

# HUNTERS' YARD

*Newsletter of the Friends of the Hunter Fleet*

Friends Of The Hunter Fleet



10<sup>th</sup> Anniversary

## ***In this issue***

*Editorial - Zoë King - 2*

*The Chair Types - Andy Cowburn - 3*

*Membership News - Jennifer Mack - 4*

*AGM Report - 5*

*From the Yard - 7*

*Bitter Boys Lament - Ted Church - 8*

*Sailing Logs of JP Bray - Philip Bray - 9*

*It Feels Like Home - Jenny Patterson - 12*

*Naming the New Build - Bryan Read - 13*

*Hunters Overseas - Peter Calamai - 14*

*'The Back Page' - 16*

## Friends of the Hunter Fleet Committee Members

Andy Cowburn Friends Chairman  
10 The Spinney e: andrew@cowburnconsulting.co.uk  
Beccles

Suffolk NR34 7DF ☎ 01502 711818  
Philip Bray Committee Secretary  
5 Westfield Road e: pp@pbray.freeserve.co.uk  
Swaffham

Norfolk PE37 7HE ☎ 01760 725931  
Jennifer Mack Membership Secretary  
The Old Rectory NHFT Trustee  
Antingham e: jennifer.mack@tiscali.co.uk  
NorthWalsham

Norfolk NR28 0NW ☎ 01263 833375  
Peter Wall Treasurer  
Flycatcher e: peterwall@flycatcherludham.  
School Road freeserve.co.uk  
Ludham NR29 5PF ☎ 01692 678060  
Bryan Read Chairman - NHFT  
21 Upton Close e: bryan.c.read@btinternet.com  
Norwich NR4 7PD ☎ 01603 454281  
Lynda Sharples NHFT Manager  
Hunter's Yard e: huntersyard@btinternet.com  
Horse Fen Road

Ludham NR29 5QG ☎ 01692 678263  
Paul Stevens NHFT Trustee  
1 Womack Cottages e: paulstevens@mac.com  
Horse Fen Road  
Ludham NR29 5QG ☎ 01692 678210  
John Marr

The New Bungalow  
School Road  
Ludham NR29 5QN '01692 678415  
Les Gee e: jean-les.gee@virgin.net  
Mulberry Hill  
44 Norwich Road  
Stoke Holy Cross  
Norwich NR14 8AB ☎ 01508 495059  
Eric Diffey e: ericandmaggie@ediffey.  
45 Welsford Road freeserve.co.uk  
Eaton Rise ☎ 01603 457248  
Norwich NR4 6QB  
Derek Herriott e: DHerriott1@aol.com  
Ranworth House  
The Moorings

Ferry Cottage Lane  
Horning NR12 8PP ☎ 01692 631387  
Rodney Longhurst  
129 Christchurch Road e: roanmo@btinternet.com  
Norwich NR2 3PG ☎ 01603 453889

**COPY DATE FOR NEXT ISSUE: 5 October, 2006**

## Editorial

As I write, it's June, it's hotter than Old Nick's yard, and I still haven't managed any sailing this year. Philip Bray very kindly suggested that David and I join him on his beautiful boat recently, but pressure of work meant I had to decline. David managed it though, and had a very enjoyable day.

What I did manage was the recent AGM, which of course was marking the Friends' 10th Anniversary. It was wonderful to see so many people there, even if I wasn't able to talk to many. Those who were there will know the weather was kind up until the moment when the EDP photographer decided he wanted outside shots of the cake. The formerly pristine blue icing suffered a series of spatters, but it did strike me that being a Hunter Fleet cake, it should learn early on that the weather rules.

Apart from the event itself, which was a great success, it was good to see the new build coming along. I'm told it probably won't be ready for sailing at the autumn picnic, but good things are worth waiting for. I'm also told it now has a name. Was it the one you chose? See page 13 for details.

Finally, I regret that space prevents me bringing you part 2 of Robin Sermon's excellent 'Three Men in a Boat', but here's hoping we can fit it in next time.

Zoë

### Newsletter editor:

Zoe King e: zoe@zoeking.com  
Broadlea House  
Heron Way  
Hickling  
Norfolk NR12 0YQ ☎ 01692 598287

## The Chair Types...

It's June, we have already spent a week in a Flotilla of 12 Hunter yachts with Hellesdon High School (Lynda counted them out and counted them back in!), I have Luna booked for a week in July and the weather forecast shows five days of sun symbols, so things are looking good. I hope it is not tempting fate too much to type that.

### **AGM Saturday 6 May 2006**

The AGM was a pleasant day as usual, many thanks to the 100+ Friends who attended and the warm appreciation they showed towards the Committee. We could have done with a bit more sun and a bit more wind for sailing but the 10th Anniversary Birthday Cake and sparkling wine seemed to go down very well.

### **10th Anniversary Celebrations and Sailing Picnic Saturday 30th September**

This year, the Sailing Picnic is being organised by the Trust. The arrangements for are well in hand, you should find a booking form in this issue of the Newsletter. As I said last time, it will be exactly 10 years to the day after the Trust formally took over the running of the Fleet. The hope is still that there will be a new 4-berth boat to celebrate (did you know it is a foot longer than the other 3?) so please don't damage any boats this year, and that the Yard staff can concentrate on the fitting out. The new name is announced on page 13 of this issue.

The Trust anticipates that more people may wish to attend than can be fitted in on the Fleet so they have made arrangements to charter a water bus for extra capacity. This will also mean that people who support the Fleet but who do not wish to actually sail on the boats will still be able to get out on the water. It is anticipated that at the EACC

moorings (opposite Thurne Dyke) there will be a 'sail past' and review of the Fleet by the Trust and the Lord Lieutenant of Norfolk, Sir Timothy Colman.

There will be no charge this year because the Trust is funding the celebration but you will have to book in advance so that we know numbers and bring your own picnic as usual.

As in previous years, Lynda will be offering a discount for Friends who book the week following the Picnic so this is an excellent way to start a late sailing holiday when the Broads have become a bit more peaceful.

### **Volunteers for Display Stands**

From time to time Lynda is asked to provide displays about the Fleet at church fetes and such like. It usually involves a dinghy and a lot of smaller props and literature. If you would be interested in helping to look after such a display and explain a bit about the Fleet to passers-by, Lynda would love to hear from you. It is more fun if there are several people involved and there is then cover when people need a cup of tea.

### **Help for Trust**

At the last Committee Meeting in early June we approved the following items to be funded for the Trust from the Friends

New set of sails for *Lullaby*

New Mattresses for *Wood Anemone*

Mole repellent (for use in the lawned areas of the Yard)

Bryan had proposed at the AGM that the boat plans prepared by Andrew Wolstenholme might be paid for by the Friends as it was a suggestion from a Friend that had prompted the project. As the costs were not available, a contribution was agreed in principle and the amount to be

determined at a future committee meeting.  
Many Thanks for your continued support which enables us to help in this way

**And Finally...**

I had a sail in a 36ft fiberglass boat with a Bermuda rig and large genoa the other day. Beating up the River Ant to Ludham Bridge was not a restful experience! I shall be glad to get back to a traditional rig, lazy jib and a glass of red wine on *Luna*.

*Andrew Cowburn - July 2006*

\* \* \*

**10th Anniversary celebrations**

The Trustees have invited Sir Timothy Colman to be the Guest of Honour at the celebrations to mark the 10th Anniversary of the Norfolk Heritage Fleet Trust on September 30th.

Sir Timothy has had a long association with sailing and the Broads and for many years sailed with other members of the Colman family at Oulton and Lowestoft. For a time, he held the world sailing speed record with his locally designed catamaran Crossbow. When the Trust was set up, Sir Timothy was very supportive of the efforts of the steering group to save the Hunter boats and lent his weight to the appeal to raise the money needed for their purchase. He is President of the Norfolk Schools Sailing Association which had a close involvement with the Yard when it was the Norfolk Schools Sailing Base.

Sir Timothy served as Her Majesty's Lord Lieutenant for Norfolk for many years and in that capacity he showed his great love of the countryside and of Norfolk in particular. This is reflected in his position as Patron of the Broads Society. We are honoured that he has accepted our invitation.

**Membership News**

It is appropriate in this 10th Anniversary year that membership should have reached yet another landmark figure. We now have over 800 Friends!

This is also a good time for reflection on the formation and growth of the organisation over the past 10 years. From the outset there were so many well-wishers supporting the work of the Trust that it became clear the most effective way of keeping everyone informed of the activities at the Yard would be to set up a body of Friends. This became a reality in the autumn of 1996 with a fledgling membership of some 250 by the following spring. My aim of reaching 500 by the year 2000 was achieved and we are still moving onwards and upwards, possibly with the goal of 1000 by the end of the decade?

On a more sombre note, there are still some outstanding subscriptions for this year and some of you will be receiving my 'Final Reminder'. I can only imagine that this has been an oversight on your part! After all, how else would we have reached such amazing heights?

We are more than grateful for your unstinting support over the years.

*Jennifer Mack - June 2006*

# AGM of the Friends of the Hunter Fleet - 6th May 2006

## Chair's Report

### Introduction

1. Many thanks to our Vice-Chair, Les Gee, for standing in for me last year. I am very pleased to be here in person this year for our 10th Anniversary to again report another positive year for the Committee of the Friends of the Hunter Fleet. Membership continues to rise although the rate of growth has at last slowed. Our 2006 Hunter Fleet Calendar has been as successful as last year's and 2007 looks even better. We returned to the popular Sailing Picnic format for the 2005 Autumn Event and the Trust has received substantial funds from us, which have been used to purchase more buoyancy aids, new sails, etc.

### Committee

2. Since the last AGM, the Committee met in September 2005 and January 2006. As in previous years, we are very grateful to our Treasurer, Peter Wall, for his hospitality in providing a venue and provisions for our meetings.

3. Our Secretary, Philip Bray, has been as efficient as ever at organising and recording our business and following the successful marketing of the 2006 Calendar he has cheerfully gone on to produce the 2007 Calendar which is available today if you wish to secure your copy. Philip will always welcome good photographs please send him your best half dozen or so for consideration for 2008.

4. Jennifer Mack remains our enthusiastic Membership Secretary and continues to be a major factor in explaining why our membership numbers hold up and continue to rise.

5. Christine Taylor resigned from her post of NHFT Manager last July; the pressure of giving up almost all her Saturdays in the summer was taking its toll. The Trust was very lucky in being able to appoint Lynda Sharples almost immediately to take up the baton. Lynda has been a valuable contributor to our Committee Meetings and has maintained the tradition of numerous helpful suggestions as to how the Friends can spend our money to assist the Trust!

6. No doubt many of you are aware that our former Vice-chair, and one of the Founding Friends Committee members, Basil de Longh passed away last year after a long struggle with illness. He will be sadly missed by the Friends and the many other local voluntary organisations where he gave unstintingly of his time and good humour.

### Financial Support for the Trust

7. The financial aid to the Trust has continued this year as usual. The key contributions so far have been new medium and large Buoyancy Aids, new jib for Buff Tip, mattresses for Luna & Hustler 3, rudder tube and rudder sets, materials to construct bedding storage in lean-to area of workshop and 2 sets of keel bolts. We still have plenty of funds available to do more.

### Membership

8. Membership still continues to rise and stands at approximately 785 (750 last year).

### Newsletter

9. Our new joint Newsletter Editors, David and Zoe King have made an excellent job of taking over and maintaining the high standard of the newsletter whilst starting to

make a few changes of their own to keep it moving forward. The offer of an emailed PDF version of the newsletter is particularly welcome; despite the vintage nature of the Fleet we all still live in a modern multi-media world.

### **Autumn Events**

10. The 2005 Sailing Picnic was another well attended event and the EACC mooring at Thurne was a good venue. A pity the sun was not as evident as we would have wished! The event for 2006 (30th September) will be similar to a sailing picnic but the Trust's 10th Anniversary Celebrations will be added. As usual, the Yard will offer a discount for Friends booking boats for some or all of the following week but the boats will have to be available for the Anniversary Celebrations first.

### **Volunteers**

11. Philip Bray has again organised volunteer help for around the Yard with the

able assistance of Pat Bray and Les Gee. As well as the routine tasks such as grass and hedge cutting, boat cleaning, brochure stuffing (into envelopes for mailing out) he has removed the birch tree from next to the dyke and organised the sale of videos and DVDs. About 20 videos and 60 DVDs have been sold giving a profit of over £300. We are indebted to Peter Hollingham for making his film available in this way at no charge. There is no shortage of odd jobs so, any new volunteers gratefully received!

### **Conclusion**

12. Once again it has been a fascinating and rewarding year working with the Committee and I should like to thank them all for their contributions of every kind, physical, intellectual, knowledgable advice and just being there for the Hunter Fleet.

*Andrew Cowburn - May 2006*

## **Hunter's Fleet - Bound for Celebration**

Hunter's Friend, Judith Ellis, a semi-retired veterinary surgeon turned book-binder has offered to bind a copy of Richard Johnstone-Bryden's book for the Friends' 10th Anniversary celebration. The book will be offered as a raffle prize during the September celebrations.

Judith went into bookbinding almost by accident, and wasn't terribly keen when she first started out. It wasn't long though before it became an obsession, and these days, when she's not indulging her other obsession, sailing *Winkle*, her 18 footer, she can often be found examining books desperate for her own brand of tlc.

*Winkle* is moored at Hunter's Yard, and when Judith first bought it in 1978, she had Cyril Hunter give it the once over for her. She paid £300 for it. Cyril told her in no uncertain terms that if she didn't snap it up, he would.

Judith's long association with the Hunters will add additional resonance to the book. For your opportunity to win it, be sure to make a note in your diary - 30 September - Sailing Picnic, Hunter's Yard.



## From the yard...

Hello everyone, **Dinah the Labrador here.**

My diary continues.....

**March:** Well everyone is so busy getting the boats back in the water I usually find all this exciting but I'm not feeling myself and Ian had to take me to the vet. Cutting a long story short one had to have a delicate operation and spent most of March recuperating and trying to keep warm! The TV people came to film me again but as I was indisposed they had to make do with the boats going back in the water, but they did get to talk to some nice people like Jennifer Mack. The first week the boats were out on hire [25th March] was terrible weather but I was pretty much back to normal by then and glad to be back in the old routine and greeting all the old [and some new] faces back to my the yard.

**April:** There's not much wildlife appearing yet - it's still too cold, so I was confused when madam was talking about all the Swans, Kestrels and Bitternes we'd be seeing at the beginning of April, course it turned out she meant the groups we see each spring hiring the boats! Good fun had by all I think.

This has been such a long winter, but worse still the boiler is not being fired up in the mornings. It's taken me all April to train her ladyship so that when I move to a sunny spot in the shed she brings my blanket but I think she's got it now. The Friends barbecue [mmm....sausages!] is coming up, so the men have got all the half deckers back in the water to make the shed more roomy and that new boat thingy is uncovered and looking smart. The guys are glad to be able to get to work on her again

**May:** The Friends Barbecue and Annual General Meat-eating took place on an overcast and calm day but everyone seemed in good spirits, The barbecue was delicious and madam said the veggie alternative was fab. There was a lovely big picture of the Fleet that looked good enough to eat and so they did! Humans are sooo.... strange! Of course the papers were there to record the event but by that time I was having a little nap, so they had to make do with willing friends, customers& staff Now a couple of my fans amongst you seemed quite keen to have some Dinah memorabilia namely my water bowl - 'Woods Yuan'. Well I took a fancy to it myself when it got cracked on a boat and was going to be discarded. so I'm sorry but I'm not going to part with it... however, boxes of similar [Johnson's Blue Willow] stuff have been delivered recently because the pattern on my dish is now very exclusive [*I have such good taste!*] but as it is no longer made, the Yuan design is coming off the boats and being replaced with the Blue Willow. I have graciously allowed the remaining stocks of Yuan to be put up for sale so you can dine like Dinah. Priority to go to Friends obviously.

The week following the AGM was the first real spring sunshine we've had, The Bitter Boys sure had good weather and the sunshine brought out a lot of day sailors too, it felt like summer, but sadly didn't last, perhaps it WAS summer! I even went out in the *Dory* with Ian a few times in my Broads-rescue-dog mode in late May and very stormy it was too.

As I write, {oh ok then, dictate} it is the first

week-end of June the sun is shining and I'm keeping my paws crossed for the rest of the summer to be good weather for you all. Looking forward to seeing the first Sail Mates outing on June 16th. [ Bonios are my biscuit of choice boys!] *Dinah*

=====  
*Hi all,*

*So would you like a little of the Wood Yuan design? If so send an e-mail with YUAN in the subject box and once I've catalogued the remaining stock I will send a list of what we have. Or call us on 01692 678263.*



*Also new on the merchandise front is a hooded sweat jacket zipped up the front. Adult sizes £27.50. Child £22.50. Had a bit of a run on them over the last cold spell but more on order*

**Update from Graham on the new boat:-**  
*Tom has got all the rigging ready Ian and Darryl have been preparing the Hull seams ready for its first coat of varnish, John has completed the lifting cabin top and the pattern for the 800lb ballast keel is off to the foundry next week.*

*I'm so lucky to be here at such an exciting time!  
Cheers! Lynda and all at the Yard*

## **Bitter Boys Lament**

Some of you may be aware that Mike Manning, our Admiral since 1995, slipped his anchor last Christmas morning, dying peacefully at home. He was aged 72. Mike had the distinction of sailing on a Hunter boat each Maytime for over 40 consecutive years. Is this a record?

Mike had taken over the responsibilities of Admiral from John Cole. I now sadly have to report that John died just after our sailing week this year. He was well into his 80's and had been unwell for some time.

John served as Admiral from 1975 to 1995, having himself taken over from Ken Roberts, our founding member.

Naturally, the Bitter Boys are somewhat disheartened at losing two Admirals in such a short space of time, but in the best tradition, a new Admiral has been 'elected', namely Geoff Thompson.

"The Admiral is dead - long live the Admiral."

*Ted Church - June 2006*  
\* \* \*

### **Have you signed up with SailMates?**

The SailMates Register is off to a good start, with five people currently signed up. June 16 saw the first outing, with three members sailing as far as Ranworth, though they didn't get back to the Yard until 6.30pm or thereabouts. The weather was ideal, and Philip Bray stayed at the Yard until around 8.0pm, chatting to very happy holidaymakers as they arrived back from their week afloat.

To sign up, email Lynda at the Yard: [huntersyard@btinternet.com](mailto:huntersyard@btinternet.com) giving her some indication of your experience.

**NORFOLK BROADS**  
**SAILING LOGS AND PHOTOGRAPHS**  
of  
**J P BRAY**  
**(1930 - 1933)**

***Introduction by Philip Bray***

JP Bray (Pat), my half brother, was born in New Southgate, North London on 20 May 1912 and later lived at Winchmore Hill.

His father, Arthur, had started to visit the Broads as a young man and I have a photograph album on his first sailing holiday with friends when they hired *The Novice* from Wroxham in 1908.

Pat attended Highgate School until 1930 and subsequently was articled to a firm of Chartered Accountants in London, passing his final exams in 1937.

Pat spent many holidays in Norfolk with his parents, staying either at Sea Palling or in 'Woodlands', the cottage at the end of Horsefen Road, Ludham - the cottage now next to Hunter's Yard.

In August 1930, Pat and two friends accompanied his father AP (Arthur) Bray on the *Peggy*, hired from Applegates of Potter Heigham. In the next three years, he and parties of friends hired boats from Wroxham, from Mr Hunter at Applegates Yard and *Lullaby* and *Lustre* from Hunter's Yard.

My father, with his first wife (Nora) and Pat, were the first hirers of *Lullaby* over the Whitsun weekend in 1932 and in the same year my father bought Y&BOD No 31 (then called *Goldcrest*) which he kept at Hunter's.

The final trip Pat made, in *Lustre* and *Lullaby* with seven friends, ended on 9 Sep

1933 and twelve days later Pat's mother died.

In Jul 1934 he and a friend completed a trip on Thames from Lechlade to Westminster in a collapsible canoe.

In Oct 1935, his father re-married (Margaret Cockman whose family had been friends for years and who is mentioned in the Log of his holiday in Aug 1930).

On 5 Nov 1938 he sailed from Tilbury to work in Bombay. He served in the RNR as Paymaster Lt Cdr during the war, married in Colombo in 1944 and then worked in Karachi until 1965 when he returned to work in London.

He died on Christmas Eve 1994.

*The sailing logs have been typed up as written, with no attempt to correct mistakes.*

## Pat Bray's Log Sailing Books

Log of the

Yacht "Peggy"

(George Applegate Jnr) Potter Heigham

Sat: Aug: 9<sup>th</sup> - Sat: Aug: 16<sup>th</sup>  
1930

### Crew:

A.P. Bray  
J.P. Bray  
B. Smart  
A.K. Dowse



"Peggy"

Sat: Aug: 9<sup>th</sup>

We arrived at Potter Heigham by car from London at 3.30 pm.

Having collected the stores and seen that the boat was ready, we set sail at 5.0 pm and lay up for the night about 300 yds below the Womack turning at 8.0 pm.

Dinner was got ready and served by 9.30 and we were in bed by 10.30 pm.

### Saturday dinner

Ham  
potatoes butter  
tinned peas  
coffee

### Sunday

We got up at 8.0 am and after a dip, we had breakfast at 8.30 am.

### Sunday Breakfast

Bacon  
eggs  
bread, butter, marmalade  
tea

When we had cleared up, sails were set and we sailed down the Thurne and Bure to Acle where we had lunch at 1.0 pm. We lowered the mast and went through the Acle Bridge and sailed down to Stokesby where we lay up to buy stores

### Sunday Lunch

Cold mutton  
bread, chutney  
cake, lemonade

We had just started off when it came on to rain hard so we stopped until the rain left off. We sailed down towards Yarmouth on the ebbing tide. Not knowing where the first bridge was, we decided to lower the sails and mast and to drift the remainder of the way with a chap on each side of the bows to keep her straight.

When we got to the quay facing Breydon on the corner we were told to throw a rope to the shore. This we did, and laid up against the quay until the tide began to flow up. While waiting we had tea. As soon as the tide began to flow, we set off towards Breydon Water helped by the tide. The Swing Bridge was open so we went straight through and began the long crossing of Breydon Water against a head wind. About a third of the distance across, the rain started and did not stop again that night.

### Sunday Tea

cake, tea.

Breydon Water looked very mournful, grey skies, rain, muddy water and large expanses of mud.

We laid up for the night on the bank near a farmhouse which was near the Berney Arms Hotel. Owing to the tide, we placed the dinghy between the big boat and the bank.

Potatoes and beans had been prepared while we were crossing Breydon in the rain

Dinner was served at 10 pm and we went to bed at 11.30 pm.

### Sunday Dinner

Ham  
potatoes

runner beans butter  
sliced pineapple  
coffee

### Monday

Got up at 8.30 am and had breakfast at 9.30 am.

#### Monday. Breakfast.

Post toasties  
eggs & bacon  
bread butter  
marmalade tea

After clearing up we were taken up the highest mill in Norfolk by a farm lad. Height of mill 55'. We set sail and went to Reedham on the flowing tide and with a fresh breeze. We lay up just below the swing bridge and went off to the village to buy stores including cyder. We came back and had lunch.

#### Monday. Lunch.

Cold mutton  
lettuce, tomatoes  
bread, butter, jam  
cyder

Just before starting off again towards Yarmouth, Smart lost his fountain pen over the side of the boat. We got to Breydon fairly well but on Breydon we had a head wind which caused us to tack but the tide was with us.

#### Monday. Tea.

Entrance to Breydon.  
Tea  
cake

The swing bridge at Yarmouth opened for us and we lay up at the quay at 7.0 pm. As soon as the tide turned we cast off and quanted up the river, when clear of the bridges we hoisted our sails but the wind was so light that the tide did more work than the wind. Coming under the bridges, Dowse, who was rowing in the dinghy, dropped an oar and had to go back and fetch it, paddling the boat with one oar, much to the amusement of the Yarmouth toughs. We had to go a long way from Yarmouth so that we could moor without being left on the mud by the falling tide. It was 9.30 pm when we laid up a little below Stokesby and dinner was served at 10.30 and we got to bed at 11.30 pm.

#### Monday. Dinner.

Heinz beans  
potatoes ) butter

runner beans )  
boiled eggs  
sliced peaches

### Tuesday.

We got up at 8.0 am and had a dip. Breakfast was ready at 9.15 am.

#### Tuesday. Breakfast.

Bacon  
eggs  
bread butter  
marmalade  
tea

We set sail for Acle with a fresh breeze against us and arrived at Acle Bridge at 1.0 pm. We immediately lowered and went through the bridge and had lunch.

#### Tuesday. Lunch.

Bread, jam  
tomatoes lettuce  
chutney  
lemonade  
pears  
melon

At 2.0 pm Mr Bray and Dowse walked to Acle to buy stores while the others washed up and read. We bought Eldorado ices from a barrow on the bank. Smart and Pat rowed through the bridge to buy some milk and were caught in the open by a heavy rainstorm before they could reach the shelter of the bridge. We had tea at 4.30 and set sail against the wind soon after.

#### Tuesday. Tea.

cake  
tea

That night we laid up at the entrance to the Upton Dyke. While we were peeling the spuds another boat got stuck at the entrance so we helped them up. They said they were staying for tea and then I'm blown if they didn't stay the night. Dinner was served at 8.0 pm.

#### Tuesday. Dinner.

Baked Heinz beans  
potatoes  
marrow  
Apples & custard  
coffee

After clearing up Mr Bray went for a row to Upton and the others went for a walk along the rond to a pumping station. We turned in at 10.30 pm.

# It Feels Like Home

## Jenny Patterson

It feels like home, looking around the yard seeing the beautiful wooden yachts, smelling the varnish, hearing the familiar drone of the Hoovers as the cleaners prepare the boats for us, the squeak of the baby coots, and the voice of the whispering reeds. Walking up to my favourite boat I reach out and pull back the slightly damp canvas awning and peer inside. Good, it's still just as I remember it to be. I run my hand along the heavily varnished combing and step inside. It feels weird at first as I have forgotten the nauseating feeling of bobbing up and down, but after a few seconds it calms down.

I begin to sort out the boat, pulling back the awning, making sure all the necessary equipment is there and ready to be used. Looking up I see my skipper Rob walking towards me waving and smiling, he hasn't changed a bit from last time I saw him almost a year ago. He looks expectantly at me as I report to him that two members of our crew are already here and unpacked ready to go. He smiles and proceeds to unpack his own things whilst I round up the rest of our crew: Josh, Becca and Jonny. Rob my skipper and Jonny my mate are officially in charge but I am keen to show them how competent and efficient I really am.

"Right are we ready to go?" is the shout from Rob.

"Well, pretty much," we all reply.

"Jen take the stern line! Josh take the bow line! Becca push from the shrouds and Jonny undo the sail ties. We'll go over to the other bank and put the sails up."

We make it over with Rob on the helm and Becca holding firmly onto the bank so that Wood Rose points head to wind. I take the throat and Josh takes the peak and we have a race to see who can pull their rope fastest and get their side of the sail up first. We're all set to go; Becca pushes off and Rob takes the helm. There's absolutely nothing that will ever thrill me more than the sensation of starting off from Hunter's Yard at 3 o'clock in the afternoon ready for a whole week of sailing on the Norfolk Broads.

The boat leans to the starboard side as the wind picks up the sail and we're off. The soft sounds of the river echo in my mind clearly and sweetly as we sail effortlessly along Womack dyke. The boat creaks gently in the wind as it picks up more wind and the speed increases. As the wind rushes through my hair I turn and look back across the boatyard that I know so well; every mole hill in the ground, every inscription on every bench, every person smiling back as we leave. They are like well-worn shoes, I know them so well.

*Wood Rose* glides silently downstream like a graceful swan. Every now and then a coot attracts our attention and dives hastily under the water. When a yacht passes in the opposite direction there is a moment when we all believe *Wood Rose* to be alive as she begins to breathe; her chest rising and falling with the swells of the passing bow wave.

Suddenly after what seems like forever we reach the end of the dyke and the start of the main river. The rush and roar of the river is a shock at first contrasting to the whisper of the reeds that the crew have become

accustomed to in the dyke. We catch our breath with the excitement and adrenaline rush as we prepare for higher winds. Holding onto the hand rails we make our way to safety in the well. Rob hands over control to Josh firstly and carefully prompts his memory about how to use the most of the wind. The boat picks up speed and rushes forwards to meet the next choppy bow wave in a large rise splashing us all in a little spray.

Finally it's my turn on the helm. I move over to the tiller and take control; first the mainsheet then the tiller itself. The feeling of power is immense, I feel as if I can control anything. The slightest movement of the tiller is detected by the boat as she turns this way and that. By now the boat is tipping in the strong winds and it takes both gloved hands to fight the mainsheet.

Using two hands on the mainsheet means I have to use my legs to control the tiller. Whilst sitting on the tiller I can feel the boats every movement, every slight turn, and feel every creak as it fights against the wind. At one point my skipper leans forward to correct my grip on the mainsheet and pulls it in tighter for my benefit. I hold on tightly whilst the boat

charges forwards, leaping and bounding easily over the waves. As the boat rolls over the waves the drawers start straining against the catches that are in place to stop them from flying out and the clink of crockery on crockery can be heard as they slide about in the drawers despite the pillows put in to storm-stow the boat.

Reluctantly I hand over to Jonny as he shows off his skills making the boat dance faster and quicker. With the sun beating down on my back I return to my favourite secure place on the cabin roof beside Josh. I hold on, closing my eyes enjoying some of my other senses; the wind running through my hair, the spray hitting my face, the sound of rushing water, the slight taste of salt in the air and the feel of the wooden boat gently creaking beneath me. I know I have returned home.

*Jenny wrote this account as part of her GCSE Coursework. Thanks to mum, Linda, for sending it to us. If your children have enjoyed spending time with the Hunter Fleet, why not send us their words and pictures? We'd love to see them and to feature them on our pages.*

---

## Naming the New Build

**Bryan Read, Chairman - Norfolk Heritage Fleet Trust**

The Trustees have given much thought to the name of the new Yacht and considered all the suggestions which were submitted. Finally they have decided on **LUCENT**. This means brilliant, shining, or translucent and is sufficiently distinctive to fit in with the names of the other four berth yachts, *Lustre* and *Luna* and *Lullaby*. It is also the name preferred by the Yard team. As the name will soon be inscribed on the transom, the Trustees felt that it would not be possible to hide the name until the yacht is completed and that they should make this announcement now.

## Hunters Overseas

*Hunter's Yard, and more specifically, Rebel Reveller, recently played host to the Toronto Star's Science Correspondent, Peter Calamai, who wrote of his adventures in the newspaper's Travelextra section on 8 June, 2006. What follows is an edited version.*

LUDHAM, U.K. "Coming about," called out Robert Edson.

Just inches above my head, the boom on the Rebel Reveller swung from side to side as Robert began a new tack, his experienced hand making sure the mainsail quickly filled with air.

My novice hand was responsible for switching the jib at the same time. After some initial fumbling (does the rope wind clockwise or counter clockwise?) I'd got the knack and the jib soon billowed into nearly the correct airfoil shape.

In less than a minute we'd repeat the procedure as the seven-metre Rebel Reveller beat its way against the wind up a narrow strand of water that sliced through banks of reeds in one of the flattest parts of England. Overhead, dappled blue skies stretched from horizon to horizon, with the vista interrupted only by an occasional drainage windmill used to pump water from the marshes.

I felt like pinching myself. We were actually sailing a motorless wooden boat along the Norfolk Broads, fulfilling a dream born a half century ago. That's when I had discovered in the Brantford Public Library a series of books from the 1930s by the English author Arthur Ransome.

Ransome wrote a dozen immensely popular

than early teens, who spent their days messing around in boats, getting into endless adventures that would horrify today's lock-down-the-kids parents.

The first, and best-known, is *Swallows and Amazons*, which takes place in the Lake District of England.

Two of the later books are set here in the Norfolk Broads, a sprawling collection of small lakes, marshes and wide streams much favoured by the English for boating holidays but unknown to most foreign travellers.

Part of the reason the Broads remain undiscovered by outsiders is that Norfolk is one of the few parts of England that can't be reached by motorway (Britain's equivalent of Ontario's 400 series), yet a car is essential for exploring most of the county's natural attractions, which include the premier birding sites in the U.K.

Hunter's Yard constructs, maintains and rents wooden sailing boats. Not just any wooden boats, but ones hand-built in the 1930s or more recently - as with the *Rebel Reveller* from the mid-'50s - but using the same classic designs and techniques.

None of the Hunter's fleet of 13 yachts and six half-deckers has an engine, so passengers can either wait, row or push along the bottom using a quant, a heavy pole about six metres long.

"Be sure to whistle up a wind," Edson said when I and my wife Mary arrived at the boatyard one morning last month.

Because neither of us sailed, we had taken advantage of Hunter's offer of a two-hour skippered cruise at the very reasonable

price of £39 (roughly \$80).

It was everything I had hoped for. Under Edson's tutelage I almost mastered handling the jib, so I could make believe that I was the city boy, Dick, learning to sail in *Coot Club*, the first of Ransome's books set in the Broads.

Our volunteer skipper knew the Swallows and Amazons series from his own youth, so he entered into the spirit of this quixotic quest, urging us to look for the flash of blue from the coots feet and telling us about the only surviving manufacturer of traditional sailing ropes. Together we tut-tutted at a few oversize motor cruisers that churned past faster than the posted 5 m.p.h. speed limit, still mocked locally as "Hullabaloo's" from their name in Ransome's books.

The morning's route covered three different stretches - down Womack Water, along the River Thurne, and then onto the River Bure to the edge of Ward Marsh. Coming and going we passed the ruins of St. Benet's Abbey, a landmark from *Coot Club*, and also got a close look at three restored versions of the freight workhorse of the Broads, called a wherry. Nowadays, these boats are used for pleasure outings but the traditional black sail moving across the horizon still evokes memories for some locals.

All these sights and ships leapt straight from the pages of *Coot Club* and its sequel, *The Big Six*. More importantly, so did the bigger setting - the Norfolk Broads themselves.

Unlike the better known Lake District, formed by glaciers in the Ice Age, the 50 shallow lakes of the Broads are man-made basins dug by medieval inhabitants to extract peat. Connected through three rivers, they provide almost 200 kilometres of navigable waterways free of dams or locks.

The highlight of my attempt to enter the world of Swallows and Amazons was that morning at Hunter's Yard. Not only did we get the chance to sail on a period boat, we also took tea on one that actually played the part of a Ransome boat in the BBC movie, *Coot Club*.

That boat is the yacht *Lullaby*, built in 1932.

Her mahogany cabins lit by gas lamps harbour four snug berths, just like the Teasel, the boat featured in *Coot Club*.

For the film, *Lullaby* became *Teasel*, camouflaged by a false stern that now hangs on a workshop wall here. "It's considered bad luck to really rename a boat," explained Lynda Sharples, the Hunter's Yard administrator.

Sharples had just brought the kettle to a boil on *Lullaby's* burner, where bottled gas has replaced the Coleman-stove-like Primus, in a concession to safety. As well, Hunter's has had to substitute a different blue-and-white china for the Blue Yuan tea service from the 1930s that's long been provided as part of the crockery to boat renters.

"It's no longer made and now very collectible and costs too much to replace," she said.

Fortunately much of the rest of the golden days of sailing on the Norfolk Broads - and of experiencing those innocent childhood adventures created by Arthur Ransome - remains very much within reach.

*Reprinted with permission - Torstar Syndication Services*

## Name that Boat

See page 13 for details of chosen name.

**Luander** by Jim Coleman  
**Luba** by Jim Coleman  
**Luce** by Jim Coleman  
**Luceel** by David Norris  
**Lucent** by Peter Taylor  
**Lucern** by Phillis Hunter (See p5, issue 14)  
**Lucie** by Eric Blackman  
**Lucifer** by Peter Colk  
**Lucigen** by Mike Albury  
**Lucina** by Peter Antonelli  
**Lucinda** by Jim Coleman  
**Lucubrate** by Mile Albury  
**Lucey** by Mary Fookes, S Pearce, & J Andrews  
**Luddite** by Mary Fookes  
**Ludham** by Brenda Nolan and Joan Ward  
**Ludo** by Path Mathews  
**Luff** by Jacque Dowdall  
**Lula** by Jamie Bennett  
**Lullabel** by Jim Coleman  
**Lully** by Jim Coleman  
**Lumen** by the Bonshores & Robin Webb  
**Luminious** by the Bishops and the Fenners  
**Lundy** by the Bishops and the Fenners  
**Lunette** by P Bray  
**Lupin** by P Grapes, G Shiddick, & J Coleman  
**Lusankya** by Glyn Simpson  
**Luscious** by Pam Grapes  
**Lustier** by Liz Witton  
**Lustler** by Ray Fair  
**Lusty** by Jacque Dowdall  
**Lutine** by Jim Coleman  
**Lutra** by many members  
**Luverlee** by Richard Batham, USA  
**Luvlee** by Alex Higgins  
**Luxury** by the Bishops and the Fenners  
**Lulu** by Patrick Goodison  
**Hunter** by the Thompson Group  
**Percy Hunter** by Bernard Cook  
**The Percy Hunter** by NHF Trust  
**Lumina** by Meg and Luke Randolph  
**Lu-Lu** - by Alex Hamilton-Briscoe  
**Lucky** by Alex Hamilton-Briscoe  
**Lucky Lulu** by Alex Hamilton-Briscoe  
**Luxor** by David Pilch  
**Lunaria** by Shona McMurray  
**Lucky Hunter** by Robert McMurray  
**Luanna** by Robert McMurray  
**Lutetia** by Robert McMurray  
**Lucilla** by Robert McMurray  
**Lucretia** by Robert McMurray  
**Lucky Loke** by Keith Burfield

---

Printed by Century Printing,  
132 High Street, Stalham, Norfolk NR12 9AZ  
Tel/Fax: 01692 582958

## The 'Friends' and the 'Trust'

There seems to be confusion about the difference between the 'Friends of the Hunter Fleet', (the 'Friends') and the 'Norfolk Heritage Fleet Trust', (the 'Trust').

When Norfolk County Council put the Hunter Fleet up for sale in 1997, a group of concerned people organised a public subscription and successful bid to the Heritage Lottery Fund. This enabled the Trust to be formed as a charity which purchased the Fleet from NCC. The Trust owns the boats and the Yard, and employs the staff who run them.

As a result of the public subscription, there was still much interest and good-will expressed towards the Hunter Fleet, so the Friends were formed to keep those people informed of progress and to enable them to continue to provide support. The Friends have their own constitution and Committee but their accounts are technically part of the Trust (in order to enjoy the benefits of being a charity. )

The Trust Chairman, a Trust representative, and the Yard manager are all co-opted onto the Friends' Committee, which takes a keen interest in the running of the Fleet. However, it is the Trust which is actually responsible for the Hunter Fleet's management.

## Fly the Flag...



**Burgees: £10.50**

**Pins £5.00**

Please note that because only Hunter boats are allowed to fly the Hunter flag, which is blue with a plain central red-on-white stripe, the Friends' version which incorporates the international code flag F, can be flown on members' own yachts or attached to the starboard shrouds by Friends hiring hunter boats. The pin is the normal Hunter flag design. These items are available only to Friends. Send orders (with cheque payable to Friends of the Hunter Fleet) to: **Hunter's Yard, Horsefen Road, Ludham, Great Yarmouth, Norfolk NR29 5QG**