

Wherries in literature

Books, magazines, etc with mentions of wherries and related subjects

The following books are mostly or entirely about wherries and are not included in detail for this resource:

Clark, Roy	Black Sailed Traders	1961/1972	David & Charles	ISBN 0 7153 5443 4
Colman Green	The Norfolk Wherry	1944 - 19	No 1, 6 June 1944 - No ???	
Doughty, H M	Our Wherry in Wendish Lands*	1891/1985	Ashford Press	ISBN 0 907069 38 X
Fuller, M	How to Build a Wherry	undated	Mentioned in SAS, p137	
Malster, Robert	Wherries and Waterways	1971/1978	Terence Dalton	SBN 900963 30 1
Spooner (Ed)	Sail and Storm	2012	Aylsham Local History Society	ISBN 978 0 9521564 5 1

* In 2002 I took my campervan to Cuxhaven and drove round, using it as a base for following by bicycle the route of the *Gipsy* through the canals, rivers and lakes of northern Germany, including crossing some of the bridges she would have glided or quanted under, and visiting some of the places they stopped at for lunch or to allow the artists to draw. I also took a tourist boat from Plau to Malchow where she sailed, and all in all it was a fascinating trip. AH

AHA *A History of Aylsham, Sapwell (Ed)*

Published 1960

p 68 "For many years the navigation was an extremely important link in Aylsham's communicatios as heavy goods could be sent direct to Yarmouth, and from there trans-shipped to any other port, cargoes of goods needed in Aylsham being brought by the returning wherries. At one time there were as many as twenty-six wherries trading to Aylsham in corn, coal, timber and other goods."

p 68 "The end came with the flood of August 1912, which caused damage, chiefly to the locks . . . "

ANA *Eastern Counties Railway, A guide from London to Norwich 1847*

Quoted in *A Norfolk Anthology* Ed Caroline Fendall, Ipswich 1972

p88 "A branch line, called the Carrow Branch, (of great service in carrying goods from the wherries on the river to any place along the line), begins at a short distance below Carrow Bridge, and runs in a winding direction, parallel with the Abbey wall."

ANN *A Norfolk Naturalist, A H Patterson*

Published 1930

Frontispiece is a painting of a wherry by Charles H Harrison, "The haunt of snipe and moor-hens"

ARM *Aylsham Remembered, Ron Peabody (Ed)*

Published 1995

p6 [in 1894] ". . . wherries sailed to Yarmouth and back, weekly from the canal basin by the water mill."

p6 Caption to ARM 7, "The wherry *Palmerston* tied up in the Mill Pool."

p50 Tony Butler: ". . . the flourishing river trade which once connectede the busy market town direct to the sea and the world beyond."

BAD *Broadland Adventure, J. Wentworth Day*

Published 1951

p42 "A May cruise on the Yare" - possibly 1949 or 1950

p38 "Huge wherries bearing gaily uniformed 'bands of music' jostled with hoys . . . [Thorpe Water Frolic]"

p46 "Unfortunately the [Surlingham] broad is full of the hulks of old wherries . . . moored there during the war to prevent the highly improbable landing of an enemy seaplane, and since then allowed to sink and thereby contribute to the even more rapid silting up of what used to be a fascinating broad."

p48 "The old ice-house which stands on a marsh near Surlingham Broad is the visible relic of what used to be a major industry in Broadland. Ice was gathered by the ton, packed in wherries, taken to Yarmouth or Lowestoft and sold to fish-packers."

- p52 "Pore little owd Tungate what used to be a wherry skipper to Mr Walter Rye when he used to sail these waters - he'd tarn in his grave if he could see it. But there, there wouldn't be much for him to tarn. He was what we call a full-size Norwicher. He weighed seven stone and a brick! Them Norwichers allus was little ones."
- p54 "In almost every bay [of Rockland Broad] . . . lay the rotten, weedy hulks of old wherries, barges and marshman's houseboats."
- p55 "Where the dyke channel crosses the western end of [Rockland] Broad, a long line of old hulks, wherries and barges, have been sunk over the years. Gradually deposits of earth and rotting vegetation have formed in and around these hulls until today they are islands of more or less firm ground . . . The result of this earth barrage is is that the quite considerable area of water lying behind htis line of hulks is rapidly silting up. That day it was so shallow that I could not even row the dinghy across it."
- p59 "On such days [a still, fine day, during hot weather] the wherryman seize the opportunity when their vessel nears the bank to plunge the spears into the mud, and so get a good many eels."
- p65 "The broad dyke on the right, below the Buckenham woods, would invite any boat, for it opens up, straight and shining as a broadsword, with a tall green wood of oak and elm and ash clothing ots right bank . . . At the end of this broad [Langley] dyke we found a little staithe where, in the old days, wherries loaded their cargo of corn and roots of bricks and timber."
- p73 "I knowed an owd wherryman, name o' Dan Crowe, what was half a bird and half a fish . . . This hare owd Dan could skate like a bird and drink like a fish!"
- p77 " If a [smuggled] cargo was landed at, say, Hopton or Hemsby, Winterton or Sea Palling, and was destined for a place twenty or thirty miles inland . . ."
- p120 "The bar-parlour of the Wherry is quite a museum, and contains curiosities from all parts of the world . . ."
- p121-2 " . . . the ghostly wherry Mayfly which, once a year sails across the Broads at midnight in Midsummer . . ."
- p131-2 "At Geldeston we landed and walked up to the Ferry Inn which is kept by Mr Hartt who spells his cristian name most curiously - Alph. The sign of the inn, a remarkably fine one, showing a wherry in full sail, had been newly painted and swung gaily in the sun."
- p166-8 " . . . I shall quote from the log . . . of the old wherry Maid of the Mist. In it that excellent marine biologist and good naturalist, the late Dr P. H. Emerson, spent twelve months on the Broads, including the whole winter of 1890-1."

BAP Berney Arms, Past and Present, Sheila Hutchinson

Published 2000

- p21 "The wherry Lady Violet, built many years ago at Yarmouth and of 27 tons, registered at Loddon, and last owned by Case and Steward lay adjacent to Ashtree Farm {Berney Arms} for a few years. 'Yoiton' [Henry Hewitt], when he was marshman requested the River Board to move it and they took her across to Burgh Castle where she was beached, half full of water and completely rotten from bow to stern."
- p35 "The chalk [for the cement works at Berney Arms] was delivered from Norwich or Whitlingham by wherry, and the mud was either dredged from Breydon Water or brought from Oulton Broad by wherry.
"In the 1881 census one person is listed as a cement worker and two people are watermen, at least one of these, George Thaxter, worked for the cement company transporting cement and clinker between the Berney and Burgh Castle Works by wherry. He is mentioned in 'Black-Sailed Traders' as the skipper of the wherry Herbert which was owned by the Burgh Castle Company."
- p35-6 "The Berney works were eventually closed down about 1880 but the mill continued to grind clinker which was transported to Burgh Castle until 1883, after which time the mill was used as a drainage mill."
- p36 "The remains of four old wherries have lain for many years near the new Breydon electric pump-house and Stone Corner on Breydon. All four wherries were scuttled here to protect this part of the exposed estuary wall. It is firmly believed that these vessels were once owned by Burgh Castle Cement and Brick Company. In 1892 four of the older wherries out of a fleet of six, were retired to Breydon North Wall. The fleet of six comprised the Britannia, Fanny, Frank, Herbert, Mary and Morton."
- p39 An EDP photograph with the caption "The wherry Albion as she is being refloated near cottages 6 and 7 in January 1960."
- p40 "On January 1st 1960 the wherry Albion sank outside these cottages [nos 6-7 between the Mill and the Berney Arms]. The wherry I'll try [or Illtry in the text] sank the same day round the bend. The Albion was pulled up on the 6 and 7th January. My sister and I were offered 6d by a photographer from the Yarmouth Mercury to have our picture taken sat on the mast which lay on the river bank."
- p44 "[The Berney Arms Inn] was used in days of old by wherryman , the local cement and brick workers, wildfowlers, fishermen and poachers, and in those days the beer was delivered by wherry."
"The building materials, sand, cement and shingle for the repairs to this old wherryman's pub were carried from Norwich by the wherry Albion. The Norfolk Wherry Trust had renovated the old wherry in 1949 and in January 1950 it carried the first freight to be taken out of Norwich by sailing wherry for more that 27 years. There was no other way of getting these materials to such an isolated spot other than by river, since there are no railway sidings or proper roads."
- p46 From EDP of 11.02.1955: "After 50 years the 'Old Inn', Berney Arms, the former wherryman's public house is to be licensed to sell liquor again."
- p48 "Mr Barnes [who bought the Berney Arms in 1960] bought his spirits and beers from Steward and Patterson in Gt Yarmouth and it was picked up from the North Quay in Yarmouth and delivered by the wherry Albion."
- p49 "Coal used to be delivered to Berney by river by wherry by Bill Tooley." [possibly in the 1920's.]

BAR Berney Arms Remembered, Sheila Hutchinson

Published 2003

- p99 From EDP 1960: "FIRST FULL LICENCE SINCE 1902 TRAGEDY ON BROADS. The old inn, Berney Arms, the isolated former wherryman's inn on the edge of Breydon Water [sic], was granted a full licence by Blofield licensing justices yesterday. Sgt G W Bartrum said he understood from the owner that the inn had last had a full licence in 1902, but it had been withdrawn after a party from Burgh Castle had got drunk and three had been drowned on the return journey."
- p106 "Father was the first private individual to commission the wherry Albion for years [1951?]. It delivered all the furniture, outside equipment, building materials, new roofing etc. When the furniture came the men dropped the real Turkish carpet in the river. Father caught the men as they were about to let it sink out of view because it was so large and very heavy. They didn't understand why he was so upset. Between them they managed to get it to the bank . . ."

BCR *Burgh Castle Remembered, Sheila Hutchinson*

Published 2005

- p 69-70 Cement Company wherries: Britannia, W H Thaxter; Fanny, George Knights; Morton, 'Guinea' Poole & George Knights; Emma, ex Intrepid, George Knights and James Knights; Herbert, George Thaxter; Mary, James Halesworth; Mermaid, Frank
- p 70 see Census lists for Alfred Leggett, Alfred Farrow, Henry Wright, William Pole, George Knights, James Knights, Jonathon Knights.
- p 71 In parish records for Burgh Castle: William Burgess, Martin Helsdon, George Thaxter, Charles Beddingfield
- p 92 Wherry Albion breaking mast
- p 178 Burgh Water Frolic

BLT *Broadland Tom, Tom Cable B. E. M*

Published 1991

- p44 Pleasure Wherry Hathor, built by Percy Hall, of Reedham, for the Boardman family of How Hill; bought by Mr Hamilton. wore a pair of six-shooters while on patrol in WW2. Charged after war for no certificate, but pleaded that as skipper of Hathor he needed them to stop mutiny! He wrote Hamilton's Navigational Guide with maps and names of river reaches and depths.
- p62 "Those peaceful rivers between the wars when the only traffic was trading and pleasure wherries, and a number of yachts, were no more."
- p103 ". . . to take competitors [in the Broads Open Angling Championship] to . . . Acle Bridge where Blucher Thane's Trading Wherry dropped off competitors at intervals on that long length of the River Bure."
- p108 "In 1961 the use of Blucher's Wherry came to an end. For safety reasons . . ."

BSP *Broadland Sport, Nicholas Everitt*

Published 1902, Reprinted Facsimile 2002

p65

BVI *The Big Six, Arthur Ransome*

Published 1940

Details not included in these indexes, but, set in Summer 1931, the fictional wherry *Sir Garnet* appears in the Red Fox edition of 1993 on pages 123-4, 134, 141-7, 149-50, in chapters 9, 10 and 11. See CCL below.

CCL *Coot Club, Arthur Ransome*

Published 1934

Details not included in these indexes, but, set at Easter 1931, the fictional 'business wherry' *Sir Garnet* appears several times in the story and plays a crucial role in getting the twins from Wroxham to Yarmouth. In the Red Fox edition of 1993 it appears on pages 12, 26, 149-150, 233-236, 259-272 and 405, in chapters 2, 3, 12, 17, 19 and PS. Another wherry appears on p223, chapter 16. See BVI above.

EAM *East Anglian Magazine*

1938 - 1958

- 1938 p582 origin of wherries difficult to assess; on Yare, 15 to 60 tons; steamers replacing wherries; diesel from 1910; good off the wind, marvellous close-winded
- 1938 p583 twenty miles from Norwich to Great Yarmouth in under 4 hours

- 1947 p90 wherry [Albion at Lowestoft](#) **CAN'T FIND IT ON PAGE**
- 1947 p495-9 Article "[Tiny surname](#) talks of Wherries" by [C F Fiske](#):
 p495 300 wherries; [Violet, Harriet, I'll Try, Onward](#)
 p496 [Wonder](#), 80 tons, outside Great Yarmouth; 5 tons, 'cabbage wherry'; [quanting](#)
 p497 'Tiny' taking [pleasure wherry](#) and a couple from [Wroxham](#) to [Norwich](#)
 p498 [all hand-made](#); [saw-pit](#); [shaping by fire](#)
 p499 [Gipsy](#), only wherry [registered for going foreign](#); [Gipsy](#) in a [garden beside the River Yare](#), with a [concrete layer](#) on deck
- 1950 p460-465 Article "[The Old Norfolk Wherry](#)" by [Roger Finch](#)
 p460 [unique to Norfolk](#); harbours of [Great Yarmouth](#) and [Lowestoft](#)
 p463 [construction of wherry](#); [clinker](#); [tabernacle](#); [counterbalance](#); [vane](#); [20 - 50 tons](#); some [12 tons](#)
 p464 [Wonder](#), 80 tons; [Great Yarmouth to Norwich](#) in [5 hours](#); [slipping keel](#); [Coltishall](#); [by sea](#) from [Great Yarmouth](#) to [Lowestoft](#); [mast as derrick](#)
 p465 [pleasure wherry conversions](#); a group of [enthusiasts](#) has arranged to [preserve a wherry](#) as a working craft
- 1958 p406 Letter from [John F C Mills](#); [Albion](#); [Trust](#); [1898](#); [William Brighton](#); [Oulton Broad](#); [carvel](#); need [members and funds](#)

EAN *East Anglia*, R H Mottram

Published 1933

- pp159-217 is Chapter IV 'Wherries and Regicides'
- p159 "The bright-painted wherries were [quanted](#) laboriously, or came roaring before the wind under their great [Una-rigged sail](#)"
- p160 "All early pictures of these waterways show a square-rigged boat called a [keel](#) . . ."
- p160 "Some say the wherry type, the final type of sailing trader on these waters, was introduced [from Holland](#) one hundred and twenty years ago."
- p160 " . . . most usual [dimensions](#). Its length is 45 - 50 feet, beam 16 feet, draught when loaded, 5 feet. The 45-foot single mast . . . 30-foot gaff giving a spread of 500 square feet of [canvas](#)."
- p217 "[Oulton](#) is now perhaps the premier [Regatta](#) of these waters . . ."
- p999 "Emerson" wibble

ECM *Eastern Counties Magazine*

Published 1902

- Vol 2, p90 Review of the latest issue of the *Folk Song Society*
 Does not match jfss/3/81

ECS *East Coast Sail, Simper*

Published 1972

- p39 Two pictures: 1) A wherry becalmed on Breydon Water, 2) A wherry with patched sail in peaceful countryside.

GRA '*Norfolk Nooks*', Stanniland in *The Graphic* (magazine)

Published 1887

- p457 "We rowed through through [Wroxham Bridge](#), through the fleet of centre board boats, wherries, &c., anchored above, the crews mostly engaged either in cooking their [breakfasts](#), eating them, or washing up the dishes."
- p458 "The craft through the [[Potter Heigham](#)] [bridge](#) is one of the Norfolk wherries with their [enormous masts](#)."

HBW *Highways, Byways & Waterways of East Anglia*, William A Dutt

Published 1899 NML

- p60 "The [rivers are the highways](#) of the marshland. . . the only dust that is blown on board the boats and wherries is the pollen of the wild flowers.
- pp60-1 "The wherrymen who are sailing inland with the wind do their best to keep under the shadows of their [broad brown](#) [sic] [sails](#); but those who are gliding seaward with the tide find what little shelter they can in the dark line of shade cast by the [half-lowered mast](#) upon the hatches of the hold. In spite of their voyaging being confined to inland waters the wherrymen are attired somewhat after the style of the salt sea sailor . . . The wherrymen frequently wear the close-fitting [blue guernseys](#), the [blue trousers](#) and [blue-peaked cap](#) of the North Sea fisherman, and their [beards](#) are often trimmed to a little bunch of hair on the chin, after the fashion of many of the smacksmen and drifters of the East Coast ports."
- pp86-7 The spread of [American weed](#) / [Canada weed](#) / [thyme weed](#); [Hoveton Broad](#); died off
- p91 "[the mill man] is the only human figure in sight, except those of the [inaccessible wherrymen](#) on the river."
- p95-6 "The river itself is [deserted tonight](#) for there is no wind to fill the sails of such wherries as are voyaging between the coast and the inland towns, and after a [long day's 'quanting'](#) the wherrymen are glad of a brief night's rest."

p99-103 " It is no uncommon occurrence for the Norfolk wherryman to find themselves ice-bound on the inland rivers during the winter months; and when the severity of the frost is untempered by intervals of thaw their wherries are often held captive of the Ice King for days and even weeks together. At such times the face of the marshland undergoes a change that, from a mere pictureaque point of view, goes far to compensate for the loss of colour due to the winter's blighting winds. Such changes are often so suddenly brought about that their effects seem somewhat akin to a fantastic transformation scene.

At night the wherryman may turn into his narrow cabin to escape from the chilling influence of a dismal, drenching fog. He sleeps soundly in an almost tropical atmosphere, and awakes to find himself subject to the penetrating keenness of an almost arctic cold. While he has slept the wind has veered round to the north-east, and before the dripping reeds and sallows by the riverside have shaken off their fringes of mist-drops the frost has decked them with glittering ice beads, slung on slender ropes of powdery rime.

As he emerges from his cabin and stretches his limbs by steadily pacing the deck of his craft, his footprints are visible on the planks as though trodden through fresh-fallen snow. Pausing beside the lowered mast, he finds its tiny pennant, which last night drooped limply from its wire frame, frozen so stiff and straight that the keen breeze fails to stir it. From the banks of the stream there comes a musical tinkling sound, as the current sways the brittle reed stalks and shakes their pendant ice crystals, and the movements of a hungry rat in quest of its morning meal causes such a commotion among the whitened stems that it were easy to imagine they conceal some creature of larger growth. A shallow creek, at the mouth of which the wherry is moored, is already 'laid' with a thin coat of ice, and a pair of teal, which have ventured out from the scanty shelter of the withered ronds, seem puzzled by the unseen obstacle encountered when they try to swim across the inlet. From the thatched roof of a boathouse at the head of the creek a row of icicles reflects brilliantly the rays of the rising sun. Where the sunlight falls slantwise on the frosted grass gleaming points of light are visible, as though the banks had been dusted with diamonds. Beyond the marshes, where the ploughed land rises from the level of the lowlands to a skyline ridge of rugged firs, the furrows, which a few hours ago were moist and dun-coloured, are now frost-hardened and white, and the rooks rise often in wheeling flight as though repeatedly disappointed in their search for food.

During the day the wherryman is able to continue his inland voyage. As the dusk approaches, however, the keen chill felt in the early morning again becomes apparent, and before the boat is moored for the night there is a thin layer of wind-laid ice by the banks of the river, where the stream runs smooth and slow. At dawn next day the wherry's sail is again hoisted, but on entering one of the broads a passage has to be forced through the ice. Other craft overtake the wherryman before he has crossed the broad, and their crews join in the ice-breaking until the arrival of a steam-lighter which clears the way for weaker craft by repeatedly charging the ice with her iron-shod stem. The work of slowly 'quanting' in the wake of a steamer is laborious and wearisome, and by the time a passage has been cut across the broad the men are inclined to rest until the morning. In the narrow reach of the river, however, the strong current has as yet defied the ice-grip, and the wherryman hoist sail again and keep their boats under weigh until they 'fetch' a lonely staithe, where the lighter steers into an artificial cutting, leading to an old malthouse. During the night it freezes harder than ever, and at daybreak it is evident that the little fleet is ice-bound. One or two of the wherries make a half-hearted attempt to force their way onwards, but soon abandon their fruitless efforts and return to their moorings at the wooden warf of the staithe.

River traffic is now entirely stopped on the lowland waterways, and the wherryman is perforce compelled to idleness. Even the steam-lighter, which has reached the malthouse, is unable to crush her way back down the cutting to the main stream, and the sailing craft, with their cargoes of coal, corn and oil-cake, are more helpless than on the calmest of windless days. Sail and quant are utterly useless, and every morning the ice is thicker than it was the night before.

One morning the wherryman comes on deck and find that a north wind has blown up the snow-clouds, and the far-spreading lowlands have undergone a further change. The dazzling whiteness of the snow on marsh and river is of almost blinding intensity, and there are no sombre spots to relieve the eyes. All the outlines are obscured; the dark plumes of the distant firs are weighted down by compact masses of fallen flakes, and even the black wooden walls of the windmills are covered with driven snow. On the windward side of the river walls the banked up drifts are, in places, several feet high, and the scanty shrubs which grow amid the carrs are almost hidden from sight. Near a narrow creek the tracks of an otter can be traced to the spot where it has dived into the stream through a hole cut by the wherryman that they might fill their buckets. The closed hatches of the wherries' holds are sheeted over with a level layer of snow, which is marked by the footprints of starving birds.

Having swept the snow off the roofs of their cabins, most of the wherryman return to their benches beside their little stoves and relight their pipes. There is nothing for them to do abroad, unless the presence of a gun on board his boat tempts its owner to tramp the river-wall in pursuit of wild fowl. Some of the men are disposed to leave their wherries and spend the rest of the sharp weather in the more comfortable quarters of their homes; but others determine to remain where they are and wait for a thaw. Before the day is over an easily-followed footpath is trodden between the staithe warf and the little inn beside the malthouse, and the innkeeper has to meet such a demand for ale as he has not experienced since the cutting of the lowland hay. The wherryman, as a rule, is of a phlegmatic disposition, and the advent of troublous times usually finds him in a philosophic mood. Such being the case, when his wherry is ice-bound he surrounds himself with such creature comforts as are obtainable, and eats, smokes and sleeps away his days until he can resume his inland voyaging."

p103 ". . . the lock-wall of the Fleetyke Lock has been a favourite resort of the river folk. The wherryman come there to gossip with the lock-keeper when their wherries are moored at the neighbouring staithe . . ."

p103-7 "Some half dozen lowlanders, marshmen and wherryman, were standing on the lock-wall one windy, winter day . . . The lock-keeper was engaged in hauling a wherry, which had lowered its sail, out of the lock; but presently he, too, joined the company of idlers.. He was just in time to hear the remarks of an old wherryman, who was relating his experiences during a northerly gale and snowstorm, well-remembered on the lowlands, though it occurred thirty years ago. [ie about 1869]

[Dialect spelling removed] 'There was Billy Oldrom and myself,' he was saying, 'and we were aboard a 40-ton wherry called the Kestrel. It was sometime early in the year; but though the marshes were covered with snow, there hadn't been much frost to speak on, and the rivers were free of ice. The Kestrel had in a cargo of deals, what she had taken in from a Swedish schooner at Yarmouth, and Billy and me wanted to fetch her up at Bullimore's Staithe that night, so that Billy could get back by the carrier to Meredyke, where his mother was lying ill. We started as soon as it was light; but it was blowing like billy-o from

the norrard, and afore we got to the old skeleton mill, what stood then where Reedmere pumpin' station is now, it come on to snow fit to blind you. From the start we had our sail reefed so as it won't much bigger than a good-size gun-punt's; but for all that the old Kestrel sailed pretty nigh under water. Running through the Blackwater, we come as near as nothing to striking a great balk what had got adrift from some staithe; but we cleared it by about half a foot. That balk, however, spoilt our little job for us, for I had to jam so far in toward the south bank to clear it that I run the old wherry slap on to the rond. It won't far off high water at the time, and the rond were all a-wash, so that the old Kestrel slid into the soft as though it had been so much butter, and stuck fast within about ten foot of the river-wall. When we went forrard to see where we'd got to, we found her nose right out of sight in a snowdrift, what was banked up against the side of the river-wall.

There were nothing to be done but leave the old wherry where she were, so we jumped ashore and set out along the river-wall to find our way to the nearest village. I have been some queer journeys on the marshes in my time, what with fogs and storms of one kind and another, but never did I have such another as the one Billy and I had that day. In some places we couldn't tell the top of the river-wall from snowbanks, and all the time we were ploughing along it was snowing so thick we couldn't see the river on one side of us, nor the dykes on the other. I have seen some funny old drifts at times on the dams, but never anything like them that were on the marshes that year. Some of them were twenty foot high, and there were a sallow carr against Bendyke Mill what were right covered up with one. Billy could get along a bit easier than I, because he didn't carry nothing like so much beam. They used to call him 'Shadder' along the rivers at that time, and it were a good name for him, for he was just like the shadow of a wherry mast at sunset. When we got to the creek where Jimmy Mearing's houseboat were moored, we looked to see whether he were aboard, though we didn't much think to find him there on such a day. He weren't there; but I knew he always left the key of the houseboat in a hole in a willow stump beside the creek, so I got it out, and we went into the cabin, lit a fire, and made ourselves some tea.

We waited in the houseboat for an hour, hoping the snow might lessen a bit;

JKL *John Knowlittle, the life of Arthur Patterson, Beryl Tooley*

Published 1985 NML

p12 "[the bowling green] where the men could lean and gossip and watch the wherries, laden with merchandise, sail by up Breydon . . ."

p56 "laden wherries, with huge, gracefully swelling, high-peaked sails, coming up [Breydon] on a fair wind, or tacking and quanting against a less favourable breeze."

KAK *Keels and Kilns Shirley Harris*

Published 1993 / 2009 NML L942.615

p28 "They [keels] were solidly and strongly built, but finally gave way to the wherry, a faster, more efficient vessel which needed a smaller crew and which, having a fore-and-aft rig, could sail closer to the wind than a keel could. 'Lant with his Whirrie boat' was mentioned as an unlicensed passage-boatman as early as December 1589. As the term 'whirrie' was first used on the Thames for the small, fast boats which could be hired by the public just like modern taxis, it seems possible that the earliest wherries on the Wensum and Yare were passenger boats, developing later into the larger cargo carrying vessels."

KEN *The King's England, Arthur Mee*

Published 1940 NML

p3 "The considerable river trade of the clinker-built, single-masted wherries with their black sails and white quadrant on their bows faded away with the development of the railways. Only one is left in trading condition, a stately museum-piece maintained by the Norfolk Wherry Trust."

LNV *Life in a Norfolk Village [Horning], Charles F Carrodus*

Published 1949 NML L942.617

p7 "The miller [of the flour mill next to the Swan] had two trading wherries in connection with the business . . ."

p9 "At the Ferry it was not unusual to see as many as twelve wherries lined up, as often as not crewed by a man and his wife.

The woman steered, while the man either quanted or took the mainsheet. At such points there was much singing and dancing among them all, like sailors in port, and very often far into the night. Then the railway came, and that sounded the death-knell to water-borne traffic, though it took years to break it down entirely. That was the first loss to the Broadland landscape - the graceful wherry."

p10 "Somewhere between the ferry and the quay the Robert Lockett of three generations ago had a coal depot, where the wherries used to unload their cargo."

p10 "The bulk [of herrings for curing] were brought by wherry from Yarmouth."

p12 "And from there [the quay] too the wherries took their load of passengers up the river for Wroxham Regatta Day, which was a big event in the calendar of the countryside . . ."

Quoting on p27 from White's Directory of 1845 :- "Charles and Clement Cook, wherry owners . . . Thomas Wright, boat

builder . . . "-:

- p28 "It [The Chequers Inn] stood on the banks of the Bure practically 'miles from anywhere', within a stone's throw of the ruins of St Benet's Abbey, as incongruous surely as the built-in tower of the windmill . . . it must have been a precarious living for the landlord with only a few wherry men dropping in to pass the time of day . . . If the wherries were travelling light and wanted ballast there were solid pieces of masonry in the precincts of the deserted Abbey which were to be had for the taking. And when the boats moored at Horning village to take up cargo, what more natural than to unload the ballast, some of them quaintly carved specimens which eventually found their way into many a cottage garden in Horning and neighbouring villages."
- p29 [Out of page order in the NML copy. A photo of the Chequers Inn and 2 wherries, 1 moored and 1 under sail] "It was taken by the late Mr G Christopher Davies, and as the building was destroyed by fire in 1880 the picture is probably about seventy years old." [ie about 1879]
- p30 "Beyond [the Inn] is a moored wherry . . . In the middle distance another wherry, under way and close-hauled, is about to round the bend leading to the long straight reach past the Abbey ruins . . . the whole photograph, a valuable record, is in marked contrast to the present-day aspect of the river at this point."
- p37 "Before [Hunter the postman] there was a postman named Henry Buck, but he was drowned from Lockett's wherry, which was taking passengers from Horning to Wroxham Regatta in the traditional style. Running before the wind, travelling light but with much 'top hamper,' they were entering the reach beyond Diddles Mill when the sail gybed. The boat heeled more than a little, and Buck who like other passengers, was seated on the hatches, slid into the water. A yacht might have jybbed round and picked up her man with no unreasonable delay, but a wherry before the wind and with no dinghy trailing astern, was too cumbersome to render any timely help."

Quoting (pp43 - 55) the Reverend L Meadows White, Vicar of Horning 1888 - 1911 :-

- p44 "When I [the Rev. L Meadows White] went to Horning [1888] it was possible to stand under the fine old mulberry tree in the vicarage garden . . . and count perhaps six or eight of these graceful and picturesque old craft, with their black sails rising 70 feet above the deck, making their way through the miles of marshes between Horning and Acle. It was a fascinating sight, as they seemed to be sailing on the land, the bends of the river not being visible from that low altitude. Sometimes two or three wherries would be passing one another at the same time in the reach below the vicarage; in fact, in 1888 the wherry traffic was still active and vigorous, and many wherry men lived in that part of the parish which borders the river."
- p45 ". . . the reach of the river between the present mouth of the Ant and the dyke leading to South Walsham Broad is an artificial cut made in more recent times, but just beyond memory, presumably to save the trading wherries the long loop which the original course of the river takes round the Burlingham estate marsh."
- p49 "Here, a century or so ago there were carried on two, if not more, small industries. One was the manufacture of ship's biscuits for the soldiers and sailors in the Crimean War, and the other was a crepe factory which stood on the site of the malthouses afterward built there. Both of these no doubt found the wherry traffic up to Aylsham and down to Yarmouth very useful."

Quoting (pp56 - 62) Mrs Annie Crane who "returned to the Broads after the recent war [WW2] with interesting memories of the village and its doings over sixty years ago. Her people were farmers at Great Plumstead, and George Thopmson, who kept the Horning Ferry Inn, was her uncle . . . she joined her uncle and aunt as a girl of thirteen, and spent eleven years at the Ferry." :-

- p59 "Among the old characters of that time [1880s] whom I remember were Martin Gedge, the wherryman, and grandfather of the present Martin Gedge, singing 'Annie Laurie' in the bar, with full-throated voice, and 'Chubby' Lincoln, who worked on the marshes for months at a time, and then would have a festive three weeks off."
- p59 "When I first went to the Ferry it used to be almost entirely a wherry trade. Yachting had not become the crowded and popular sport it is now."
- p82 "Robert Sims . . . had passed his 90th birthday. It was a long span, and takes us back to the 'fifties of last [19th] century'. In early life he showed rather a roving disposition . . . one Tuesday morning . . . he started on the long tramp to work, carrying his dinner with him. As he passed along the village street a trading wherry bound for Yarmouth was just about to cast off her moorings. On an impulse he asked for a passage and was taken aboard. The boat was the Endeavour owned by the Lockett family."
- p83 "It had become more than a one-man job, and he hurried off to the village to get help. But the men he had counted on were at work unloading coal from a wherry at the maltings. Worse luck, he himself was due there to lend a hand."
- p87 "Robert Crowe [kept the Ferry Inn for 23 years, retiring in 1917] had seven sons. He was having a wherry built so he named it The Seven Brothers."
- p89 ". . . a name which is still spoken with great respect is that of a wherryman named George England, who carried a sack of flour under each arm - 40 stone in all."
- p96 "At one time the place seemed full of the most varied and interesting characters . . . 'Joe' Youngs may fairly be given pride of place. He was well known almost from source to mouth of the Bure. In his prime he weighed 24 stone . . . he lived at Horning for well over twenty years. For a man of his weight he was remarkably active - a keen sailing man, a good shot, an angler, a swimmer, a pianist, a vocalist, owner of the Rudder Grange wherry . . ."
- p97 "He ['Old' Barlow, real surname Debbage] was an old North Sea fisherman who later became a wherryman, and finished up as handyman at the New Inn."
- p110 - 112 is titled The Life Story of a Norfolk Wherry
- p110 John Crowe of the Elizabeth, Dr Shephard of the other Elizabeth; Martin Gedge of the 'old' Maria; James Lockett of the Thorn and the Endeavour; his son Robert Lockett of the Helen and the Gertrude and Mr W R Crowe at the Ferry Inn of the Rambler.
The Arcadia, originally Forget-me-not, was built in 1897 for one of the Royalls as a trading wherry by 'Sam' Gibbs of Coldham Hall. "She is believed to be the only wherry built to a keel, others having the keel added. Gibbs' object being to get

extra strength for heavy cargos. Her first job was from Colman's wharf at Norwich, with a load of 33 tons. The wherry was worked by two brothers of the owner. The elder, who acted as skipper, was drowned at Reedham Ferry as he walked towards the forepeak just as she took a nasty gybe. The story goes that he was never seen again after he was swept overboard, but this seems rather baffling. Possibly it was meant to imply that, stunned by the blow, he went straight to the bottom without a struggle.

The Royalls - a curious name - are a well-remembered family on the Broads. The father of the three sons was called 'Old Ten Eleven' and the mate of the wherry was 'Young Ten Eleven', a peculiar nickname which arose from a game they were playing with dice."

p111 - 112 The story of the Royall's wherry Forget-me-Not; Woods' pleasure wherry Arcadia; skipper Tony Gooch; Hipperson the Beccles boatbuilder; Major E F Medcalf; Ivy Duke the film star; Salhouse Broad; Reginald Sims, skipper; Press family; Cara Mia; Mr Argo Gold; Arcadia; Stella Gold; Horning Regatta; Wroxham Broad Regatta; William Southgate, skipper; 'Jimmy' Gibbs; Oulton 1929; 'Sam' Gibbs; Walter Woods; F H Weldon; WW2; Ropes Hill Estate.

p113 - 115 Stories of pleasure wherries: Wanderer; Fred Kidman; Wroxham regatta; Samuel, Mr Clark of Ludham; 1885 conversion; Dionysius Thain, skipper; Somerton Staithe; topsail; jib; Wroxham open regatta racing; brass band; Barton Broad wherry races; Ecila; Sundog; Thurne Mouth clear water; Horning; Aylsham; Horning quay malthouse, children singing 'Ho John Barleycorn'.

1912 flood - Bure; Yare; Waveney; dinghy to Horning Hall; Ludham Bridge; South Walsham Broad; brown sails .

Arthur Batchelor drawing, 1924 wherry race at Barton. Claude L Nursey, Wroxham Regatta 1868.

p117 Arthur Powley; Horning; trading wherries; model of wherry.

p123 Stock Ice mass as big as a wherry.

p135 Hovers; " . . . they have at times brought to a stoppage a heavily-laden trading wherry . . . "

p137 " . . . it had been almost fiercely turned out of the dyke by Horning Hall by the farmer, for the wherry was due to carry away his grain."

p143 - 146 "While landing a five inch perch there came the sound of rushing waters and the report of a sail gybing, A wherry glided by; meeting it from the opposite quarter came another wherry, sail down and a man quanting. As the wherries passed the quanting man shouted out, 'There yer go bor.' 'There yer go' sang out the other; and then came the question 'Whatt freight ha' yer? Yer look wonnerful light.' 'Ah! I got a freight yer never heard tell on. I got Matthew, Mark, Luke and Jack aboard. Tha's a rum un, that be. That be as true as Gospel.' I took a hurried glance at the wherry and I saw that the man had desisted from his quanting, and with one foot on the tiller was steering the craft close to the shore. I looked in vain for the passengers; ah! they must be in the little cabin . . . " The wherry was carrying the stone figures of the Evangelists which were to go on top of the tower of Horning church!

LOB *Land of the Broads*, Ernest R Suffling

Published 1885(?)

Preface to the seventh edition, dated Easter 1895 : "Ten years has [sic] witnessed a great change . . . "

p2 " . . . and for sailing-masters the wherry-men cannot be excelled . . . For a study of quaintness, both in language and ideas, and also in manners, the wherry-man may be interviewed with profit.""

p12-3 Description of a wherry yacht

p14 "On the large wherries, a special cabin is partitioned off for the use of ladies . . . "

p15 Cost of hiring a pleasure wherry. Tower of Babel pleasure wherry

p15 Places where boats may be hired

p18-20 Victualling a boat

p20-1 Dress on board

p22 Sporting equipment to take

p23-6 **Missing in my copy**

p33 The Wherry Inn, Oulton Broad

p44 Locks on the middle Waveney: Shipmeadow, Ellingham, Wangford

p49-50 Sources of the Yare, Waveney and Bure

p52 "The Chet, or Ket, is navigable for wherries quite up to Loddon . . . "

p115 Mile Houses on the Bure

p122 "The masts of some of the wherries have as much as a ton and a half of lead to balance them."

p 124 "danger of being run down by a wherry on the narrow rivers."

p 124-7 Detailed description of a typical wherry: dimensions, load, cabin, mast and sail, 'flag', quanting.

p 127 "H M Stanley, knowing the capabilities of these vessels, took one out in sections with him to the Congo, where it did admirable service, and since his memorable journey several others have been specially built for African work."

[There are drawings at libweb5.princeton.edu/visual_materials/maps/websites/africa/stanley/stanley.html which show that this was a boat with a wherry-like rig, certainly not a Norfolk wherry as we know them.]

p 188 Dilham Lock

p 189 Dilham Bridge

p 193 North Walsham

p 286 Distances Table

MAD *Marshland Adventure*, J. Wentworth Day

Published 1950 NML L942.617

Preface dated September 1949. Written about a winter Broadland voyage probably in 1947-8: p87 "This, if you please, to celebrate the wedding of Princess Elizabeth, [20.11.1947] which had just been broadcast to all the world . . ."

- p22 "We had moved in the night to West Somerton, remotest of Broadland villages. The boat lay moored in Di Thain's boat dyke at the far end of the Dungeon, that ancient, almost unknown river . . . [Dionysius Franklin Thain] lives in that high-gabled, reed-thatched house of sturdy red brick which faces across its little lawn down the Dungeon Dyke . . . A wherry's dinghy belonging to that famous old wherry the Ill Try, which was sunk by a twenty pound shell in the Dungeon during the war, bobbed on the waves at the lawn foot. A wherry's rudder lay in the yard . . ."
- p52 "At the end of this [Catfield] Dyke, the old Catfield River of the wherrymen, lies Catfield Staithe . . . For centuries the wherries sailed up the Catfield River bearing cargoes of coal and stone, granite and marl, and taking away corn, roots and wood. The Riches family, who owned the staithe, were famous wherry-owners, and from it sailed those famous wherries, The Two Brothers, The Zulu, and The Violet. They were all trading up to 1910, carrying cargoes of up to thirty and forty tons each. Old Skipper Childs and 'Dodger' Bob Miller were famous wherrymen who used this river. 'Dodger' lived and died in a tiny brick cottage standing on the banks of the Thurne, in Repps parish between Potter Heigham and Thurne Mouth, not far from Repps Mill . . ."
- p53 "'Dodger' was a very fine skater in his day, as was old Ted Beales of Hickling, who sailed a wherry called the Emily. . . Beales was a very religious man . . . In the end his wherry was run down by another in a high wind on the Bure between Runham and Yarmouth in the Six Mile Reach, where she sunk with a load of about twenty-five tons of corn. This led to a bitterly contested lawsuit, which was enlivened by much nautical knowledge and hard swearing by wherrymen witnesses before they could decide who had committed the error in helmsmanship."
- p53 "sitting here at Catfield Staithe where one old warrior lies sunk . . ."
"in such a cramped dwelling Donald [Applegate]'s grandmother, old Mrs George Applegate, had three children."
"Cripple John, an uncle, who kept the eel sett in Meadow Dyke, became semi-paralysed in middle life but he still contrived to sail his boat with one arm and his teeth. He used his teeth to pull in his mainsheet! Cripple John lived to the age of 86, while his father reached 92 and his mother 86 . . ."
- p54 "Old George [Applegate] would leave Potter Heigham at ten in the morning, loaded to the gunwhale with corn, and would reach Yarmouth that night . . ."
"At that time of day as many as 16 wherries could be seen at one time loading and unloading at Potter Heigham bridge."
"Today if you are lucky you may occasionally see 'Blucher' Thain's Lord Roberts taking on or unloading her twenty tons of sugar-beet, and now, thanks to Herbert Woods' fine craftsmanship, the old Ill Try, rebuilt and repainted, is on the river again, under the Thain flag - but, alas! powered by motor and no longer driven by wind. It is doubtful if there are more than six trading wherries plying on the Norfolk rivers today, and I believe that only one of them still goes under sail."
"Then the quant comes into play . . ."
"A wherry sail is an enormous affair . . ."
"The deck-planking in the waist of the ship surges under water . . ."
"Every wherry was sailed by the tell-tale indications of an iron weather-vane fixed to a short two-foot rod at the top of the mast."
"This vane came off a wherry called the Fir, now owned by Percy Thain, son of 'Blucher'."
- p79 "When one gets beyond Irstead, where Jack Gedge's wherry, the old Gleaner, was loading . . ."
- p80 "Now, Mr [William] Hewitt is seventy-four. He is the head, or one of the heads, of an ancient family of broadsmen, wherry-builders, wherry-owners, boat-builders and wild-fowlers . . ."
- p82 "The first wherry was recorded about seventeen hundred and six . . ." [J Day Wentworth]
". . . they do tell me there's a pub in Norwich called the Keel and Wherry, in King Street . . ." [William Hewitt]
- p83 "I used to have one or two trading wherries myself, and I won the silver cup given by your friend, Captain Fanshawe, when he was MP for these parts. That was in 1931. . . I won that cup with the Lady Violet, and a lovely wherry she was, but I sold her soon after, and now I hear the Catchment Board have got her and have rigged her with a derrick for dredging up mud." [William Hewitt]
- p85 "[at Barton Turf] . . . two old wherries lying snugly at anchor in the evening of their days, mastless and sailless. One bore the fine, brandishing, name of Victory of Barton, . . . The second bore the name of Wanderer. . . for Wanderer was a queen among all the wherries . . . So there today lies old Wanderer, among the golden reed-beds and the pike-haunted depths of that quiet corner of Barton Broad . . ."
- p87 ". . . [at Sutton Staithe] the great towering mast of the old wherry Beta . . . string of flags and bunting . . . to celebrate the wedding of Princess Elizabeth . . ."
"Now on the far edge of this green [Sutton] staithe stands that long, low, red-brick house which once, two hundred years ago, was the old Wherryman's Arms, a famous inn of the marshes."
- p91 "[Walter] Rye had an old wherry skipper called Tungate who always attended him in his watery travels about the Broads at all times of the year."
- p147 "a wherry, her waist almost awash in the running waves. It was that staunch old vessel the Lord Roberts, gay even in the dusk with her strakes and stem painted in vivid hues of red, white and blue . . ."
- p166 "Emerson lived on the Broads in his wherry, Maid of the Mist, from January to December. The result was a series of books unique of their kind."

- p11 (Intro by Christopher Barringer) "The opening of the Bure Navigation in 1779 linked Aylsham by canal and river with Yarmouth and the Broadland river system. The development led to the rapid growth of new occupations such as wherryman and boat builder . . . "
- p15 "Flint pebbles [used on the buildings of Millgate], brought from the beaches on the coast, were used in a very decorative way in the houses of the early nineteenth century when transport became easier."
- p17 " . . . on the lower side [of the mill], the water dashes out into the pool where the wherries used to load and unload straight from the mill itself."
- p20 "After the opening to navigation of the River Bure between Coltishall and Aylsham in 1779, and the development of staithes, warehouses and boatyards, new opportunities for profit and employment presented themselves."
- p23 Chapter 4 "The Navigation and the Staithe": River Bure, Coltishall, Romans, Brampton, Act of Parliament, 1773, Biodermann, Aylsham Staithe, 1779, Millgate, wherries to Yarmouth, coastal trade, wherries of 16 tons burden drawing 3.5 feet, extra basins, extra warehouses, wherrymen's families resided at Millgate, dredging, goods to and from Aylsham, passengers, tolls, manure, marl, Jarvis, finned, Horstead Mill, Buxton Mill, Oxnead Mill, Burgh Mill, Aylsham Mill, water disputes, wood to Yorkshire on wherries, 3 trips to Yarmouth a fortnight, Midland Railway, 1912 flood, 1914 Great War, 1928 taken over by County Council.
- p31 Robert Parmenter
- p33 William Parmenter's will
- p36 Samuel Parmenter as proprietor of a wherry service to Yarmouth
- p38 wherries owned by Barclay Pallett in 1909, 1912 flood, R L Rust, M&GN embankment collapsed, wherries trapped at Aylsham, manhandled at Buxton, railway to Aylsham in 1880s
- p47 employment on wherries, Parmenter's wherries to Yarmouth, boat building and repair
- p48 watermen living at Millgate
- p58 Thomas Wright boatbuilder, Thomas Wright boatbuilder, Elijah Wright boatbuilder, Bartlett Wright and family watermen, Geoffrey Nobbs, Thomas Wright waterman, David Wright boatwright, James Wright boatwright, Elijah Wright boatwright
- p59 Bartlett Wright waterman (2 of), James Wright waterman, Aylsham built Gipsy, Henry Doughty, David Wright boatwright
- p68 River Bure, the canal, the Belt Estate, ditches under the A140
- p80 wherryman living in Mash's Row, Millgate
- p87 wherrymen in Millgate pubs: White Horse, Stonemason's Arms, Anchor Inn, Royal Oak
- p90 Anchor Inn
- p95 Gas works materials by wherry from Yarmouth

HISTORY OF BROADLAND

- p18 "On 7th August 1689 . . . on board a wherry made in the form of a barge."
- p19 " . . . in each of our wherries, a drum beat at the head and a colour was flourished at the stern of our boat."
" . . . after which two wherries followed each other (!), having the arms of the town for their flag . . . "
"After crossing Breydon, one of the bailiffs' barges went up the Waveney as far as St Olave's, while the other, by way of the Yare, reached Hardley Cross. On their return and meeting at Breydon there was "a stir in firing guns, huzzas, and drinking healths etc. ; and so we returned in the evening as we went out." "
"The Mayors of Norwich and Yarmouth, in their state barges, met at Hardley Cross, the limit of their respective jurisdictions over the Yare."
- p20 "the barges then went down on to Breydon where a kind of regatta was held. . . the commercial craft (probably the wherries) is [sic] in requisition to stow spectators, to waft music, to vend refreshments . . . "
- p22 " . . . while hundreds of wherries have sailed up and down the rivers, carryng cargos of corn, coal and timber between the coast and the inland towns."
"At the beginning of the last [19th] century another kind of craft traded between the chief towns of Broadland. These were called keels . . . "
- p24 " . . . for it was by way of the winding Yare that the camlets, the gaudy calamancos, and the brilliant-hued cloths which delighted the eyes of the Bohemian and Suabian beauties were borne to the coast for export to foreign lands."
"But early in the last [19th] century the railway came to Norfolk, and much of the carrying trade was taken out of the wherrymen's hands."
"Still, the railway did not rob the wherrymen of all their means of livelihood; and at the present time [1903] there are, in all probability, as many wherries as ever on the Broadland rivers."
- p25 "At any rate, since about 1840, pleasure-seekers' attention has been constantly turned towards Broadland."
- p27 "So that now there is no lack of craft of every kind suited to the navigating of Broadland waterways, and all through the summer the white sails of yachts are more numerous than the black sails of wherries on the Yare, Bure and Waveney."
- p28 "The wherrymen were to a certain extent considered, and in some instances their right of way was preserved to them; but in other cases Broads were handed over, almost unconditionally, to private owners."

p30 "Bryant's map of the county, taken in 1826, shows . . . the now improperly closed entrance to Wroxham, and the two entrances at the ends of Hoveton Broad, through which the trading wherries used to make their alternative course up and down the river if the wind suited them better than on the main river."

SPRING AND SUMMER

p32 "In spring . . . you may you may row or sail for miles along the rivers and encounter no other craft than the wherries . . . "

p42 "The wherrymen scan critically the new craft as they pass them on the rivers . . . "

AUTUMN AND WINTER

p49 "During the last week of September and the early part of October . . . hardly a wherry, yacht or launch is as yet dismantled."

p51 " . . . at night the homeward-bound marshman and belated wherryman hear them [pochard] whistling overhead . . . "

p56 " For the next eight months [from October] the wherryman, reed-cutters, and eel-catchers will have the rivers and broads to themselves . . . "

p58 "I well remember that winter. For six weeks navigation was impossible on the Broadland waterways. At Oulton, Wroxham, Beccles and many an isolated marshland staithe, wherries lay fettered in manacles of ice. Some of the marshland and ferry inns - which, when the cruising season is over, rely almost entirely on the wherrymen for custom - almost might have closed their doors to the public without turning away trade."

p60 " . . . a wherry sailing between banks fringed with yellow, grey-plumed reeds."

p63 "In winter, some of the marsh farmsteads were, at that time, so inaccessible that there was no way of getting coal to them unless a coal-laden wherry happened to be ice-bound smewhere near."

p64 "Some of the wherrymen and marshmen are experts on 'pattens' . . . the muscular development of their legs, attained by quanting the heavily-laden wherries and trudging over rough marshlands, enables them to outstay most of their rivals."

p65 "Hobnobbing with other marshmen and with wherrymen from the river . . . "

PEOPLE OF BROADLAND

p78 - 80 A long description of wherrymen, rivers plied, past life, cooking, quanting, inns, ice carrying, awkward to meet when sailing, expert rivermen, hard life, picturesque, sailing close to the wind, vane, dutch-looking, windmills.

p80 eel-catchers "found almost every night in the neighbourhood of their house-boats, keeping watch so that their setts may not be damaged by passing yachts or wherries."

p89 " . . . a marshland staithe where wherries moor and wherrymen land to spend an hour or so at a neighbouring inn. . . his only customers during nine months of the year are the wherrymen and the few marshmen and gunners who occasionally come to be ferried in a marsh boat across the river."

p89 " . . . a ball of flame being seen floating across the marshes, which, when it reached the river, seemed to cling for a while to the mast of a wherry . . . "

p89 "It is only . . . by mixing with the wherrymen, eel-catchers, reed-cutters and marsh folk that you can attain any satisfactory knowledge of the inner life, the thoughts, beliefs, customs, and methods of the typical inhabitants of Broadland."

THE YARE AND ITS BROADS

p91 " . . . the Yare is, and has been for many centuries, the chief Norfolk waterway, and before the days of railways it was by means of its trading wherries and keels that the largest and most important town in East Anglia was supplied with its imported goods and despatched its considerable exports to the coast."

p94 "At one time ice-gathering was quite a business with the Broadsmen and marshmen, who, when they had filled their boats, emptied the ice into a wherry bound for Yarmouth or Lowestoft, to be sold to the fish-packers on the markets."

p101 "Some of these channels [to village staithes] are not wider enough to allow of two wherries passing each other, and are so shallow that only small rowing and sailing boats and wherries can ascend them. Yet it is by way of these dykes that the farmers . . . send away large quantities of their corn, and receive cargoes of coal for their homes and oilcake for their stock."

p101 " . . . the waterways to isolated hamlets, whose inhabitants, until a comparatively recent date, knew little of what was happening even in towns so near as Yarmouth and Norwich except what they learnt from the wherrymen."

p104 " . . . the last time I made the voyage [along the Chet] I found four wherries 'hung up', as the wherrymen call it, one near the mouth of the river, the others a short distance below Loddon Staithe."

p109 "The New Cut . . . provides a channel by which wherries and yachts can reach Oulton Broad, Lowestoft, Beccles and Bungay without having to round by Breydon and enter the Waveney there."

THE WAVENEY AND ITS BROADS

p111 " . . . I was at home among the haymakers in the Waveney water-meadows, and the men who, from strange and wonderful seaports, brought the wherries up to Bungay Staithe."

p124 " . . . the water weeds almost choke up some of the reaches [of the Waveney above Beccles]. But in spite of these drawbacks the trading wherries manage to get up to Bungay all through the year . . . "

p131 " . . . to the left the picturesque promontory on which Bungay stands juts out into the lowlands; and through the midst of the vale the dark-sailed wherries glide along the serpentine reaches, like vessels which have lost their way."

THE BURE AND ITS BROADS

p135 "Some cruisers prefer it when only a few wherries are moored at the staithe below the [Acle] bridge, urging that the wherries are more in harmony with the weather-beaten bridge and inn than are the dainty yachts of the pleasuring folk. The average Broadland wherry gives plenty of colour to any scene of which it is a feature. I remember an evening when two of them were moored near the bridge. They were remarkable for their brilliant hues. The top of the mast and the sides of the hold of one were painted Pyreneese green; the square wooden chimney of the cabin was bright red, as were the rigging blocks and tabernacle; the cabin door was dark blue relieved by yellow bands; and the top of the tiller and its handle, the gaff and flag-frame, were white. The other wherry, which had only that morning left a Coltishall wherry-builder's yard, where it had been repainted, had red, white, and blue bands round the top of the mast, and beneath them was a two-foot band of burnished brass; flag, tabernacle, blocks, and cabin roof were vermillion, and the tiller and cabin door were royal blue and yellow. Both wherries were 'light' and one showed something of a white, the other of a pale green keel."

p145 "Now and again a yacht or wherry glides down the river, its white or dark sail showing for a few moments through the foliage of the trees."

p145 " . . . the staithe [of Salhouse Broad] with a wherry moored alongside, all tend to make the Broad what it is - one of the most delightful and picturesque on the Bure."

p147 "At Acle and Horning regattas are held . . . then the whole fleet of wherries, pleasure-yachts, racers and launches starts for Wroxham, where the season's most important regatta is usually held on the first and second of August."

p148 " . . . trading wherries for a time become pleasure-craft, and are thronged with holiday-makers, each of whom is bent on enjoying himself to the utmost."

p148 "After a match for racing yachts, some of the wherries compete. This is a race which usually arouses some excitement; but in the 1901 regatta, only two wherries entered for the first day's race . . . Fawn and Dauntless."

"The second day's proceedings resemble the first day's. Races for racing and cruising yachts, wherries, dingheys [sic], and open and half-decked boats make up the programme which is seldom completed until nightfall."

p152 "Above Coltishall very few yachting parties care to go, for the eleven miles of river between Coltishall and Aylsham, though pretty, present no features not to be found on the upper waters of most small streams; and before Aylsham is reached three locks must be passed through and yacht's masts lowered for passage under no less than seven bridges."

THE ANT AND ITS BROADS

p155 " . . . for Barton [Broad] is vewry shallow except in the wherry channels, and the Ant, which is a very narrow stream, has, even below the Broad, some shallow reaches."

p157 "I entered [at night] the channel leading to Barton Staithe. A glimmering light tempted me to draw up at one of the landing-stages, and, stepping ashore, I found a group of marshmen and wherryman congregated on the settles outside a little 'out-licensed' alehouse, which, however, was closed for the night. Knowing little about Barton . . . I was uncertain as to whether I should find in the village a bed for the night; but my mind was soon at rest. For, in response to my greeting and anxious enquiries, there stepped out of the darkness a genial wherryman, who offered to conduct me to his brother's house. Gladly accepting, I followed him up the road from the staithe to the village. Half an hour later I was sleeping soundly in as comfortable quarters as I have found in Broadland."

p158 "On that bright summer morning . . . two or three wherries were drawn up at the staithe which . . . looked very picturesque."
" . . . a marshman by working three days in the week often earns as much money as a farm hand who works seven, and he prefers to divide his week into equal portions for labouring and lounging. So, at any rate, said the wherryman who had come to my aid the night before, and the loungers did not contradict him."

p159 "Much of the land bordering Stalham Dyke has only recently been reclaimed, and even now there are swampy tracts where it is hardly safe to set foot."

p164 "For since the railway came to North Walsham and took much of the carrying trade out of the wherryman's hands, only a few wherries have regularly used the river [Ant], and parts of it have become almost unnavigable."

THE THURNE AND ITS BROADS

p177 "Yachtsmen who are familiar with the Broad [Hickling] take care to keep close to the posts; for the width of the channel varies, and not even the wherryman are always sure how far from the posts it is safe to venture."

p177 "But in the neighbourhood of the staithe there are some picturesque nooks and corners where wherries and old flat-bottomed reed-rafts and marsh boats are moored . . ."

p178 "But when sharp weather sets in, and the Broad is frozen, as it sometimes is, for weeks together, the [reed] rafts disappear, and even the heavy wherries cannot break their way through the ice."

p183 "Until lately it [Waxham Dyke] was in a very neglected state, owing to the wherries having temporarily ceased trading with Palling, but a revival of the carrying trade has led to its being bottom-fyed, and it is now possible for shallow draughted yachts to follow in the wake of the wherries."

BREYDON WATER

p205 "But Breydon is not as it was in the earlier half of the last [19th] century. Then, some of the flats which now are barely covered at high water, were easily sailed over by deep-keeled [sic] wherries; while others, that are now dry on the ebb, were almost always under water."

p213 "A few words may be added about the men who, in decreasing numbers, frequent Breydon. Next to the eel-babbers, the wherryman are the most conspicuous. Formerly they had much of the fisherman and sportsman in their composition; but the keenness of the competition between the wherries and the railways now necessitates their being simply wherryman."

RIVER COURSES

p341-7 mentioning where wherries can navigate:

The New Cut; from Herringfleet to Reedham

The Chet; up to Loddon

The Yare; from Norwich down to Yarmouth

Rockland Broad; one of its dykes is navigable to wherries taking in and discharging cargoes at Rockland Staithe

The Waveney; from Bungay to Breydon

Oulton Dyke and Lake Lothing

The Bure; from Aylsham downwards

The Ant; to North Walsham; "Until the railway came, the wherries carried on a considerable trade with North Walsham, and it is on their account that the river is kept fairly clear of water-weeds and other obstacles to navigation . . ."

The Thurne; to Martham and Somerton Broad.

Heigham Sounds, Old Meadow Dyke and Horse Mere, Hickling Broad and Whiteslea, Kendall ('Candle') Dyke.

Waxham Dyke (the New Cut) to Waxham

DISTANCES

p342-6 contain distances along the rivers of Broadland

GLOSSARY

p373 "Quant - a pole used for propelling yachts and wherries. Quanter - a punter.

OTB *On the Broads, Anna Bowman Dodd*

Published 1896

Pictures only recorded while in **NML 01.08.14**. Check for text.

PCN *Pictures in Colour of the Norfolk Broads, Jarrold, publishers*

Published 1901-10

No page numbers. Caption to picture used instead.

Yachting Staithe, Coltishall - "Coltishall - the birthplace of white-sailed wherries"

Beccles, from the River - "The river is navigable for wherries and small craft for some ten miles to Bungay, but navigation is somewhat troublesome."

Reedham, from the Railway Bridge - "Yachts can be moored against the south bank above the bridge, but should not be left unguarded, as the tide runs strong, and wherries tacking through the bridge are liable to jam up against the bank."

PON *Portrait of Norfolk, David Yaxley*

Published 1977 NML L942.61

p 134 dominant craft - the wherry, sail of black or brown, by 1918 no trading wherries left, pleasure wherries and railways,

p 135 painters, frequented by the keels and the wherries, great dark sails

PPM *People and Places in Marshland, Christopher Marlowe*

Published 1927 NML L942.61

p76 "returned to the South Quay [in Yarmouth]. Keeping along the embankment I presently reached the Bowling Green where yachtsmen and wherry skippers moor before sailing across Breydon Water"

p78 "These wherries are long, low boats, built on the lines of a viking's ship found in 1880 at Sandefjord. They carry one large brown [sic] sail, draw little water and sail nearer the wind than any yacht; while for speed they can beat any craft of their kind. There is a little cabin in the stern and as their accomodation is roomy and comfortable, the fashion for hiring them for cruises is widespread. A wherryman will always give you a trip from Yarmouth if you wait till his boat has moored at the 'Bowling Green' - though it is better to curb your impatience till you reach the Broads proper."

p110 [from Potter Heigham going south] "Numerous yachts and wherries gave us greeting as we 'chug-chugged' down the Broad [sic] to emerge presently into the Hundred River, or Thurne"

p114 "the proverbial thirst of the Norfolk wherryman is in evidence [at Horning] as it ever was. Quart mugs are common features of every inn, while beer is by no means the only beverage consumed by Horning men."

p124 "Certainly at the [Horning] 'Swan' I had ample evidence of the capacity of wherry skippers and pleasure yachtsmen, while at the 'New Inn' others of the same fraternity consumed two or three quarts of ale on a stretch."

SSS *Seagates to the Saxon Shore, Kenneth Wenham Strugnell*

Published 1973 NML L942.6

p215 "The keel . . . served for both men and goods until in the later sixteenth century the single fore-and-aft sail found its way here from the Low Countries and married to a more manageable hull, gave us the wherry. The exact derivation of this word is a matter upon which even the wise men are hesitant; but it seems likely that it is connected with an Icelandic word hverfa - to turn - and the wherry certainly was faster and handier than the keel, not only because of her fore-and-aft rig but also by reason of her hull design."

TBS *Through Broadland by Sail and Motor, Arthur Patterson*

Published 1930

pV "Houseboats peopled by eel-men are nowadays rarely to be seen; wherries are a vanishing proposition."

p3 "In those days [when Patterson, born 1857, was young] the white sails of yachts . . . were by no means common, although the huge tanned wings of the trading wherries loomed up large and often."

"The broads were then comparatively but little known, saved by the natives and townfolk who had pleasure or business in vessels upon them; and these were often manned by their several owners, who earned a decent living by their freightage."

p11 "The Bullrush goes by motor power, but we found that she detested the upper reaches of the Bure and Ant, that nowadays [1929], for want of wherry traffic, are utterly, hopelessly crammed with water weeds, as is the case with the Waveney."

p25 "The village [Belaugh] boat-builder bewailed the fewness of visitors that way, and to-day—never a wherry to build, rarely a broken spar to replace, or a quant to mend! Will cruisers knock out sailing yachts, some day, as steam tugs and huge

lighters are slowly but surely extirpating our comely Norfolk and Suffolk wherries?"

"To-day the largest wherry and the smallest boat seem to prefer a motor engine to a sail."

"Coltishall lock . . . is derelict, and water weeds claim the sinuous river beyond it."

p26 "The dydlers were busy upon the banks"

p57 [quoting EEL, 1865] "The Captain used to (when steering his wherry) fancy the ripple spoke to him of many things"

p81 "An old wherryman assured me that in his younger days he was often commissioned for taking back to Yarmouth odd Reedham "runnin' todes." [natterjacks] Asked what for, he said, "they was a cure for whoopen cough, and brownchritis."

p84 "Imagine the old wherrymen and keelers and the eel-catchers joining in with the chorusing[at Hardley Frolic]."

"A slow time, surely, must the next curiosity on the river be having—the Cockatrice; one wherry at its staithe, where a score or more were at one time keen to moor when thirsty." [cockatrice: a serpent, referring to 'Breydon pirates' as a warning. Somewhere upstream of Hardley Cross]

p129 "The Norfolk Wherries . . . found afloat to-day though in greatly reduced numbers, and a decidedly vanishing craft, none are built to-day."

". . . I visited that conglomerate of materials spread upon Hobrough's level at Whitlingham, being 'struck' most with two rows of huge leaden mast-balances from long 'dead' wherries; as large as fish-trunks, and running from a ton to a ton and a quarter in weight."

p130 "Wherries were still going when local history had it that in 1871 the Bure wherries numbered 103, of 1,846 tons burthen; and in 1875 the number registered by the Commissioners was 112 craft of 1,963 tons burthen. After that the Deluge!"

"The red-leaded, ugly barge is elbowing out the shapely wherry, once gaily clad in scarlet and indigo, and touched on the nose with white. Poor Nic Everitt strongly urged me to collaborate with him on a book of the wherry, but I failed him . . .

Where's the scribbler who will immortalise it in book form, with the ardour and accuracy of a Harrison, Batchelder and C. Mayes Wigg, as shown in their drawings?"

p131 "When I was a small boy the Burgh sailing frolics were a great instution; and on the yachts returning, a flotilla of small boats rowed out to meet them, and hundreds of all ages of interested spectators lined Breydon Walls and the quaysides of the town. Wherries and private yachts, down to gun-punts figured on the programme."

TIP *The Island: Past and Present*, Sheila Hutchinson

Published 2002 NML 942.618

p23 "I remember when I [Micky Hewitt] was very young [early 1950's?] a wherry used to come up or down the river [to Ravenhall, on the Island, opposite Berney Arms]and collect the manure from the cattle sheds; the wherrymen used to bring herring with them, that's probably why I don't like eating fish much now!"

p81 [Mike Betts remembers Dorothy Benns, born 1895 and Gertrude Benns, at Raveningham Farmhouse, opp Reedham, thus not actually on the *Island*] "When the two old girls mucked out the cows they would put the muck onto a large muckheap. A wherry would come down the river now and again to collect it and the two women would load the muck into a barrow and barrow it onto the wherry themselves."

p86 [Earnest and Maude Patrick remember Raveningham / Baker's Mill on the Cut] "Before the electric pump was built, [late 1930's] a forty ton load of coal for the steam pump would be delivered by wherry from Bessey and Palmers of Gt Yarmouth, the wherry going down the Yare to Reedham and then into the New Cut. The coal was unloaded by the 4 wherrymen and carried in large round baskets from the wherry, across the railway lines and dumped by the steam mill."

TLB *The Lower Bure: From Great Yarmouth to Upton*, Sheila Hutchinson

Published 2008 NML L942.618

p21 "William Smith . . . 1868. Licensee of the Suspension Bridge Tavern, 25 Bridge Road, Runham Vauxhall . . . He had one of the largest wherries, the 80 tons wherry 'Wonder', built in the yard next to the pub in 1878 by James Benns and Thomas Cassey."

p30 "The Wherry public house, later [after 1819] known as the Lord Collingwood."

p38 "Yarmouth Yacht Station . . . In the early nineteenth century pleasure wherries could be hired here."

p64 " . . . Walter Edwin Hewitt moved to Five Mile House in 1928. . . The living room was believed to have been a bar in earlier days where ale was sold to passing wherrymen."

p90 "Tunstall Dyke . . . last wherry to navigate the dyke is reported to have been The Albert and Alexandra in about 1897. This was an 18 ton wherry owned by Joseph Powley. . . The Powley family had previously owned a wherry called the Tunstall Trader and a 14 ton wherry called The Maid."

p90 "1891 census: Entry No. 122: Tunstall Boat Dyke: Joseph Powley, 82, wherry owner."

p107 "Muckfleet . . . was once navigable by small craft . . ."

p108 "Acle Boat Dyke . . . The Benns family lived near the dyke during the nineteenth century and were coal merchants who had wherries. . . Some wherry owners at Acle include: Robert Newby . . . 1836 . . . Joshua Mallett, at the Angel . . . 1864."

p108 Acle census returns list "several wherries moored at Acle Boat Dyke, many of them containing whole families:

1901, Entry 208: Wherry Louisa, William Harding, 40, wherryman

1901, Entry 209: Wherry Zeph, Benjamin Bessey, 67, wherryman

1891 Matilda, Samuel Cornham, 53, wherryman, born Neatishead; Robert Page, wherryman mate, born Great Yarmouth

1891 Zulu, John H Money, 37, wherryman, born Coltishall; John M Money, 10, wherryman

1891 Arthur, William Clark, 59, wherryman, born Upton

1891 Henry, George Roper, 36, wherryman, born Worstead
 1891 Woodman, Robert Bates, 26, wherryman, born Stalham; Dennis Bates, 21 wherryman mate
 1891 Bure, Robert Bircham, 40, wherryman, born Norfolk
 1871 George, of Norwich, 23 ton wherry of corn, William Parker, 62, master, born Plumstead
 1871 Violet, of Oxnead, 16 ton wherry of coal & corn, Isaac Bussey(?), 26, master, born Tunstall
 1871 Onward, of Somerton, a 15 ton wherry of corn, Robert Powley, 26, master, born Tunstall
 1871 Widgeon, of Wroxham, a 22 ton wherry of coal & brick, William Southgate, 71(?), master, born Horning
 p114 "Joshua Mallett, Listed in 1864 as wherry owner, lime, tile and brick merchant, victualler & coal merchant. Aged 57 in 1871 census; born Great Yarmouth."
 p143 List of Reaches from Great Yarmouth to Oby

WAP *Wild-fowlers and Poachers* Athur Patterson

Published 1929 NML L799.244

p6 "Idlers [at the Bowling Green pub, Yarmouth] had but to turn, or saunter to the parapet, and lounging thereon, watch the white-sailed yachts and laden wherries sail by, and out into the sunset that tinted their pathway with golden rippling."
 pp7-10 including Breydon, 1875, Lady of the Barge, scuttled, cabin, Bowling Green, tea, kippers, impromptu races, moonlight night, ice-bound, shooting, poaching, refuse-pits, night-soil, White Swan, Stokesby, Mrs Thomas, Lord Nelson.
 p12 Story of the eel-catcher, the wherryman and the eel-trunk
 p14 "and half a dozen wherries following in each other's wake, steering outward into the golden west, making for the lower reaches of the Yare or Waveney before night came on."
 p48-9 "off to meet Powley's brick wherry coming downstream . . . two swans . . . fired at 'em, killing 'em both."
 p98-100 Story of an ice-wherry on the North River and a gun going off in the cuddy with four men in it.
 p141-2 "three stout wherries . . . laden with ice . . . left stranded . . ."
 p169 "At the extreme end of the Bure stood a huddle of picturesque water-side buildings and boat sheds . . . a quay-side dotted with wherries . . . the Malt-house Corner . . . with wherries loading and unloaded; a moiety of nine dozen wherries and timber-carrying keels made a gallant show . . ."
 p171-2 Water Frolic on Breydon
 p192 "the [Yarmouth] sand-bar, that greatly inconvenienced navigation, as it stretched across from pier to pier, actually at dead low water showing bare on the northward side, when wherries went down for sand . . ."
 p198 Forty row-boats moored round the Knowle and opposite the Bowling Green "great excitement and confusion, almost amounting to a panic, ensued when a sailing wherry, coming out of the Bure, essayed to sail through this anchored fleet . . ."
 p242-3 Story of the wherry, 'Cadger' the water-cress merchant and the landlord's missing rabbit.
 p245 Story of 'Old Conky', a barrel of beer looking after itself, and what not to replace in its barrel.
 p249-53 Stories of Adam Bede, wherryman, poacher, character.
Bede and a load of poached fish and the constable at Cantley being tipped into the Yare.
 Examples of fines for poaching: £21 12s 6d in 1875 on South Walsham Broad; £15 9s in 1882 and seven guineas in 1883.
Bede and a 'cargo' of fish at Vauxhall Station.
Bede, the River Watcher and the almanac showing moon-rise, in court.
Bede and the River Watcher but no evidence.
Bede, 3 policemen on bicycles and the lost nets on Breydon.
Bede on the Ant, Bure and Breydon, and the catch lost in sacks overboard.
Bede "the craftiest and secretest of the whole bilin'. His clever dog. Eleven hares in one night. Emptying an eel-trunk. Stealing top-boots.
 pp253-7 Walter Flaxman, St Andrew's church, the wherryman's church, 'Wooden-leg' Chase, 1860, the Shelter, 'Huckering' Ben, 'The Shah', 'Short'un' Page, 'Snicker' Larn, Zaccheus, publicans, Lord's Prayer.

WWS *When Wherries Sailed By*, Olga Sinclair

Published 1987 NML

p7 "As many as twenty wherries would 'drop down' on Coltishall on a single tide . . ."
 "They came from Gt Yarmouth, a distance of twenty miles or more, carrying coal mostly . . ."
 "They had shot under Wroxham Bridge, lowering their masts at the last possible moment . . ."
 ". . . along the winding reaches, past Belaugh church on its high promontory . . ."
 "The channel leading to the disused chalk and lime workings, known as Little Switzerland, was already closed . . ."
 "They sailed into Coltishall, past the lower common, an area of rough grass, often today called Coltishall Green."
 "The river sweeps away almost at right angles to the Rising Sun Inn, then twists back sharply out of sight along Manor House Reach, towards the mill and lock. Some wherries tied at the end of the common, at the Rising Sun warf, others carried on further upstream to a staithe at the end of Mead Loke or passed through the lock to the staithe by the bridge at the White Horse. A few went further still to Bream Corner, whence coal would be carted to the lime kilns at Great Hautbois. Some went beyond the village on to Oxnead, Buxton or Aylsham."
 "The wherries brought in a huge amount of coal, the bulk of which was used in the maltings . . ."
 "The merchant at the Rising Sun delivered it in his horse-drawn cart and if the price charged had risen to £1 a ton there were groans about hard times."

p17 "It was a long walk to Wroxham Hall, taking at least an hour, starting along the footpath beside the river, where the young ladies studiously ignored the jocular comments of the men on the wherries."

p25 "Timber was also carried on the wherries, and it was not unusual for tree trunks to be stacked on the common awaiting shipment by river."

"We used to have a wherry on the pool side to put our ladders in to reach the top. The wherry would be tied up to the mill."

p32 "The Coltishall Brewery Estate was auctioned in September 1841 . . . loaded barrels of beer . . . to be transported by wherry."

p35 "He [William Palgrave] . . . improved his meadows by spreading sea-sand from Yarmouth . . . He also brought up by wherry large quantities of sea-ouze or haven-mud and found it beneficial."

"The Manor House [Coltishall] was advertised [in 1822] . . . with a large and commodious staithe where an extensive business in the corn and coal trade had been carried on for more than seventy years."

pp48-52 is a chapter on "Wherries and Holiday-makers", the latter using wherries. Wherries mentioned are: Little Spark, [which became] Maid of the Mist [Emerson's wherry]. Wherry yachts: Bertha, Kate, Diligent.

She also mentions the opening of the railways, adapting wherries for holidays and the cost of hiring them, the rig, colours schemes, Dutt describing a newly-launched wherry, quanting, Emerson and the story of Little Spark / Maid of the Mist, the ice industry, Allen's boatyard's advertisement in the late 1880's, fittings of a pleasure-wherry, Billy Allen talking about building and moving a wherry on land, launching a wherry, cooking potatoes in boiling pitch.

p55 "[from Suffling, 1887] Above all the waterways would never be crowded. One could voyage up the Bure as far as Aylsham, though . . . take the train to Aylsham from Coltishall rather than pass through the never-ending locks and bridges.

Wherry men were so expert in handling their craft that this was less of a hazard for them."

[from Davies, NBR] a description of shooting a bridge.

p56-7 [from Emerson in 1891] a description of a winter journey in Coltishall and to Belaugh.

p66 "though it is very seldom nowadays that a wherry sails by. [1987]"