



HARNSEER

*Magazine of the Broads Society
Friends of the Broads*

April 2021

CENTURY PRINTING

GENERAL AND COMMERCIAL PRINTERS

Established 1995

For all your printing requirements including:

- Leaflets & Brochures
- Magazines & Booklets
- Business Stationery
- Litho & Digital Printing
- B/W & Colour Copying
- Bulk Mailing Service

Friendly Professional Advice – Over 45 Years Experience

— FREE CUSTOMER PARKING —

132 HIGH STREET • STALHAM • NORWICH • NR12 9AZ

Tel: 01692 582958 Email: info@centuryprinting.co.uk

www.centuryprinting.co.uk





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

President	Hon. Robin Godber
Chairman	Paul Rice
Hon Treasurer	Vacant

Contacts

Administrator : Sarah Vergette
3 Rosebery Road, Great Plumstead,
Norwich, NR13 5EA
Phone 07818 709080
Email : broads.society@sky.com

Harnser Editorial Team
Address & Phone as above
Email : Harnser.Editor@gmail.com

Registered Charity No. 1078434

Disclaimer

Members are reminded that the views expressed in this journal are not necessarily those of the Broads Society nor those of the editorial team or any of its officials, but are the private views of our contributors and advertisers

Copy date for next edition : 1 June 2021

Cover photograph : Boardman's Drainage Mill, How Hill © David Edleston

CHAIRMAN'S LETTER

Apart from the now usual issues related to the pandemic, which at the time of writing, saw us in lockdown number three, I thought our members would like to know a bit more about what the Broads Society team have been doing.

We have a Northern and a Southern Rivers Committee who meet regularly (currently by Zoom) to discuss mainly planning applications on the Broads as the Society is afforded a "statutory consultee" status within the BA executive area. Both committees actively submit comment for consideration by the planners be they supporting or objecting comments.

We also have a couple of working groups including a group researching water safety and a group researching flooding and flood alleviation. On the latter subject, the Broads and its environs have recently suffered like many parts of the country, with lengthy and concurrent weather events causing much flooding both on the foreshores of the rivers and within some village and town areas.

This group has two District Council Senior Flood Wardens on it, both of whom are actively working to collate data pertaining to the floods and the causes. It seems evident that something has to be done to look at and try and resolve and/or prepare for ever increasing major weather events.

The Broads Authority is working closely with the Environment Agency in organising the Broadland Futures Initiative (BFI) which is a partnership for future flood risk management in the Broadland area. The Society will be actively engaging with this initiative and we urge all members to also get involved by passing any information about your experiences with recent flooding in the Broads area including any photos or going on line to the BFI site at <https://www.broads-authority.gov.uk/looking-after/climate-change/broadland-futures-initiative>

We will also make submissions to the newly formed Norfolk Strategic Flood Alliance which is chaired by Lord Dannatt.

I close by hoping that we will see some form of normality on the Broads by the time this issue of Harnser is published.

Paul Rice, Chairman

NOTES FROM THE EDITORIAL TEAM

We all hope that by the time you read this, the Government's "Road Map" to some sort of normality will be underway. Unfortunately, a number of major events in which we intended to participate have already been cancelled. However, we still hope to take our stall to at least a few, including the Museum of the Broads, where, despite the reduced visitor numbers due to the timed entry system & reduced hours last autumn, we did manage to talk to most of the visitors each day while they waited for their boat trips in glorious sunshine and even sold Christmas Cards despite it only being September. Some other events are making tentative arrangements for late summer as well.

We are pleased to announce that a new set of greetings cards and other merchandise is now available, so we are looking for volunteers to help on the stall. Full details can be found on pages 44 to 46. It is quite difficult to sell items, chat about the Society and the Broads as well as encouraging people to join us at the same time without the next group slipping past! If you can help, please let us know. The stall has been re-configured to be "Covid Safe" and you will not be left alone to answer difficult questions! Let the Administrator have your details and we can make arrangements as each event comes on-stream. We are also keen to hear from any members who would like to help us in any other way, especially if you have a particular skill or simply just want to be involved.

We have been successful in increasing the number and variety of regular contributors to Harnser along with items, letters and photographs from Broads Society members. As a consequence, it is often difficult to accommodate all of the regular articles in every edition, even with increasing the number of pages to 48. In order to strike a balance between reporting on Broads Society issues and other Broads related organisations, some regular items will therefore now only appear in every other edition, but please do not despair, your favourite items will still be published.

BROADS SOCIETY AGM 2021

The Annual General Meeting of the Broads Society is to be held on Saturday **20th November 2021** and a booking has been made for this to take place at How Hill. Guest speaker at the AGM will be Debra Nicholson, Director of the Wind Energy Museum and Thurne Mill. However, in these uncertain times this is subject to change as it may be necessary to have a virtual meeting by Zoom. Final details will be confirmed in the October edition of Harnser. In the meantime, please note the date in your diary.

ALAN KING (1935-2021)

A Tribute



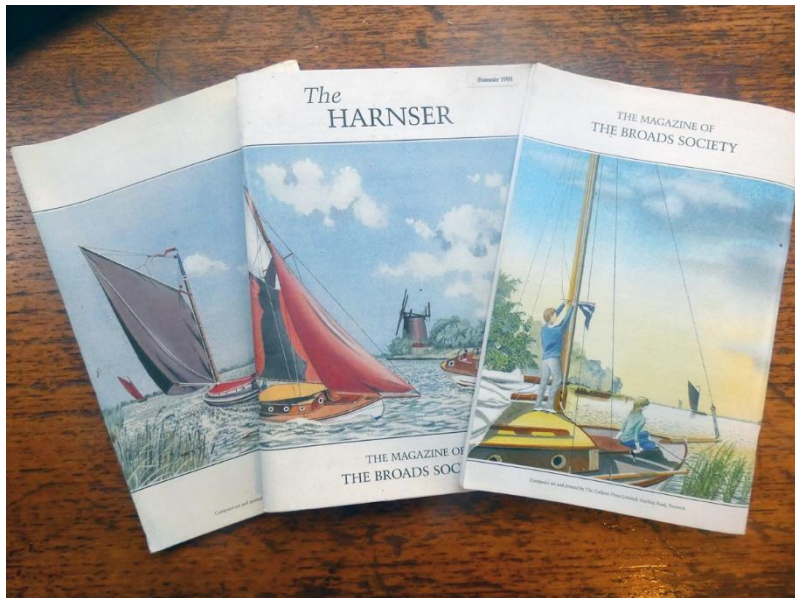
I was very sad to learn of the death of Alan King on 10th December at the age of 85. As a member of the current Harnser editorial team I offered to write this tribute. When I was Chairman of the Broads Society in the 90s, I invited Alan to become the editor.

As a teenager, Alan would come to the Broads for boating holidays with his friends from Bedfordshire sparking his passion in The Broads, having learnt to sail at Broxbourne Sailing Club at Burnham-on-Crouch. In 1978, he moved from Bedfordshire to a house in the centre of the village of Neatishead. He became an enthusiastic and accomplished Broadland artist as can be seen from past covers of The Harnser. One of his pictures hung in The White Horse pub in the village for many years.

I got to know Alan well after he became editor of The Harnser. He was responsible for taking the magazine to new heights and was meticulous in the compiling of every issue. I still enjoy dipping into some of those, packed with interesting and varied articles. He very much enjoyed compiling book reviews which were always well researched and a joy to read. I enjoyed very much our regular meetings to discuss each issue, always good humoured and interesting and he was always the 'gentleman'. He recently completed his bibliography of Norfolk Broads Books which he had been working on for many years. I very much look forward to seeing it.

His paintings were regularly used as the 'wrap-around' cover and I know were very well received and made an eye-catching publication (see examples pictured). He was always very modest about his achievements.

I also got to know him well through my boatyard at Ludham Bridge and helping him with his two-berth sailing boat and little Seagull engine which others will know, I love tinkering with!



Very happy memories – I feel privileged to have known him and to have been counted, I hope, as a friend.

Robert Paul

LETTERS TO THE EDITORIAL TEAM

Dear Editorial Team,

I do realise that the excellent *Harnser* is a publication featuring the Broads and is not a railway magazine, but I wonder if I may be permitted to make a small correction to the item in the January issue concerning The Bure Valley Railway.

This superb little railway is not, as stated, on the route of the former M&GN (*the muddle & go nowhere railway*), but on the route of its competitor the Great Eastern Railway. In 1923 it became the LNER (*the late & never early railway*).

My father was a signaller on the line and my grandfather station master at Cawston, then retiring to Coltishall Station. My father used to say he could see across the fields the smoke from engines on the M&GN. He always used to refer to them as 'the other lot'!

Best regards,

John Alborough, Syleham, Suffolk

Dear Editorial Team,

Thank you for the renewed *Harnser* magazine. You have done a great job and brought the publication alive.

I read with interest the article by Jamie Campbell and discovered mention of a Norfolk dinghy called 'Kismet' and my grandfather, Captain Phil Back, who sailed her. I have a prize silver cigarette box with the name Kismet and dated 1920. See attached photograph. Perhaps you could forward this email with the photo to Jamie Campbell who may be interested.



Yours faithfully,

Jack Fawcett

Dear Editorial Team,

Firstly, can I say how much we enjoy the new look *Harnser*. My wife and I live in London but have a cottage in Catfield and so visit the Broads every two weeks or so. However, with Covid our visits have been severely restricted and so *Harnser* is a welcome reminder of what we are missing.

I have enclosed an article which you may consider publishing.

Best wishes,

Peter Miller

Editorial Note : Peter's article 'Memories of Horsey Mere' is on page 28.

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

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.



This atmospheric shot of Hickling Broad, which conveys a strong sense of peace and tranquillity, was submitted by member, Jane Dammers, taken on the evening of 11th July 2020, while spending a very quiet week at Hickling, before the school holidays.



This photograph taken in October 2018 was submitted by member, Jude Bradford and shows sails drying in the breeze at the end of the season, before overwintering the boats at Martham. There is an interesting contrast between the sails and the abstract quality of their reflections in the water, which is emphasised by the use of sepia tones.

POTTER HEIGHAM REEDBED CREATION

Site Update



Tucked in a corner of marsh at the merger of the river Thurne and Candle dyke is the Potter Heigham reedbed creation site. The land, purchased by the Environment Agency, is compensating for the expected loss of coastal freshwater wetland habitats caused by changes in the management of the shoreline. Developed and managed by Norfolk Wildlife Trust, the site was chosen in part due to its proximity to the ancient reedbeds that surround NWT's Hickling Broad National Nature Reserve. This allows for reed habitat specific species to re-colonise more easily.

The project began in 2014 and the shallow flooding across the site to establish reed was instantly attractive to many species of breeding birds. Although reed spread from the already existing dykes, thousands of plugs were planted to encourage establishment of the reedbeds. Feral geese proved a problem by grazing on the rich new shoots, so the reed blocks were protected with wire mesh. The reed is now spreading quickly and the site is developing well.



In winter hundreds of duck including teal, shoveler and gadwall use the pools and dykes. In spring and autumn wading birds use it as a stop-off to 're-fuel', and in summer it is an important breeding site for lapwing, avocet and redshank. In 2018, amazingly, a pair of black-winged stilt successfully raised young,

a Mediterranean species that has only bred in Britain a handful of times.



Lapwing © Chris Mills

Already many reedbed specialities are moving in - reed bunting, reed warbler and sedge warbler are common; bearded tits, water vole and otter are present all year round, with spoonbill, great white egret and crane often seen feeding at the site. It has now become an important part in the tapestry of the upper Thurne landscape.

Robert Morgan, Norfolk Wildlife Trust Reserves Officer

WINTER AT STRUMPSHAW FEN



giving
nature
a home

Here at Strumpshaw Fen the restrictions imposed after Christmas have had an impact on the reserve, but I am pleased to say that they have certainly not been as restrictive as the lockdown last spring. We have been allowed to stay open for local people to take their daily exercise. The

current (early March) situation is that the car parks, toilets, the Woodland Trail and den building area are all open, this means that you can currently do the loop from reception through the woods, up the pumphouse track, along the riverbank and back along Sandy Wall, giving a 2.5km circuit. The Reception, Fen Hide and the Fen Trail (and Tower Hide) are all currently closed, although the Fen Hide viewing screens remain open.

The recent wildlife highlights have included regular sightings of bittern, kingfisher, bearded tit and otter on the fen side, while the woodland has seen flocks of siskins, redpolls in amongst more common species like goldfinch. The marsh harrier roost has maintained around 35-45 birds most nights, with a hen harrier having been seen on one or two occasions, the barn owls have also been seen quartering the meadows most evenings. The resident species in the woodland have started their spring singing and on a sunny morning many species can be heard singing and marking out their territories in advance of the spring. The more recent warm sunny weather has meant that we have had chiffchaffs singing, marsh harriers displaying and a real sense of changing seasons.



Marsh Harrier

© Elizabeth Dack

Buckenham saw the return of the taiga bean geese again this winter, which was a bit of a relief, we had a total of seven birds which arrived on Christmas day and were last reported on January 18th. Alongside the bean geese, we had up to 3000 pink footed geese, 85 white -fronted geese, 2000 wigeon, up to four great white egret and a cattle egret has also been seen on occasion. On the marshes the lapwings have started to display and pair up, the skylarks have started to sing, we have also seen the return of some 'spring' waders including redshanks and oystercatchers, so the subtle changes into spring are being noted. With the warm spell in February we have seen the first butterflies of the year, including brimstones, peacocks and small tortoiseshells as well as a selection of bees and hoverflies, signalling the onset of warmer times not too far in front of us.

As mentioned above, the reserve is open for local exercise so please follow government guidelines if thinking of visiting us. At the time of writing, the woodland

trail is currently the only trail that is open, the Fen trail is closed due to persistent flooding and general bad condition, amongst other reasons, we are hopeful that given the latest 'road map' out of lockdown that we will be able to open the fen trail, hides and start to serve takeaway drinks and food in the coming months. If all goes well, we should be able to continue with our dawn chorus and 'hire a guide' walks from late spring. We are hopeful that by the summer Strumpshaw Fen will be more like the familiar reserve that visitors know and love, it's been a tough year for everyone, so it will be nice to try and edge back to some sort of normality, we look forward to welcoming you all back when the restrictions ease.

Ben Lewis, Warden RSPB Strumpshaw Fen

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.



CAR-FREE TRAVEL IN NATIONAL PARKS

Why we need it now more than ever



The days are slowly getting longer and spring flowers are starting to appear. It's the time of year when many people would usually be making plans for an Easter visit to a National Park or two. But this year that may not be possible and there's still much uncertainty about when we'll be able to travel more easily around

the country. What we do know from the experiences of the last year, is that many people are likely to head for a National Park as soon as lockdown restrictions allow.

It's great that so many people are enjoying the benefits of these special places, some for the first time, but if our National Parks are going to continue to be able to welcome ever increasing numbers of visitors, then we need to be paying far more attention to how they're going to get there. The high levels of car use among visitors risks destroying the very features which attract people to these areas in the first place. Traffic congestion and inconsiderate parking not only damages habitats and harms wildlife but it also causes considerable stress and inconvenience to local communities.

There are many reasons for improving transport even before you start considering those without access to a car but we shouldn't forget that many of those most in need of improved health and well-being have been excluded from National Parks in the last year simply because they can't get there. This was a problem long before Covid-19 arrived but it's been made even worse as already limited transport options have been further reduced during the pandemic. In future there are likely to be increasing numbers of people wanting to make use of car-free options to visit National Parks. Car ownership and use among young people is declining¹, a trend that is forecast to continue, particularly among those living in urban areas.

The need to address visitor travel has probably never been as important as it is now but securing improved access to the countryside has always been a key focus of Campaign for National Parks' work. So, we were really pleased when the Department for Transport (DfT) launched a call for evidence on rural transport in November. Our delight didn't last long as it seems the civil servants must have missed all those headlines about parking chaos and beauty spots being swamped. There's no mention at all of visitor travel, despite its growing importance for the rural economy as well as society and the environment. While this is a particular priority for National Parks, it is also an issue for all rural areas. Even before the pandemic, the majority of domestic tourism in the UK involved people travelling from urban areas to seaside and rural locations² and the vast majority of those staying overnight in the countryside travelled by car³.

The evidence we've submitted to the review focuses on making the case for visitor travel and draws on evidence from the report on car-free travel we published in 2018⁴. We highlight the importance of making use of the full range of potential transport options available and ensuring they are effectively integrated with each other. In somewhere like the Broads, that should include looking for opportunities to promote the use of scheduled ferries and other boat services for example through joint ticketing with the attractions they serve.

There's lots of support in DfT's review for potential new transport technologies, such as flexible on-demand shared services. Our evidence demonstrates the potential for these types of initiatives to help improve access to key visitor attractions ('honeypot'

¹ <https://www.gov.uk/government/publications/young-peoples-travel-whats-changed-and-why>

² https://www.tourismalliance.com/downloads/TA_408_435.pdf

³ <https://www.visitengland.com/sites/default/files/countryside.pdf>

⁴ <https://www.cnp.org.uk/transport-research-fullreport>

locations) in National Parks from the nearest railway station or nearby urban areas. There is already a great example of one such scheme called Vamooz⁵ which has been used for shared bus trips by visitors to the Yorkshire Dales National Park.

Many more such initiatives are needed and the private sector is unlikely to make significant investment in innovative solutions for visitor travel until there's more information available about what works. We believe National Parks are the perfect place to test out the different options available in order to identify what would best meet the needs of both residents and visitors. These new services should be trialled as part of a wider 'smarter travel National Park' pilot which also incorporates measures such as parking charges or road pricing to help fund sustainable transport options as well as acting as a deterrent to car use.

While the Westminster Government does not yet seem to have appreciated the importance of visitor travel, there have been more positive developments in Wales where the Government has recently consulted on a new transport strategy which includes an ambition to reduce car use among visitors to National Parks. Unfortunately, there is a lack of specific measures to achieve this and we've used our response to the consultation⁶ to emphasise what needs to be included.

The Welsh National Parks experienced some of the most chaotic transport scenes immediately before and after lockdown and the situation got so bad in Snowdonia last summer that the NPA introduced a pre-booking parking trial in the area around Snowdon in order to manage visitor numbers. Now a consultation is underway on an even more radical set of proposals aimed at reducing the number of people travelling to the busiest parts of the Park by encouraging them to use new park-and-ride sites at gateway locations. The proposed measures also include more frequent and better integrated bus services, the development of demand responsive services and a "Visitor Access Pass" to give visitors easy access to these services.

Elsewhere in Europe there are now a number of these types of car-free tourism packages. One of the key lessons from projects such as Alpine Pearls⁷ is the importance of making car-free travel as easy as possible by offering a range of different options as part of a package of measures. It's still early days for Snowdonia's plan but it certainly looks as though they're following this advice. We'll be keeping a close eye on progress here with a view to encouraging other NPAs to adopt a similar approach and we'll continue to push Governments in both Westminster and Cardiff to provide the right supporting framework for this. Hopefully by the time we're all finally able to travel freely around the National Parks again there will be many more car-free options for us to use.

Ruth Bradshaw, Policy and Research Manager, Campaign for National Parks

⁵ <https://govamooz.co.uk/>

⁶ <https://www.cnp.org.uk/consultation-responses>

⁷ <https://www.alpine-pearls.com/en/>

NEWS FROM WHITLINGHAM COUNTRY PARK



Whitlingham
Country Park

The final weeks of winter have had us hunkered down at the park conducting tree surveys and enjoying a rare visit from a Bittern during the snowstorm. As we emerge from winter we look forward to the Spring and the upcoming projects we have. We are in the planning stages of building a new permanent toilet block in place of the temporary toilets which are in the Flint Barn car park. Construction should start in May pending planning approval. We also have a new playground ready to be installed hopefully in time for Easter in place of the old Wherry playground which had to be removed. The initial playground will be a log jumble to which we will add swings to at a later date.

We are excited to be involved in the governments new Kickstarter initiative. The Kickstarter program is aimed at 18-24 year olds who are at risk of long-term unemployment. In partnership with the Youth Hostel Association and Princes Trust we hope to take on four employees. The Kickstarters will get a taste of the ranger job and all it entails at the park along with the necessary training to help them find a future in the role. Along with our Kickstarters we have taken on six students from Easton College who require work experience to complete their studies.



Tree Safety Work and Volunteers at Whitlingham Country Park

Although we are well on our way to Spring, we will be kept busy throughout March planting trees and new hedges with 950 trees delivered in the first week of March.

These trees have been donated to us by The Conservation Volunteer (TCV) 'I dig trees' initiative. In the last three years we have planted over 1,200 trees and hedgerow plants in the park. Other works which are planned include improvements to the car parks, installation of three new memorial benches, new safety signage and new litter and dog bins throughout the park. We will also have plenty of tree safety work to complete along with reinstating boundary fencing.

Looking forward to Summer and in accordance with government guidelines we will hopefully have a full calendar of events to host. Some of the planned events include:

- Open Farm Sunday – In conjunction with the Crown Point Estate a celebration of farming life and locally produced food.
- Paint out – The only fully juried 'en plein air' art competition.
- Norwich Triathlon
- Eastern Region Swimming Championships

We will also be offering a selection of family events in the Summer holidays and we hope to have an open-air theatre show from Quill and Inkling.

Updates on all our events, including dates, will be posted on our website. www.whitlinghamcountrypark.com

THE LOG OF THE 1990 OPSC BROADS CRUISE

or

THREE MEN IN EACH OF TWO BOATS

The following is a log of the Old Pauline Scout Club's annual Broads cruise held in 1990. The origins of the trip go back to our days as members of the Scout Group at St Paul's School, a public school for boys in Barnes, West London, which operated sailing holidays for its members from the 1960s right through until the Group was wound up in the mid-1980s. Throughout the 70's and 80s, it was usual for us to take up to six boats from Herbert Woods during the first week of the Easter holidays. After Scouting at the School ended, the enduring friendships made during our school days, together with a common love of the Broads have meant that there has been a reunion every single year since. Some of us have now been visiting the Broads continuously for over 50 years and, in 2021, we expect to have a fleet of five yachts.

Chris Bound

Dramatis Personae:

Royal Lady (formerly Perfect Lady 6)

Chris Bound	A Quantity Surveyor
Jon Burke	His Colleague
Douglas Spencer	A Sage and Glutton

Scarlet Lady (formerly Perfect Lady 4)

Peter Brown	A Teacher and Sportsman
Nigel Brooke	An International Financier
Jeremy Lane	A Publisher's Linguist

The action takes place on the Norfolk and Suffolk Broads, during the first week of April 1990.

The author is Mr Spencer

Saturday 31st March

While I was hard at work alongside members of the four London Synods at Central Hall in Westminster, the remainder of the company were already converging on Wroxham from as far afield as Sunbury and Stocksfield, and by the time I regained my car by the Serpentine, they were already aboard, peering mystified up the masts and wondering what all the ropes did. While I was driving down the All towards Norwich, they were sailing (one trusts) down the Bure to Horning and when I finally staggered starving into the Pub, my fellow holidaymakers were there, already having eaten, and heartily recommending select items from the menu to me.

I was, therefore, well into my second pint of nasty black stuff before I noticed that Nigel was missing. I drew this to the attention of my fellows, and learnt that, while they had been eager to start their holiday without delay, poor Nigel had selflessly dedicated another afternoon and evening to be with his wife and family. (Or was it his bank?)

Sunday 1st April

Nigel arrived with the morning, and with him his car. Both cars (Nigel's and mine) had then to be delivered to the boatyard, and with the aid of a taxi, this was duly accomplished. We were treated by the yard owner's son to a treatise on the relative performances of the BMW M3 and the Volvo 760 Turbo. What fun.

There was no wind. Following tea, coffee and muffins, we set propellor and cast off. Various tactics to conceal the use of the engine were tried, some old favourites being a constant loud clearing of the throat, or motoring downstream under full sail, with the boom amidships and the main flapping.

Our embarrassment was short-lived because the wind rose at noon, which meant that we attained Benet's by sail, consuming our lunch - biscuits, cheese, and some champagne kindly donated by the boatyard - as we passed. Forced to tack, we encountered a motor cruiser skippered by someone unfamiliar with this manoeuvre, surrendering his flotsam status in his attempts to avoid us.

Scarlet assure us that they shot Potter but they can produce no witnesses. Royal freely admit that they chickened out.

We arrived at Horsey mill, and Chris, Jon and Jeremy took on the trek to the beach. Nigel, Peter and I decided on laziness as a more favourable course of action and wallowed whale-like in the cockpit reading the newspapers. Thus, the crews were balanced, endo-versus ecto- morphously. The three athletes returned at tea time, and we indulged in garlic cobs - a recipe for instant popularity.



Enjoying the evening sun at Hickling

The early evening saw us sailing to Hickling and the Pleasure Boat Inn. They hadn't dredged the dyke that year, and so we moored diagonally. Double Jumbo Sausage all round - at a rate especially calculated for us by the management, since the menu was aimed at more modest appetites - except for Jon, favouring scampi.

The plan for the week involved Reedham on Monday, Beccles Tuesday, Berney Wednesday and the Yarmouth tide at 5am on Thursday.

Monday 2nd April

We departed at 08:20, and put the kettle on for a cuppa under way. We promptly ran aground - inside the channel - and concluded that the mud and sand had read the skippers' manual (don't make tea under way) too. We sailed for 400 yards before we pulled the fenders aboard.

We stopped at Potter to have a new starter motor supplied and fitted, and at Acle to 'phone Great Yarmouth Yacht Station for information about the tides. The stationmaster was at lunch (13:30). Between the two bridges we passed the measured quarter in 135 seconds, a speed of 6.6 mph. Scarlet had a pint each at Acle, but Royal abstained.

The bridges at Great Yarmouth were negotiated, astoundingly enough, without incident, at about 4pm. As if to punish us for our conceit, Royal had an altercation with the bank adjacent to the Berney Arms mill. I, at the helm, had been distracted by the tourist information provided on a board outside the mill by English Heritage.

Tea and biscuits under way. We approached Reedham swing bridge, and a voice from the bank boomed "The bridge is closed". We passed through the bridge under full sail, questioning the sanity of our advisor. Maybe it had been closed when he came by the previous year. We had filthy rain, there was no wind and it was blowing in the wrong direction anyway.

We stopped for the night at Reedham Ferry, and had two main courses each, in my case tortellini and prawn curry. Three of us (myself included) had lemon meringue pie to follow. A free half pint which we mysteriously acquired is later reclaimed by the

barman. A lesson for Jon, concerning the ferry and the contribution of the strategic nature of its location towards its survival: "How come it's still running?" - "There is no bridge.". We returned to find that the rain had entered the fore-cabin cupboard to soak the coats and towels. No matter - the beds were dry.

Tuesday 3rd April

The plan for the morning was as follows: We were to go in the boats to Reedham (the town, not the ferry) and stop to have breakfast and go shopping. An innovative method of travel - under motor, and steering from the bunks in the cabin by attaching the jib sheets to the tiller, thus avoiding having to get out of bed - was abandoned during the prototyping stage because we had no way of engaging reverse gear without leaving the bunk.

Following the shopping, which was a great success, we started the motor, cast off, took the mast down, and stalled. We drifted sideways at great speed towards a motor cruiser, and restarted the engine at the last moment. Reedham Swing Bridge was negotiated without incident, and we put the mast and jib up for the New Cut. Haddiscoe new bridge was handled competently by Royal, but Scarlet made a percussive toccata of themselves, with their burgee bounding from girder to girder as they went through.

Royal rounded the bend before Somerleyton to find the bridge closed. No matter - with Scarlet some distance behind, we sailed up and down the short stretch downstream of the bridge waiting to see what would happen. Nothing happened, and continued to happen with disarming regularity. Just as Scarlet hove into view, the bridge keeper appeared and pointed to two red flags which somehow, we'd failed to see, and made strange signals to us, indicating by turns "six runs", "wide", "four leg byes" and, as if to placate Tennis fans, "the ball was in". Writing off any expectation of the bridge opening, we negotiated it in the closed position. We conjectured that two red flags meant that the bridge would remain closed.



Sunset over the Waveney

Lunch at the Waveney Inn, or at least on board, moored nearby. Tea moored just downstream of a dismantled bridge. There is no hope at all that the bridge will ever close, but no combination of flags exists to make such a sweeping assertion. Between lunch and tea, we had a heavy hailstorm, and we had to clear the well by the handful. We turned out only to have needed three attempts to go through the dismantled bridge.

After a final (fixed and entire) bridge, we stopped for supper at Beccles, in the Bombay Tandoori, the best (the only?) Indian restaurant in Broadland. Prawn Poore, Chicken Bhuna and Kulfi. Beccles provided banks, building societies and one of Peter's teaching colleagues with whom to dine - one Mike Spencer.

Wednesday 4th April

We took tea in bed. The announcement was made that a shower was available at the staithe. Jon and Chris went for a shower while I stayed in bed, and then I had a shower while Jon and Chris organised breakfast. I returned to scenes of utter consternation: raw breakfast and apparently exhausted gas. We shook the gas bottles and the supply resumed. We must assume that the gas had frozen. Despite this, our (gas) fridge boasted ferocious efficiency, and so our breakfast milk came in frozen shards.

We took everything down and motored back through Beccles Bridge. We put everything up, and sailed on. Lunch under way at the Waveney inn. We were astounded to discover that Somerleyton bridge was open! No gesturing bridge keeper and only one red flag. Do they publish a catalogue of mysterious signals?

The next collision of consequence occurred at St Olaves ("What bridge?" - Chris) where we wedged a bobstay in the piling. No friendly father appeared to saw through the wood, so we unfastened it ourselves and effected repairs with a sail tie.

We attained Yarmouth at 16:30 and went through, to avoid having to catch a pre-dawn tide. We sailed to the Stracey Arms and motored to Stokesby. Evidence of an admirable restraint - our starter was a main course between two - but we blew it by eating two gateaux to follow. The result: Seafood Platter, Steak and Kidney Pie, Mississippi Mud Pie and Strawberry Cheesecake. Finally, we retired early at 22:00.



Waiting for the pub to open at Stokesby

Thursday 5th April

The milk was frozen, the gas was frozen, and I was as toast. We consumed our crunchy breakfasts and sailed to Acle, arriving at about a half past eleven. I nipped ashore to make myself comfortable, to 'phone home and have a half while Chris and Jon negotiated the bridge. We put the kettle on for elevenses while moored 80 yards upstream of Acle bridge.

Setting sail once more, we passed the measured quarter in 200 seconds - a speed of 4.5 mph. A superb display of tacking resulted in an extensive lead by Royal over Scarlet, who caught up when we moored at Benet's for lunch.

Up the Ant we went. We quanted through Ludham and sailed to Irstead for tea. The church was closed, and Pete and Chris exchanged opinions about the decline of village life. Royal nicked Scarlet's cake and set off: Scarlet cleared up Royal's litter and followed. We lashed the two boats together and quanted to the mouth of Barton, where we separated. Subsequently, Jeremy invaded Royal to reacquire his cake.

We quanted down Lime Kiln Dyke to Neatishead, which is called Noshley, performing tree surgery as we went. At the White Horse, we had pizza to start, steak and kidney for a main course, and chocolate fudge cake to follow, all the while being watched by the astounded crew of a motor cruiser at the next table. The author had a mandarin cheesecake too.



Approaching Yarmouth



A breeze on Barton Broad



Hickling

Friday 6th April

We quanted out of the dyke and sailed across Barton to join the Ant, where the unthinkable occurred: We were sent up the bank by a motor cruiser. Unusually, we found ourselves resting on roots instead of mud, and so our usual techniques for becoming afloat failed to work.

Since Irstead staithe was packed out we declined to stop, and instead, for elevenses we consumed our coffee and chocolate under way. Mooring above Ludham to lower the mast, we nearly destroyed our bobstay again! The crew who watched us eat last night watched us motor through the bridge, and hailed us as cheats.

We sailed out of the Ant and on to Ranworth, where we stopped for lunch, moored outside the Maltsters. This was almost the last chance to finish our food before we were to go home, so we ate everything in sight. Scarlet had more food than they needed, and offered to swap some with Royal. Royal suggested that perhaps donation would be more effective - not least because they had eaten all that they might have swapped.

We tacked a broad reach back to the river before turning left once more. Still we found ourselves tacking. We abandoned the Bure to tack in Wroxham Broad, which is considerably broader. Who'd have thought it.

Returning to the boatyard, we all climbed into Nigel's car to explore Loddon, a potential overnight stop in future years. We made a firm decision never to explore it again, and we went instead to the Gull to eat cannelloni, mackerel or French onion soup, followed

by cheeseburger and shepherd's pie. And so to bed, while the staff at the boatyard continued to build boats to hire out the following week.

Saturday 7th April

The staff were still building, but the work was well advanced and the new boats may well have been ready to be picked up at 4pm that afternoon. We spent the first hour or so of the day cleaning the boats ready for the cleaning ladies. Up we paid, forward we booked, and off we went.



RIVERSIDE HOLIDAYS LTD

Wood St. Catfield NR29 5DF

01692 580496

Fully Equipped Self-Catering holiday bungalows mostly on the River Thurne at Potter Heigham & Repps

Each bungalow has its own private river frontage for fishing or mooring a boat

Some bungalows available all year round

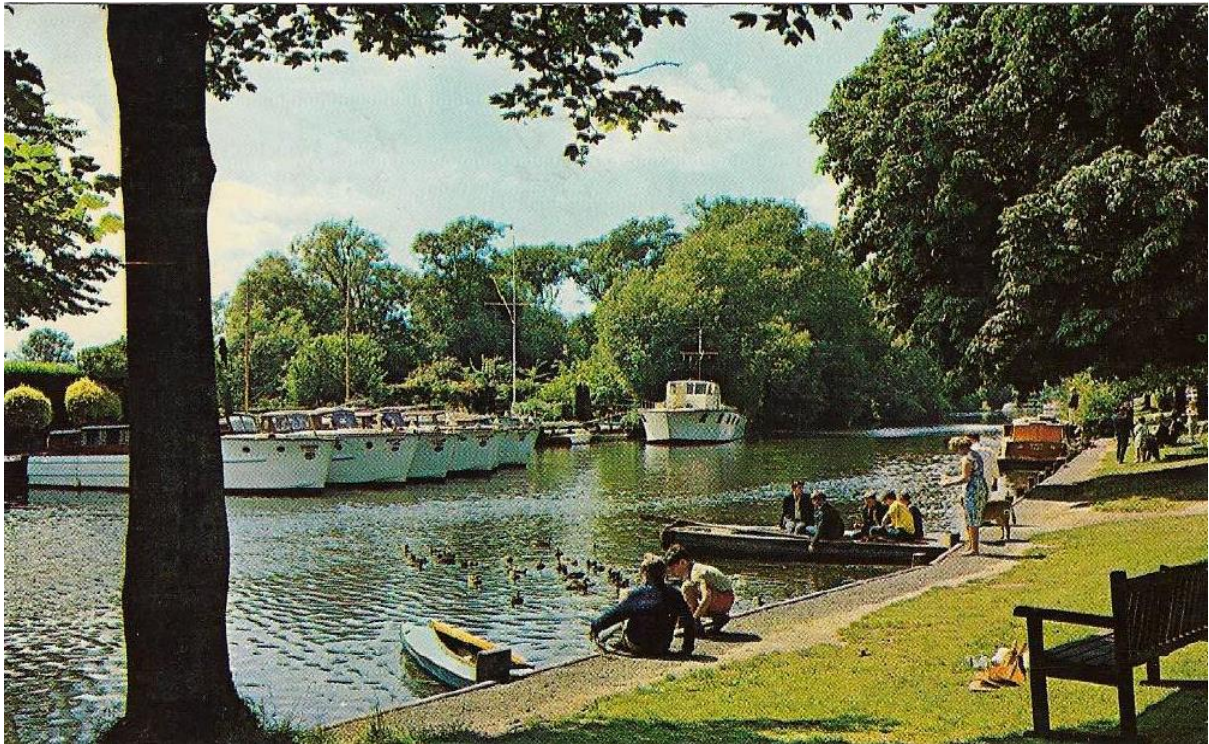
THEN AND NOW

The River Yare at River Green, Thorpe

One of the earliest boatyards on the Broads was established around 1878 by John Hart when he became licensee of the Thorpe Gardens public house (now the Rushcutters), and hired out rowing boats and cabin yachts from there. The boatyard was relocated on the other side of the River Yare in the mid-1880s on what became known as Hart's Island, a narrow strip of land which was isolated following the arrival of the railway in the 1840s and the digging of a new cut to allow larger vessels to reach Norwich, thereby avoiding two low railway bridges. John Hart died in 1898 and his son George continued the business as G. Hart & Son until his death in 1927 when his own son Geoffrey took over. The yard was then renamed Hearts Cruisers in 1948 when Commander Ron Ashby became the major shareholder. The converted, ex-military motor torpedo boat 'Morning Flight' was the Ashby family home and this was a well known sight from Thorpe River Green, where it was moored alongside Thorpe Island for many years. Hearts Cruisers were modern and innovative boats and their distinctive styling was evident throughout the fleet.



The top postcard view dates from the late 19th or early 20th century and shows the view from Thorpe River Green looking towards Thorpe Gardens public house which is behind the trees on the left. The railway bridge can just be seen in the background along with the boatsheds of Hart's Boatyard on the opposite side of the river. Today the buildings of the former boatyard still remain on the island and the Rushcutters pub is more prominent with mature trees having been lost.



The postcard here shows the view in the opposite direction along the River Yare during the late 1950s or early 1960s. Several of the distinctive fleet of boats from Hearts Cruisers can be seen moored stern-to, on Thorpe Island along with Commander Ashby's boat 'Morning Flight' in the centre. Hirers and their luggage were ferried by the boatyard across the river from the green to get on board their boats. Today there are moored boats along the island and 'Morning Flight' is no longer there.

David Edleston

UPDATE FROM THE MUSEUM OF THE BROADS



In our last update at the end of 2020, I said ‘we now turn our attention to essential winter maintenance’. In the event we were all subsequently locked down and were unable to commence much work at all! Thankfully, we were able to remove the steamboat ‘Falcon’ from the water and move her to the safety of our Cookes Staithe building acquired in 2019. Some maintenance work was started but there is still much more to do.

At the time of writing (February 25) the outlook is much more hopeful and we expect some volunteers will be able to return towards the end of March. Our plans for 2021 include fitting out Cookes Staithe to include a ‘new’ reception and shop and possibly



Newly acquired Cookes Staithe (left)

a café with outside seating by the river. We are also hoping to give the front of the museum a face-lift to improve what customers see when they arrive at the new entrance. While keeping the museum ‘afloat’ during the lockdowns has been challenging we are confident about emerging the other side bigger, better and stronger! These are exciting times for the museum and while challenges still exist not least in funding, the future looks bright.

On another subject, may we draw your attention to a new book by acclaimed writer Chris Crowther. It is his 7th murder mystery set on The Broads and features the museum and our steamboat ‘Falcon’. It is called ‘Watershed’ - more details here www.chriscrowther.co.uk. It is hoped to hold a book signing at the museum later in the year.



Now the roadmap for easing lockdown measures has been announced the aim is to re-open the museum in early June if nothing changes. We look forward to welcoming you back to a revitalised museum experience! In the meantime, you can keep in touch via our website www.museumofthebroads.org.uk where access to the ‘Virtual Museum’ can be found. Also, for latest news and updates see Facebook, Instagram and for fascinating videos see our ‘You Tube’ channel – Museum of the Broads.

And finally, a reminder that we are always more than happy to welcome new volunteers either to help with Reception or behind the scenes on maintenance and boat operations – interesting work in a lovely setting with friendly people! For more details, please contact the curator Nicola Hems curator@museumofthebroads.org.uk or phone 01692 581681.

See you soon!

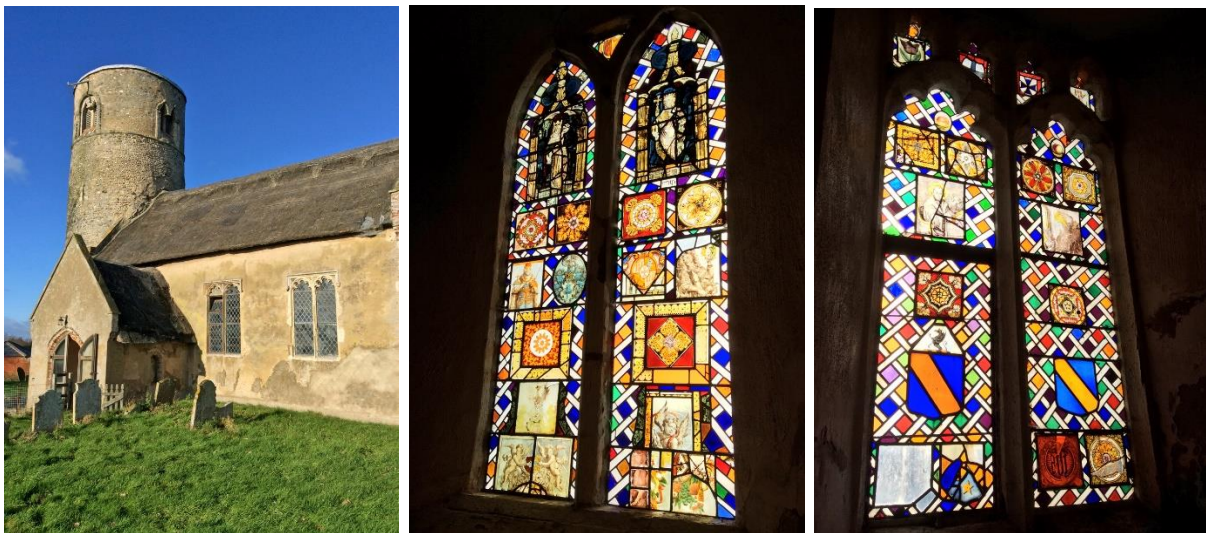
Robert Paul, Chair of Trustees

CHURCHES AROUND THE BROADS

6. Herringfleet : Church of St Margaret

The delightful round-towered and thatched church of St Margaret, Herringfleet, lies just inside Suffolk, in a somewhat isolated position, remote from the village on the B1074, St Olaves Road. It is however, worth visiting for its wonderful collection of stained glass, although you would be advised to check whether the church is open prior to making a specific journey, should you wish to go inside. The nearest 24 hr moorings are on the River Waveney at Somerleyton and it is around a 20-25 minute walk to the church. From the river walk up Staithe Lane and turn left at the T-junction continuing past The Dukes Head Public House along Slugs Lane. At the T-junction with St Olaves Road turn left and the church is on the right, just past Manor House Farm, which has a rather fine mid-17th century brick and flint barn with a thatched roof, fronting the road. If you are travelling by car there is parking just outside the church.

Herringfleet was among the estates granted to Roger Bigod by William the Conqueror. The manor later passed to Roger Fitz Osbert, who founded a small Augustinian priory at nearby St Olaves around 1216. The church of St Margaret at Herringfleet was one of the churches granted to St Olaves to provide funds for the canons.



The round tower and south porch; Stained glass to the south chancel windows

The church which is Grade I listed, still retains its very simple plan form with a round tower to the west, a nave without aisles, a chancel and a porch to the south west. It is built of flint rubble with stone dressings, with the roofs to the nave and porch being thatched and the chancel having black glazed pantiles. The round tower dates from the 11th century and was built in two phases with the upper section having round-headed lancets. The 12th century doorway into the nave has interesting features with distinctive Norman roll-moulding and chevron ornament to the arch.

The church was substantially refurbished from 1824 by John Francis Leathes, Lord of the Manor, using stone from the ruins of St Olaves Priory, including the old window tracery. Poppyhead benches were also inserted in the nave and chancel at this time,

along with panelling to the walls and a west gallery was added. As part of the scheme of restoration, a large collection of imported fragments of painted glass was inserted in the east window and on the south side of the chancel. This is particularly impressive with fascinating details. The majority is 16th and 17th century continental glass, mostly obtained from Cologne, although the glass dates from the late 14th century through to the early 18th century and includes some East Anglian glass, which may well have also come originally from St Olave's Priory. There are several wall monuments to members of the Leathes family, particularly that of John Leathes who died in 1787, on the south chancel wall.



Stained glass to the east window; View of the church looking to the north west

It is certainly worth making the journey, whether by car or on foot from the river, to visit this church with its interesting history and wealth of architectural details.

David Edleston

NEW MEMBERS

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

- Ben Falat, Oulton Broad
- Mr K S Porter, London
- Mr A Gelston, Beccles, Life Member
- Mrs L. Edwards, Weymouth, Dorset
- Mrs J L Radlett, Brooke
- Mr A P Hesford, Thorngumbald
- Ms J P Bower, Norwich
- Mr & Mrs Richard Bennett, Tunstead
- Philip Hunnisett, Enfield
- Mr M K Thirkettle, Blofield
- Barton and Neatishead Parish Council

MEMORIES OF HORSEY MERE

Horsey Mere is the most remote of all the Norfolk Broads and hold special memories for me.

It was the summer of 1968. I was twenty one and a student at The London School of Economics. 'Hey Jude' was the song of the moment and revolution was in the air. My Dad had rented a sailing cruiser and we were off for what these days would be called 'male bonding'. But we didn't use terms like that in those days. Life was simpler; we were just on holiday.

This was a big thing for my Dad. Since I was four years old, he had always worked in Leicester and used to come home to our flat in North London on a Tuesday night and at weekends. Not surprisingly over the years my parents drifted apart and he would come only at weekends. Finally, he stopped coming at all when I was about sixteen. I would get the coach up to see him one weekend in four, so having a whole week together was really important to him. As it turned out it was memorable for all the wrong reasons.

My Dad and I spent a happy few days exploring the North Broads, cooking for ourselves and renewing a relationship that had become somewhat fractured. We gravitated to Horsey Mere which was his favourite spot. We had moored overnight, paid our dues to the warden from the Horsey Estate (still there more than forty years later) and had a good fry up for breakfast.

As I remember it, the sky looked ominous to the west and Dad was reluctant to set sail. He asked me what I thought and being young and keen to go sailing I convinced him that we would be alright. I find myself having the same conversations with my own sons and, as then, invariably the recklessness of youth overrides the caution of age.

We motored into the broad with our little outboard and I hoisted the sails whilst Dad kept us head to wind. When we were ready, he cut the engine and bore away, and the boat heeled with the wind in her sails. It is always a magical moment when the noise of the engine finally dies and you're left with the slap of the waves and the sound of the wind in the rigging. It's as if you are leaving the fickle, temporary man-made world and entering the eternal world of nature. Peace descends, and you are at one with your surroundings.

The clouds became blacker and the wind strengthened. Just as we were having second thoughts about sailing, Dad collapsed in agony in the well of the cockpit. He was clutching his side and I could see from the strain on his face that this was serious. I managed to get him onto a bunk and start the outboard. He was groaning and yelling in pain. I collapsed the boom and gaff onto the cabin roof as quickly as I could, not being able to set the crutches on my own.

I made it back to Horsey Staithe and quickly moored the boat. I got Dad as comfortable as possible and went to seek help. There was nobody about and, of course there

were no mobile phones in those days. By now it was driving rain and I made it to the road with a view to walking to the village. Luckily the shop was open and I was able to use the phone. I remember the next half hour or so going from the boat to the road trying to keep myself busy and willing medical help to come. Dad was in great pain and I could do nothing to ease it. It was awful.

The next two days are a blur. I remember a doctor arriving and giving Dad painkillers. He called an ambulance and Dad was taken to James Paget Hospital in Great Yarmouth. He was admitted and I spent the night alone on the boat. The following day my elder sister joined me at the hospital and we were allowed to stay overnight.



My Dad on the boat a few days earlier

Two days later Dad died. Fifty three was no age for a healthy man to die, even forty years ago. The post mortem gave cause of death as pancreatitis.

My sister and I made our way back to the boat and the boatyard staff drove Dad's car to Horsey. We packed our belongings and the staff took the boat back to the boatyard. It was not the ending I had expected, but at that age you just accept what life throws at you and don't question. It is only as time passes and you reach a stage in life when you begin to look back, you wonder what might have been.

Some thirty years later I was back on Horsey Mere, this time with my two elder children. We had hired 'Vagabond', a three berth sailing cruiser from Martham Ferry boatyard. The first afternoon we sailed to the entrance to Horsey Mere, but as the wind had picked up and there was nowhere to moor to reef the sails, I fired up the little outboard. Halfway across Horsey the outboard died and we were left to the mercy of the now considerably strengthened wind. We were blown back to the reeds which was when we found we had not been given a quant pole. This was late October and it was getting dark, so we lowered the mast and hunkered down for a stormy night in the reeds. The following morning was bright and sunny, and I managed to get a message to a passing cruiser to inform the boatyard we were stranded. Our rescuer arrived with the missing quant pole and towed us off, and we had a glorious week of sailing....

Move on twenty five years and I was again on Horsey Mere, this time with my wife. We had bought 'Ardea': not the wherry but a Yare and Bure one design with a cuddy, making it not quite a Thurne class. We had had lunch in Waxham dyke and were heading home to Hickling. My wife is not a natural sailor and considers 'tipping' as she calls heeling, an unnecessary inconvenience. So, with a brisk easterly wind we headed to the mouth of Meadow Dyke under jib alone. Fifty yards to go and we ran

aground on the mud. The wind pushed us to nearly the exact same spot I had spent that stormy night some twenty five years earlier: and once again I was without quant pole. You would have thought I would have learnt my lesson.

The only difference was this time we did have a mobile phone, but I was determined not to have to use it and have to be rescued. It was the summer so I stripped off to my underpants and slid in, sinking in the mud. Having got the bow head to wind I climbed back on board covered in black stinking mud from the knees down. Throwing the mud weight forward and taking up the slack, we eased our way forward. However, each time the mud weight hit the water it would splash the top half of my body in black stinking mud. Just as I was thinking about cleaning myself up and raising the sails, Ross's river cruises hove into view. What a sight I must have been for the assembled crew of bemused birdwatchers and tourists as I tried to explain why I was in my underpants and covered in mud. They were very polite and we declined their offer of help. I cleaned myself up as best I could and we made it back to Hickling.

The following year I hired a day boat and my sister and I scattered what passed for my father's ashes on Horsey Mere on what would have been his 100th birthday. The original ashes had been scattered in the memorial gardens of Great Yarmouth crematorium so, with permission, we took some soil from the gardens and scattered this as the next best thing.

As I said, Horsey Mere holds many memories for me.

Peter Miller, Member

Broadland Futures Initiative

Broadland Futures Initiative (BFI) is a partnership for flood risk management in the Broadland area set up by organisations responsible for managing coastal and inland flood risk. Leading partners include the Environment Agency, Broads Authority, Natural England, internal drainage boards, district and county councils, National Farmers' Union and voluntary bodies.

The BFI's main goal is to agree a framework for future flood risk management that better copes with our changing climate and rising sea levels. The partners have been seeking feedback from the communities affected in the shape of online survey and virtual exhibition which has been online from January 18th and will close on the 11th April, although there will be future opportunities to have your say again. Indeed, if you have views on the future flood risk management of the Broadland Area you can at any time contact info@broadland-futures.org.uk

The recent flooding in the region has brought into sharp focus the need for a long-term strategy to address the challenges of climate change and the continued risk of flooding. The results from the online consultation will enable the BFI to gain a better understanding of the existing flood risk and importantly, what additional information may be needed as it looks to future solutions. This year due to the Coronavirus pandemic the virtual exhibition replaced the face to face consultation that would have been carried out in normal circumstances.



Flooding at Geldeston

© Broads Authority

An Environment Agency spokesperson said: *“This first phase of the Broadland Futures Initiative is about hearing from you. We want to know what your concerns are relating to the BFI plan area and how you think we should respond to threat of climate change in the medium to long term.”*

The recent virtual exhibition hosted a suite of information, from videos, virtual posters, to helpful FAQ’s and much more.

The following reports are also now available on the BFI’s dedicated webpage.

- Origins of the Plan Area – Sets out a brief history of the Broadland area and how it has changed and adapted over time
- Sources of Flood Risk – Summarises the sources of flood risk in the Broadland area including key flood events that occurred in the past
- Coastal processes – Describing the evolution and processes of the coast between Cromer and Great Yarmouth, with a focus on the low-lying Eccles to Winterton frontage.
- Current Approaches to Flood Risk Management – Describes current approaches to managing flood risk within the Broadland area including an overview of how flood risk management is funded.
- The Influence of Flood Risk Management- Overview of how the local economy, as well as the social and natural environments, are influenced by current flood risk management.
- The Future Impacts of Climate Change – Summary of the likely changes in the climate, potential impacts, and potential approaches to adapt these changes.

These reports along with the virtual exhibition and survey is the culmination of the research we have undertaken over the last year and we see this an opportunity to share that with all of our stakeholders, and hear their views on their priorities regarding flood risk, climate change and adaptation for the BFI plan area through the online survey.

Next steps

We wanted to cast the net wide in order to re-engage and, importantly, create interest. It is vital to capture the views of many different stakeholders and this is an ongoing and iterative process for the BFI. This represents the next step and the beginning of tailoring our engagement approach to specific groups. From this survey, we will be focusing our attention on those at higher flood risk, and those with certain perspectives such as farming, angling, business, arts and heritage, and the youth sector.

The second phase of the project is focused on identifying the full range of strategic options and the BFI will be re-engaging with the public again, ensuring that the two-way dialogue always stays open. As the lifecycle of the project progresses, we will undertake focused engagement and form working groups to ensure that the local community remains at the heart of the BFI strategy.

For more background information on the Broadland Futures Initiative please visit: <https://www.broads-authority.gov.uk/looking-after/climate-change/broadland-futures-initiative>

Gavin Rumsey, Environment Agency

WALKS AROUND THE BROADS

Ranworth and Panxworth

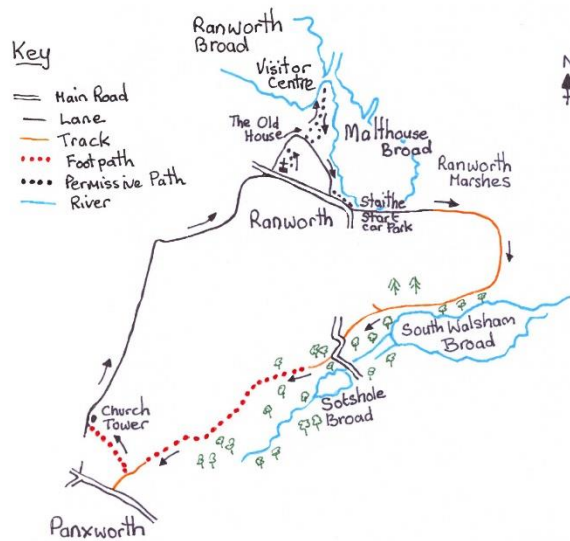


This pleasant 4.5 mile walk, from Sue Walker of the Ramblers' Wensum Group, starts from the staithe at Malthouse Broad, Ranworth. (Explorer OL40, G/R TG360146). Ranworth is not on a bus route: however, buses pass through Panxworth near the walk route.

The walk sets off past thatched cottages. It then uses recently re-established paths to reach Panxworth and the ruins of Panxworth's 14th century All Saints Church. It was rebuilt by the Victorians in 1847 but declared redundant in 1969 and demolished apart from the tower and an adjoining archway.

The walk continues to Ranworth's 15th century St Helen's Church, known as 'The Cathedral of the Broads' with superb views from the top of the tower. The walk then visits the floating Ranworth Broad Wildlife Centre before returning to Ranworth Staithe.

Refreshments: The Maltsters public house; the Granary Tearoom; and St Helen's Church Tea Shop.



From the staithe, turn left along the lane between the Granary Stores and Norfolk Wildlife Trust's car park. Follow the lane past Leist's Farm with its renovated cart shed and barn. Where the metalled lane finishes, ignore a track on the right and continue ahead on the wide dirt track. There are views over Ranworth Marshes on the left. Then turn right where the track divides. When the track eventually bends right, South Walsham Broad, with Fairhaven Water Garden beyond, may be spotted through the trees on the left.

On reaching another track on a bend, continue ahead past the houses. Follow the track to a road.



Ruined tower, Church of All Saints, Panxworth; Norfolk Wildlife Trust, Broadland Conservation Centre, Ranworth; View over Malthouse Broad © Ramblers' Association

Turn left along the road for 60 metres. Then, as the road bends left, bear right by a footpath sign into a track. Go along the track with Sotshole Broad over to the left behind Sotshole cottage. The track soon narrows into a green, enclosed path. Go through some metal gates. Keep ahead along the path, joining a track from the meadow on the left. Continue through a wooded area and on through an open area known as Panxworth Carrs. Then ignore a boardwalk on the left and keep ahead over a stile. Continue ahead again along the right edge of a meadow. At the end of the meadow go over another stile to the left of two metal gates and along the track ahead. The walk then reaches a junction of way-marked paths by the Cotenham Barn buildings.

(To visit Panxworth village or to join the bus route there, keep ahead along the drive past the buildings on the right to reach the B1140 main road). Otherwise, to continue the walk, turn right here keeping the buildings, including the lovely thatched cart shed, on the left. Go towards a wooden stable building and follow the path along the right-hand side of it. Go uphill and keep ahead along the enclosed path. Go past a metal barrier into a lane. Turn right along the lane and past the ruins of Panxworth Church.

Follow this quiet lane for a third of a mile to crossroads. Keep ahead and follow the lane around several bends to reach a junction of lanes at Ranworth Church. Go half right and through the white gate into the churchyard. After visiting the church, continue along the path through the churchyard and past the tea shop. Then go past wooden barriers into a meadow and cross diagonally leftwards down to a lane. Turn right along



the lane, which quickly bends right in front of the gates to The Old House with the old thatched village hall on the right. Then, after about a hundred metres, fork left (signed to Ranworth Broad Nature Reserve) and go along the boardwalk. There are lots of interesting information boards along here. At the T-junction, turn left to Ranworth Broad Wildlife Centre at the end of the boardwalk.

Ranworth Church

© *Ramblers' Association*

After visiting the centre, return along the boardwalk but, this time, keep ahead at the junction. Then, at the lane, turn left. At the junction of lanes, turn left again and immediately bear left into another boardwalk with Malthouse Broad to the left. At the end of the boardwalk keep ahead back to Ranworth Staithe.

For more information about THE RAMBLERS' ASSOCIATION, call 07505 426750 or click www.ramblers.org.uk

Sue Walker



www.RichardsonsBoatingHolidays.co.uk/Day-Boat-Hire
Norfolk Broads Day Boat Hire
A Fineway To Spend A Day



- OPEN ALL YEAR
- No Experience Needed
- Advance Bookings Taken
- FROM £22 PER HOUR!
- FREE Buoyancy Aids
- FREE Car Parking
- FREE Tuition

Enjoy a trip on the Norfolk Broads in one of our easy-to-drive all-weather heated day launches. These craft will seat from two to twelve people and are available by the hour, day, or evening. Full tuition given if required. Pets welcome.

Richardson's Day boats • Wroxham
The Rhond • NR12 8UD • 01603 782 309

REPORT ON THE BROADS SOCIETY MAIN COMMITTEE MEETING February 2021

The Broads Society has been in existence for over 50 years and usually holds committee meetings 6 times a year. These meetings have not been the same just recently as members will understand and our business and discussions have been curtailed. We have however managed to meet via Zoom with the wonders of online technology and discuss issues of importance to the Broads. Our last meeting was on Monday 1st of February and we were all present from the comfort of our homes, coffees or glasses in hands!

Paul Rice Chaired the meeting and those in attendance were Keith Bacon (Vice-Chairman), Di Cornell, Colin Dye, David Edleston, George Elliott, Anne and Mike Filgate, Paul Savage, Peter Smith. Sarah Vergette attended as Administrator and minuting secretary.

The Agenda was fairly full and discussion flowed freely! Many issues on the agenda were longstanding and had caused concern both amongst Broads Society committee members and the general public alike.

The first of these discussed was the recent flooding events along the Broads and Broads system. Water levels had been high for many weeks and George was particularly concerned as water levels at his boatyard at Ludham Bridge made it almost impossible to work safely on boats in his care. The Committee agreed that it appeared

flooding was becoming more frequent although they had no evidence for this. It was decided that George and Paul would collect and collate incidents and evidence of flooding along the Broads and report back to the Environment Agency at a forthcoming meeting when it was possible for this to take place. The Broadland Futures Initiative (BFI) was now being launched by the Environment Agency and promoted by the Broads Authority. There is presently an online exhibition looking at the problems caused by sea level rise and flooding, and what could be done in the future to alleviate this. There were also BFI Virtual Parish Meetings taking place and Paul suggested that all committee members avail themselves of these so as to understand the issues in greater depth. They would need to book online for which ever date was convenient.

It was agreed that a separate meeting should be held on flooding after all members had familiarised themselves with the BFI and Paul and George had collected more information on flooding.

Following on from the 2020 Broads incidents and sad fatalities of holiday makers, water safety on the Broads was discussed. Paul had received the inquest report on one of the fatalities from last Summer. Paul also reported that although he thought there was, there is no law relating to drinking and being in charge of a vessel on the Broads. Colin, in his capacity as a boat hire owner, had recently attended a meeting of the Broads Safety Management Group. The man involved in one fatality had deliberately jumped from his boat, so it was decided that no one else could be blamed. Colin, with other boat hirers, had also met with John Packman and discussed the Hire Boat Code. Colin stated that a new video will be sent out to all customers who hire a boat prior to their Broads holiday. It was hoped that from this, hirers would be able to see the dangers of boating and how these could best be avoided. This video would be available at the start of the 2021 season.

Wildlife and invasion species on the Broads was then discussed. Having been brought up in the Broads area, George felt that there was a lack of some wildlife species in recent times. He thought that duck, moorhen, swans, coots and other waterbirds has decreased recently and he was worried that otters might be to blame. Di suggested that in her area she thought that many of these species were now in the new 'dykes' that had been created in the Broadland Flood Alleviation Project which had been undertaken by BESL over the last 20 years. Di she also stated that she thought other predatory species, such as Marsh Harriers and Buzzards, which had once been quite rare, and were now more numerous may also be to blame. She suggested asking English Nature, RSPB and Norfolk Wildlife Trust if anyone had been monitoring these species but Keith thought that these organisations would not necessarily recognise a decline in species.

Invasive species such as killer shrimps and zebra mussels were discussed and the closure recently of Rollesby and Filby Broads due to killer shrimps being found. George felt that the Broads Authority were not taking the issue seriously as he had reported to BA, seeing that species to them 6 years ago.

Peter voiced his concern over the drop in membership numbers. Most charities have suffered during the last year and the Broads Society had too, as some of our longstanding and enthusiastic members had died recently. We had also had issues with the non-renewal of BS subscriptions for some reason. This was particularly concerning to the committee, who had not been able to promote the BS in 2020 due to the lack of events.

To try and rectify the drop in membership Peter had posted adverts in local Village magazines and also on Facebook pages. David felt that social media was the way forward to promote the Broads Society. Committee were asked to repost and share membership and promotional adverts posted on the Facebook page. Robert will be advertising BS merchandise in the April Harnser. Gifting membership was also disused as a way forward to promote new members.

Towards greater involvement of more Parish Councils with the BS, Peter Smith stated that we need to keep Villages informed of what we do. He said that the Society had not written to Parish Councils for two and a half years. Peter has drafted a letter from the BS to be sent to all Parish Councils which would be passed to the Chairman for his consideration.

David reported that the editorial team had now produced 4 editions of the new styled Harnser. These had been well received by the members and there was no lack of editorial and copy from conservation, wildlife and local groups concerned with the Broads. David felt nevertheless that there should be more input about the work of the Society itself, what was discussed and what the Broads Society did. After a brief dialogue it was decided to report on the issues from each committee meeting so that the members could see the wide-ranging Broads topics that concerned the Committee.

Peter was also anxious that the Broads Authority were no longer holding the Parish Forums which had been disbanded. Thorpe Town Council were particularly concerned. Peter suggested that local Parish Councils submit queries and questions to the Broads Authority if they had issues, although this is not a particularly ideal format. Keith stated that the Broads Local Access Forum is continuing, and that the BA had recently put out an advert to recruit five new members. It is a Statutory body and cannot be discontinued. Keith went on to say that there had been forty requests for application forms to join the Access Forum.

In the absence of Peter (Howes), Keith reminded the Committee that the Broads Charitable Trust had met the previous week. The Trust were looking for good causes that would benefit the Broads that may want charitable funding for a local project.

Paul Rice reported that he had met with Laura Williams, the new Campaigns and Communications Officer at CNP. They would like the Broads Society to take the lead on issues regarding water as this is unique to the Broads. They have been promoting an App called "What 3 Words". This Ap divides the World into six metre squares which are recognised by three words. This helps when trying to locate individuals in emergency situations. CNP thought that the Broads Society could help promote the

App. The Committee thought that this was a great idea. Laura will be visiting the National Parks as soon as she is able and the Broads would be first on her list.

Paul brought to the Committees attention that a new government White Paper would soon be produced and he had been in conversation with the CNP about this. The focus of this paper would be 'Green Initiatives' and local MPs Jerome Mayhew MP and Duncan Baker MP should both be sitting on this Committee.

After a long and fruitful meeting, fond farewells were said and all Committee members retired to the safety of their own dwellings, closing down their devices until the next time!

Di Cornell

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 £75, £25 or £12. 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.



Goodchild Marine Services Ltd

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

Tel: **+44 (0) 1493 782301** Fax: **+44 (0) 1493 782306** Email: info@goodchildmarine.co.uk

Company Registration Number: 4618725

www.goodchildmarine.co.uk

GOOD NEWS – GRANTS NOW AVAILABLE



The Norfolk and Suffolk Broads Charitable Trust through Love the Broads has so far provided over £50,000 to fund 38 exciting projects across the Broads National Park. Sadly, we were not able to provide grants last year due to Covid and the lockdown. However, despite the very challenging times of 2020 and into 2021, we are delighted to announce that, once again, we are now inviting applications for small grants. We would not have been able to offer grants without the fantastic support of tourism businesses and Members who continue to provide donations to help us with our important work to keep the Broads special. Here are just some of the projects which benefited from a grant.



A 12 volt electrical and self-contained charging system on the Museum of the Broad's Marsh Harrier to enable wheelchair access; 17 barn owl boxes were erected on the River Yare to increase the population.

We are seeking grant applications for projects which will be expected to contribute to one or more of the following aims:

- *protect biodiversity*
- *conserve and enhance the natural environment including its wildlife*
- *maintain and improve the navigable waterways of the Broads*
- *interpret the unique ecosystem that is the Broads*
- *create educational resources to promote better understanding and awareness*
- *inform and engage the interest of young people*
- *sustain community life in the Broads area and maintain the cultural heritage of the Broads area*

Full information, together with a grant application form and guidance notes, is available on our website www.lovethebroads.org.uk For an informal discussion or expression of interest prior to submitting an application please contact Peter Howe peterh@broadstrust.org.uk or Lynne Seamons lynne@lovethebroads.org.uk

Salhouse Broad launches new play area



A new play area, funded by a grant from Love the Broads, has been opened at Salhouse Broad thanks to a grant of £2,000 awarded to the Friends of Salhouse Broads towards creating an exciting, bespoke, natural play space for everyone to enjoy. The new play area will encourage children and families to engage with the stunning natural woodland adjacent to the Broad. It will widen the offer to both local residents and families visiting the area, encouraging them to visit at any time of the year and to stay for longer. CAP.Co, a Broads-based company who have built many adventure play areas across the UK, including on the Sandringham Estate and are international leaders in the field of creating adventurous, playful, educational spaces, were commissioned to deliver this worthwhile project.

Business Supporters

We would like to thank the many business supporters that have recently provided amazing donations which will directly fund grants for projects across the Broads National Park. These include Norfolk Broads Direct; Hall Farm Cottages; Riverside Rentals; The Galley, Horning and King Line Cottages.

Jeckells Est. 1832
Upholsterers Covermakers & Chandlers
01603 784488

Established over 180 years

Visit Our Online Chandlery Webshop

- * Interior / Exterior Upholstery
- * New, recover or repairs
- * Curtains, carpets and soft linings

- * Canopies; Flybridge
- * Tonneaus/Biminis
- * Console/Seat Covers
- * Screen Covers
- * RIB Covers
- * Sprayhoods/Sailcovers
- * Cover Repairs/Valeting Service
- * Winter Covers
- * Dodgers/Sun Awnings

Head Office: 01603 784488
Chandlery: 01502 565007
www.jeckells.net
jeckells@jeckells.net

NEWS SNIPPETS

Vagabond on the move



Readers may recall that in the July 2020 edition of Harnser, we reported that 'Vagabond', the former floating restaurant, was towed out of Norwich on 13th March 2020. Following a temporary stop at the Deal Ground in Trowse, where work was carried out to remove the structure on top of the vessel, Vagabond was then temporarily moored at Cantley, awaiting towing on to Great Yarmouth. However, Vagabond has remained at Cantley since then, but has now finally moved on, as seen here at Reedham on Sunday 24th January 2021, waiting for the swing bridge to open, before being escorted by the Broads Authority vessel, 'Spirit of Breydon' on the falling tide to Yarmouth, although her final destination is unknown.

Redevelopment of the Bridge Hotel Site, Potter Heigham

A planning application has just been submitted for the redevelopment of this site which has been vacant since the Bridge Hotel was destroyed by fire over 30 years ago. It is an important and sensitive site adjoining Potter Heigham Bridge, a Grade II* listed structure and a scheduled ancient monument. The proposals include 8 x 1 bedroom and 4 x 2 bedroom flats for holiday let, a restaurant and associated car parking. At the time of writing, the details are being considered by the Northern Rivers Committee, with a view to sending comments on the proposals to the Broads Authority.

Co-ordination of Flooding Issues

Following a discussion at a recent meeting of Reedham Parish Council, Jerome Mayhew, MP for Broadland, noted that it is critical for the Broadland Futures Initiative to be co-ordinated with the Norfolk Flooding Taskforce project chaired by Lord Dannatt. The meeting was also attended by Councillor Lana Hemsall who is the Broadland District Council representative on both projects.

Berney Arms

A recent item in the local press reported that plans are being drawn up to convert the Berney Arms pub into four town houses with a licensed café and bistro operating out of a smaller building on the site. An application for change of use of the pub building to a single dwelling was refused in 2015. The Southern Rivers Committee will be carefully considering any proposals, should a new planning application be submitted.

RECENT NEWS FROM THE BROADS AUTHORITY



Maintenance and Dredging Update

- Our planned dredging work at Catfield Dyke is now complete and the navigation is open again.
- This winter, many mooring and bankside surfaces have been damaged by continued high waters, so the Maintenance Team have been topping up surfacing on moorings throughout the river system. This included: Martham Bank moorings, Potter Heigham; Berney, and Cantley 24-hour moorings.
- Contractors are currently refurbishing 100m of quay heading timber at How Hill, as part of a three-phase work programme to refurbish the 300m-long moorings. This phase should be completed in the next few weeks.
- Operations Technicians have completed bank and riverside tree work at Sutton Fen on the River Ant, along the Upper Bure and at Rockland Broad.



Riverbank tree work on the River Ant; path surfacing at Berney and Cantley moorings; removing a large tree trunk in the channel at Rockland Broad

Safety Measures

Progress is being made with delivering the package of safety measures approved by the Broads Authority. This includes the production of on-line training videos for the 2021 hire boat visitors and the recruitment of additional rangers to increase the level of patrolling. An appointment has been made for the newly-created post of Senior Ranger (Compliance and Safety) to help process prosecutions and compliance with the Boat Safety Scheme. New Seasonal and Assistant Rangers have commenced earlier than the usual start of the season to undertake additional training to ensure their work is COVID-19 compliant.

Prosecutions

Three boaters have been prosecuted for numerous counts of failing to navigate with care and caution and of breaking the speed limit on the Norfolk and Suffolk Broads.

Stay safe on the water!

We want you to stay safe and enjoy your visit to the Broads National Park. It's a wild and beautiful place – but like many wild and beautiful things, it's best to treat it with a bit of respect. Relax, but be aware of potential dangers and the unpredictable nature of wild places. If you're going boating, please follow this guidance to keep safe.



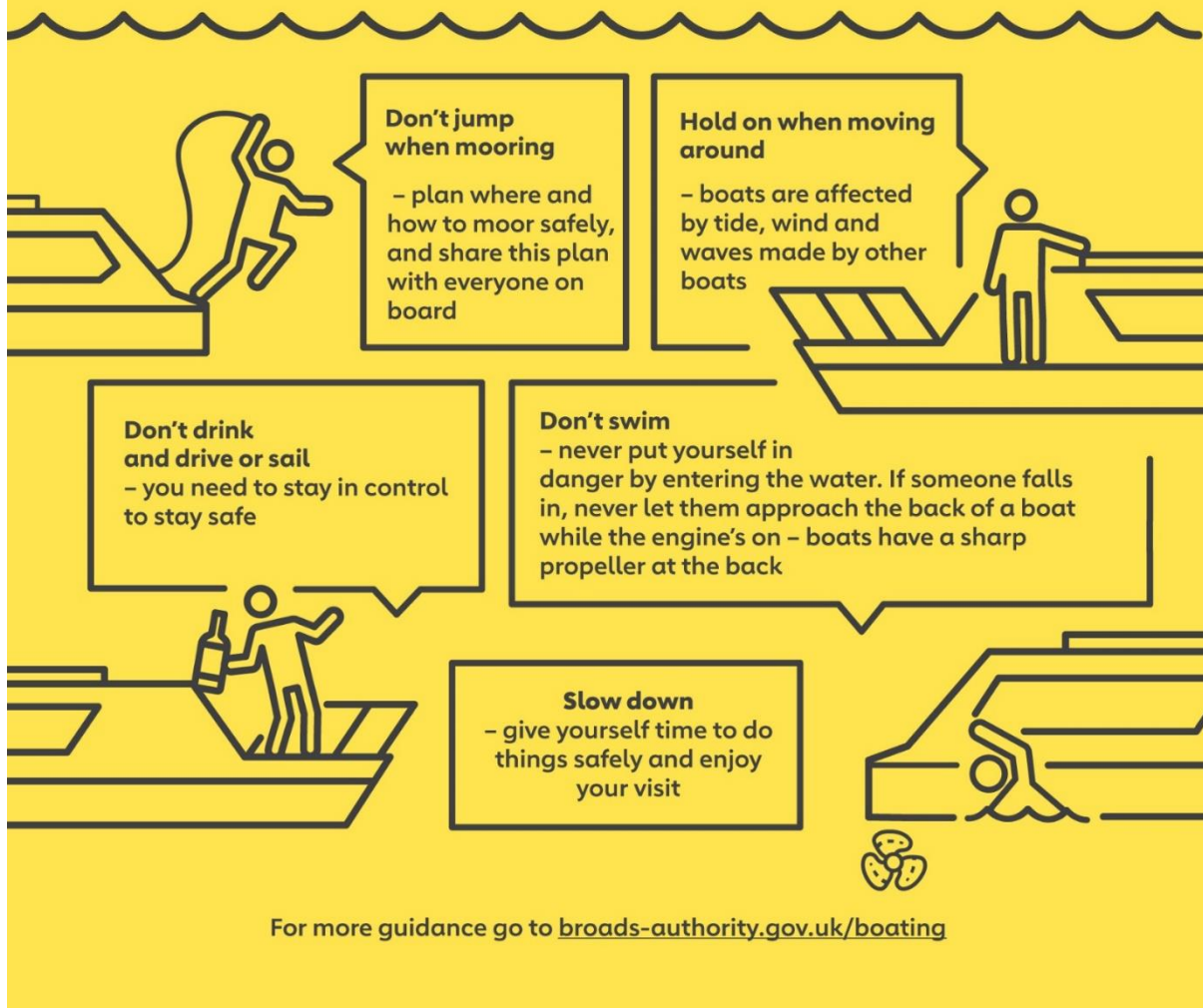
Wear a life jacket to keep safe

– and always wear one when you are on deck, getting on and off or tying up your boat



Plan ahead

– prepare and take care, there are very low bridges, tides and other challenges



Don't jump when mooring
– plan where and how to moor safely, and share this plan with everyone on board

Hold on when moving around
– boats are affected by tide, wind and waves made by other boats

Don't drink and drive or sail
– you need to stay in control to stay safe

Don't swim
– never put yourself in danger by entering the water. If someone falls in, never let them approach the back of a boat while the engine's on – boats have a sharp propeller at the back

Slow down
– give yourself time to do things safely and enjoy your visit

For more guidance go to broads-authority.gov.uk/boating



UK Distributors for Nanni Diesel, Lofrans' & Max Power and suppliers of a wide range of marine equipment



01603 714077

www.peachment.co.uk



BROADS SOCIETY CARDS

Having sold all of the Broads Society cards advertised in the January 2020 edition of Harnser, a further print run has now been ordered. We now have six different designs available including two from the previous set along with four new images from photographs taken by David Edleston. The cards are blank inside for your own message and can therefore be used for any occasion throughout the year. Cards measure 8 x 6 inches and can be purchased from Peter Smith, 14 New Road, Reedham, Norwich, NR13 3TR or by e-mail p.smith40@outlook.com

Cards are £1.50 each or £1.25 for any 5 or more, plus postage and packing of 75p for up to 3 cards, £1.65 for 4-9 cards, post free for 10 cards or more. Payment should preferably be made by bank transfer to account number 60202770, sort code 20-99-21 adding your surname in the identity box. Alternatively, payment can be made by cheque payable to 'The Broads Society'. When placing an order please state clearly which designs you would like to purchase.

The cards will also fit standard, off-the-peg 8 x 6 inches mounts and picture frames, which can be purchased from a variety of retailers, making them suitable for displaying on a wall, either individually or as a group.



1. Sunrise at Thurne Mill



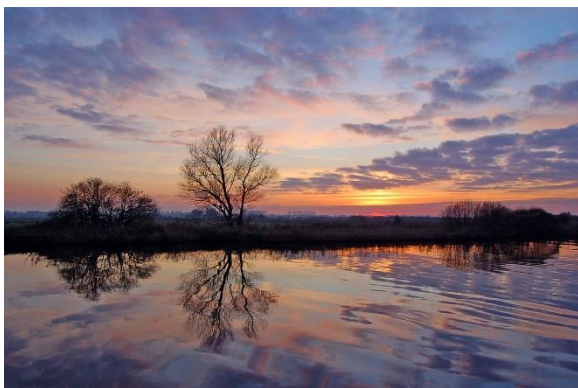
2. Sailing on the River Bure



3. Evening Light on the River Thurne



4. Barton Turf Reflections



5. Dusk on the River Bure at St Benet's



6. Herringfleet Mill

BROADS SOCIETY MERCHANDISE



We are happy to be able to announce that Society branded merchandise is available once again. We are offering as a start, five items, plus a safety sticker, as detailed below. More are planned. We have tried to select useful, attractive and sustainable products which by ordering you will be helping to promote the Society, contributing to funds and helping with *Harnser* production costs. (Images for guidance only). For ordering, postage and payment details please email : boathousenorfolk@btconnect.com or call 07393 422006.



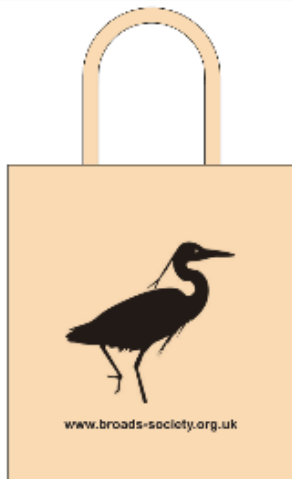
1. Pennant



2. Pens



3. Coffee Mug



4. Tote Bag



5. Note Book




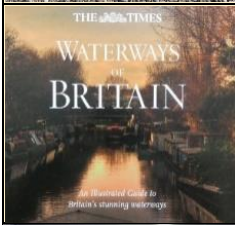
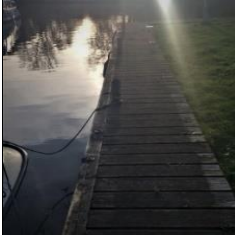


6. Sticker

1. Triangular pennants with cords, 160mm vertical, 220mm to the point, white with black heron and website address, £7.50; **2.** Quality Broads Society pen with logo and website imprinted, choice of black or green, from £1; **3.** Bamboo reusable coffee mug with lid approximately 12cm x 7cm with BS logo and website imprinted, £6; **4.** Long handled cotton 'Tote' bags 380 x 420mm with large heron and website address beneath, £1.95; **5.** 'Soft-touch' note book 210 x 142 mm with Broads Society logo and website imprinted, colour may vary, £4.95; **6.** 'Wear Your Lifejacket' Broads Society Safety Sticker 6" diameter, free (donations requested).

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 or to me at boathousenorfolk@btconnect.com Thank you! Robert Paul

	<p>Three mahogany boards 24mm finished thickness 1 x 4m, 1 x 5m and 1 x 7m. For sale £150 or best offer secures. Please contact Museum of the Broads 01692 581681 / 07393 422006 or e-mail info@museumofthebroads.org.uk</p>
	<p>British Seagull Forty Plus Serial number AHC 30301. In good condition and ran fine when last used. Including instruction manual and spare parts list. £50 Contact Robin Godber – robin.godber76@gmail.com</p>
	<p>Boat equipment surplus to requirements – two telescopic boat hooks, a paddle and a marker buoy. All in good condition, Can post or deliver locally around Beccles and Norwich. £35 Contact David – heliprobe69@gmail.com 07969 550580</p>
	<p>'Waterways of Great Britain' hard back book in perfect condition. Can post if necessary, £15. Call Robert 07393 422006 or e-mail boathousenorfolk@btconnect.com</p>
	<p>Quiet and secure mooring available at the Museum of the Broads – maximum boat length 20ft (7m). 240 volt shore supply available. £40/ft/year. Contact Robert boathousenorfolk@btconnect.com or call 07393 422006</p>

ADVERTISING RATES FOR HARNSER

Print run 800 January, April, July & October Format A5 Colour
 Half page £50, Quarter page £28, 8th page £17
 5% discount for insertions in 4 consecutive issues invoiced after publication

Join the Broads Society Today

As the “Friends of the Broads” since 1956 we are the only organisation dedicated to the protection of all aspects of the Norfolk & Suffolk Broads.

For details please email broads.society@sky.com or tel 07818 709080
Registered Charity No 1078434



Members receive a copy of our quarterly, 48 page magazine *Harnser*, filled with articles, pictures and updates about the Broads. As a member you can join our Broadsword volunteer team and help to maintain the riverbank landscape or you can play a proactive role in influencing development and other issues affecting the future of the Broads. You can even help to promote the Society by joining us on our stand at various events around the Broads. With membership from just £16 a year, please help us to work to protect and enhance this unique and distinctive landscape for future generations by joining the Broads Society today. If you are already a member please tell your friends to join us too.