

Welcome to

Hunter's Yard

Information Pack

*Please take a moment to read the contents,
you may find them helpful*

01692 678263

Emergency Out Of Hours Number

0778 706 4688

Office Hours:

Monday to Friday
09:00am – 4:30pm

Saturdays
08:00am – 4:30pm

Closed Sundays and Bank Holidays

the Norfolk Heritage Fleet Trust
Charity No: 1052303

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Buoyancy Aid Jackets

It is recommended you wear your buoyancy aid at all times while on the boat especially while sailing.

The water in the Broads is cold all year round and can cause hypothermia very quickly.

Please remember to collect relevant size buoyancy aid jackets for everyone on the yacht from the Yard before you sail.

We ask that children in particular wear these jackets at all times when moving around the yacht or close to water.

Half-Deckers – Please use the crew saver style buoyancy jackets for day hire. If you're hiring for longer periods and would like to use the self-inflating jackets please ask.

Cabin Yachts - The cabin yachts have self-inflating life-jackets allocated to each boat. Extra persons will need to collect the crew saver style jacket. If you prefer the crew saver style jackets to the self-inflating ones please feel free to change but please leave them in the sheds.

Self-Inflating Life jackets

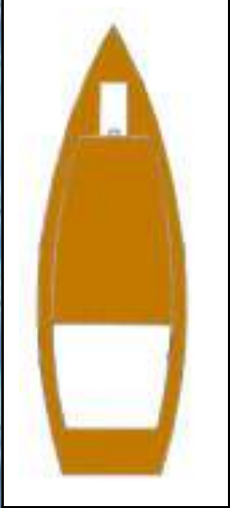


Crew Saver Style Buoyancy Aides



Safety Notices

Designated External Crew Areas with non-slip surfaces



Shown in Brown

Suitable sailing attire and footwear with non-slip soles should be worn at all times

The cockpit seats are varnished seats - take care when stepping in and out



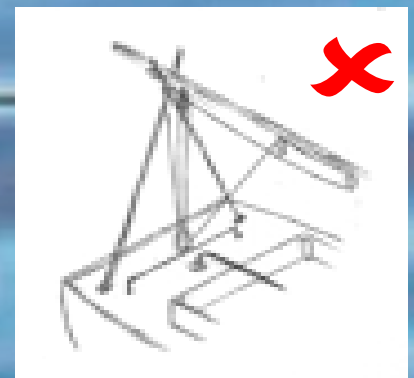
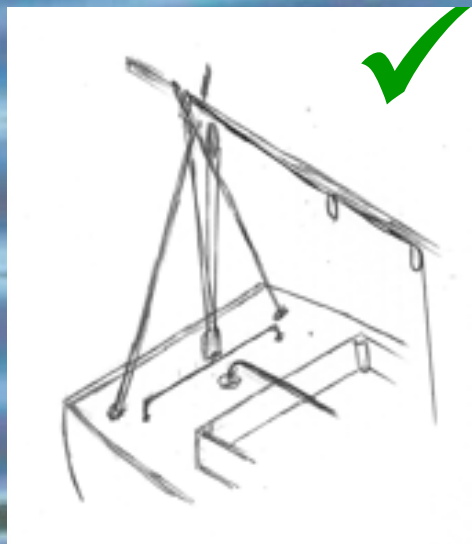
Hustler Class & Wood Class

Lullaby Class

Handholds

Handholds are fitted to all cabin tops. The mast, fore-stay and mooring rings are also suitable as handholds. When the cabin top is covered by the awning, the boom is a suitable handhold but the boom must be secured in the crutches.

The best way to secure the boom in the crutches is to take the fall of the mainsheet from the horse block (the line that is going up to the block above the well), pull it up tightly and secure it to the crutches with a clove hitch. The boom is then secure and provides a safe handrail.



Fire & Fume Safety

Fire Extinguishers

A dry powder fire extinguisher and fire blanket are mounted on the bulkhead at the rear of the main cabin on the port side.



Smoke Detector

A smoke detector is fitted to the cabin roof. It is an optical alarm with HUSH control to temporarily silence nuisance alarms. Under normal operation the LED will flash every 60 70 seconds. The alarm can be tested by pushing the test/HUSH button for at least 1 second or until the alarm sounds: the alarm will sound at a low volume but if the button is held down for more than 5 seconds the full 85 decibel alarm will sound.



The HUSH control will temporarily desensitise the alarm for approximately 10 minutes when smoke from cooking, etc is expected. The HUSH feature is activated by pressing the test/HUSH button briefly. The LED will then flash every 10 seconds to show that the alarm is in the HUSH mode. The alarm will automatically reset after about 10 minutes but the feature can be used repeatedly. To end the HUSH period, press the test/HUSH button briefly.

NOTE: DENSE SMOKE WILL OVERRIDE THE HUSH CONTROL FEATURE

Carbon Monoxide Detector

Carbon monoxide detectors are now fitted to all boats to minimise the risk of suffocation caused by fumes, particularly from neighbouring boats.

If the alarm detects over 43 ppm CO a red light flashes as a pre-alarm and is usually not a concern. The alarm will sound when CO concentrations require action to be taken. If CO is detected and the alarm sounds, the HUSH button will silence the horn for about 4 minutes. If CO concentrations are above 150 ppm the alarm cannot be silenced.



The alarm will bleep and the orange light will flash to indicate a fault. The alarm may sound if aerosols are released nearby.

Accident Procedure

In the event of a serious accident or incident requiring the emergency services, call **999** – ask for the Ambulance or Coastguard service as required (HM Coastguard Service operates on the Broads from Gorleston and Hemsby).

Broads Authority Radio Control - 01603 756056 Police (non-emergency) - 0845 4564567

Your location

To identify your location, there is a list in the boat pack of grid references and latitude/longitudes for popular locations with notes on accessibility. Emergency services also use What3Words to locate locations – details at <https://what3words.com/>.

Get the AWEIGH app on your phone as this has emergency buttons and gives location.

What to do and Who to tell

In the case of any accident or damage to the boat, to other craft or to any property it is the full responsibility of the hirer to:

[a] find out the name of any property or other craft involved, together with the name and address of the owner and/or hirer,

[b] to report these facts **as soon as possible** to Hunter's Yard, on 01692 678263 or the emergency helpline 07787 064688* to be followed within 24 hours by a written report and diagram detailing the incident and any damage (a suitable insurance form is in the boat pack),

[c] inform the Broads Authority on 01603 610737 or one of their Navigation Rangers as soon as possible of any incident involving injury or damage.

No repairs may be put in hand without the consent of Hunter's Yard.

Responsibility

The first named Hirer is in charge of the boat/s and is responsible for its/their safe navigation within the Broads. The hirer is responsible for taking all reasonable care of the boat and its equipment during the period of hire and for returning same undamaged and in a clean condition at the end of the hire period.

Insurance

Insurance against accident or loss is included in the terms of hire subject to an excess of £250 [per incident - not per booking] being paid immediately to Hunter's Yard in case of an insurance claim or damage at cost up to £250 net if repairs can be carried out without an insurance claim. The hirer is required to sign an undertaking on collection of the boat to pay for damage up to £250 per incident.

The boats are insured for cruising during daylight hours only i.e. between the hours of sunrise and sunset as defined by the Broads tide table [copy on each yacht].

* The EMERGENCY HELPLINE is generally available to cover sailing hours until 8 pm Mon – Sat and 9.30 am - 5 pm on Sundays. Please note that this is a mobile telephone manned by the staff purely on a voluntary basis in addition to their normal working week. Due to their other commitments it may therefore not always be answered and coverage isn't always that good.

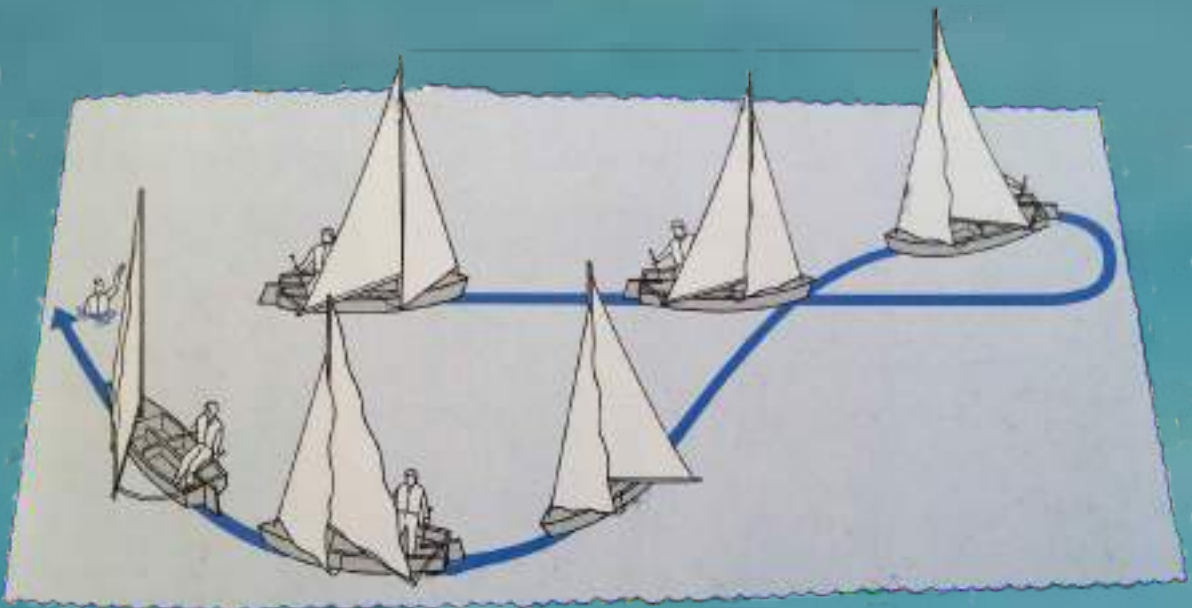
Grid References

Location	#	Grid Ref	Latitude - Longitude	Remarks
Hunter's Yard		TG 394176	52°42.22'N - 1°32.71'E	
River Thurne				
West Somerton	14	TG 466201	52°43.31'N - 1°39.00'E	
Dudon's Corner		TG 250204	52°43.56'N - 1°38.00'E	No road access
Marham Ferry		TG 445195	52°43.04'N - 1°37.15'E	Road access on south side
Horsey Staithe		TG 456222	52°44.52'N - 1°38.31'E	
Hickling Staithe		TG 410225	52°44.82'N - 1°34.08'E	
Catfield Staithe	3	TG 400218	52°44.45'N - 1°33.24'E	
Deep Dyke	19	TG 425211	52°44.04'N - 1°35.43'E	Nearest to Broad, no road access
White Slea	2	TG 430208	52°43.86'N - 1°35.84'E	No road access
Deep Go Dyke	11	TG 430207	52°43.82'N - 1°35.87'E	No road Access
Martham Boatyard		TG 439192	52°42.92'N - 1°36.54'E	Road access on south side
Potter Heigham NE - Upstream demasting		TG 421186	52°42.66'N - 1°34.99'E	Dinghy Park. PH Bank Limited road access
Potter Heigham SE - Upstream demasting	14	TG 422186	52°42.65'N - 1°35.03'E	Martham Bank Limited road access
Potter Heigham NW - Herbert Woods		TG 419183	52°42.57'N - 1°34.82'E	Potter Heigham Bank
Potter Heigham SW - Downstream	14	TG 420184	52°42.56'N - 1°34.84'E	Repps Bank
Potter Heigham NW - Downstream demasting		TG 419183	52°42.52'N - 1°34.74'E	Potter Heigham Bank Limited road access
Repps TBMC Nth		TG 418180	52°42.37'N - 1°34.69'E	No road access
Repps TBMC Sth		TG 417178	52°42.25'N - 1°34.59'E	No road access
Repps Staithe		TG 413174	52°42.08'N - 1°34.22'E	
Womack Dyke	14	TG 393177	52°42.03'N - 1°32.94'E	Limited road access
Womack Island	3	TG 393177	52°42.26'N - 1°32.46'E	No road access
Womack Staithe		TG 391180	52°42.43'N - 1°32.29'E	
Thurne Dyke		TG 402159	52°41.24'N - 1°33.23'E	
Thurne Mouth		TG 400152	52°40.89'N - 1°32.97'E	No road access
River Bure				
Coltishall Common	46	TG 278198	52°43.63'N - 1°22.35'E	
Belaugh Staithe		TG 289186	52°42.92'N - 1°23.20'E	
Hoveton Viaduct	64	TG 301184	52°42.91'N - 1°24.27'E	No road access
Hoveton St John	20	TG 303183	52°42.79'N - 1°24.47'E	
Wroxham Bridge		TG 303181	52°42.70'N - 1°24.49'E	
Wroxham Bridge Island	6	TG 314168	52°41.96'N - 1°25.38'E	No road access
Salhouse Broad - W		TG 317157	52°41.34'N - 1°25.76'E	No road access
Salhouse Broad - E		TG 320156	52°41.32'N - 1°25.88'E	No road access
Salhouse River		TG 320158	52°41.38'N - 1°25.96'E	No road access
Hoveton Gt Broad - River		TG 319159	52°41.49'N - 1°25.72'E	No road access
Hoveton Little Broad		TG 332176	52°42.34'N - 1°26.98'E	No road access

Location	#	Grid Ref	Latitude - Longitude	Remarks
Horning Staithe	10	TG 340175	52°42.30'N - 1°27.74'E	
Horning New Inn		TG 341173	52°42.19'N - 1°27.80'E	
Woodbastwick		TG 344165	52°41.71'N - 1°28.03'E	Opposite Horning Ferry Inn Limited road access
Cockshoot Dyke	15	TG 347161	52°41.49'N - 1°28.27'E	No road access
Horning Church		TG 355163	52°41.61'N - 1°29.06'E	Limited road access
Ranworth Staithe	14	TG 360146	52°40.69'N - 1°29.37'E	Malthouse Broad
Malthouse Broad		TG 360150	52°40.90'N - 1°29.39'E	Mooring opposite Staithe No road access
Ant Mouth		TG 375160	52°41.38'N - 1°30.80'E	No road access
St Benet's Abbey	60	TG 379158	52°41.27'N - 1°31.04'E	Limited road access
Fleet Dyke Corner		TG 375149	52°40.78'N - 1°30.78'E	No road access
Fleet Dyke adj Broad		TG 373145	52°40.59'N - 1°30.52'E	Limited road access
South Walsham Staithe		TG 372139	52°40.31'N - 1°30.45'E	Dinghies only
Fairhaven Garden Staithe		TG 365138	52°40.25'N - 1°29.95'E	Emergency Only
Thurne Mouth		TG 400152	52°40.89'N - 1°32.97'E	No road access
Boundary Farm, Oby	4	TG 402147	52°40.67'N - 1°33.10'E	Limited road access
Upton Staithe		TG 403128	52°39.58'N - 1°33.09'E	
Acle Bridge	16	TG 413117	52°38.97'N - 1°33.98'E	
Stokesby	6	TG 431105	52°38.30'N - 1°35.44'E	
Gt Yarmouth Yacht Stn	107	TG 521084	52°36.55"N - 1°43.38'E	
River Ant				
Dilham Staithe	5	TG 333254	52°46.63'N - 1°27.45'E	
Wayford Bridge	5	TG 348248	52°46.21'N - 1°28.74'E	
Stalham		TG 374243	52°45.86'N - 1°30.94'E	
Stalham Staithe		TG 373247	52°46.07'N - 1°30.98'E	Adjacent Museum of Broads
Sutton Staithe	22	TG 381237	52°45.50'N - 1°31.60'E	
Paddy's Lane, Barton	15	TG 359225	52°44.92'N - 1°29.63'E	Limited road access
Barton Turf	4	TG 357225	52°44.91'N - 1°29.47'E	
Wood End Dyke		TG 365215	52°44.35'N - 1°30.11'E	Limited road access
Gaye's Staithe	12	TG 350210	52°44.16'N - 1°28.81'E	
Neatishead Staithe	12	TG 345210	52°44.17'N - 1°28.30'E	
Irstead Staithe	2	TG 366204	52°43.82'N - 1°30.20'E	
How Hill Staithe	32	TG 371190	52°43.04'N - 1°30.46'E	Limited road access
Horning Marshes	22	TG 371172	52°42.00'N - 1°30.53'E	Ludham Bridge Upstream W
Ludham Bridge Upstream East		TG372171	52°42.00'N - 1°30.56'E	
Ludham Bridge Downstream West		TG 374169	52°41.90'N - 1°30.67'E	Limited road access
Ludham Bridge Downstream East		TG 374170	52°41.92'N - 1°30.67'E	Limited road access
Ant Mouth		TG 375160	52°41.38'N - 1°30.80'E	No road access
= Broads Authority Free 24-hour Mooring with approximate number of moorings				

Man Overboard

There are good RYA procedures for dealing with a 'man-overboard' but these assume the incident occurs in open water rather than on a river so they are only really suitable when on a Broad. Wherever the incident occurs, shout 'Man Overboard' to alert others of your crew. If you need to turn to carry out a rescue, the important point is to approach the unfortunate on a close reach. Spill and fill the mainsail to control the boat speed which should be slow on the final approach. Stop to leeward and immediately beside the person to complete the recovery. The chances are that another boat will have spotted the incident and will go to the rescue before you can turn back.



Getting back on board

If you or one of your crew has fallen in to the water, here are some tips on getting back on the boat. Other members of your group will be able to assist.

- If you are at a Broads Authority or other mooring with ladders, the easiest way out is to make your way as best you can to a ladder and climb out.
- Make your way to the stern of the boat. Get someone on board to hold the tiller very firmly in the fore/aft position and then use the rudder as a step to climb onto the transom.
- If more 'steps' are needed, someone on board can make loops in a convenient rope – jib sheet, mooring line or spare line. Make a loop by tying the rope round both shrouds as this will hold the two falls of the rope apart and make it easier to get a foot on the 'step'. If more 'steps' are needed, use another rope to make a longer loop. The rope could also be attached to the horse but make sure it is tied securely and capable of taking the weight wherever you choose to attach it.

If the buoyancy aid is fitted correctly, it is possible to assist the victim by lifting on the back of the buoyancy aid.

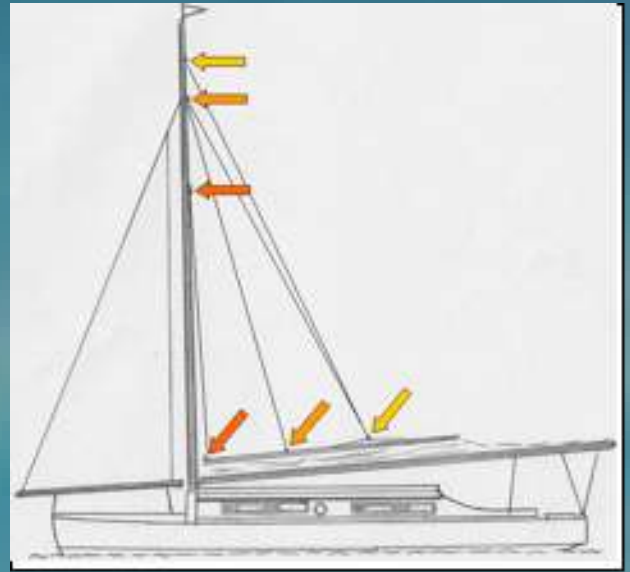
Once on board, it is important to care for the patient and ensure a change into dry clothes.

Raising the Sails - Cabin Boat

1. Please prepare as much as possible before moving to the end of the dyke to raise sails - otherwise you will block the setting off point for others.

2. Lower the cabin top.

3. Connect the mainsail halyards to the gaff. Hook the throat halyard block (the tail is secured to the right side of the tabernacle) to the forward point on the gaff. Next fix the peak halyard (the tail is secured to the cleat on the right side of the cabin top) to the gaff: the end hook clips to the middle point on the gaff and the block to the rearmost point on the gaff - ensure that the hook on the block points backwards and the halyard is not twisted.



4. Unroll the jib and connect the forward strop (closest to the makers name) to the stem head with the shackle. Run the end of the jib sheet through the eye under the rearward end of the jib boom, pass through the fairlead on the right side on the foredeck and then through the hole on the right side of the well combing - do not run the jib sheet through the fender eyes. Tie a figure-of-eight knot. The jib sheet can be secured to the cleat under to combing when sailing. Hook the halyard block to the top of the jib ensuring there are no twists.

5. You should now be ready to move to the end of the dyke and moor head to wind ready to raise sails. Moor the boat by the bow line only at this stage.

6. First raise the jib - this will hold the boat head-to-wind while raising the mainsail. Untie and leave loose the peak halyard (cleat on right side of cabin top) and topping lift (cleat on left side of cabin top) so that the jib can pull the mast forward when it is raised and sweated up - this will ensure that the boom is held high (the boat will sail better and there will be good headroom in the well). Raise the jib, sweating it up as tight as possible and secure to the cleat on the left side of the mast.

7. Pull on the topping lift so that a crew member can remove the crutches and stow in the cabin. Secure the topping lift to the cleat on the left side of the cabin top. Make sure the mainsheet is free.

8. To raise the mainsail, one person needs to pull on the throat halyard (secured to the cleat on the right side of the mast) while another pulls on the peak halyard (secured to the right side of the cabin top). Pull together so the gaff is kept roughly horizontal as it is raised. Hold the gaff horizontal while the throat halyard is sweated up and secured. Then pull up on the peak halyard and secure - at this stage there should be a heavy crease in the sail running from the free end of the gaff to the mast end of the boom.

9. When the mainsail is hoisted, release the topping lift from the cleat on the left of the cabin top, leave about 2 ft of slack rope and tie off on the cleat. Most of the crease should now disappear from the mainsail - there should still be a small crease left but the peak halyard has not been raised enough if the crease runs from the gaff jaws to the end of the boom.

10. Coil and stow the halyards and you are ready to sail away.

Lowering sails

Come head to wind or let the sail spill wind.

Lowering the Mainsail

Top up the boom with the topping lift and have sail ties ready (release the kicking-strap on the Rebels). Lower both halyards together but keep the peak above the throat at all times so the weight of the gaff pushes down on the throat and pull in on the mainsheet to control the boom and keep the sail out of the water. Bring the gaff down to rest in the chocks on the boom. Secure the boom in the crutches (see separate guide).

Lowering the Sail on a Lugsail Boat

Release the brail and overhaul (release) the halyard purchase before lowering away with the halyard. Don't bother with the crutches to start with and let the boom drop onto the deck. Unclip the halyard from the gaff but secure it temporarily with a sail tie – if you let it go up the mast, the mast will have to be lowered to retrieve it. Furl the sail.

Stowing the Mainsail

There are several ways of stowing a sail and all are correct provided the result is neat and tidy. One way is to start at the peak of the gaff and work down the edge of the sail to the boom hauling it aft all the way. This removes any bunching of the sail. Hold the aft edge of the sail at the centre point and stand on the cabin top astride the boom with your back to the mast (for a day boat, stand in the well next to the boom). Pull the aft edge of the sail tight towards you and then roll the sail in on itself until you have a neat bundle. Tie up the sail using sail-ties secured with a slippery hitch. By pulling the bulk of the sail forwards rather than backwards, there is less wet sail to drip into the well on rainy days. Purists will say that the sail-ties should go over the gaff and under the foot of the sail and not round the boom but this could put strain on the sail if the peak halyard is not slack enough when the boom is lowered into the crutches. Unhook and stow the halyards.

Lowering the Jib

When head to wind, take the slack off the sheet and release the halyard as you pull the jib down. Unclip and secure the halyard. Release the sail from the stem, leaving the shackle on the jib boom. Release the sheet and roll the sail up round its boom. Stow the jib on the cabin top and coil up the sheet.

A similar procedure applies to day boats. Buff Tip and Sundew have an outhaul which can be released before or after lowering the jib. Roll the sail up holding the wire luff and starting at the maker's name label, then stow away neatly. The ½-deckers have two jibs (full size and 'storm') so make sure the label is visible.

Prepering to put the cover on a lug-sail boat

Before putting the cover on a lugsail boat, the boom must be raised at both ends to establish a nice ridge for the cover to shed the rain. Take the main halyard and sail tie, pass round the spars close to the tack strop, make fast and use the main halyard to hoist the spars until the tack strop chain is tight. Then put the spars in the crutches and the cover can now be put on.

Lowering and Raising the Mast

The mast must be lowered to pass through bridges and sometimes it is recommended to reduce windage when to quanting against a strong wind.

Lowering the mast

Lower the cabin top and secure the boom in the **short** crutches.

Halyards should be secured to the cleats on the tabernacle. There is a good chance of their getting in a muddle if they are left on the spars or looped onto the shrouds. The jib does not have to be lowered completely but the top should be lowered to at least $\frac{1}{2}$ way down the mast.

Undo the luff line (the lacing holding the sail to the mast) if fitted. Undo the parrel line holding the gaff onto the mast and lay the gaff to one side of the boom. Remove the fore hatch cover and lay to one side.

The mast can be lowered and raised by one person but it is easier and safer with two. One should stand on the right side of the foredeck and the second on the cabin top. The masts on the 2- and 4-berth boats are well balanced but the short foredeck on the 3-berth boats means that there is less counterbalancing force.

Ensure that the topping lift is not tight. Remove the 'gate' from the tabernacle and stow safely in the forepeak where it cannot fall overboard. If the gate is tight it may be necessary to pull back on the forestay.

Undo the forestay and push the mast back until it starts to move. If there is some reluctance, the another person can help it to move by pulling on the topping lift near the end of the boom. Lower the mast slowly. As the forestay becomes less effective the second person can help to lower the mast into the crutches. As the foot of the mast rises up, make sure that the falls of the forestay run over on the counterweights. This will give more control as the mast comes down and will help to give more purchase when the mast is raised.

Once the mast is secure in the crutches, gather up all the shrouds and halyards and use sail ties to hold them neatly to the mast. This will leave the well clear for the helmsman and the decks clear for quanting.

Raising the Mast

Raising the mast is done in the reverse order.

Remove the ties holding the shrouds and halyards. The first person should be on the foredeck with the forestay: when starting to raise the mast it can be helpful to push down on the foot of the mast. The second person should be on the cabin top and give the mast an initial lift: he should then keep a good look-out to ensure none of the rigging gets hooked up. Do not force the mast if it will not go up smoothly - find out what is obstructing it.

Once the mast is up, secure the forestay, replace the gate and replace the hatch cover. Pull the gaff jaws to the mast and re-tie the parrel line. Remember to re-tie the luff line, if fitted, when the mainsail is raised. Swap the short crutches for the long ones if not raising the sails immediately.



Myths and Facts About Reefing

Myths:

- “You don’t need to reef on the Broads”
- “Reefing is for wimps”
- “It is difficult and time-consuming to reef”

Facts:

- Broads yachts are designed to sail best in winds of 15 mph (Force 4) or thereabouts
- A boat sails best if closer to upright
- A boat does not go faster if carrying too much sail - it is then necessary to spill wind
- If in doubt, reef
- It is better to reef early, and much easier at a mooring before you set off
- If you have 3 reefs in the mainsail, put one in the jib to balance the sails (except for Woods which have a small jib)
- If you are uncertain whether to put 1 or 2 reefs in, put one in first and then the second on top - this allows you to shake out one quickly and easily (or if the doubt is 2 or 3, put in 2 reefs together and the third on top)

Advantages of reefing:

- The boat will sail better and will be under control
- It will be easier to come into a mooring
- You will be less likely to cause damage or get water in the boat

Disadvantages of reefing:

- It is almost impossible to tack up a narrow channel with 3 reefs
- Reefing reduces the height of the sail which is not so good in tree-lined reaches

Reefing is simple and quick -

if you need instruction, ask the Yard staff



Force	Description	mph	Indicators on Land	Reefs
0	Calm	< 1	Smoke rises vertically	
1	Very Light	1 - 3	Smoke drifts	
2	Light Breeze	4 - 7	Wind felt on face. Rustles leaves	
3	Gentle Breeze	8 - 12	Leaves and flags move	
4	Moderate Breeze	13 - 18	Paper blown about. Small branches move	1
5	Fresh Breeze	19 - 24	Large branches sway	2
6	Strong Breeze	25 - 31	Small trees sway	3

Reefing - in 3 Easy Steps

Step 1

Using the loose shackle on the hoop fixed to the tabernacle, fix the cringle (eyelet) in line with the selected reefing points to the hoop.

Tips

- It is easier to reef a cabin yacht with the boom and sails in the shorter ('bridge') crutches.
- It helps to use the throat halyard to pull the gaff jaws about 6 inches above the boom.
- If adding a second or third reef, use a sail-tie to tie down the eyelet - this will allow you to shake out reefs separately if necessary.

Step 2

Take a sail-tie and poke the loose end through the hole at the back end of the boom then pass the loose end through the loop in the sail-tie. Pull tight. (1) Pass the loose end through the cringle in line with the selected reefing points at the aft end of the mainsail, pull the foot of the sail out as tight as possible (2) and secure by looping the free end round the tight part of the sail-tie and passing it through the cringle again (3) before securing with a half-hitch. (4) This way, the tension is taken on a loop rather than a knot and untying will be easier. Leave the long loose end free for the moment.

Tips

- It is easier to pull the foot of the sail tight if all sail-ties are removed. However, it is a good idea to tie a sail-tie loosely to the end of the gaff and secure it to the boom - this stops the gaff and sail disappearing to one side in a strong wind.
- It also make the process easier if the section of mainsail to be reefed is pulled to one side of the boom and the remaining sail to the other side.
- For second or third reefs it is acceptable to use the reefing eye for the first or second reef rather than the hole at the end of the boom.



Step 3

Use the loose end of the sail-tie (stage 2) to tie the reefing eye tightly and securely down to the boom and hold in any roll of spare sail. If necessary, use another sail-tie. This is important to prevent the sail ripping. And finally, roll up the area of sail to be reefed as neatly as possible and secure with the reefing cords. Use a reef knot or slip knot to tie the reefing cords which must be passed between the foot of the sail and the boom. It is very important not to tie the reefing cords under the boom - if they are, it will put too much strain on the eyelets and the sail is likely to tear.

Tips

- Reefing cords are colour coded so make sure colours match.
- It might be necessary to use another sail-tie to hold all the loose sail neatly at the aft end of the boom.

Note

The jib can be reefed in much the same way if it has reefing cords but start at the mast end of the jib boom.

When shaking out a reef, work in the reverse order – undo all reefing ties first, then undo the reef from the end of the boom and finally at the gooseneck.

The Cabin Top

Lifting and lowering the cabin top is best done with two people.

For safety reasons sleeping in the cabin is not allowed unless the roof is raised

Lowering

The intermediate supports for the roof of 3- and 4-berth boats should be knocked out first. For 2-berth boats (Hustlers), where the forward and aft ends of the cabin top are both lifted, the aft end must be lowered first.

To lower the aft end of all cabin tops, one person should take the weight of the cabin top while the other knocks out the rear supports. Then lower the top while the second person ensures that all the cabin side canvas is pulled inside and the supports are not fouling on anything. **WATCH THAT YOU DON'T TRAP YOUR FINGERS.**

To lower the forward end of the cabin top on 2-berth boats (Hustlers), it is easier if one person stands by the mast and takes the weight while the other person, inside the cabin, deals with the fixing pins. Then the top can be lowered.

Check that all the side canvas is tucked in neatly.

Raising

For 2-berth boats (Hustlers), where the forward and aft ends of the cabin top are both lifted, the **forward end** must be raised first. It is easier if one person stands by the mast and lifts while the other person, inside the cabin, deals with the fixing pins.

To raise the aft end of all cabin tops, one person should lift the aft end of the cabin top while the second person, inside the cabin, puts the struts in place. Don't forget the intermediate supports on 3- and 4-berth boats.

For Hustlers

Hustlers have now been fitted with larger, stronger eyes on the forward end of the cabin top and these can be used to raise and lower the forward end using the peak halyard. Before stowing the peak halyard, clip the two fittings that normally attach to the gaff to the two eyes, one to each side. Then swig* the peak halyard to raise or lower the cabin top. If you are sailing single-handed, tie off the halyard on a cleat while you go into the cabin to fit the pins.



For all Boats

The cabin-top cleats on all boats will take the weight of the cabin top. This means that peak halyard can be used to raise and lower the aft end of the cabin top. The clip at the end of the halyard and the hook on the intermediate block can be hooked onto the cleats, one to each side. Go forward to the mast, and using a cleat on the tabernacle, swig* the peak halyard to raise the cabin top. Once high enough a crew member can locate the supports or, if single handed, tie off the halyard on the cleat and do the job yourself.

**See the guide on 'Ropes' if you are unsure how to swig a halyard*

Your Dinghy

Rowing and sailing dinghies are fun. Dinghies allow you to moor on a mudweight in the quieter waters of the Broads but still get shore for refreshments or provisions.

Towing your Dinghy:

Fasten your dinghy so that it follows closely, never trailing yards behind, but allow enough painter so that the dinghy doesn't get trapped at the end of a tack. The rowlocks should be unshipped whenever the dinghy is not being rowed, and especially when being towed, otherwise they may catch on ropes or on other boats.

Never tow your dinghy with its mast up or with the centreboard lowered. When you unstep the dinghy mast, stow and secure it in the dinghy so that the mast does not protrude over the bows. Alternatively, stow the mast, etc on the cabin top.

Never allow anyone to ride in the dinghy when it is towed.

Boarding your Dinghy:

It is recommended that you always wear a buoyancy aid or life jacket. Ensure the dinghy is tied securely and step into the middle from the side. Never attempt to get in over the bows. Never overload the dinghy, two is enough when sailing.

Sailing your Dinghy:

Step the mast, fix the rudder and tiller in place and lower the centreboard. Hoist the sail with the dinghy head to wind. Hoist the sail up to full height, making sure that the mainsheet is free, and fasten the halyard (downhaul).

Rowing your Dinghy:

No guidance here – just have fun.

When sailing or rowing in a river, watch out for the wash from motor boats as few drivers are aware of what happens behind them. Remember you will make excellent progress with the breeze behind you and the tide running with you but getting back against wind and tide can be a long and tiring process.

Safety Code:

- Always wear a buoyancy aid, even if you are an excellent swimmer.
- Once underway, never stand in a dinghy.
- When getting in or out, avoid stepping onto the edge of the dinghy.
- Never overload your dinghy.
- If you should capsize, stay with the dinghy until help arrives.

The Awning

Some tips for taking off and putting on the awning:

Removing the Awning

Undo the back and all the cabin side fastenings. Undo the tail (fold back along the top). (1)

Undo the front and fold the flaps back. Leave the collar attached to the mast - this will prevent the awning from blowing away if it is very windy!

Then pull the back of the awning up to the mast - this is easier with one person on each side of the boat. (2)

For Woods and L-class, do this twice more so the awning is now folded neatly near the mast. (3 and 4)

For Hustlers, pull the back 1/2-way to the mast and then fold over again up to the mast. (3 and 4)

Shake out the folds down each side so the awning folds neatly. (4)

Undo the collar.

Fold up each side twice. (5 and 6)

Put one bundle on top of the boom and the second on top of that.

Take a sail tie and tie the awning up tightly and stow in the forepeak.

Not only does this mean the awning is neat and takes up less room in the forepeak but you will also have a handle to lift it out at the end of the day.

Stow the awning rails under the coaming.

Putting on the Awning

Put the awning rails in position

Lift the awning out of the forepeak (now you see why it is easier if it is tied up tightly) and put it on the boom by the mast. Ensure it is the right way round - the collar should be close to the mast. Undo the sail tie, let the rolls drop to the sides and tie the collar to the mast.

The boat name is marked on the inside of the collar and should be against the mast - if it is not, the cover is on up-side-down and/or back-to-front!

Take hold of the back of the awning and pull it to the back of the well. [By folding the awning this way it is quicker to undo it should you be in a hurry when the rain starts.] Secure the tail, front and tie the cabin side fastenings. Unless it is very windy, only the elasticated ties need be used.

A tip for the 4-berth boats - so that you will be able to open the companion way hatch without its fouling on the awning, go to the mast and pull the awning forward so that the collar is not stretched backwards. The flap in the awning should then correspond to the hatch opening.



1



2



3



4



5



6



7



Cooker

All burners are fitted with a Flame Failure Safety Shut Off Device (FFD). In the event of the flame being extinguished the gas supply will be cut off to the burner.

To start make sure the gas is turned on at the cylinder. It's recommended you have the awning (cover) on as the FFD is very sensitive and the wind could blow out the flame.

Cooker

To light a burner **push in the appropriate knob**, rotate anti-clockwise to the full on position and apply a spark to the burner. It should light immediately but **continue to hold the knob in for a further 15 seconds**. If the burner goes out when the knob is released repeat the procedure but hold the knob in for longer before releasing. The tap can then be rotated to the desired setting (high through to low). If any of the burners on the appliance are found to have become extinguished then the gas bottle must be switched off and the unit left for a period of 1 minute to allow any unburnt gases to escape, before attempting to re-light the burner. If the oven (Lullaby's only) burner has been extinguished the oven door should be opened as well.

Grill

Please take care while using the grill as the grill pan handle may become hot if the pan is placed too far under the grill. It is not necessary to preheat the grill but if a preheat period is used the empty grill pan should be placed under the grill to protect the grill base.

Oven – Lullaby's only

The tap has 8 marked settings, which correspond to the temperature given below. Intermediate temperatures can be obtained by turning the knob to the appropriate setting.

The cooking time and temperature may vary depending on the quantities, types of food you are cooking and the surrounding temperatures.

Setting 1	110°C	Setting 5	190°C
Setting 2	130°C	Setting 6	210°C
Setting 3	150°C	Setting 7	230°C
Setting 4	170°C	Setting 8	250°C

PLEASE ENSURE YOUR GAS IS TURNED OFF AT THE BOTTLE AFTER COOKING

Lighting

We kept Percy's tradition of oil lamps alive as long as we could but it has now becoming impossible to obtain suitable spare parts for the lamps. They have now been replaced by wide-angle LED lights in each cabin.

As a bonus, a battery on board allows a USB port to be fitted for charging mobile phones and the like. This port is discreetly located on the bulkhead below the light and towards the side.

Each cabin now has a metal disc in the cabin ceiling for a small LED light with a magnetic base. The boats are provided with these lights but please remember to leave them on the boat at the end of your holiday for the next customer






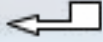
Toilet





All Hunter yachts have now been fitted with Jabsco toilets. Please ensure all your crew know how to operate the toilet correctly. **DO NOT PUT INAPPROPRIATE MATERIAL IN THE BOWL** - (the lads at the Yard do not enjoy unblocking toilets!)

- The toilets have a Twist 'n' Lock action safety handle which guards against flooding and waste backflow by locking the waste outlet valve shut. Always ensure the handle is locked when not in use.
- Before use, ensure that there is enough water in the bowl to prevent the toilet paper becoming compacted at the bottom of the bowl.

If the bowl is empty, move the flush control lever to the OPEN () position and pump the handle up and down until the flushing pump is primed and water enters the bowl. Then SHUT () the Flush Control.

- Operate the pump with long, smooth strokes for efficient and easy operation.
- during use, pump as necessary to keep the contents of the bowl low enough for comfort.
- Use good quality soft household toilet paper, but do not use more than is necessary.
- after use, keep the Flush Control SHUT () and pump until the bowl is empty.
- When the bowl is empty OPEN () the Flush Control again, and continue to pump until all the waste has left the boat - at least 7 complete up/down strokes.

Then SHUT () the Flush Control and pump until the bowl is empty. Always leave the bowl empty to minimise odour and spillage.

Leave the Flush Control in the SHUT () position.

Push the pump handle down and twist to lock.

A Guide to Quanting

The quant is the pole used to push the boat when there is no wind or you need to manoeuvre in a confined space. It is about 15-20 ft long with a bott (knob) and one end to push on and a foot at the other end to stop it sinking too far into the mud. It is used for a straight push and is likely to break if used as a lever.

To use the quant, stand on the deck near the shrouds holding the quant vertical (bott uppermost!). Drop the quant about 2 ft out from the boat, letting it slide through your hands. When the foot hits the bottom the boat will have moved forward so the quant is now not vertical. Use it to push the boat forward working your hands up the shaft until you can put the bott in your shoulder. Lean on the quant and push the boat forward as you walk towards the stern.

At the end of the push, twist the quant to release it from the mud. Walk forwards pulling the quant behind you. As you approach the shrouds swing the quant into the vertical position ready for the next push. This will become an easy, flowing movement with practice. If the boat is stationary when quanting starts, always start with the first push while standing on the aft deck otherwise you will just push the boat sideways rather than forwards.

Some tips:

Before quanting with the sails stowed ensure that the boom and crutches are securely pulled down with the mainsheet. You can then use the boom to steady yourself without fear of it giving way and encouraging you to swim.

Drop the quant through your hands - don't lower it hand-over-hand or it may just float up again.

Always quant on the lee side if you can when it is windy. This will help to keep the boat on course.

'Feel' the bottom before pushing and gauge how hard to push. If the bottom is hard, the foot might slip; if the bottom is very muddy it may be difficult to pull the quant out if you have pushed too hard. If the quant sticks let go and stay on the boat unless you want a swim.

Don't try to quant fast. The boat will have a natural speed and the extra energy used to try to go faster will be very tiring.

Try always to keep your hands below your elbows otherwise the water on the quant when you let it slip through your hands will run up (down?) your arms and you will get very wet.

The helmsman must play a part in quanting. Keep a straight course when the quant is being pushed and make any turns between pushes otherwise the quant may run under the hull and tip the quant in the river.

If you are lucky enough to be double quanting with one person on each side, try to keep in unison as this will make steering easier.

If by chance you break a quant, bring the bits back to the Yard as quants are always repairable even if the bits of two broken quants are used to make one new one.

And finally, Byelaw 23 states that motor boats and sailing boats must give way to a boat quanting, whether or not it has its sails up (Broads Authority Navigation Byelaws 1995).

Setting Off and Good Practice

Setting Off

Setting off from Hunter's Yard can sometimes be difficult

It is always good practice to moor head-to-wind on a single line to raise sails and there are enough places on each side of the dyke in the areas reserved for raising/lowering sails to do this. Avoid crossing Womack Dyke and mooring to the bank there. You will undoubtedly obstruct a good proportion of the Womack Dyke where it is already narrow, on a blind corner and where some motor cruisers have difficulty in negotiating the bends. If a sailing yacht is approaching the Yard to moor, you will also be limiting his options by your obstruction. If the wind is from a generally southerly direction it will be necessary to tack up the first stretch of Womack Dyke. It is very difficult to set off and tack from a standing start up this narrow reach. It is recommended that you set off in the other direction towards Womack Staithe. Sail for a short distance and turn in a wider part of the dyke before the trees. You will then be able to check the setting of the sails, get into the rhythm of tacking and gain some momentum before the narrow section.

If the wind is strong and from a favourable direction, there is no harm in setting off with the sail scandalised so that you have better control where your sight-lines are restricted by the bend in the Dyke.

Once you have set off and all is well, check the topping lift has been slackened and that the peak is set correctly – once the mainsail is filled there should be no creases. **Please** remember to take in all the fenders. Hunter yachts look so much nicer without fenders hanging over the side! It also reduces performance if the fenders are dragging in the water. Don't forget to put the fenders out again before you moor. Now enjoy a good day's sailing and impress all the other river users by the smartness of your boat.

Setting off from a Mudweight Mooring

Setting off from a mudweight mooring can be a little daunting if other craft have moored after you and are rather closer than you would like or if the wind has changed direction since you moored. When using a mudweight, as much line as possible should have been let out (a mudweight might not hold if the line is near vertical) but some of the line can be pulled in now before raising sails.

You will naturally be swinging head-to-wind and so in the perfect position to raise the sails but leave them free to flap. Work out your plan to leave and think of a Plan B if things don't work out quite as planned. Decide which way you would prefer to set off and a crew member can start to pull up the mudweight. If it appears to be stuck, a steady sustained pull will usually release it eventually but don't pull it up completely – it should still be holding the boat on

station. This process might have pulled the head away from the wind so wait until the boat settles again.

At this stage it is all about timing - the boat will be swinging naturally in the wind and so wait until it is facing in the direction you want to set off, check your route is clear and then pull the mudweight out of the mud. Try to back the jib at the same time if possible, otherwise just pull in the jib sheet. When the jib has pulled the head round it is time to pull in the mainsheet. Once cleanly away, swing the mudweight in the water to clean of the mud before pulling it on-board and stowing. Ensure the topping lift is slack and the mainsail is set correctly.

Halyards Sheets and Other Ropes

Hauling

Pulling a rope horizontally in a standing position is simple. Don't lean forward to get a grip but take hold of the rope where you are and then move your feet forward, then lean back steadily so your thigh and back muscles do the work. If you are pulling in a group concentrate your joint efforts in combined deep jerks – and sing out 2-6-heave!

Swigging

If two people are involved the first takes a half turn or half a figure of eight on the cleat or pin (depending on the load) and holds hard on the tail. The second grabs hold of the halyard at about eye-level and throws his weight back with arms extended. The load will move upward. The second person now bends his arms and moves the halyard back into line while bearing down all the time. At the same time the first person takes up the slack around the cleat or pin and then holds firm while the swigger takes a fresh grip. It can be done single-handed – a right-handed person will swig back with the strongest hand while holding the half-turn fast with the left.

Making Fast

There are a number of ways of securing a rope to a cleat and which you choose on the day will depend on the circumstances. The questions to ask are:

- Will it be impossible for the rope to come off by mistake or get knocked?
- Will it be impossible for the rope to jam up on the cleat?
- Have I put the turns on in such a way that, as I begin to take them off again, the rope can be surged under load if required?

If all three answers are 'yes' it doesn't matter how it is achieved.

The important thing is to ensure the rope's initial turns are made so that it can't jam under load. Lead a rope to a cleat or pin so that its first half-turn goes straight on and not so that the second can jam it. Half-hitches can become tight and difficult to undo in a hurry if wet. It has been known for Hunter halyards to jam on the small metal cleats when wet so it is recommended that halyards are secured to the cleats with the O-X-O method, with a hard pull on the final turn to lock it. The same applies to belaying onto a pin but a locking hitch can be used if at least two full figures of eight are used first.

Coiling

All three-strand ropes are made to be coiled right-handed, or clockwise. They should be coiled naturally and never forced around an elbow. They are best coiled into the left hand with the right hand doing the work.

Always start with the end that is made fast so that kinks will fall off the loose end. Ropes can be coiled on deck if they are too big to handle but once a rope is coiled on deck, turn the whole coil over so it runs out from the top.

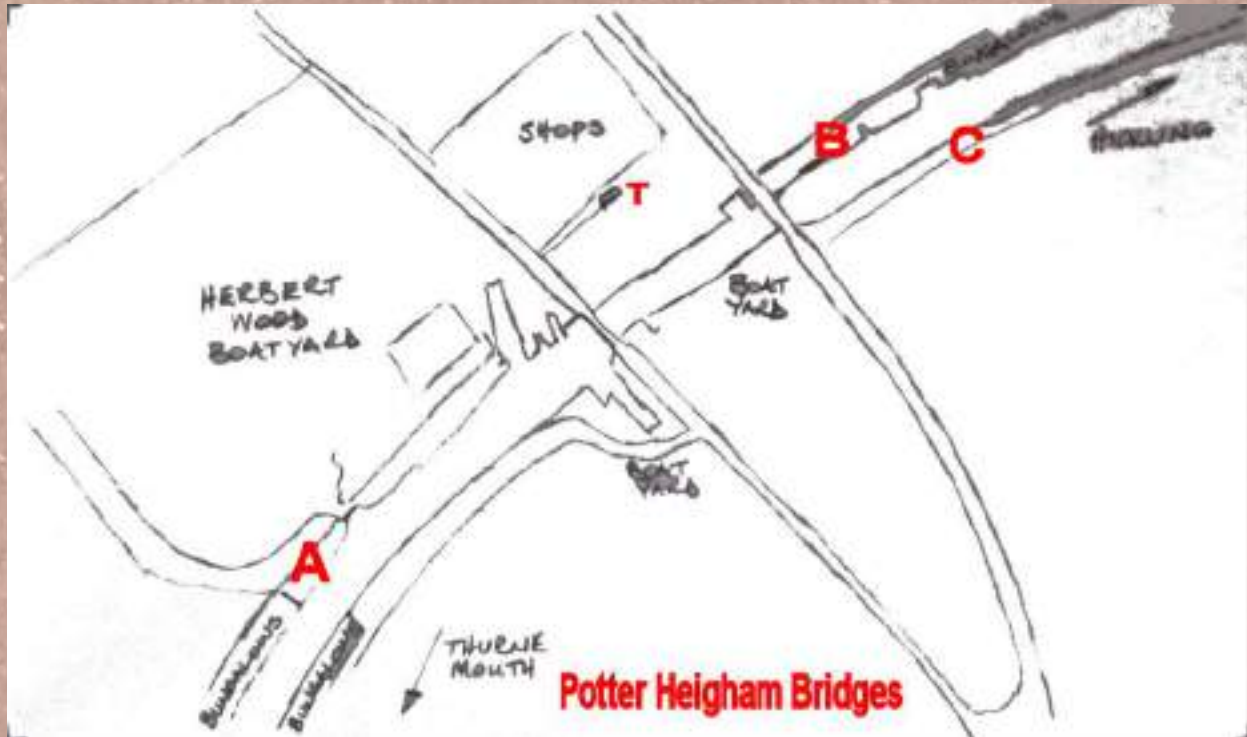
Stowing the Halyards

There are several ways of stowing and all are good but this method is recommended as the halyards are stowed for instant release. Coil the halyards and then put your hand through the coil and take hold of the standing part. Pull this through the coil, twist it a couple of times and loop over the cleat or pin. If the sails have to be dropped in a hurry, the coil can quickly be dropped off the cleat. Other ways of tidying the halyards don't allow such a quick release.

Mooring Lines (Warps)

Use a clove hitch to moor on a post, add a third hitch if you wish or add a half hitch to the standing part. For an eye mooring, take a loop through the eye and take two half hitches round the standing part. Coil the spare line neatly **but don't put it over the post** – if you do and someone else moors on the same post after you, you will have difficulty in taking your line off.

Potter Heigham Bridge



Areas for yachts to lower and raise masts/sails are currently signed at **A**, **B** and **C**. There is no designated area to the SW of the bridge. Watch out for motor cruisers entering or leaving the Herbert Woods basin under the footbridge next to **A**.

Advice

Potter Heigham Bridge is awkward and the current can flow fast in either direction so a careful look at the tide tables is in order. Hustlers and Woods can usually negotiate the bridge at high slack water but Lullaby Class might have problems - low water is fine for all. There is often a confusion of motor cruisers trying to moor at the water point or to pick up a bridge pilot just SW of the bridge.

Sailing North East towards Hickling. Moor up at **A** if at all possible. If the wind demands mooring on the South bank, you may be lucky to find a space. Otherwise you might have to stop quickly by the water point or hang temporarily off a moored boat but take care. Be careful when quanting through the bridge because just before the bridge, at the point where you want to get a bit of way on, there are lumps of masonry (quant slips) or deep holes (quant disappears). Once through the bridges there are designated yacht moorings although you might have to upset an angler - they are supposed to keep out of the way of yachts wishing to moor.

Sailing South West towards Thurne Mouth. There are suitable yacht moorings on both banks so there should be no problem. Once through the bridge quant to the mooring at **A** or as far from the confusion at the bridge as you can.

There is good mooring between the bridges on the north bank for a stop for shops and toilet or if you find the current is too strong to quant through the old bridge.

Sailing Tips

These ideas have been developed by one of our customers for single-handed sailing or sailing with an inexperienced or less agile crew:

1. Don't stow halyard blocks on the shrouds at the end of sailing - they could easily catch your buoyance aid or hook an eye. Use a sail-tie to hold the halyard blocks above the awning collar and secure to the throat cleat. The halyards can then be tightened and secured.
2. Carry the mudweight on deck adjacent to the tabernacle. Tie the free end of the rope to the mooring ring and tie the mudweight to the tabernacle with a sail-tie or its own line. It will be quick and easy to throw the mudweight over if you need to in a hurry.
3. Carry 2 or 3 sail ties in your pockets - easily accessible if you have to drop the mainsail and tie it up in a hurry.
4. When raising the mainsail, pull the peak up to just above horizontal (the scandalised position), tie off and coil up the spare end of the halyard. Then pull the peak up to its full height and secure over the first knot. If you need to scandalise in a hurry, you can then undo the first knot secure in the knowledge that the gaff won't fall on your head and you haven't got to worry about tying the peak halyard again when you have other more pressing matters to deal with. If you are in a situation where you might have to scandalise like this, it is a good plan to take the slack from the topping lift and sail with the topping lift just holding the weight of the boom rather than completely slack as it should be.
5. Tie fenders to the forward awning rail brackets and then carry them in the well. They are not unsightly and can be flipped over the coaming easily. (For single-handed sailing - not so good if there are several passengers)
6. Take a rond anchor from the forepeak and keep in the well (on the shelf under the combing) - it is easy for you to get in a hurry and easier for your crew to get if you want it in a hurry.

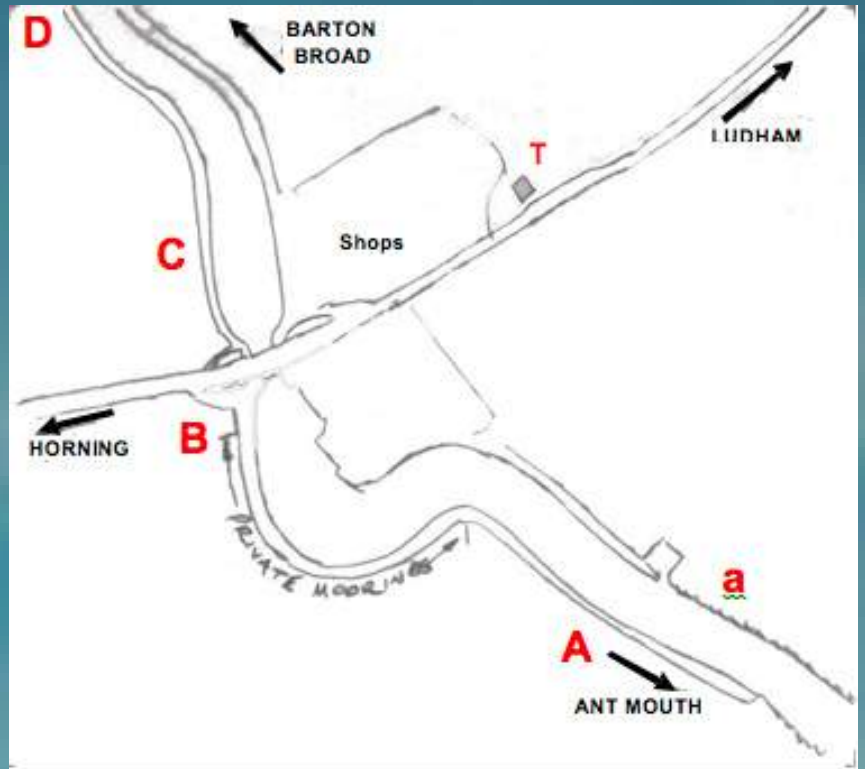
And always remember the golden rule:

Whatever manoeuvre you are undertaking, ALWAYS have a planned escape route.

A sailing vessel reaches a point of no return at which she must commit herself irrevocably to a course of action. You have two options, either complete the manoeuvre successfully or abort in good time. Always leave room to abort in good time – if the space isn't there, you should think twice about trying the manoeuvre in the first place.

Ludham Bridge

Areas for yachts to lower and raise masts/sails are currently signed at **B** and **C**. **B** is far too close to the bridge to be used safely. **C** is close to the bridge and opposite the water filling point - it is a difficult point to sail to and from in busy periods because there is often confusion by the bridge and there is only a narrow channel between moored boats. **C** is marked as 'Demasting Area' with small Broads Authority signs to reserve the space for yachts but motor-boaters may not see, understand or take notice so do not rely on there being space.



Advice

Ludham Bridge is always busy in the high season, particularly at lunchtime on Sundays. There is often a confusion of motor cruisers trying to moor at the water point and near the shops. Try to pass the bridge early or late in the day. The current can be fast so watch the tides.

Sailing North towards Barton Broad. Moor up at **A** (but watch for uneven ground). At most times this will be this best mooring in the prevailing winds but if the wind is from the east, drop a mudweight in the reeds at a before reaching the private quay heading. Don't try to go round the bend because you are unlikely to find a mooring and it is often congested with boats waiting to go under the bridge. Once through the bridge, quant to the far end of the moorings (**D**) - go past the area marked for demasting - and drop a mudweight in the reeds if no other mooring is available. This may mean a long quant but with wide motor cruisers on both banks the available space to set off and sail safely is limited.

Sailing South towards the River Bure. Moor at the north end of the quay heading (**D**) or drop a mudweight in the reeds if the moorings are likely to be crowded. It is not possible to see round the final corner to the bridge - the channel between moored boats is narrow and there is often confusion near the bridge so it will be very unwise to sail closer to the bridge. Once through the bridge quant on to the mooring at **A** (but watch for uneven ground) or drop a mudweight in the reeds on the bank opposite at **a**, depending on wind direction. Note - there is no path to the shops and toilets from the south east.

This may mean a lot of quanting but the alternatives could result in bumps and scrapes. This advice is given for busy periods but, of course, the demasting area at **C** can be used if there are few boats on the river.

Need Some Help?

Entry code for showers/toilets at Hunter's Yard: Please check with the Yard for the code or for more information (for security and insurance reasons please do not give this code to anyone not on a yacht in our private dyke)

Hunter's Yard:

Contact Number 01692 678263

Office hours Mon-Sat 8.00 am - 4.30pm (Closed Sundays and Bank Holidays)

Out of office hours: EMERGENCY HELPLINE: 0778 706 4688*

Generally available to cover sailing hours until 8 pm Mon - Sat and 9:30 am - 5pm Sundays. *Please note: Coverage isn't always that good, we apologise for any inconvenience caused to you should this occur.

Medical Matters:

We hope the following information can help you quickly; however, if you need more help please feel free to call us.

Important: before calling emergency services please note where you are. In remote areas, help will reach you quicker if you quote an Ordnance Survey reference if calling emergency support to come to you (see O/S map on boat or the grid references in this pack).

- Emergency (includes police, ambulance, fire brigade, Broads river police, inland lifeboat and coastguard) : 999
- Accident & Emergency facilities are available at:-
Norfolk & Norwich Hospital, Watton Road, Norwich 01603 286286
James Paget Hospital, Lowestoft Road, Gorleston 01493 452452
- NHS Direct Advice Line (24 hours, 7 day a week) 111

Doctors:

Acle	Acle Medical Centre, Bridewell Lane	01493 750888
Beccles	Med centre, St Mary's Road	01502 712662
Blofield	Drs Harris etc, Plantation Road	01603 712337
Brundall	Brundall Medical Centre, The Dales	01603 712255
Coltishall	Dr Leaney etc, St John's Close	01603 737593
Gt Yarmouth	Drs Dawson etc, 147 Lawn Avenue	01493 334500
Gt Yarmouth	Drs Goldiser etc, 55 King street	01493 855589
Hoveton	Drs Thurlow etc, Medical Centre, Stalham Road	01603 782155
Loddon	Church Plain Surgery, Church Plain	01502 520222
Ludham*	Drs Sale etc, Staithe Road	01692 678611
Norwich	Drs Waterhouse etc, 202 Thorpe Road	01603 437559
Oulton Broad	Drs Jarvis etc, 1a Bridge Road	01502 565936

Doctors:

Reedham	Dr Ireland, 24 The Hills	01493 700249
Stalham	Drs Jarvis etc, Stalham Green	01692 580880
Stalham	Drs Willits etc, Lower Staithe Road	01692 582000
Wroxham	Drs Thurlow etc, Medical Centre, Stalham Rd	01603 782155

Dentists:

Acle	Turner etc, The Green	01493 750757
Beccles	Cadman, 19 Blyburgate	01502 712424
Brundall	Wade, 114 The Street	01603 713740
Coltishall	Bowen, 19 High Street	01603 738027
Gt Yarmouth	Burkett, 2 Alexander Road	01493 842745
Norwich	Burkett, 199 Plumstead Road	01603 700435
Norwich	Plummer etc, Mary Chapman Close, Thorpe	01603 700990
Oulton Broad	Trent, 112 Victoria Road	01502 511991
Stalham	Steel etc, High Street	01692 580395
Wroxham	Waldron, Church Road	01603 782885

Vets:

Beccles	Three River Vet Group, London Road	01502 712169
Gt Yarmouth	Haven, Bridgefoot Stream, Mill Lane	01493 602585
Hoveton	Bridge Vet Surgery, 63 Norwich Road	01603 783920
Norwich	Thorpe Vet Clinic, 40 St Williams Way, Thorpe	01603 434494
Stalham	Broadland, 33 High Street	01692 580171
Wroxham	Bridge Vet Surgery, 63 Norwich Road	01603 783920

Taxis:

Acle	1st Acle Taxis	01493 752222
Hemsby	Hemsby Taxis	01493 394343
Gt Yarmouth	Anglia Taxis	01493 855855
Ludham	Village Cars	01692 678775
Stalham	Stalham Cabs	01692 581666
Wroxham	Wroxham Taxis	01603 782925

Pubs, Restaurants and Fish and Chips local to Hunter's Yard:

Acle	Bridge Inn	01493 750288
Acle	Hermitage Restaurant & Pub	01493 750310
Horning	The Fish Bar	01692 683846
Ludham	Kings Arms	01692 678386
Sutton	Sutton Staithe Hotel	01692 580244

See Broadcaster newspaper for other restaurants/pubs in the Broads area.

Local Weather Forecast

Radio Norfolk:

FM 95.1 or 104.4

MW 85.5 or 104.4

Broadcast with news bulletins approximately every hour on the hour.

Coastguards (Yarmouth):

Sailing specific local forecast is available via the Coastguards at Yarmouth (this is an inshore forecast up to 12 miles out to sea therefore you need to make an adjustment for inland sailing) Open 24 hours a days, 365 days a year. Telephone number: 01493 851338

Hunter's Yard Web Addresses

Local Weather:

<https://www.huntersyard.co.uk/useful-info/local-weather>

Local Tides:

http://www.norfolk-broads.org/tides/tide_report.asp

How to Videos:

<https://www.huntersyard.co.uk/learn-sailing/instruction-clips>

Hints and Tips:

<https://www.huntersyard.co.uk/useful-info/hints-and-tips>

BA Free 24-hour Mooring - North

Northern Rivers

Broads Authority 24 Hour Moorings	Length of Mooring (Metres)	Alongside (A) Double - Alongside (AA) Stern on (S)	Approx No of Moorings
Acle Bridge	166	A	16
Barton Turf	41	A	4
Boundary Farm, Oby	40	A	4
Catfield Staithe	36	A	3
Cockshoot Dyke	149	A	15
Colitishall Common	231	AA	46
Deep Dyke	193	A	19
Deep Go Dyke	112	A	11
Dilham Staithe	50	A	5
Gaye's Staithe	81	S/A	12
Great Yarmouth Yacht Station	535	AA	107
Horning Marshes, Ludham Bridge	225	A	22
Horning Staithe	101	A	10
Hoveton St John	87	S	20
Hoveton Viaduct	319	AA	64
How Hill Staithe	300	A	32
Irstead Staithe	18	A	2
Neatishead	150	A	12
Paddy's Lane, Barton	156	A	15
Potter Heigham Martham Bank	144	A	14
Potter Heigham Repps Bank	145	A	14
Ranworth	170	S/A	14
St Benet's	300	AA	60
Stokesby	33	AA	6
Sutton Staithe	220	A	22
Wayford Bridge	53	A	5
West Somerton	150	A	14
White Slea	25	A	2
Womack Dyke	140	A	14
Womack Island	34	A	3
Wroxham Broad Island	69	AA	6

Scare Gap Acle
Potter Heigham Bridge Green
Potter Heigham (nr Herbert Woods)
Potter Heigham Dinghy Park

Emergency Mooring
Short Stay Moorings
Demasting
Demasting

Moorings

Generally you can moor anywhere that is not a private garden or does not have a 'No Mooring' sign. The mudweight will hold on most Broads in a reasonable wind but keep an eye open for the dragging in strong winds - Salhouse Broad does not have a muddy bottom and mudweights do not hold even in a light wind. Make sure you use fenders if you moor against a hard bank, and watch for tree branches and underwater roots. Some of the older quay heading at informal moorings is not in good condition so watch for protruding bolts and uneven ground behind.

Mooring in the open Broads is very pleasant - why not take a dinghy for a run ashore or to explore the backwaters.

Broads Authority 24-hr moorings in the popular spots fill quickly (they are listed in the Green Book on p 21). Many are for stern mooring only so mooring is not easy and it can feel quite intimidating to be between two large motor-cruisers. Also, fumes from engines running to keep heaters and batteries going can be unpleasant - quoting By-law 84 rarely has any effect. Moorings at Pubs are usually only for customers but most will reserve a mooring if you phone ahead.

Below is a selection of moorings that are worth mentioning:

Location	Remarks
Thurne	
Thurne Dyke	Close to Hunters Yard. Pay at the pub if mooring on the north bank and at the farm if on the south bank.
Repps	There are 2 moorings at Repps on the SE bank of the Thurne - only a short walk from Potter Heigham but quieter than by the bridge.
West Somerton	A peaceful mooring in beautifully clear water.
Hickling Etc	
Deep Dyke	A nice mooring within site of Hickling Broad but is rather exposed. Deep Go Dyke and Whiteslea 24hr moorings further south are more sheltered.
Horsey - Waxham Cut	A quiet mooring at the start of Waxham Cut off the NW corner of Horsey Mere.

Location	Remarks
Bure	
Fleet Dyke	Good moorings on the double bend before South Walsham Broad with path to village - more closer to the Broad but busier.
South Walsham Broad	A good mudweight mooring - small quay for dinghies only.
St Benets Abbey	A popular mooring with an interesting walk to the ruins and plenty of activity on the river to watch.
Ranworth Broad	A good mudweight mooring. Hunter boats may use the dinghy dyke in the evening but must be away early in the morning - dyke is shallow at the end.
Horning Church	Good position but only space for 2 boats.
Cockshoot Dyke	A short dyke off the Bure - interesting nature trail.
Blackhorse Broad (Hoveton Little Broad)	Mudweight mooring only. Quiet.
Salhouse Broad	Peaceful broad off the Bure. Stern moorings.
Ant	
How Hill	A good place to moor to visit How Hill but the quay heading is high.
How Hill to Barton Broad and Barton Broad to Sutton	Several good small informal moorings but watch the mast in the trees and underwater roots.
Barton Broad and Wood End Dyke	Plenty of good mudweight mooring round the edges of the broad. Don't worry about the channel markers - the broad is deep enough nearly everywhere. Wood End Dyke (off east side of Broad just north of the island) has one public mooring on south side before you reach the private moorings.
Gay's Staithe	Mostly stern mooring. Can be peaceful. Short walk to good toilets.
Sutton Broad	Good mudweight moorings in peaceful setting.

Bluebird Map of the Norfolk Broads

River Distance Tables

(In Statute Miles)

RIVER BURE																						
Great Yarmouth	24.75	23	12.33	14	2.75	8	9.25	15.75	16.75	6.5	22	5.33	17.25	17.33	20	19	30.5	28.33	16.50	11.5		
	Wroxham	1.75	12.5	10.5	22	16.5	15.33	9	10	18.33	2.5	19.33	7.5	7.5	4.5	5.5	6	3.75	8.33	13.33		
		Wroxham Broad	10.5	9	20.25	15	13.5	7.25	8.25	16.5	1	17.75	5.25	6	3	4	7.75	5.5	6.75	11.75		
			Upton Dyke	1.5	9.75	4.5	3.25	3.5	4.33	6.5	9.33	7.25	4.5	5	7.5	6.5	18.5	16	3.75	1.25		
		Thurne Mouth		11.25	6	4.75	1.75	2.75	6.5	8	8.75	3.25	3.33	6	5	16.75	14.33	2.5	2.75			
			Three Mile House	5.25	6.5	13	14	7.75	19.25	2.5	14.5	14.24	17.25	16.25	28	25.75	13.33	8.33				
Berney Arms	Brammerton Woods End																					
	Brundall																					
	Buckenham Ferry																					
	Cantley Red House																					
	Carrow Railway Bridge																					
	Coldham Hall	Junction R. Yare and Wensum																				
Fleet Dyke																						
Norwich																						
Hardley Cross																						
Hardley Dyke																						
Langley Dyke																						
New cut	Reedham Railway Bridge																					
	Reedham Ferry																					
	Rockland Broad																					
	Seven Mile House																					
	Surlingham Ferry																					
	Whitlingham Ferry																					
Great Yarmouth																						
RIVER YARE																						

N.B: You are reminded that Angling is not permitted without the use of a Fishing License issued by the East Suffolk and Norfolk Rivers Board; such Licenses are easily available at most riverside stores in Broadland.

Catfield Staithe	Hickling staithe	Hickling Broad	Horsey Staithe	Horsey Mere	Kendal Dyke	Ludham Womack Staithe	Martham Broad	Martham Ferry	Meadow Dyke	Potter Heigham	West Somerton	Thurne Mouth	Thurne Dyke	Whitelea	Womack Dyke
1.5	1.25	2.3	0.75	2.25	4	5.5	0.75	1.5	2.75	4	6.5	0.5	5.3	4.75	
1.3															
4	3.5	2.3	7	6.25	1	4.3	2.5	2	3	3.0	6.5	6	5.3	4.75	
3.25	3	1.75	3	2.25											
7.75	3	1.75	3	2.25											
7.25	7	5.75	7	6.25	4										
4.5	4	2.75	4	3.25	1	5.5									
3.3	3.25	2	3.25	2.5	0.5	4.3	0.75								
2.25	2	0.75	1.75	1	1.5	5.25	2.5	1.5							
4.75	4.33	3.25	4.3	3.75	1.5	2.3	2.75	2	2.75						
5	4.67	3.3	4.75	4	1.75	6	0.75	1.3	3	4					
7.75	7.3	6.5	7.5	6.75	4.5	2	5.75	5	5.75	3.0	6.5				
7.25	7	5.75	7	6.25	4	0.3	5.75	4.3	5.25	2	6	0.5			
1.75	1.5	0.5	2.5	1.3	1.3	5.3	2.3	1.75	0.5	3.00	3.5	6	5.3		
6.3	6.5	5	6.25	5.33	3.25	0.75	4.3	3.75	4.3	1.75	5.25	1.5	0.75	4.75	

RIVER ANT

RIVER WAVENEY

Wifi Hotspots

This list is compiled from other sources we cannot guarantee its accuracy.

Acle Bridge The Bridge Inn (Free)	Ludham Bridge The Dog (Free)
Beccles Royal Oak (Free)	Norwich Premier Travel Inn (?) Norfolk Open Link Centre (Free) if still exists The Compleat Angler (ipas, openzone, cloud etc)
Burgh St Peter The Waveney River Centre (Pay)	
Chedgrave White Horse (Free)	Oulton Broad The Commodore (Free)
Coltishall The Kings Head (Free)	Ranworth The Maltsters (Free)
Geldeston The Wherry Inn (Free)	Salhouse The Bell (initially free)
Horning The Swan (Pay) The Ferry Inn (Free)	Stalham The Swan Inn (Free)
Ludham The Kings Arms (Free) The Church Rooms Mon & Thu afternoons (Free)	Thorpe St Andrew Townhouse Hotel (Free)
Upton White Horse (Free)	Wroxham The Kings Head (Free?) Wroxham Hotel (Free to diners) MacDonalds (?)

Mobile Phone Coverage

Vodafone seems to work best particularly on the Northern Rivers.

Known Black Spots – Horning Area.

O2 and 3G Coverage

Good

Stalham
Norwich
Yarmouth
Coltishall

Poor-Average

St Olaves
Burgh St Peter
Reedham
Cantley
Salhouse

Horning
Ludham
Potter Heigham
Neatishead

Planning Your Cruise

Whatever you plan, do not be over-ambitious and remember that, even if the weather conditions change, the boat must be back at the Yard ready to be cleaned for the next hire.

There are links on the Hunter's Yard website to local tide tables (long forecast) and local weather (5-day forecast) and in the boat pack there is a section on moorings. Any reference on the availability of pubs does not imply a recommendation or even that the pub is still open - owners or chefs change too often to be certain. Broads Authority 24 hour moorings are free but there is a charge for some moorings owned privately.

The Yard staff can also advise during your hand-over brief on the best places to head for considering the conditions at the time and the time available.

Short Break - 2 day

However quick you are, you are unlikely to set off from the Yard before mid-day. Even if the tides and wind are both favourable (very unlikely), heading for Hickling through Potter Heigham bridge is too ambitious. Why waste much of your sailing time going through a bridge.

A recommendation for a first day is to head for Ranworth (Malthouse Broad) where there is a shop and a pub next to the staithe, a good nature walk to the Norfolk Wildlife Trust Centre and an interesting church with great views from the top of the tower. There is good open-water sailing on the Broad. Hunter boats may moor overnight in the dinghy dyke even if there is space on the moorings amongst the stink boats; or try mooring on a mudweight if you don't want to go ashore.

If the wind is favourable make a stop at St Benet's Abbey which now has very informative displays or sail on past Ranworth to Cockshoot Dyke where there is a good nature ramble.

If the wind won't take you as far as Ranworth turn down Fleet Dyke (opposite St Benet's Abbey) for South Walsham. There are moorings on Fleet Dyke although it is a walk to the nearest pub in the village (about 1¼ miles) or use a mudweight on the Broad. Mooring on the inner Broad is not permitted.

On Day 2 head back to the Yard and, depending on conditions, drop in to South Walsham where there is good sailing on the outer and inner broads. If there is still time sail towards Acle Bridge and back (popular pub next to the bridge) and/or sail towards Potter Heigham and back (but don't forget which way the tide is flowing). If you want to stay on the boat for your final night, moor close to the Yard on the river or at Thurne Dyke - there is a pub at the end of the dyke. An early start should get you back to the Yard on time.

This should give you a good experience of river and Broad sailing. The river above Ranworth has many trees and the wind can be fickle. Going up the Ant has the delay of Ludham Bridge soon after the start.

Short Break - 3 day

You might be very lucky enough for the wind and tides to get you easily through Potter Heigham Bridge both ways to aim for Hickling where there is a pub next to the staithe at the far end of the Broad. (See detail for a week's cruise)

Otherwise just extend the 2-day cruise. There are plenty of alternatives without going under bridges.

Cruise for a Week

Don't work out a rigid plan before you arrive. Conditions will change and you should be prepared to adjust your plans to suit the weather. Below is a selection of destinations but not all will be achievable in a week so take your pick. The Yard is a good place for a mid-week stop with good facilities between trips upstream and downstream of Womack Dyke.

Thurne. Going through Potter Heigham bridge must be timed carefully. Quanting will be hard if the current is too fast against you and controlling the direction of the boat is almost impossible with a fast current with you. Aim to pass through close to slack water - there is advice in the boat pack.

Hickling Broad has open water but don't stray too far beyond the marked channel. It is a national nature reserve. There is a pub at the staithe.

Horsey Mere has good sailing and it is about a 1½ mile walk from the staithe to the beach and sea. It is also a nature reserve. There are good views from the top of the mill. The pub is about ¾ mile from the staithe. Meadow Dyke to get to Horsey is long, narrow and twisty and it is very rare to be able to sail both ways so be prepared for some quanting.

West Somerton is at the source of the Thurne; instead of turning up Kendle Dyke towards Hickling continue on eastwards. The channel at Martham Ferry is narrow and the boat sheds alter the wind flow so is best to be ready with the quant and to fend off from the unfriendly concrete. The river is narrow but peaceful and the water at Somerton is crystal clear. A peaceful mooring with a pub about ¼ mile away.

Bure. The middle section of the Bure has the best river sailing on the northern rivers.

Downstream from Thurne Mouth is wide and relatively straight with moorings and pub at Acle Bridge. There is also a pub at Upton but Upton Dyke is long and narrow with boats moored all along one side and it is difficult to pass other craft: sailing in the dyke is not recommended although it is possible to use the jib alone with a following wind.

The river upstream from Thurne Mouth is popular with Broads at South Walsham and Ranworth (see notes on short-break cruises). There are convenient moorings and interest at St Benet's Abbey and Cockshoot Dyke. The river banks above Ranworth are wooded so sailing can be slow. Horning is a popular village with lots of facilities and so obviously gets crowded.

Blackhorse (or Little Hoveton) Broad just upstream of Horning has good open water but getting through the gateway can sometimes be difficult. Further upstream is Salhouse Broad (village with pub about $\frac{3}{4}$ mile away): a nice spot with good moorings and a nature walk across the river at Great Hoveton Broad.

Beyond Salhouse, through a heavily wooded section of the river, is Wroxham Broad - good open sailing but hardly worth the effort of struggling through the trees. Wroxham is full of motor boats and plenty of shops, etc but no facilities for yachts. Although Coltishall has good moorings and pubs, the river above Wroxham Bridge is wooded, narrow and impossible to sail so lots of quanting is necessary if you really feel the need to go that far.

Ant. The Ant is narrow but leads to Barton Broad which is large and has the best open water sailing - there are marker posts on the Broad but Hunter Boats can sail anywhere since it has been dredged. The river can be awkward to sail so look at the tide tables and try to go with the flow.

The river from the junction with the Bure to Ludham Bridge is open but twisty. Take care when approaching the bridge (there is advice in the boat pack). There are good moorings and interesting activities at How Hill. Beyond How Hill the river is narrow and heavily wooded but, although the quant will often have to be used, the destination of Barton Broad is well worth the effort. There are moorings and an interesting church but no pub at Irstead.

Off the SW corner of Barton Broad is Gaye's Staithe with free moorings and toilets not far away. Lime Kiln Dyke from there to Neatishead (pub and shop) has too many trees so must be quanted. The staithe at Neatishead fills quickly and so it is just as easy to moor at Gaye's Staithe and walk to the village ($\frac{3}{4}$ Mile).

Barton village to the north of the Broad has free moorings, a boatyard with showers but no shop or pub. The river north of the Broad is wooded but Sutton Broad (hardly a broad, just a wide river) has good mudweight moorings and a pub at the staithe. Stalham is not far away with shops, launderette, the Museum of the Broads (well worth visiting) and the old fire engine shed (of the first fire brigade outside London) - now a small museum.

Southern Broads

We do not advise going south of Acle Bridge and to the Southern Broads unless you are very experienced on Hunter yachts. The tides on the Bure flow fast and negotiating Yarmouth and its bridges without an engine requires knowledge and skill.

Dinghy Hire

Have you thought about taking a dinghy? A dinghy tows well and gives the opportunity of exploring hidden places - also lets you moor on a Broad away from motor boats but still gives the ability to go ashore. It's also a great way for children to learn to sail.

Happy sailing.

Follow Us

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 huntersyard	

Recipes & Wildlife Booklets

Wildlife Booklet

Hunter's Yard are often asked what kind of wildlife can be found on the Norfolk Broads; so we put together a very small booklet to help you spot some of them. This is by no means a full list of what can be seen on these beautiful waterways but we hope you enjoy spotting them.

Recipe Booklet

We realise that cooking on a Hunter boat is not the easiest thing to do and we've often been asked what type of things might be easiest to cook. So you guessed it, again we put a VERY small booklet together of some recipes that have been tried and tested by a couple of people who have used our boats. We hope if you do try them that you enjoy them too.

If you love to share as much as we do and have any suggestions for additions to either of our little booklets please let us know.

Got A Camera Handy?

We are always looking for new photos of the Fleet for our annual brochure, the web site, Friends newsletters, advertisements etc.

Every year we are particularly short of:

- Action shots (really sailing along with an exhilarated crew!)
- Youth group sailing
- Socialising (youth groups, children & adults)
- Photos taken with the less frequently viewed backgrounds (e.g. Norwich)
- Friends of the Hunter Fleet 'dos'
- Different views & different areas, particularly the Southern Rivers, would be especially useful.
- Video clips of Hunter boats sailing or the different 'beauty spots' on the Broads

Things to avoid in your shot:

- Motorcruisers (they are very sneaky, see below, and very often tend to distract the eye)
- Sails not rigged properly
- Fenders hanging over the side when sailing
- Canvas cabin roof sides hanging out untidily
- Washing & other 'non Hunter' items on the rigging
- Alcohol (we aren't spoil sports; it's just not a good advert for safe sailing!)
- Digital pictures need to be cropped so don't have important detail near the edges

For film photographers, a 6 x 4 gloss print is the best.

For digital photographers, good resolutions with uncompressed files are needed. A file of 1500Kb is ideally the minimum for the calendar to allow for cropping etc, with 600Kb the minimum please.

(NB - Camera settings for e-mail pictures do not have a good enough resolution.)

Please send your photo's on a CD to either to the Yard or the FHF Secretary. Or you can forwarded them by email on info@huntersyard.com (no more than 3 at a time please)

Many thanks!

Extracts from BA Byelaws

Extracts from BROADS AUTHORITY NAVIGATION BYELAWS 1995

These extracts are for information and guidance only - the original document is at:

(www.broads-authority.gov.uk/broads/live/boating/navigating/byelaws/Navigation_Byelaws_1995.pdf).

7. Responsibility

(2) The master of a vessel shall have due regard to all dangers of navigation or collision or to any special circumstance, including the limitations of the vessels involved.

10. Vessels to be Navigated with Care

The master of a vessel shall navigate the vessel: (a) with care and caution; and (b) at a speed and in a manner which (v) shows reasonable consideration for persons fishing from boats or the banks of the navigation area provided that this sub-paragraph shall not be construed as relieving a person fishing of his obligation under Byelaw 29 to ensure that his rod or line does not obstruct the passage of a vessel along a channel.

12. Action to Avoid collision

(1) The master of a vessel shall ensure that any action taken to avoid collision shall if the circumstances of the case admit be positive, made in ample time and with due regard to the observance of good seamanship.

(2) The master of a vessel shall ensure that (a) any action taken to alter course or speed to avoid collision shall be large enough to be readily apparent to another vessel observing visually, and (c) action taken to avoid collision with another vessel shall be (i) such as to result in the vessel passing at a safe distance.

21. Letting Go

The master of a vessel shall ensure that the vessel is not let go from or moved away from a berth or mooring under circumstances where the manoeuvre is likely to interfere unreasonably with the passage of any other vessel in sight.

22. Sailing Vessels

(1) When two sailing vessels are approaching one another so as to involve risk of collision, one of them shall keep out of the way of the other as follows:

(a) when each has the wind on a different side, the vessel which has the wind on the port side shall keep out of the way of the other;

(b) when both have the wind on the same side, the vessel which is to windward shall keep out of the way of the vessel which is to leeward;

(2) For the purposes of this Byelaw the windward side shall be deemed to be the side opposite to that on which the main-sail is carried.

23. Responsibilities Between Vessels

(1) (a) The master of a power-driven vessel underway shall keep his vessel out of the way of: (iii) a sailing vessel, and (iv) a quanted vessel.

(b) The master of a sailing vessel underway shall keep his vessel out of the way of: (ii) a vessel restricted in its ability to manoeuvre, and (iii) a quanted vessel.

“Quanted vessel” means a vessel whether or not under sail which is being propelled by use of a quant.

“Sailing vessel” means any vessel under sail other than a quanted vessel provided that propelling machinery, if fitted, is not being used.

(2) For the purposes of this Byelaw a Sailing Vessel shall include a wherry under sail notwithstanding that it is also being propelled by machinery.

24. Sailing Vessels Not to Impede Commercial and Passenger Vessels

(1) The master of a sailing vessel shall not navigate his vessel so as unnecessarily to hamper or delay the passage of: (a) a power-driven vessel of length greater than 15 metres (49 feet 3 inches) which is being used for or is ordinarily used for the commercial carriage of passengers or goods or for the maintenance or dredging of waterways or for commercial fishing.

29. Fishing

(1) No person shall conduct any fishing or any associated activity from a power-driven or sailing vessel which is underway or cause or permit any net or fishing line to hang from such a vessel into the water whilst the vessel is underway.

(3) Any person fishing from a boat or the bank shall show reasonable consideration to any other person using the navigation area and shall ensure that his rod or line does not obstruct the passage of a vessel along a channel.

57. Place of mooring

(a) The master of a vessel shall ensure that the vessel is not anchored, moored, berthed or stopped in such a position or manner as to impede the clear and free passage of any other vessel, or otherwise to obstruct the navigation of a waterway or channel or the use of a right of way on the banks thereof.

62. Vessels to Moor Broadside to Banks

(1) Unless otherwise permitted by the Authority, the master of a vessel moored to a quayhead or bank shall ensure that either the vessel is made fast to the quayhead or bank at each of its ends and is laid so close as possible to and along the side of that mooring place.

(2) Notwithstanding Byelaw 57 and paragraph (1) of this Byelaw a sailing vessel may lie secured to a quayhead or bank head to wind provided that in so doing: (a) the master of the vessel takes all reasonable steps to avoid impeding the navigation of other vessels and (b) the vessel does not extend into the channel by more than a quarter of the width of the channel except whilst raising or lowering a mast or sail.

63. Vessels Mooring Abreast

(2) The master of a vessel shall not moor alongside another vessel if by so doing any part of his vessel extends more than 10 metres (32 feet 9 inches) into the channel or extends into the channel more than one quarter of the width of the channel whichever is the less.

66. Obstruction to Mooring

No person shall prevent, obstruct or hinder the lawful mooring of any vessel.

69. Conduct Following an Incident

On the occurrence of any incident resulting in damage to property or to any other vessel the master of each vessel involved shall: (a) Stop the vessel as soon as practicable; and (b) Inform in writing any person having good reason to request it of his full name, address and the name and address of the owner of the vessel and its registration details (if personal injury or serious damage to property or to any other vessel also inform in writing the Navigation Officer or other Officer of the Authority) ; and (c) Promptly take all reasonable steps to ascertain the identity of the owner of any property or other vessel involved therein and inform in writing such person or persons of his full name and address, the name and address of the owner of the vessel and its registration details.

83. Drink and Drugs

A person shall not navigate a vessel whilst under the influence of drink or drugs to such an extent as to be incapable of taking proper control of the vessel.

84. Emission of Smoke or Fumes or the Making of Noise

The master of a vessel shall not permit the vessel to emit smoke or fumes or make any noise or nuisance which gives reasonable grounds for annoyance to any other person.

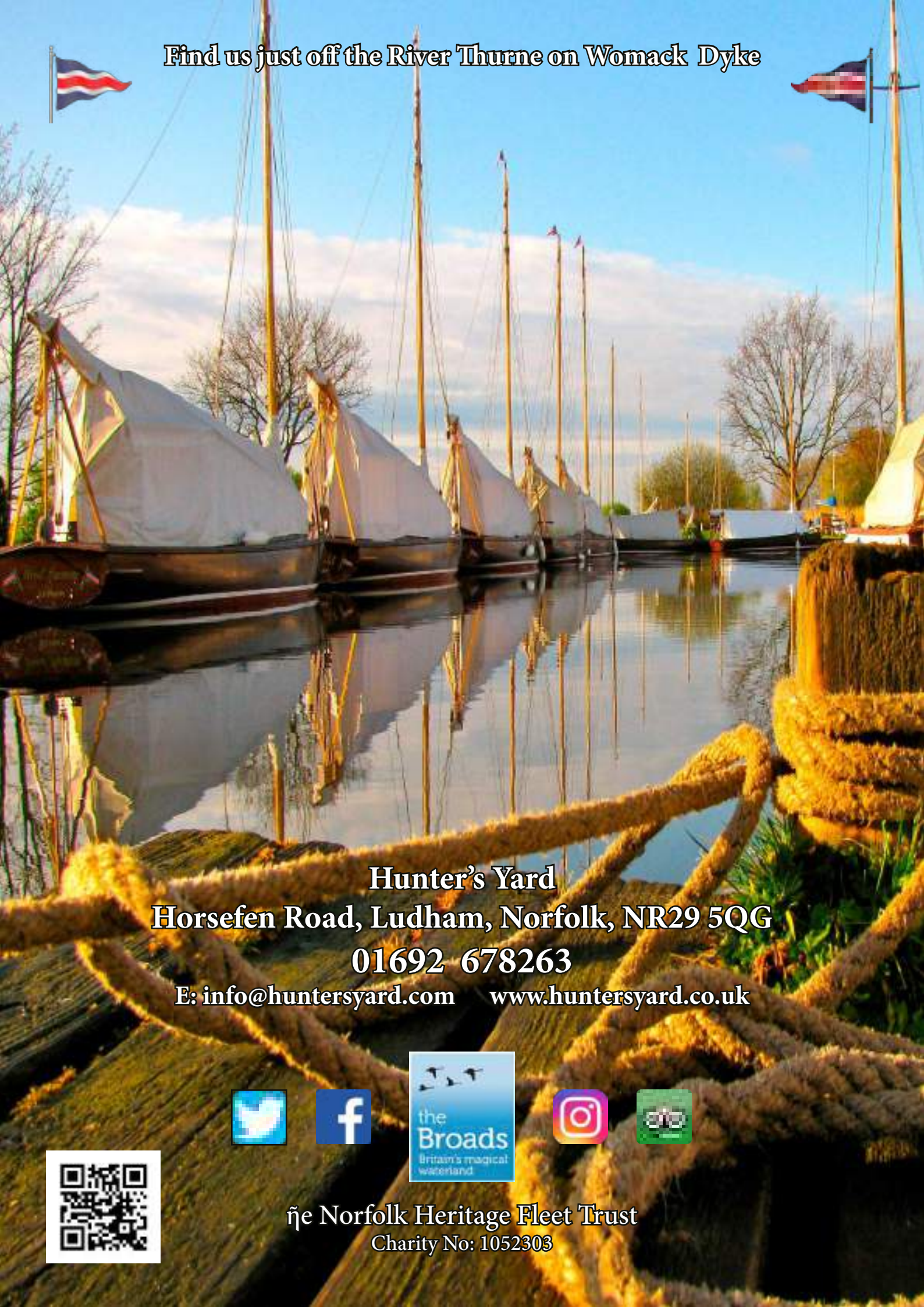
85. Noise Nuisance

The master of a vessel shall ensure that no musical instrument, television or radio receiver or any other apparatus aboard the vessel is used in such a way that it causes nuisance or gives reasonable grounds for annoyance to any other person.

But remember:

Here lies the body of Harold Day,
who insisted on his right of way.
He was right, dead right as he sailed along,
but just as dead as if he'd been wrong.

Find us just off the River Thurne on Womack Dyke



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