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"SAILING ON THE BROADS"
(See Special Illustrated Article within)

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The BOY'S OWN Paper



"FROM NATURE'S CURIOSITY SHOP."
(SPLENDID COLOURED PRESENTATION PLATE WITHIN.)

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SAILING ON THE BROADS

How to Spend an Enjoyable Summer Holiday.

By L. WARREN RIMMER.

IN a previous article which appeared in the June, 1921, issue of *THE BOY'S OWN PAPER* I briefly described a holiday in Broadland and a few of the large variety of interesting pursuits which may be followed.

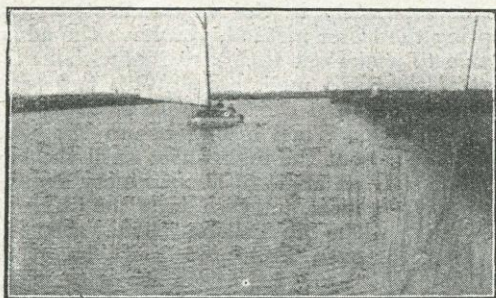
To assist the novice who may contemplate a holiday of this nature, I will endeavour to give a few hints on Broadland navigation which, if followed, should enable the would-be yachtsman to spend the most enjoyable holiday he is ever likely to experience. Of course you will say that yachting is a pastime only to be indulged in by the moneyed classes; but let me explain, dear reader, that a holiday on the Broads will call for infinitely less monetary

After all, it is much better to expend a little physical energy than scrape the paint off somebody else's yacht, and receive the thanks of the owner for your courtesy!

The quant is a stout pole, measuring some twelve to fifteen feet, fitted with a projecting piece of wood at the extreme end, generally termed the toe. To use a quant to the best advantage, place the toe firmly in the mud on the river's bed at the forward end of the ship, and, supporting it with one arm, commence to walk aft in a leaning position, balancing your body by pressing your shoulder against the top of the quant; you have then your own energy, plus a good proportion of your weight, urging the yacht forward.

Having found a suitable spot, bring her alongside on the windward shore; then, making round anchors secure, remove the sail cover and, rolling it up neatly, stow it away in the forepeak with the awning. Next take off the sail lashings, depositing them in some corner of the well, where they will be handy when required. Then make sure all halyards are free and not twisted with others. This is a most important item, which if neglected not only prevents their efficient working, but only too often places you in the awkward position of being unable to down sail.

Examine the mainsail, so that nothing will hinder it from furling promptly. Make sure the forestay is tight. Placing one member of the crew in charge of the tiller and main sheet, top the boom, attach the throat and peak halyards and haul away smartly, the gaff being hoisted parallel to the boom until the jaws are in position; then, taking a hitch on the cleat with the throat halyard, hoist away the peak until there is a slight wrinkle in the throat of the mainsail. All that remains is the setting of the sail. Unhitch the topping lift and lower the boom, an operation which should take all wrinkles out of the mainsail. Then get the jib up, making sure the rope edging faces the fore-



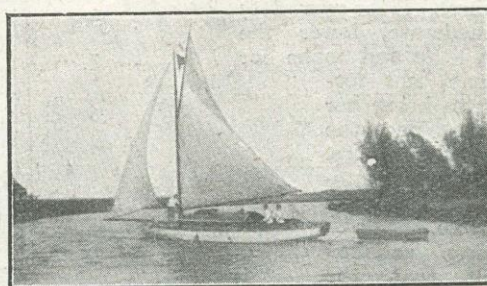
Sailing free before the Wind.

support than you have been accustomed to give when spending previous holidays at a formal seaside resort.

Probably the best and most easily managed craft is the new type of sloop-rigged yacht with automatic jib. By chartering this type of craft the novice will avoid a number of grounding episodes which frequently result through the incorrect manipulation of a large jib, such as is fitted on a cutter-rigged yacht.

All yachts for hire on the Broads are fitted with excellent spring berths and efficiently equipped with crockery, cutlery, blankets and cooking utensils—in fact, every requisite for living on board. Nothing, therefore, remains to complete your outfit but your personal requirements, and these should be as few as possible. I would recommend an old suit for travelling, a pair of shorts, flannels, cricket shirts, a sweater, and a sports coat or blazer. Rubber or rope-soled shoes are preferable, as they grip the wet deck. Members of the Field Club and others interested in nature study should not fail to include a camera and field-glasses in their outfit. The Broads district, it must be remembered, has no parallel in Great Britain as a breeding place for various species of water fowl. The fisherman also should go prepared, as pike, perch, bream, and roach are plentiful in all parts.

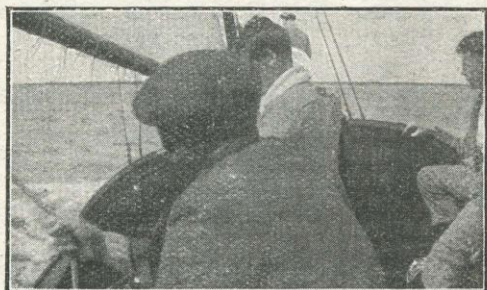
Having taken over the yacht from the owner and completed your victualling arrangements, it is advisable to quant her from the station, owing to the large number of other craft which are frequently moored in the vicinity.



Tacking.

stay. Meanwhile, our friend at the tiller eases out the main and jib sheets to take the strain off the mooring ropes. One more point: coil up all halyards neatly, or they will foul the jib sheets, and consequently be a hindrance when tacking.

Assuming you are head to wind and tide, necessitating tacking, take in the after round anchor first, and subsequently the one forward. One member of the crew should then weather the jib (*i.e.*, holding it to the wind with the hands), and immediately her head pays off haul in the main sheet and trim the jib, keeping the tiller straight until the ship has steerage way. If she goes to leeward too much, ease her up by letting out the main sheet a little.



Crossing Breydon Water.

When you are near the opposite bank, but not so near that you are in danger of grounding, push the tiller over, haul in the main sheet slightly to give extra steerage way and turn her into the wind, paying her head on the new tack. If she is slow in coming about, slack away the jib sheet, or you will probably find her nose into the bank.

Practical experience only will teach you the correct manipulation of your craft when tacking, for you are then fully acquainted with her sailing qualities.

No particular rule can be adhered to when tacking, as the sailing qualities of yachts differ. There is, however, one most important rule which is frequently broken: do not put the tiller over at 90 degrees—it will not bring her about any faster; in fact, it hinders her considerably. It is a common sight in Broadland to see a yacht with her nose fast in the reeds, resulting from this absurd practice. To about ship successfully, take the tiller firmly over to an angle of about 35 or 45 degrees, you will get infinitely better results than jamming it hard over to its fullest extent.

Although the Norfolk and Suffolk waterways are all situated inland, the strength of the wind on the large broads is quite surprising, and should you encounter one of these half gales, making sailing unpleasant, luff up to the wind—that is, shoot your craft right into the wind, then slack out the main sheet. If the wind does not moderate, lower the peak a little and make for the bank, not forgetting to bring her alongside on the windward shore. Take in the mainsail and jib as soon as possible.

Having satisfied yourself that the wind will not moderate, you must use your own discretion as to the number of reefs which should be taken in; but remember it is far preferable to take in a reef too many than find your craft unmanageable owing to the excessive power of the wind.

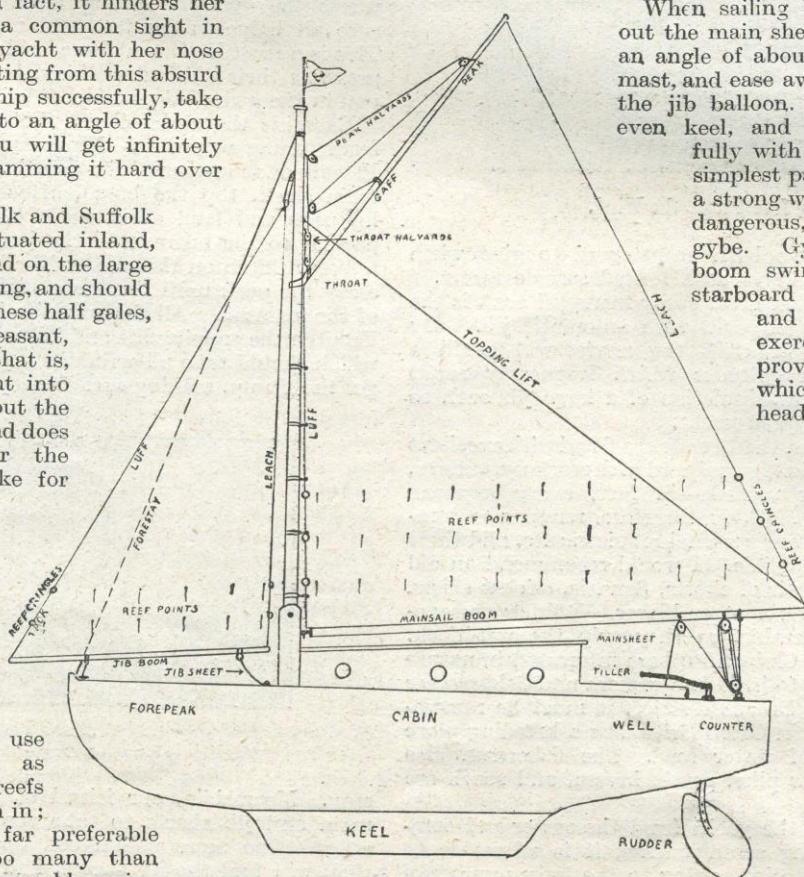
Broadland sailing craft have two or three rows of reef points; at the end of each row a metal ring is fixed in the rope edging of the sail. The rings near the mast are known as the luff cringle and the after leach cringle. These must take the whole strain of the sail, the rows of reef points are merely to keep the sail in position.

I will take it for granted that you have decided on one reef being sufficient. There is quite an art in reefing a sail correctly, and to do this you should proceed as follows: Top the boom a little and hoist the gaff four or five feet, belaying the peak so that it hangs well down, thus removing all pressure from the sail. Unfasten as many mast hoops as may be necessary; then, commencing on the luff cringle, take a strong piece of lashing about fifty inches long and, threading it through the cringle, lash it to the tack shackle, repeating the threading two or three times.

Having secured the luff cringle, divert your attentions to the leach cringle, using another piece of lacing about eight or nine feet in length, threading it double through the leach cringle, so that you have two ends to work with. Pass each of these through the holes in the boom and back again to the cringle, hauling tight on the lacings, until the reef points are in a straight line along the boom. Then repeat the lacing through the boom and cringle until you are satisfied that the sail is secure, finishing with a couple of half-hitches round the strands of lacing. All strain should now be on the luff and leach cringles, and all that remains is the setting of the sail with the reef points.

Commence at the forward end and, rolling the sail neatly, work backwards, threading the reef points under the rope edging of the sail, making them fast with the obvious knot—the reef. Should you decide to take in a couple of reefs you may take both down with one set of lacings or separately in the way indicated. Of course, in adopting the latter method, you have the advantage of being able to shake out the extra reef without disturbing the first if the wind moderates. With two reefs in the mainsail you must put one in the jib to balance her.

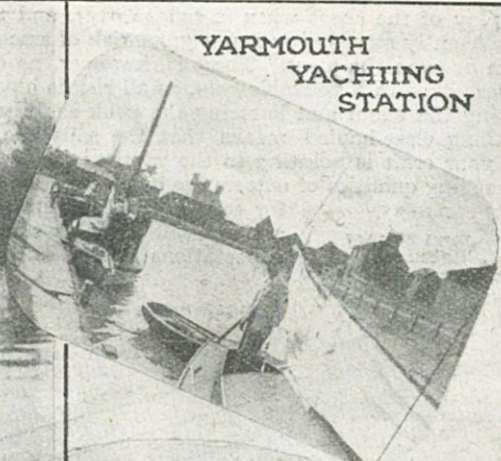
When sailing before the wind, slack out the main sheet until the boom is at an angle of about ninety degrees to the mast, and ease away the jib sheet, letting the jib balloon. The yacht is then on even keel, and must be guided carefully with the tiller. This is the simplest part of sailing, but, when a strong wind is blowing, the most dangerous, as you will frequently gybe. Gybing means that the boom swings right across from starboard to port, or *vice versa*, and great care must be exercised. All yachts are provided with a small flag, which is fitted to the mast-head. This is not put there for ornamental purposes, but to assist the yachtsman in ascertaining the correct direction of the wind. When sailing free before a heavy wind, keep your weather eye on the flag, and immediately you see signs of a change in the direction, indicating that the sail must come over, haul in the main sheet as quickly as possible, until the boom swings over the centre of the well, then ease out



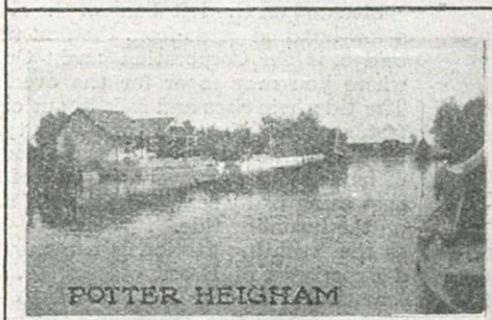
The Rigging of a Sloop.



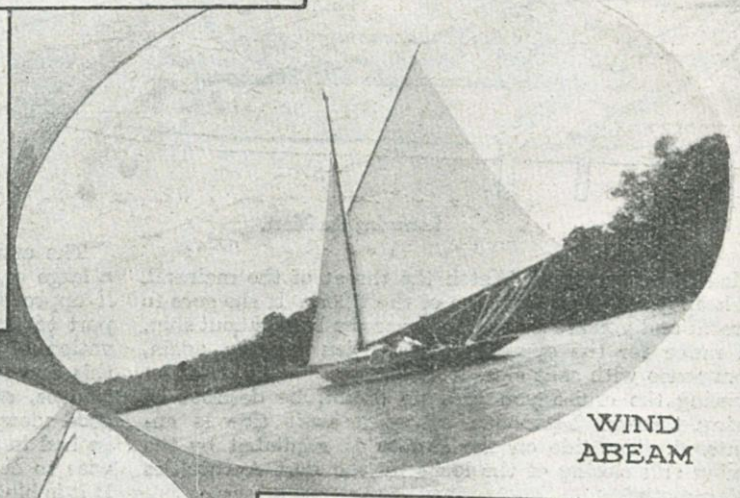
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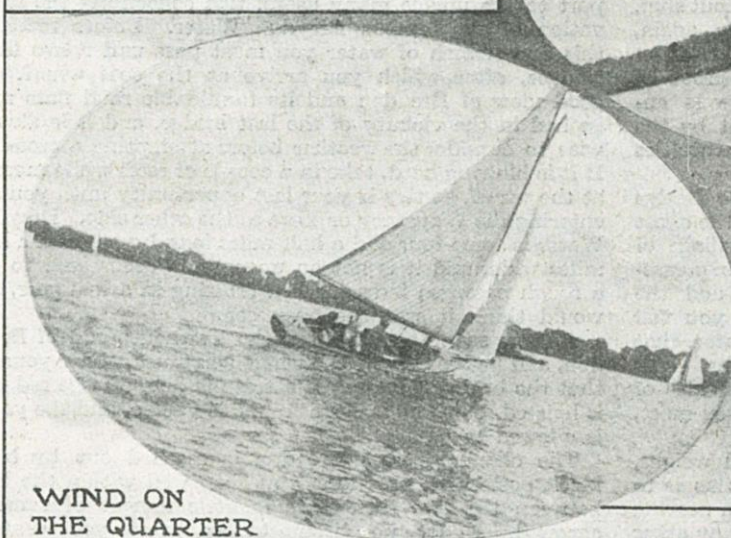
YARMOUTH
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WIND
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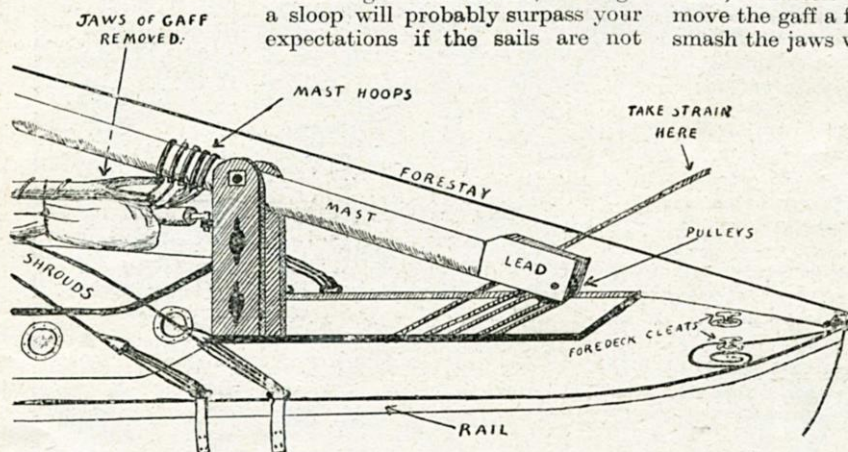


ON THE NORFOLK BROADS - CLEANING DOWN

"Sailing on the Broads."

the sail on the other side. If the sail is allowed to have the full play of the sheet when it swings over, and the wind is sufficiently strong, you run a great risk of smashing the boom or even the mast. There is, however, no cause for concern even in a veritable gale, as all risk is obviated by topping the boom and lowering the peak slightly.

Sailing close-hauled means that the sails are well in, and your craft is pointing to the wind as far as possible. The sailing qualities of cutters are much superior to sloops for sailing of this nature, although a sloop will probably surpass your expectations if the sails are not



Lowering the Mast.

hauled in too tightly. Watch the throat of the mainsail, and keep it full by careful use of the tiller. If she goes to leeward, and you are getting too near the bank, about ship, and make for the opposite side. Then turning again, recommence with sails close-hauled.

During the cruise you will, no doubt, be desirous of passing through Yarmouth, where a swift tide is encountered. The tide on the Broads is regulated by the opening and closing of the locks by the Port Authorities of Yarmouth.

I will assume you are coming down from Acle Bridge with a favourable wind. You are unlikely to feel the effect of the tide until well below the quaint little village of Stokesby, where you may inquire tide time, if not in possession of a tide-table. Reckoning on the wind and the speed of the yacht, calculate your time so that you will arrive within half a mile of Yarmouth at slack water, that is, when the tide is low and has the least power. Soft banks of mud are situated at intervals near the sides of the Bure, between Stokesby and Yarmouth, and you must, therefore, avoid running close to the edge.

In the forepeak you will find an iron or lead weight, weighing about twenty-eight pounds or more; this is to assist you in bringing the yacht down safely when nearing the town, where the tide is more powerful than in any other part. Lash the weight to the end of a long rope and, fastening the other end to the fore-deck ring or cleat, place it on the forward hatch, ready for use in case of emergency. Keep your craft well in mid-stream, moving faster than the tide, or you will lose all steerage way. Proceed until you find she is not answering the tiller, then down sails immediately, placing the boom in the crutches, and let her swing round head-on to the tide, one member of the crew standing

well forward ready to assist her with the quant. Under ordinary circumstances you should be able to bring the ship down on the tide, keeping her head off the mud with the quant. If you find that she is getting out of control, drop the weight overboard at the bow. This will act as a break; the more rope you let out the greater will be her resistance to the current.

The approach to Yarmouth is barred by a fixed bridge, necessitating the lowering of the mast. To lower the mast, unfasten the lacings on the jaws of the gaff and move the gaff a few inches to one side, or you will probably smash the jaws when the mast comes down. Next remove the bar at the base and, easing away the forestay, take the strain on the rope which runs through a system of pulleys installed in the balancing weight and lower away, one of the crew guiding the mast into the crutches. Rest the shrouds on the cabin top, keeping the deck clear for quanting, or you are liable to trip and turn a somersault into the water.

Situated on the left bank of the river, a few hundred yards from the first fixed bridge, is the Corporation Yacht Quay, where you may moor for the evening. The tide here rises and falls about eight feet, so allow plenty of rope when tying up. It is advisable to place a couple of fenders out to prevent the side of the ship being badly scraped when she rises on the incoming tide.

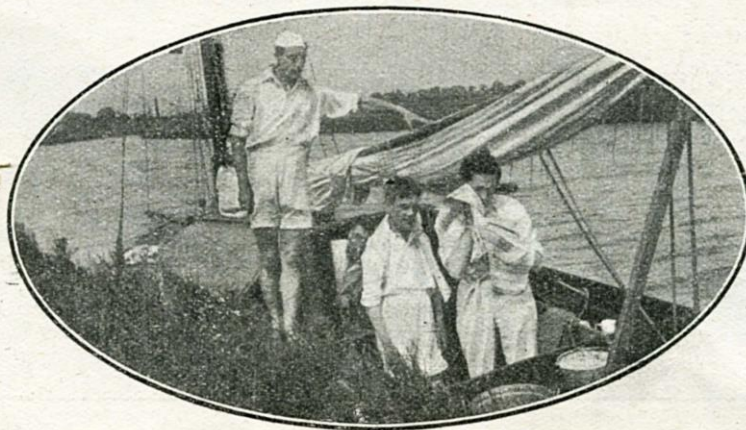
The attendant at the Yachting Station is a man with a large and varied experience of Broadland sailing, and if approached diplomatically, is only too pleased to impart to the novice many useful tips concerning the navigation of the famous Breydon Water. Before reaching this fine stretch of water you must pass under two fixed bridges, after which you arrive at the coal wharf. A good view of Breydon and its formidable mud flats may be had in the vicinity of the last bridge, and it is always wise to consider the weather before attempting a crossing. If it is blowing hard, take in a couple of reefs while moored at the wharf, as this is your last opportunity until you are entering the Waverney or Yare at the other side. Breydon Water is some four and a half miles long by one and a half miles wide, and it is not an uncommon occurrence to get a rough passage; indeed, when crossing in a half-gale, one would think it was the open sea.

A large swing bridge spans the Yarmouth end of Breydon, and before leaving the wharf you must satisfy yourself that the bridge is clear. If a train is due, a large red ball is hoisted, but if all is clear no ball is visible, and the yacht is allowed to pass.

The channel across Breydon is marked out by large black posts and, providing you keep well within the lane between the two sets, there is little danger of running aground. Under no circumstances must you venture

outside these posts. At the southern end, Breydon is joined by the Yare and Waverney, the former leading to Norwich, and the latter to Lowestoft and the famous Oulton Broad.

I have endeavoured, in these two articles, to give a few hints to assist the novice, but you will learn by nothing so much as experience; and to those who are inclined to the simple life of a Broadland holiday, my advice is try it—you will not be disappointed.



A Morning Wash before hoisting sail.