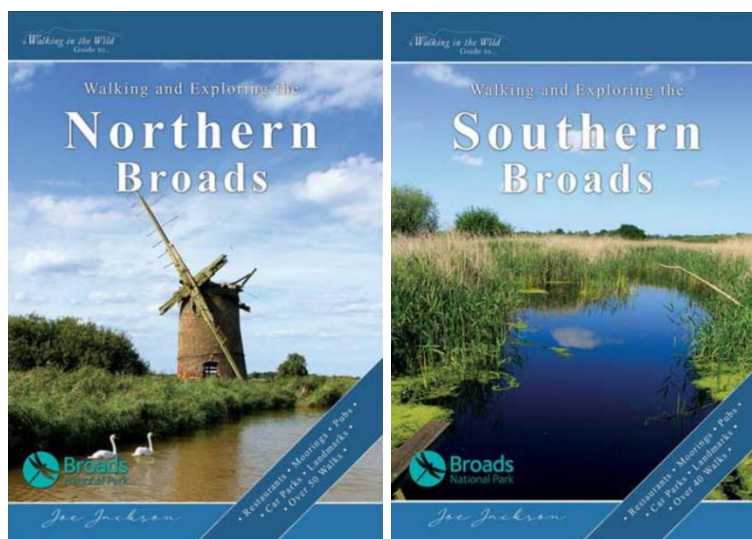
All images © Mike Morcher unless otherwise stated

¹⁰ Pers. Comm. Broads Authority May 2023.

¹¹ <https://www.broads-authority.gov.uk/boating/navigating-the-broads/safety>

BOOK REVIEWS

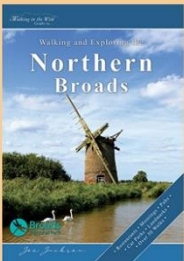
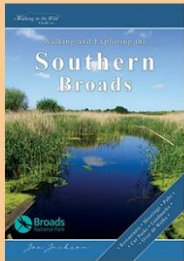
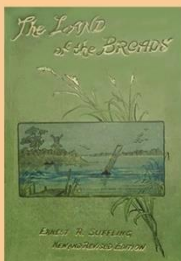

Walking and Exploring the Northern Broads and the Southern Broads



These recently published guides by Joe Jackson, are divided into chapters covering a village or town on the Broads, with a map, numerous colour photographs and guiding text highlighting features of interest. All the walks range from 1 to 6 miles and start and finish at either a car park or a Broads mooring, so are helpful whether you are travelling by boat, car or even public transport. The Northern Broads edition includes maps and directions for over 50 walking routes in and around 26 towns and villages including Wroxham, Potter Heigham, Ludham and Ranworth. The Southern Broads edition has over 40 walking routes in and around 21 towns and villages including Beccles, Reedham, Norwich and Oulton Broad. Each edition provides details of moorings, parking, pubs, restaurants, cafes and other points of interest.

The books are paperback with the Northern edition having 206 pages and the Southern edition 160 pages. The books are well laid out with directions for each walk that are easy to use and are excellent guides for anyone wishing to explore the Broads on foot. ISBN 978-1-7393458-1-5 (North), ISBN 987-1-7393458-0-8 (South).

David Edleston

		<p>New Broads guidebooks, with over 50 walks by Joe Jackson £12.95* each</p>		<p>Facsimile repro- duction of Ernest Suffling's 1864 guide 'Land of the Broads' £12.99*</p>
<p>Available from Roys of Wroxham and other shops around the Broads or online from bitternbooks.co.uk (or phone 01603 739635) 10% discount to Broads Society members online orders Use code HARNSER10 at checkout</p>				
				<p>*plus p&p</p>

THE HISTORY OF 'SPARK OF LIGHT'



This article was written by Herbert Woods Boatyard of Potter Heigham, who have kindly given permission for this to be published in Harnser. In particular, the assistance of Ryan Jones, Marketing Coordinator, is acknowledged, for providing help and advice along with recent photographs of 'Spark of Light'.

B53 'Spark of Light' was built by Herbert Woods himself in 1927 in a boatshed just upstream from Potter Heigham Bridge. Very little is known of her early years, however, we do have some idea of what she looked like as she features in 'Boating on the Norfolk Broads in the 1930s', a DVD produced by Broadland Memories which shows a family's 16mm home cine film of their Norfolk Broads boating holiday on 'Spark of Light' in 1932. On the film it is possible to see that there is no windscreen or wheelhouse, just a solid folding roof with canvas screens to all four sides.

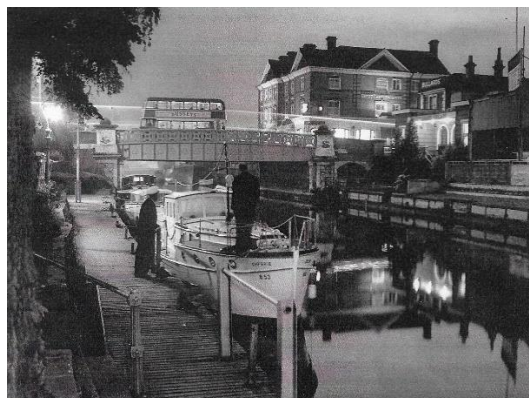
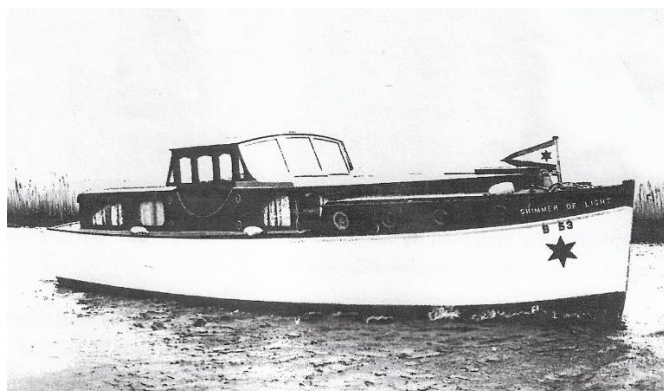
At some point before April 1934, the boat's name was changed to 'Spot of Light'. We are not sure why, however believe that at some point there may have been a small fire in the galley and Mr Herbert Woods, believing the name 'Spark of Light' to be tempting fate, decided to change it to 'Spot of Light'.

'Spot of Light' along with the rest of the Herbert Woods fleet played an important part in the areas war effort. The fleet was moored on Hickling Broad, rafted together and covered with a tarpaulin to prevent German flying boats from landing. By the end of the war, the fleet was in a sorry state, with many of the boats riddled with bullet holes where they had been attacked by fighter planes. So, Herbert Woods began a programme of rebuilding the fleet. During this time, we know that 'Spot of Light' had a new transom fitted of beautifully figured Cuban mahogany.

It seems 'Spot' underwent a further name change in 1947, this time to 'Shimmer of Light'. It is assumed that this occurred when the boat was recommissioned post war as this is how she features in the 1947 Blake's holiday brochure.

In 1951 'Shimmer of Light' was fitted with Herbert Woods newly patented 'Broads Haven' Retractable Wheel House. This became a unique feature of all Herbert Woods 'Light Cruisers'.

Sadly in 1954 Mr Herbert Woods died and Mt Lindsay Cutler took over as chairman of the company. Taking a liking to 'Shimmer of Light' Mr Cutler removed her from the fleet and registered her as his own private boat in 1955.



Shimmer of Light in Blakes Catalogue c1951 Norwich Yacht Station Sept 1960

Under Mr Cutler's ownership 'Spark of Light' underwent significant refurbishment. She was painted overall in white, had a new diesel engine fitted, the wheelhouse was fixed so it was no longer retractable, two auxiliary fuel tanks were added to increase her range, davits were fitted to the aft deck so that she could take an outboard dinghy and a 'Dolphin' ship-to-shore radio was installed in the saloon. Internally the boat was refitted with new galley appliances, including a fridge. The saloon berths were made to fold up against the sides of the hull and individual armchairs put aboard. Items like the gate leg table were replaced with a new mahogany one.

The purpose of this refit was so that the boat would be suitable for going out to sea. Indeed, whilst Mr Cutler kept her in one of the wet sheds at Herbert Woods for most of the year, he took regular summer trips in her as far as the Isle of Wight.

When Lindsay Cutler died 'Spark of Light', now known as 'Cherrie', was sold via C J Broom Ltd to John Whitaker in 1971. John is the father of Michael Whitaker, one of the current Partners of Herbert Woods.



Reedham 1980s



Brimbelow Dyke 1990s

'Cherrie' was used extensively by the Whitaker family for 28 years and was once taken briefly out to sea from Yarmouth, even in a relatively calm sea she rolled uncomfortably. Deciding this was not an experience they planned to repeat, all the

sea going equipment was removed, except for the tall mahogany mast on the forward coach roof, the equally tall flagpole on the aft deck and the dodgers. Thereby retaining the distinctive look which Lindsay Cutler had created for his craft.

In 1999 'Cherrie' was listed for sale with Norfolk Yacht Agency. She sold quickly to Andy Edwards who moved her to Brundall Bay Marina on the southern Broads. Unfortunately, not long after purchase, a storm caused a tree to fall across her front deck, causing extensive damage, so 'Cherrie' was relocated to South Walsham for repair and modifications at Russell Marine.

'Cherrie' was not seen afloat again until 2005, renamed 'Shimmer of Light; she had been modified externally to a point part way between how she would have looked in 1955 and how she looked in 1971. The windscreens and wheelhouse had been stripped back to mahogany and re-varnished and the patented mechanism to make the wheelhouse fully retractable had been restored.



Thurne Dyke 2005



Arriving back at Herbert Woods 2011

'Shimmer of Light' was relocated to Broads Edge Marina in Stalham, it was here in 2011 that she was noticed by Waterside Marine Sales, now part of Herbert Woods. It was clear that she was not being regularly used and, realising the unique opportunity of acquiring the oldest Herbert Woods hire boat afloat, the Partners set out to acquire her. An offer was made to Mr Edwards which was accepted and the boat was returned to Herbert Woods. The boat was immediately renamed 'Spark of Light' and a programme of restoration began.

Since 2011, 'Spark of Light' has been used as a promotional tool for the company and has featured in numerous magazines including Practical Boat Owner and Classic Boat Magazine. In 2014, she was showcased at Herbert Woods Heritage Day attended by HRH Princess Anne. 'Spark of Light' was also the star attraction at the Herbert Woods 90th Anniversary Fete and water frolic in 2016.

Over the winter of 2016/17 the interior of the boat was extensively renovated, including a full rewire, new headlining and upholstery. Every effort has been made to preserve or replicate the interior in its original style. Modern features such as warm air heating, electric fridge and 240v shore power were also added to make her more comfortable.



River Thurne October 2014

It is remarkable that in the 91 years since 'Spark of Light' was built, that for only about 12 of those years she has not been owned by someone who has had a connection with Herbert Woods, the company that built her.



Spark of Light, Herbert Woods 90th Anniversary Fete 10 July 2016 © David Edleston



Spark of Light and Queen of Light at Herbert Woods Boatyard 2022

Editorial Note : The concluding paragraph of the article noted that '*Spark of Light* is now available for Skippered Day Charter, so you can sit back and relax whilst our skipper navigates the tranquil waters of the Rivers Thurne, Ant and Bure'. Whilst that was correct at the time of writing, Spark of Light is now, once again in private ownership.

Text and all images © Herbert Woods unless otherwise stated.

Broadland Futures Initiative

The Broadland Futures Initiative (BFI) is a partnership for future flood risk management in the Broadland area. Our goal is to agree a strategic plan for future flood risk management that adapts to our changing climate and rising sea level.

So far, we have developed a firm understanding of future flood risk, how this could be impacted by climate change and how managing flooding must align with the characteristics of this unique area. Incorporating feedback from our previous consultation(s), we have confirmed the objectives that we want our plan to achieve, including how actions are developed and evaluated.

Our next step is to identify the different possible ways by which we can manage flood risk. We are describing this as a 'toolkit' of actions which we propose to explore during future work, to decide which approaches could work best to reduce flood risk. We would value your input at this early stage to help us refine and develop our toolkit of potential flood risk management actions. We are inviting communities and stakeholders alike to take part in a short online survey. The survey will open on 16th June and close on 14th July. The link will be available from the [BFI website](#) or you can visit it directly at <https://www.surveymonkey.co.uk/r/BFList> from 16th June 2023.

We are simply wanting to know the following:

- ***Do you agree that these possible actions should be in the toolkit?***
- ***Are there any actions missing from the toolkit?***

It is important that we have as much input as possible so that we can accurately demonstrate the thoughts and opinions of the community that this strategy is being designed to serve. The survey is very brief and takes only 5 minutes to complete.

The action toolkit has been developed from a review of past work in the BFI area, as well as similar work being undertaken nationally and internationally. At this stage, actions are not being considered in specific areas and are not being assessed for their suitability. Instead, we are creating a long list **of all the possible actions** to manage flood risk in the area. Following this community feedback and further technical appraisal we will comprise a short list of actions that satisfy the outcomes described in the [BFI objectives](#). More detail can be found on the types of actions on our webpage.

Further background to Flood and Coastal Erosion Risk Management

The BFI plan is building on various significant investments made in the past 20 years such as:

- The Broadland Flood Alleviation Project upgraded and realigned flood banks, and delivered environmental improvements

- Implementing the Kelling to Lowestoft Ness Shoreline Management Plan has led to the installation and maintenance of various coastal structures and the beach itself
- Sheet piling and concrete wall refurbishments to upgrade protection in Great Yarmouth, as recommended in the Flood Defences Strategy Review

The management of flood risk can also be achieved through actions that do not involve large scale construction, such as the use of land in ways that are less vulnerable to the effects of flooding, and warning systems that reduce the potential disruption to our lives.

Whilst some fundamental requirements to manage flood risk in this area of national and international significance have not changed from what has been done in the past, the context for delivering sustainable flood and coastal erosion risk management is changing. For example, we have a greater appreciation of climate change and the value of the environment and our community wellbeing. In some cases, actions to manage flood risk can have wider benefits such as creating new opportunities for recreation, wildlife, and the management of water resources that at other times may be scarce.

DISCOVERING RANWORTH BROAD



This May bank holiday saw Norfolk Wildlife Trust holding an open day at their Ranworth Broad nature reserve in celebration of their Discovering Ranworth Broad project. The project sees NWT revamp facilities in and around their Visitor Centre, found floating at the edge of Ranworth Broad, as well as making improvements to support wildlife at the site.

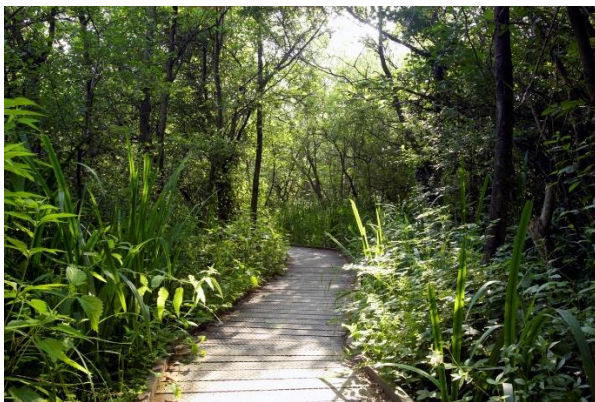
Norfolk Wildlife Trust have added a wheelchair-friendly wildlife hide and refreshed information and signage, as well as providing new activities including a family nature trail and wildlife-themed activities for youngsters on the top floor of the Visitor Centre. A newly constructed kingfisher bank and otter holt have been created to support the site's wildlife, whilst offering a better chance for visitors to spot these engaging species from the new hide. More improvements will continue throughout the summer.

Nick Morritt, NWT Visitor Centre and Sales Manager, says of the new initiative: "Ranworth Broad is one of the very best places to enjoy Norfolk's unique wildlife. We are delighted to be making the reserve even more accessible and welcoming than ever. You might spot a kingfisher from our new wildlife hide, and if you're very lucky, perhaps even an otter. Our new nature trail will keep youngsters occupied for hours

and we're continuing to offer a range of boat trips out into the broad. Along with a refresh to our family discovery area found within our floating visitor centre, our new facilities and activities will make Ranworth Broad perfect for a regular date with nature this summer and beyond."

The Discovering Ranworth project has been made possible thanks to generous funding from a variety of NWT's supporters, including Essex & Suffolk Water, Norwich Freeman's Charity and The Ranworth Trust.

Project funders and pupils of nearby Fairhaven Primary School visited the site in May to enjoy the new facilities and activities prior to the open day. A teacher from Fairhaven Primary School said of their visit: "What a fantastic day we had at Ranworth Broad. The children were so engaged and excited to try out the activities. They have been learning about animals in the local environment and their habits, so this was a perfect day to enrich their knowledge. When they arrived back at school, they couldn't stop talking about everything they had done and seen - especially the two otters!"



Ranworth boardwalk © Richard Osbourne Broads Wildlife Centre © Barry Madden

Visitors to NWT Ranworth Broad will find a rich array of wildlife thanks to its varied habitats. Good examples of the variety of Broadland habitats, and their wildlife, can be seen from the 750 metres of boardwalk that snakes through the wet woodland and reedbeds. At the end of the boardwalk you will find NWT's unique floating visitor centre nestled in the reeds, looking out across the open water of the Broad. Ranworth Broad is a special place for Norfolk's iconic wildlife, providing the perfect home for rare species including bittern, swallowtail butterflies and marsh harriers.

Bob Morgan, NWT Reserves Officer

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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.

THE BROADS WILDLIFE TRUST

The concept of the Discovery Hub network was proposed by the Broads Charitable Trust to promote the National Park to visitors and local people and encourage sustainable exploration by bike, boat or on foot. As information points, they will explain the history, wildlife and landscape of the area and will encourage people to visit the many and varied aspects of the National Park.



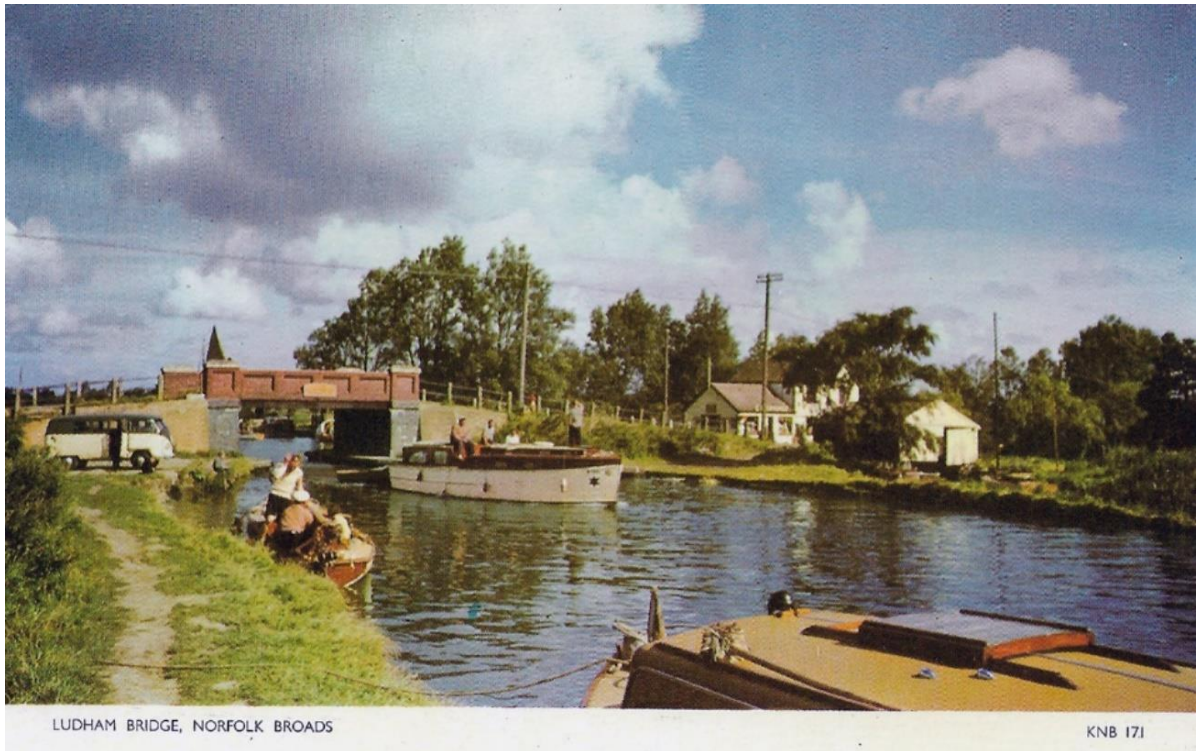
After several years of planning the first Discovery Hub has been opened at Salhouse Broad and is now encouraging visitors and local people to engage more with our magical waterland. Alongside the Hub at Salhouse there is also a dark skies viewing platform. The location of the platform at Salhouse provides an ideal situation to observe the night skies.

The ambition of the project is to provide multiple linked Discovery Hubs, interpretation points and wayfinding across the Broads in the next three years. A further two Hubs will be open on Great Yarmouth Seafront and on Beccles quay by early July.

The project to develop the network will also fund the post of a dedicated ranger, contracted by the Trust, to engage with visitors, residents and young people with new and exciting ways to explore and learn about the National Park, using the Hubs as bases for exploration. The Ranger will also ensure that the Hubs are cleaned and maintained.

Additionally, the Hubs will raise the profile of the Broads Trust's 'Love the Broads' fundraising scheme, attracting more donations to support much needed investment in projects around the Broads.

THEN AND NOW Ludham Bridge and the River Ant



This postcard © *Jarrolds* shows Ludham Bridge and the River Ant in the 1950s with the brick and steel bridge built in 1915.



Postmarked 1970, this postcard © *Jarrolds* shows Ludham Bridge and the River Ant in the 1960s with the concrete bridge built in 1959.



Ludham Bridge and the River Ant, May 2023

The brick and steel structure seen in the first postcard view was completed in 1915 and replaced the previous bridge which was damaged by the great flood of 1912. The present concrete bridge was constructed in 1959 and was built a little further downstream from the old bridge and the approach roads were realigned. The old public staithe had always been downstream of the bridge and some of this was lost as a result. To compensate for this a new staithe was built upstream of the bridge and part of the old staithe remains and is now part of Ludham Bridge Boatyard. The 1920s saw the opening of a new shop at Ludham Bridge, called Ludham Bridge Stores. It was started by Mrs Grounds in a spare bedroom at her Bridge Cottage home. Her husband then built a wooden shop in the garden which was subsequently moved to the riverbank. The business moved to its present day location across the road in the 1930s.

David Edleston

MEMBERS' PHOTOGRAPHS OF THE BROADS

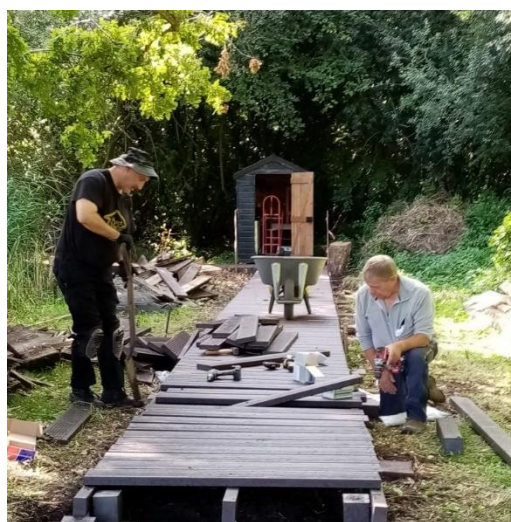
If you would like to see your photo of the Broads featured in a future edition of Harnser, please send it to Harnser.Editor@gmail.com along with details of where and when it was taken. Images can be either portrait or landscape format and should be high resolution, at least one megabyte in size.

WHEATFEN NATURE RESERVE The Ted Ellis Trust



One glorious sunny spring day, I collapsed dizzily in a heap on top of a pile of boardwalk materials that I had been wrestling around the reserve. Biceps burning, and soaked in the unpleasant human secretion of sweat, I peered up at the sky. A giant swift soared through the sky, an acrobat of the airwaves chasing invisible prey. As my eyes cleared, I realised I was actually enjoying the sight of a hobby; a small bird of prey adept at preying on dragonflies and even, on occasion, swallows and martins.

Unfortunately, as I glanced around at the vegetation along the river bank, I couldn't ignore the abundance of plastic litter, alcoholic bottles, and many unsavoury items that, to some, may smack of a good time. It is a shame there is a need for litter picking here in what can otherwise be largely regarded as a mini wilderness. But the litter keeps drifting in, carried downstream from the city of Norwich, alongside items discarded off boats. I found it slightly ironic that I sat perched on a load of plastic boardwalk; a material made from recycled items such as the bottles and bags that littered the area.



For the past few years, we have been busy replacing our aging wooden boardwalks. Although they have served us well, the wetness of a floodplain has inevitably led to their deterioration, succumbing to rot and decay. With our continued aim of providing access to everyone through the difficult terrain of a tidal fen, which is often inundated with flood water, we decided on a new approach. Moving away from quick grown, non-indigenous softwood timber soaked in various oil-based preservatives that leach into the fen, with planning permission we have turned to recycled plastic boardwalk as an

alternative. To some, including ourselves initially, various alarm bells were triggered at just the thought of introducing plastic to a nature reserve. However, the more research we read, the more convinced we became that this was the way to go. Frost resistant, UV proof, with no chemical leaching, designed to blend in to the natural surroundings, such boardwalks last lifetimes and can be recycled again. (Perhaps my next career should be as a salesman.) All cutting and drilling is done in a contained environment, to ensure no plastic particles are dispersed on the fen. Considering the immense team effort involved in carting the materials from one side of the reserve to the other, it is pleasing to know that we will not have to rebuild these boardwalks again in my lifetime.



This spring, the countryside seemed quieter than ever. I have only been walking this earth for 33 years, and so have no memories of the clouds of insects of my grandparent's era, or the deafening sound of a dawn chorus that even my parents remember. But I have been startled by the lack of insects on many of my local walks, away from nature reserves with their managed abundance of biodiversity. Swathes of visitors to Wheatfen, from all corners of the UK and beyond, in polite chitchat echo these thoughts. Each year there is less and less. It is more important than ever for every one of us to think on our actions and do all we can to protect and enhance our environment. As a warden it is a constant thought process; recently one centred around treated timber vs untreated, and then recycled plastic vs timber. But everyday

things like a wild patch in the garden, or ten minutes of litter picking a day, completed by the masses and backed with snowstorms of letters of environmental concerns directed at MP's can make a big difference.

Will Fitch, Wheatfen Warden



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NEWS FROM THE BROADS ANGLING SERVICES GROUP



Broads Angling Services Group

My continuing theme in Hanser is again focussed on the challenges facing the Broads from a rising North Sea and the damage that salinity ingress can have. I'm really pleased that following our interventions last year on seeking clarity from the strategic authorities that they don't intend to do anything. The Broads Society has stepping up and taking leadership of this critical issue. They are planning to hold a full day's conference at the UEA on the 25th November this year, with some world leading scientists on how we can protect the Broads Freshwater Environment.

Myself and Duncan have already placed this firmly on the national agenda with two presentations at the National Freshwater Fisheries Conference held in Leeds back in April. What this really exposes however is the poor ownership and governance surrounding the Broads, again this was a theme when we presented this at one of the Broads bio-diversity meetings, hosted by the Broads Authority. Yes they have their Broads Plan, but it only touches the surface and leaves any adaptation in the hands of the Environment Agency. Well the future is happening now and just how long do we have to wait.

What this then exposes is the old issue of Broads governance and who would drive such a proposal, leave it to Broads Futures and on current thinking its not until 2025 would any policy be available from their complex hydrological models, which are looking at long term impacts and strategy, 50-100 years out.

So, should a twin track approach be adopted, one which provides some limited protection for the next 3 decades, whilst we wait for the long-term future to be understood and all that comes with it. But the question remains who would take this on? This is the subject and objective of the conference at the UEA in November.

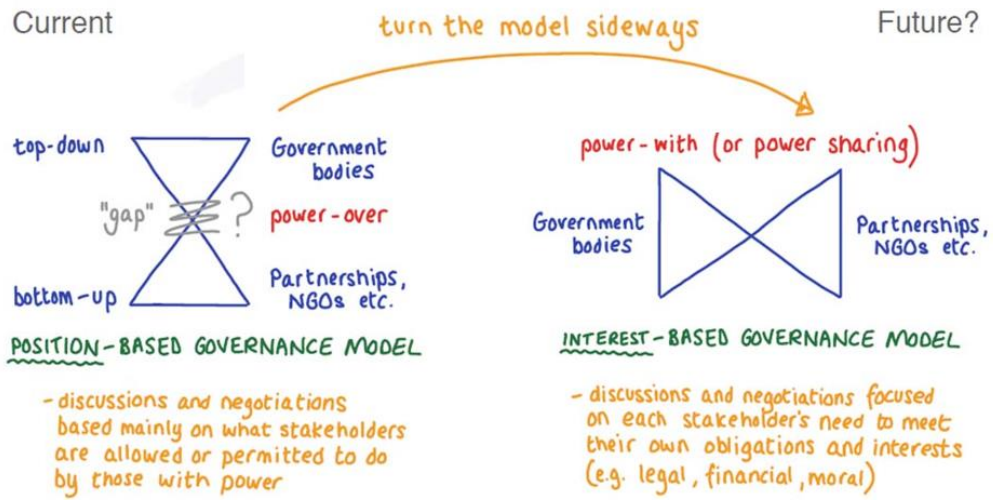
On the subject of Broads Governance, I spent some quality time with the DEFRA Minister Trudy Harrison in recent weeks exploring my time and experience of being a member of the Broads Authority. My experience is well documented in annual appraisals spanning 4 chairs of the Authority. Only time will tell if this leads to any significant changes.

Over on the Wensum, we continue to build a head of steam in addressing Nutrient (sorry pollution) in the river and it's tributaries. It's really great to see local citizens making a difference. What we need to do now, is turn this evidence into real actions. That's the tricky bit.

What it does show however, that the adoption of a formal partnership approach has shown that together we can make a difference. If we could achieve this within the

Broads it would make a significant difference and move from a Position based governance approach to an Interest based governance approach as shown below.

Broads Governance



Natalie Foster c 2018, The Open University

Kelvin Allen, Chairman BASG CIC

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UPDATE FROM THE RIVER WAVENEY TRUST



I am pleased to say that we still continue to grow as a Trust. We now have 5 salaried staff together with new trustees and at our last meeting I stepped down as Chair after 6 years and Todd Strehlow has taken on the role. It was also agreed to change Martha Meek's title to Director and she continues to deliver many of the following projects.

Canoe Access & Biodiversity

The Project was a success, funded by Green Recovery Challenge Fund – Defra.

Preventing plastic Pollution

This was a very successful project involving really good engagement with the public.

Nutrient Use Efficiency

Another successful project for the farm cluster (based around Bungay). The loss of nutrients to watercourses continues to be a major issue. Farmers are keen to continue the work started.

Bathing Water status

We are managing volunteers to take 9 weekly water samples and to survey the site for river users for the application at Falcon Meadow, Bungay. We are working on the designation, engagement with public, polluters and site infrastructure with Bungay Town Council. A successful application to the Peoples Postcode Lottery means we have only a very small project shortfall which will be filled by the Broads Catchment Partnership.

River Access

Katie Utting, one of our staff, is working 3 days week on this project, a direct follow on from the Canoe Access & Biodiversity project. The project will continue work on canoe access to manage trees, excess river vegetation, invasive pennywort removal, working with volunteers and habitat projects.

River Restoration – Increasing resilience in the Waveney

There are 3 sites at Frenze Beck, Broome Beck in Woodton and an NFM site in Gissing. We are working in partnership with Norfolk Rivers Trust to secure the outstanding monies through delivery of the NFM site.

Farm Cluster (from now until June 2023)

6 months of farm cluster have been funded through sponsorship and the work delivered by Emily Winter. A Defra Facilitation Fund application was successful and will bring in approx. £28,500 annually for the next 3 years to facilitate the farm cluster. The focus will be NFM and farmland birds, bringing with it real opportunities for work on the ground.

Natural Flood Management (NFM)

This is progressing very well, working with the EA Anglian Lead for NFM to prepare a business case to use Local Levy funding (local flood funding) to take on a full time NFM project officer for 2 years. Other areas are interested in seeing how it works as if successful it may be taken up in other parts of the UK as a model for delivery of NFM.



Frenze Beck Reserve

We continue to draw up plans for restoration at the site and this last year walkways were extended up the valley. Hay making see left.

To obtain the latest information on projects and events please go to our website or our own Twitter or Facebook page.

www.riverwaveneytrust.org

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DATES FOR YOUR DIARY

Events in and around the Broads over the next few months, which may be of interest to Members

- 27 July & 3 Aug : Steam & Sail Days, Museum of the Broads
- 30 July : Bishop's Annual Outdoor Service, St Benet's Abbey
- 17 Aug : Wherry Albion Open Day, Museum of the Broads
- 26-28 Aug : Barton Regatta, Barton Broad
- 9 Sep : Yare Navigation Race, Coldham Hall Sailing Club, Surlingham
- 16 Sep : Ludham illuminated boat parade
- 17 Sep : Heritage Open Day & Wherry Maud, Museum of the Broads
- 18 Nov : Broads Society AGM, Norfolk Broads Yacht Club, Wroxham, Guest speaker Pete Goodrum 'The History of the Norfolk Broads'
- 25 Nov : Broads Freshwater Conference, UEA, Norwich

BROADS SOCIETY MERCHANDISE



The full range of Broads Society branded merchandise is still available including cards, pennants, pens, tote bags, note books and stickers. Items can now be purchased from our new online shop at www.broads-society.org/shop By ordering you will be helping to promote the Society, contributing to funds and helping with *Harnser* production costs.



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CHURCHES AROUND THE BROADS

15. Ranworth : Church of St Helen

The Church of St Helen, Ranworth is known as the 'Cathedral of the Broads' with its tower at almost 100 feet tall, standing in a commanding position overlooking the Bure Valley. It is a distinctive feature in the surrounding landscape and visible in many views from the rivers and broads.

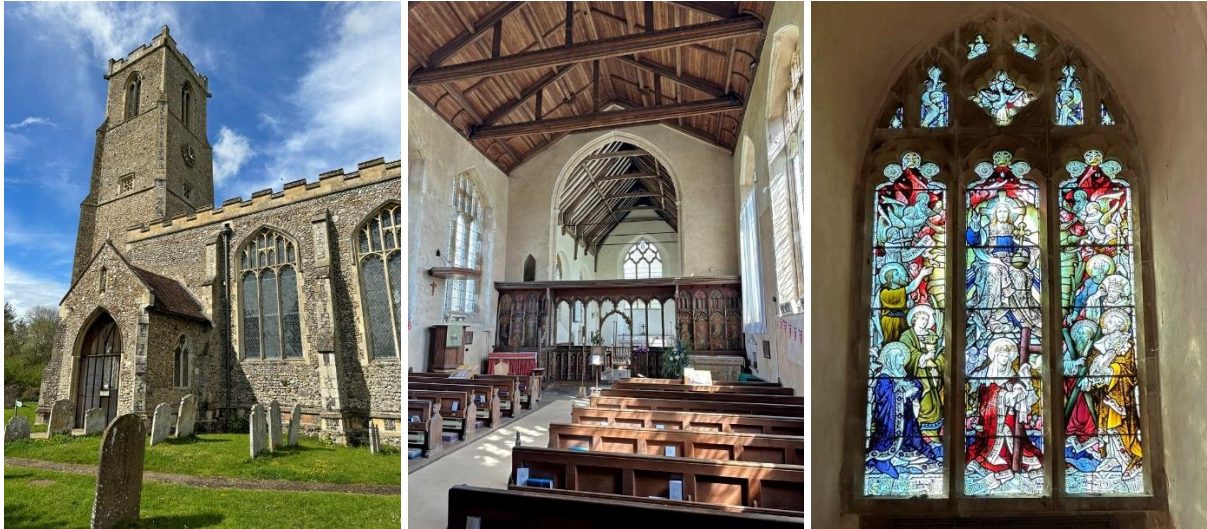


View of the church from the south-east

The church dates from the 15th century, with the nave being consecrated in 1453, although it has origins in Saxon times. It is listed Grade I and is built of flint with stone dressings and a lead roof and has a west tower, nave, north and south porches and a chancel. The 3-stage tower has flushwork to the base and diagonal buttresses.

Internally, the scale of church is large with a light and airy quality to the nave with its lofty perpendicular windows. The church is internationally known for its mediaeval painted rood screen, arguably one of the finest surviving examples in England, which includes two side altars and central panels of twelve apostles. It was constructed soon after the rebuilding of the nave, which was completed in 1453. Other features of international significance include the 15th century illuminated manuscript known as the Ranworth Antiphoner, a high quality mediaeval service book, most likely to have been written by professional scribes in Norwich around 1460 and the original 15th century

lectern or Cantor's desk, which remains in use today. The fine choir stalls date from the 14th century and have misericords and desks with poppy heads.



West tower and south porch; Nave and screen; Stained glass to west tower window



Rood screen

Church tower from Malthouse Broad

The climb to the top of the tower is via a very narrow and winding stone staircase with 89 uneven steps and two ladders up past the bells and finally through a trap door onto the roof of the tower. It is well worth the climb as there are spectacular views over the surrounding landscape from the top. On a clear day it is possible to see Happisburgh lighthouse and the wind turbines at Scroby Sands as well as most of the northern rivers and broads along with St Benet's Abbey, several windpumps and church towers as landmark features.

There is parking available at the church and it is only a few minutes walk from the moorings at Ranworth staithe. There is a visitor's centre close to the church with a display of photographs of the Antiphoner and other East Anglian Churches and the tea shop serves hot and cold drinks and light refreshments.

The church is one of the iconic features of the Broads with some of the finest treasures of the late mediaeval English church and is a 'must visit' if you haven't been before.

David Edleston



View looking east from Ranworth Church tower towards Malthouse Broad



View looking north from Ranworth Church tower towards Ranworth Broad with Horning Church tower in the distance

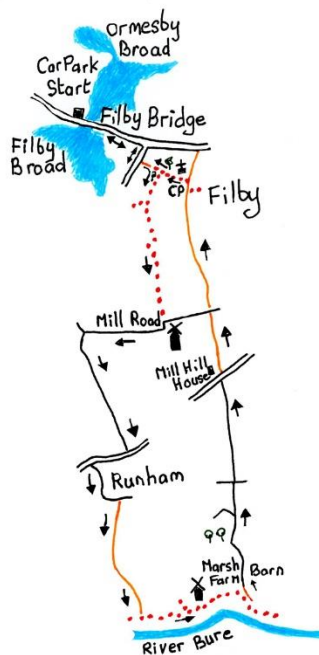
WALKS AROUND THE BROADS

Filby, Thrigby and Runham



This 6.5 miles walk from Sue Walker of the Ramblers' Wensum Group, starts at Filby Bridge car park on the A1064 road, (Outdoor Leisure 40 G/R TG 461136). Filby is on a good bus route

between Norwich and Yarmouth. Filby Broad, which is one of the so-called Trinity Broads, a Site of Special Scientific Interest. Popular because of the wildlife here and the boating activities. These broads are totally enclosed and do not link with the rest of the Norfolk Broads. Filby village is particularly noted for the medal winning 'Filby in Bloom' activities each year. The mill in Thrigby is a post mill and rare in Norfolk. The Runham drainage mill by the River Bure is a Norfolk wind pump. other derelict mills can be seen in the distance along the river. Towards the end of the walk stands the tall, towered All Saints Church, Filby, with its thatched nave roof. It is a large church but less usual is the entry through the west door under a vast arch which is as high as the nave. Inside the 15th century painted rood screen and the 19th century-stained glass make a visit worthwhile. Refreshment: The Filby Bridge Restaurant



This walk takes the footpath in the corner of the car park towards Filby Bridge. Continue on over the bridge between Filby Broad and Ormesby Little Broad along the pavement beside the main road (A1064). Pass a row of shops, then turn right down Thrigby Road. Just past the school on the right, turn left onto a signed path between houses. Continue and at a junction of paths by a marker post, turn right along a footpath into the trees. Follow the path along field edges, ignoring a path off to the right. It eventually reaches Mill Road opposite Thrigby Mill and Mill Cottages.

Turn right along it to a T-junction. Then turn left along the road, (signed to Runham), for about half a mile. On reaching another T-junction in Runham near the children's playground, turn

right and continue to the next junction. Ignore the road rightwards to Stockesby. Go left on the lane, keeping the red phone box and the green on the right, Continue past paddocks on the right and round the sharp left bend towards Manor Farm. Turn right into the signed track, immediately before the farm, leading to the marshes. Continue ahead along the track, ignoring a path on the left, to reach a bank, with reeds and the River Bure beyond. Climb and turn left along the top of the bank to Runham Drainage Mill. Some other drainage mills are in view along the river bank here.



Filby Church



Thrigby Mill



Runham

Pass the mill and continue on along the riverside just past Marsh Farm house. Soon after the path bends rightwards, turn left, down the bank and along a track, with the farm house over to the left and farm buildings right. Follow the track and then the road (Swim Road) ahead past Low Road on the left to the crossroads. Continue ahead for nearly half a mile to reach a T junction. Go ahead across the road and continue along a track, go past Mill Hill .House to reach Mill Road again. Cross and continue on again in the same direction, along a tree-covered track that opens out into open fields onto higher ground with good views again. The path goes down an avenue of trees with a view of Filby Church at the far end.

At the church car park on the left and then right into the churchyard. At the church Turn right for a visit, otherwise turn left along the path, continue past the path on the left (used earlier). On reaching the road turn right returning to the main road (A1064). Cross the road and turn left along the pavement. Go past the Filby Bridge Restaurant which has good views over Ormesby Little Broad from both inside and outside. Continue over Filby Bridge and back to the car park.



Runham Mill



Track to the church

Click www.ramblers.org.uk for more information about THE NORFOLK RAMBLERS' ASSOCIATION.

Sue Walker

All images © Ramblers' Association

NEWS FROM THE MUSEUM OF THE BROADS



Our ever popular 'Boat and Fishing Jumble' took place on June 4th this year and was well attended as usual. The event has become a firm favourite with many boating enthusiasts – whether selling or buying. The museum and outside areas provide a perfect place for such an event and there is always a very special atmosphere. We were particularly delighted that our new on-site caterers 'Rooby's - Norfolk Paninis' were able to attend and provide delicious snacks and of course bacon rolls which have become almost a tradition at such events! Rachel and Lisa operate from a 'horse trailer' situated just outside our entrance building and provide a sitting area. Make a date to come and sample their delicious offerings – it will complete your visit to the museum perfectly.



The steamboat 'Falcon' has been working hard these last few weeks providing extra trips while the electric launch 'Marsh Harrier' undergoes some urgent repairs, hopefully completed very soon to be back in action most days, and also some evenings with the newly introduced 'Kingfisher Trips'. Stalham Dyke hosts a surprising number of these delightful birds, so why not try this lovely experience on board an almost totally silent, comfortable electric launch. See below for some further details.

Last year, the Museum of the Broads started opening for group visits in the evening – an ideal venue for a picnic, a look around the museum and boat trip when the river is quieter. As a result of seeing so many kingfishers they will be starting kingfisher evenings from early August to mid-September when there is almost a certainty that kingfishers will be seen. Please see the Museum website for further information about evening group bookings and / or evening Kingfisher trips on the Edwardian electric launch, 'Marsh Harrier'.

We have more events coming up during the Summer, so please visit our website www.museumofthebroads.org.uk for full details. And we are always keen to welcome new volunteers in a variety of roles. If you can spare just a few hours a week, please get in touch.

Enjoy the Summer!

Robert Paul, Chair of Trustees

PHILIPPA MILLER EXHIBITION

The 2023 special Annual Exhibition at the Museum of the Broads showcases the work of Philippa Miller, one of the most talented artists to be inspired by the Norfolk and Suffolk Broads. Philippa was born in Oulton Broad in 1905, where her father operated a flourishing boat building yard for many years, building yachts and cruisers. She went to the Lowestoft School of Art and moved to Norwich in 1930 to teach art at the Blyth Secondary School, where she spent her entire career. The Millers took to the water each September in a converted wherry and all were inspired to paint the Broads scenes that they discovered. As well as sketching and painting, Philippa also created short films, made miniatures and researched, illustrated and wrote books on local village signs and on the Broads.



Busy Brundall



Pypton Village



Summer at Thorpe Reach



Winter at Thorpe Reach

The Museum has the largest collection of Philippa Miller's work in its care. The exhibition displays many of her paintings and includes her 3D model of Pypton Village, which represent the many and varied approaches adopted by the artist throughout her career. Two of her short films are also being shown from over 80 individual titles held in the Philippa Miller collection at the East Anglian Film Archive, Norwich. The exhibition runs at the Museum of the Broads until the end of the season. Having attended the launch back in April, I would highly recommend a visit to the exhibition which offers a fascinating insight into the work of this very talented local artist.

David Edleston

CROSS-PARTY SUPPORT FOR PROTECTED LANDSCAPES WHAT HAPPENS NEXT?



The House of Lords recently debated the future of National Parks and Areas of Outstanding Natural Beauty, with clear cross-party support to bring powers up to date. Opening with a stark speech about the state of nature and reality of species decline, Lord Randall of Uxbridge (Conservative) made clear *“If we are going to turn things round, the UK’s great landscapes will be critical to our success.”* He flagged that nature is in worse state inside National Parks, compared to the country as a whole, and tabled a change in legislation that would put National Parks and AONBs at the heart of climate and nature recovery and would require relevant public authorities to act in a way that drives delivery.

New laws to protect National Parks and AONBs are urgently needed.

Cross Bencher Baroness Willis of Summertown supported the amendments: without them, she said, there will be no chance the UK will achieve its international commitment to protect 30% land for nature by 2030 (“30x30”) or the legal targets put in place by the Environment Act.

Lord Blencathra (Con) agreed the *“legislation needs updating if our protected landscapes are to be able to rise to these 21st-century challenges”* and suggested *“the duty of regard placed on public bodies is strengthened and extended to encompass delivery of agreed statutory national park and AONB management plans”*. Lord Lucas (Con) agreed that it was vital to *“make other agencies join in the purposes of the National Park”*.

Baroness Bennett (Green Party), Baroness Bakewell (Liberal Democrat), the Duke of Montrose (Con) and the Earl of Clancarty (Cross Bencher) all spoke in support of the change in law. The latter also raised concerns about significant cuts in real terms in government funding to National Parks – *“they should be given as many tools as is required to be as effective as possible in these significant and urgent ambitions.”*

Baroness Bakewell pointed out the significant benefits to the nation of better Protected Landscapes: *“Whether you live in inner-city Sheffield, Birmingham, Bristol or Newcastle, you are not that far from a National Park or an AONB. By encouraging the public to visit these areas and experience the pleasures that nature has to offer, we will see an increase in the mental and physical health of the population.”*

Labour support new powers for Protected Landscapes

Shadow Defra Spokesperson Baroness Hayman of Ullock, told the house that Labour offered their full support: *“It must happen. We must ensure that national parks and*

AONBs have a greater contribution to 30 by 30, with increased benefits for people as well as climate, and to cultural heritage. The Glover review is a blueprint for more effective management of protected landscapes. We need to legislate properly to deliver it. The Government have accepted this in their response.”

In response, Government Defra Minister Lord Benyon shared his “*passion for our National Parks*” and assured the House on the Government’s “*commitment to 30 by 30, and the inclusion of national parks and designated landscapes in this, is fundamental.*”

How might the Government respond?

Lord Benyon said that the Government intended to publish guidance to ensure public bodies are correctly exercising their functions in protected landscapes (overdue as the previous Guidance published in 2005 has been removed from the Government website). He hinted that a compromise to take forward this important change in law might be in the offing. It’s worth reminding ourselves that Defra Ministers were fully behind this change back in January 2022 – and the Levelling Up Bill is the last opportunity the Government will have this side of an election to make good its promises.

What happens next?

Such cross-party support for National Parks and AONBs is a good step forward – but there’s still a long way to go to bring the powers that protect our most beautiful landscapes up to date. We want to say a big thank you to Lord Randall for tabling the amendments and for offering to work with the Minister to find a compromise, as well as all other Peers that have added their name to the amendments or spoken in support. All eyes now are to Defra, before the proposals are back in Parliament as the Levelling Up Bill progresses over the next few months. No doubt we will need the help of everyone who loves and values National Parks and AONBs to get this important change into law.

Photo : Rose O’Neill, Ruth Garrett & Charlotte Ditchburn outside Parliament © CNP

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 1st 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.

NEWS SNIPPETS

Hoveton Great Broad Nature Trail



Natural England is operating a return water taxi service from Salhouse Broad to the Hoveton Great Broad nature trail which is only accessible by boat, on various dates throughout the summer. For further information or to book a place please call 07879 881180 or contact info@hovetongreatbroad.org.uk

East Norwich Masterplan – The Deal Ground Site

In March, the Society submitted comments to both South Norfolk Council and Norwich City Council in response to the submission of a detailed Design Guide as part of the discharge of conditions attached to the original 2011 outline planning permission granted for development of the Deal Ground site, which is an integral part of the East Norwich Masterplan proposals. Members will be aware that the Society is taking a keen interest in how the Masterplan develops and is taking every opportunity to input comments and suggestions at every stage of the Plans development. At present, the applications for the discharge of the condition relating to the Design Guide remain undetermined.

Waveney Valley River Centre – Burgh St Peter

At the end of February, the Society was consulted on three separate planning applications at the Waveney Valley River Centre. Two of the applications were for re-jigging the layout and uses of the existing site but one was for provision of 15 touring caravan/campervan/camping pitches on a site that is currently a 'greenfield' site. The Society sent comments broadly supporting the changes within the existing site boundary, with some concern about the bland design of proposed new units of accommodation. However, the Society strongly objected to the proposal for the 15 touring caravan/motorhome/camping pitches on the greenfield site on the northern side of Burgh Road citing that this 'represents an extension of development onto a greenfield site in open countryside which is unacceptable in principle and specifically in relation to the visual amenity of the area and the setting of the nearby Church of St Mary the Virgin. The Society is also concerned that, if permission is granted, future applications may be forthcoming to establish more permanent structures on the site which would then be more difficult to resist. For these reasons, the Society considers that the proposal fails to comply with Policies SP12 and DM29 of the current Broads Local Plan and should be refused.' All three applications remain undecided as the

Broads Authority have requested additional information relating to highways and landscape impact and this information is yet to be submitted by the applicant.

Windsor House, Thorpe

At the end of March, the Society was consulted on proposals for the demolition of Windsor House, 2 Yarmouth Road, Thorpe St Andrew and replacement with 14 flats. This is an important site within the Conservation Area with several listed buildings nearby and key views towards the site from the river and Carey's Meadow. The existing building has a negative impact on the character of the area and the Society supported the principle of redevelopment. However, there were concerns with the scale of the proposed replacement building which was to increase to 4 storeys fronting the road, the impact on the character of the Conservation Area and the setting of surrounding listed buildings, the impact on the landscape and views from the river and the overall quality of the design and an objection to the proposals was therefore submitted. The application has subsequently been withdrawn and revised proposals are awaited, for further consideration.

		
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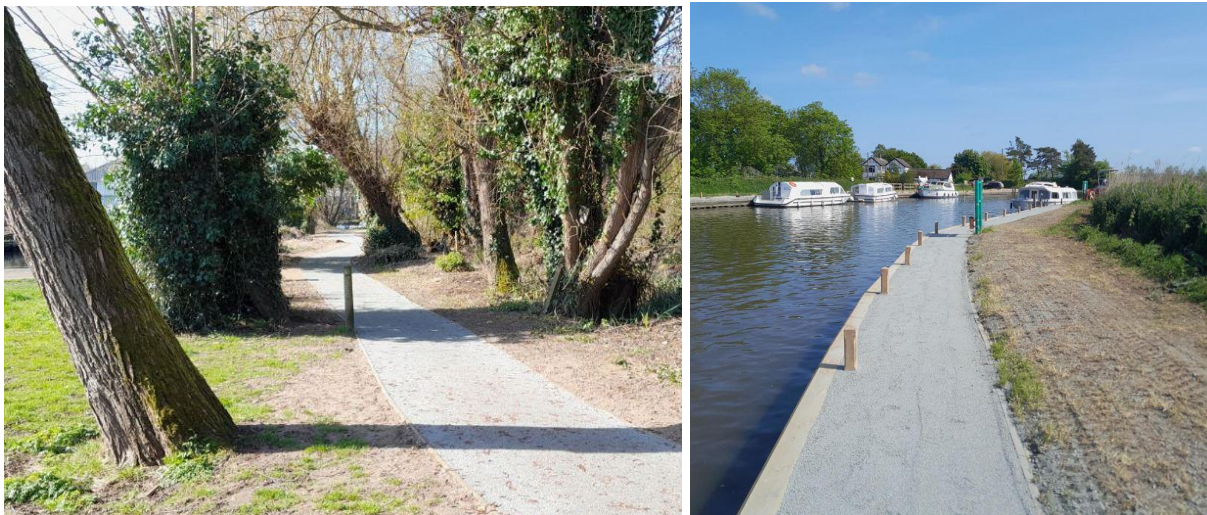
Colin and Lesley Dye would like to express their sincere thanks for all the good wishes for their retirement, received from numerous members, following the publication of the article on the history of Silverline Marine Ltd., in the April edition of Harnser.

RECENT NEWS FROM THE BROADS AUTHORITY



Hoveton Riverside Park

Work has continued at Hoveton Riverside Park to make the park safer and more accessible for visitors and local people. Vegetation has been cut back which has opened the park up, allowing in more light and providing better views of the river. The existing path from the canoe launch to the viaduct was frequently muddy and flooded in winter. In response to the concerns of local walkers, a new raised path has been built which will remain dry all-year-round. The new path is wider, with a smooth and level surface, making it suitable for wheelchairs, mobility scooters and buggies.



The new path at Hoveton Riverside Park and Refurbished moorings at Horning Marshes, Ludham Bridge.

Recent works at our 24-hour moorings

- We have replaced the downstream gauge boards at Wayford Bridge on the River Ant after they had been seriously damaged.
- Five mooring posts were replaced, ladder handles straightened and a fender replaced at Sutton Staithe Two mooring and a mooring post was replaced at Sutton Staithe One mooring.
- Two fenders were replaced and the ladder handles straightened at St Benet's Abbey.
- A mooring post was replaced at Stokesby and at Potter Heigham Dinghy Park.
- On Martham Bank the mooring was topped up with aggregate.
- At Potter Heigham Bridge Green three mooring posts were replaced.
- Five mooring posts and a ladder fender were replaced at Gays Staithe.

- Somerton 24-hour mooring was topped up with topsoil, a mooring post fixed and one broken post replaced.
- Two mooring posts were replaced, ladder handles straightened and one ladder fender replaced at Wayford Bridge.
- Five new bridge-height gauge board panels have been installed at Yarmouth on the Lower Bure.
- 75m of piling has been replaced and upgraded at Neatishead 24-hour mooring. The piling project is now complete and the mooring is fully open. A new path will be installed late season in the grassy area which has been re-seeded.
- Refurbishments to the quay-heading and resurfacing at Horning Marshes 24-hour mooring have been completed ahead of schedule and the mooring is now open again.
- Damaged electric charging pillars have been repaired at the following locations: Reedham Quay, Ranworth Quay, Hoveton St John, Bramerton, Burgh Castle, Hardley Mill and Rockland Moorings.

Water plants update



Water plant cutting started off in the Upper Thurne at the end of April. From here it moved to the River Bure then the River Ant and from then back to the Upper Thurne for a second cut and is currently in the marked channel on Hickling Broad. This has seen excessive growth this year which will be cut in advance of the Three Rivers Race. Somerton/Martham and Waxham Cut will follow once the Hickling channel is complete. The southern water plant cutting will start in mid-June on the Upper Yare and Wensum and then moving round to the Waveney from there. Where, how and even the times that we cut plants are determined not only by the amount of plant growth, but also by the environmental conditions necessary to protect biodiversity. This involves ecological surveys and data collection in line with Natural England regulations.

Photograph shows water plant harvester operator Lee checking a load of cut material.

Guided Ranger Walks

As well as their duties patrolling the waterways and undertaking countryside management, our Rangers also fit public engagement work into their busy rotas. This includes leading a number of informative guided walks, where the public can find out more about the history, landscape and wildlife of the Rangers local area. These free events are taking place throughout the summer and many are already available to book via EventBrite at www.eventbrite.com/o/broads-authority-29218269141

Photographs © Broads Authority

THREE RIVERS RACE 2023



Some images of the 62nd Three Rivers Race on Saturday 3rd June 2023 at the start of the race from Horning Sailing Club and at Potter Heigham Bridge © David Edleston



Ludham Bridge Boatyard

Ludham Bridge Boatyard is a long-established boatyard based on the iconic waters of the Norfolk Broads. Situated on the picturesque River Ant, Ludham Bridge Boatyard is in the prime position to enjoy stunning local attractions.

Our many services include:

- Pump outs, diesel, gas & water
- Battery testing and replacement
- Secure mooring
- Craning service
- Winter storage
- General boat repairs
- Re-gelling & GRP repairs
- Antifouling
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