

Norfolk and Suffolk Boating Association

NEWSLETTER SPRING 2022



Mike Evans

As this Newsletter went to press news was received with great sadness that Mike Evans had just passed away in hospital after a considerable period of ill health.

Mike had a most successful sailing record, nationally and locally, racing in a range of craft. In addition, he made an invaluable contribution at a local, national and international level to organisations concerned with sailing or boating in general. In 1973, Mike joined the RYA Council, filling the role of Chairman from 1985 until 1987, when he became Chief Executive of the International Yacht Racing Union (now World Sailing) until 1995.



At the Los Angeles Olympic Games in 1984, he led the GB team and was responsible for the Olympic campaigns at both Seoul and Barcelona. In 1988 he was appointed to the Broads Authority and its Navigation Committee, serving as Vice Chairman and continuing until 1995. He was a colleague of Martin Broom and Davis Adler on that Committee, a formidable trio. Mike also served over 14 years as Independent Chair of the Authority's Water Recreation Liaison Panel and on the Broads Forum. Mike joined the NSBA some forty years ago and in 2003 became Chairman of the Association and President from 2009. He retired from this post in 2015. He was a longstanding member of Norfolk Broads Yacht Club, joining in 1958 and ultimately becoming one of its Trustees.

Mike was an excellent ambassador, showing wisdom and leadership. He was congenial and modest. There are few people whose dedication, commitment and efforts can match Mike's. We owe him a considerable debt of gratitude. NSBA sends its condolences to Mike's wife, Anne.

A full tribute will appear in the next issue of this Newsletter.



Hickling Broad Dinghy Trail

RYA is producing a series of 'Dinghy Trails' covering all sorts of interesting small-boat cruising grounds around the country.

These guides are all produced to the same format and can be accessed here: <https://www.rya.org.uk/knowledge/dinghy-trails> (click on the name of the Region)

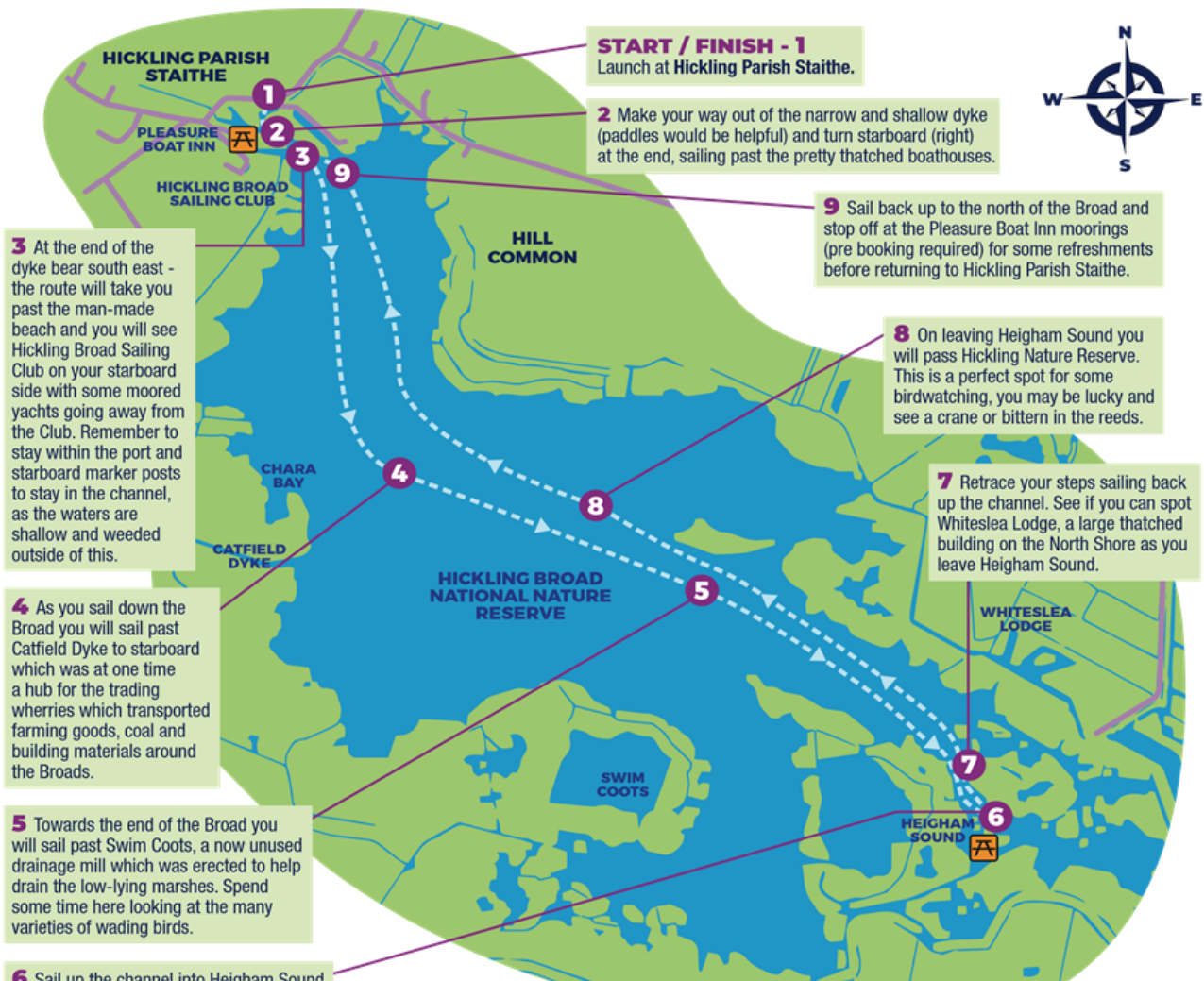
The particular example shown is for a super half-day out on Hickling Broad.

Call for contributors:

If NSBA members think that they might have a similar, useful contribution to make, please write it up and send it in to our Administrator and we'll do the appropriate edits.

Don't forget to be quite explicit about how NSBA can get back to yourself in case we need a bit of extra clarification and of course to 'credit' you.

This trail starts close to the Pleasure Boat Inn on Hickling Staithe and takes in the sights and sounds of Hickling Broad along the way. There are opportunities to explore the quiet backwaters and watch the amazing wildlife. South west to westerly winds are particularly good for the more inexperienced sailor, whilst for those more experienced, it is possible to have a great sail on Hickling in any wind direction.



Distance / Time
OS Map
Trail Start / Finish

4 miles / 2 hours
Explorer OL 40

Hickling Parish Staithe in the north west corner of the Broad. Visitor launching is by permission, contact the Pleasure Boat Inn for payment 01692 598870. There is a small launch fee, with trailer parking available nearby.

W3W: throw.firepower.moth

hicklingparishcouncil.wordpress.com/staithe-2/

NOTE:

You will need a Broads Authority short visit toll if visiting the area - find out more here: broads-authority.gov.uk/boating/owning-a-boat/tolls/short-visit-toll

This diagram is for information use only, not for navigation

Happy Birthday Hunters' – 90 Years Young

In 1932 Percy Hunter bought the land at the bottom of Horsefen Lane, dug the dyke, built a shed and then the first two boats of the Hunter Fleet.

He build well but in those days there was nothing exceptional about the yachts build in the shed and launched into the dyke to earn their keep. They were like so many of the yachts which you can find for hire if you are lucky enough to have one or two of those pre-war Blake's catalogues on your bookshelf. Mr Hunter (would any customer have dared to address him as Percy?) and his two sons who worked with hi, Cyril and Stanley also acquired enough land to build three bungalows on the other side of the lane to the yard. As the fleet grew so did the dyke and another shed had to be added to accommodate the yachts, the half-deckers and the dinghies. In those days no self-respecting hirer would dream of sailing off at the start of their week on the Broads without a dinghy towing behind.

It is a testament to what Percy Hunter and his sons created that ninety years on, if they were to walk back into the sheds they build all those years ago they would feel quite at home. The fleet would be almost just as they left it even down to the names painted on the stern of each boat.

In these days we are exhorted to consider our carbon footprint, the damage to the environment done whenever we get into our cars and the methane gas released into the atmosphere which the milk on our breakfast cereal has caused. To be able to sail a yacht which is not just ninety years old but is also infinitely renewable is a delight and a pleasure. We confidently expect them to be here in ten years' time to sail on into their next century of life on the Broads.



NAVNEWS

NSBA Chair and Vice Chair met with Broads Authority officers (1 Feb) to dissect various issues also reflected on this page.

BA officers included one canoeist BCU member, two motor boaters qualified with RYA L2, an owner of a River Cruiser, a Wherry skipper, a dinghy racer, indeed a bunch of regular boaters.

Bridges: While navigation has a notional precedence at bridges, if the operator can show a need for 'maintenance' to ensure health and safety, then under existing legislation this will override any laws of rights-of-way.

NSBA's research into this highlights that only if the maintenance which obstructs the navigation is as a result of the operator's 'negligence', will the operator face a penalty.

Quite similar to say, blocking off a pavement because of repairs due to subsidence, a Council can legitimately carry on with its emergency or planned repairs.

'Negligence' is enormously difficult to prove in Law, and hence expensive.

Burgh Castle Moorings: During last season's Breydon Regatta, participants were advised by BA Rangers, away from these moorings. This is due to the issue of ongoing works and as-yet non-connectivity with land (private). There has been considerable progress since.

Dredging: *Quality vs Quantity* is the theme. NSBA challenged BA on its reduced volumes of dredge from 50,000 m³ down by some 50%. NSBA was shown evidence of targeted and intelligence-led focus on problem areas rather than a historical arbitrary volume which the old Gt.Yarmouth Commissioners used to let contracts. Areas presenting greater challenges of accessibility and disposal are now being addressed.

Network Rail: NSBA shared with BA its list of personal contacts who have been contacted previously on bridges issues. There is a projected £10m investment over 7-years in bridges. There is some evident internal disagreement between track and rolling-stock on when is the best time to stop trains running and effect works; BA pressed exceptionally hard for works not to occur during Easter which is high pressure boating.



A new Rangers' Launch: A new vessel purchase is envisaged by BA; NSBA challenged the estimated costings and were referred to the very high specification which reflects today's perceived needs as a reasonable 'Place of Work' for staff 24/7, including full facilities normally expected at any indoor office workplace. The launch also needs space for equipment, safety and administration as well as being suitably recognisable to the public.

Following a clear indication of internal scrutiny by BA, the NSBA while surprised, is nevertheless satisfied appropriately.

Tolls: The 3.6% increase for 2022 could have been a much higher hit on boaters. Actually now, with hindsight, there has to be a deal of questioning: recent excessive inflation, delays to materials supplies and border tariffs for imports, energy price increases. This year will be incredibly difficult for the BA to stick to budgets, to reduce works or to draw-down from reserves. The Environment Agency for canals has instituted a 4% increase for 2022.

Sustainable Boating: The BA has proposed a workshop and this is very eagerly awaited; at the NSBA's 2021 AGM there was a resolution: *"...to recognise the impact of climate change on NSBA's objects (to serve, protect and promote the interests of private users of Broads pleasure craft) and to seek actively to work with others with respect to climate change mitigation, adaption and education of the public and its members ..."*

NSBA Committee may run its own preparatory workshop.

A View from the Bridge by LtCdr Ben Falat, RN, Chairman NSBA

How many trailers in my garden (four), how many boats between Veronica and myself (ten)? Oh depression, thinking of insurances, tolls, maintenance, by the glass half-empty person; Oh joy, for expectant summertime excitement, by the glass half-full.

We have exchanged the usual Christmas-present diaries and have filled-in dates for all sorts of events (I suppose we must go to granddaughter's christening even though that will mean missing an open event at Grafham, doh!). The year appears absolutely full already (to both bottom and top of the glass).

Presently I don't have time even to go sailing as every day is filled with NSBA stuff. The Green Book organiser presently leads the way in coordinating The Green Book for new articles, amendments and proofs shared out around the committee and the Administrator leads the way for a parallel Spring Newsletter.

Mike Evans:— Huge sadness amongst everyone at NSBA committee at hearing of the death in hospital of Mike. He was so well known, so appreciated in so many different ways. Recently described as a 'giant' of sailing, our early short-notice front page cannot do him full justice and doubtless there will be much more written about him in many and various places. I was honoured and humbled to be able to share the news at the recent Farnborough Boat Show with the Chair of RYA, the racing manager and two of the erstwhile Olympians who had been led in their time by Mike.

The Queen's Platinum Jubilee Celebrations

You will see elsewhere a message kindly received from HM Lord-Lieutenant of Norfolk encouraging us all to set-to with celebratory activities and lighting of beacons at 21.45 hours on Thursday 2 June. While there is a huge variety of waters and facilities many Clubs are already preparing their own plans.

The Lieutenancies of Suffolk and Essex will be combining for a Parade of Boats off Harwich on Saturday, 18 June throughout the afternoon.

On the Broads there are known boating events in planning for Wroxham, Thurne Mouth, Beccles and Oulton Broad.

For example, the Oulton Broad event will include a Pageant of Boats collecting at WOBYC then setting off in-review-order along the public-access shore of Everitts Park towards Mutford Lock, passing across the eastern shore frontages at The Wherry Hotel and The Commodore before returning to moorings. In the park there will be family picnic celebrations with children's pirates fancy dress, The Vibettes with a 1950s repertoire of songs and various activity stalls. All manner of boats are invited from traditional sailing yachts and modern sailing dinghies, motor boats large and small, rowing tenders and sculling skiffs, boards paddled, sailed and foiled.



In particular NSBA is liaising with other Associations in the Eastern Region for commonality of a Celebratory Boat Pennant which all boats may fly and retain as a memento.



The Broads celebrate The Queen's Platinum Jubilee

A message from HM Lord-Lieutenant of Norfolk

With many thousands of boating enthusiasts enjoying its 125 miles of navigable waterways, The Broads provides an ideal setting from which to celebrate The Queen's Platinum Jubilee. I am delighted that so many sailing clubs and other organisations affiliated to the NSBA are planning events during the four day holiday weekend and at other times during the summer.

It will be wonderful to see boats of all kinds on the water and I do hope that as many as possible will be flying flags, pennants or bunting to commemorate this historic event which is such a milestone in the history of our nation. The Jubilee provides us all with an opportunity to thank Her Majesty for 70 years of devoted service to the Country and Commonwealth.

One of the highlights of the Platinum Jubilee weekend will be the lighting of Beacons at 21.45 hrs on Thursday 2nd June. Over 70 are already planned in Norfolk,



including at Salhouse Broad and Acle Bridge, and the aim is now to see two lit for every year of the Queen's reign. It would be lovely to see other clubs light up the Broads with their own beacons.

I do hope you enjoy the Platinum Jubilee Celebrations.

A handwritten signature in black ink, appearing to read 'The Lady Dannatt'.

The Lady Dannatt MBE

HM Lord-Lieutenant of Norfolk



A Message from Paddleboard Central (Norwich PaddleBoard Hire)

NSBA is often tackled on whether Paddleboarders pay tolls fairly just like other boaters, and then how their craft are identified. Here Adam Tiffany, owner of Norwich PaddleBoard Hire (NPBH) writes back to NSBA with his perspective.

I initially started paddleboarding back in Nicaragua in 2014. Upon return of my travels to my home back in Norfolk, I found it surprising how completely under utilised the Broads network was to my cohort of recreational water sports users. Cornwall's councils have fully embraced surfers, as has Cambridge with its punting network, making them both immediately nationally recognisable for these tourist attractions alone. I pondered how a city like Norwich with an asset the magnitude of the Broads was not openly attempting to stake its claim-to-fame with its own rivers network. Maybe I could?

We started NPBH three years ago before the boom in paddleboarding arrived in Norfolk. Next came the pandemic, which ironically actually worked out perfectly. The general public wanted a safe place they could unwind on their doorstep that mixed exercise with peaceful downtime. Paddleboarding offered that escape. My main occupation is actually working as a paramedic so I understood all too well the stresses people were going through and the reprieve paddle boarding could bring to people's day to day lives.

What I find people most enjoy about paddleboarding is the immersion in nature they experience, the learning process to standing-up balance, the time away from their mobile phone and the calories burnt whilst having fun. Stand-Up-Boarding (SUP) has made exercise enjoyable!

I wholly understand and empathise with mariners navigating the Broads, who have been enjoying this environment for a long time before we arrived. Despite while undertaking tuition, underscoring the waterways Rules of the Road, the general SUP public have inevitably ended up in the way of other boating; but believe me, we are more scared of you than you are of us (and we all know you enjoy seeing us wobbling off our boards into the water as your gentle wake ripples past us, ha ha!).

This situation, however, is not exclusive to SUPs; it is probably far more likely for mariners to hit into each other due to the far greater inexperienced migration of first-time boating tourists (grockles) to the Broads than they are to hit a SUP.

In relation to some people's misconceptions, yes we do possess licences. We have to in order to operate legally. The misconception surrounding 'SUPs not paying their fair share' is due to a point I have reiterated to the Broads Authority already. Stickers don't stick on inflatables that are routinely deflated and reinflated. The Broads Authority suggestion to ourselves was for customers to wear these large 30cm stickers around their necks. Frankly that isn't a viable or acceptable option for us; actually we have a very positive working relationship with the rangers team and should they have any suspicions, they simply call our office and we happily hand over the appropriate licence paperwork for each of our vessels.

Paddleboarding has now been recognised by the local council as a major tourism opportunity and this season is being promoted. The 'Visit Norwich' campaign released last month is set to feature ourselves, which we are extremely happy about. This major development follows the explosion in popularity of SUP and inevitably will not go away.

NPBH have no intention of spoiling navigators' favourite pastime. Instead we want to promote safety awareness further to ensure we are as much out of the way of regular boaters as possible. In our own defence, we are based on non navigational waters (north of New Mills) so it is not ourselves you ought to be concerned about. We do, however, want to lead by example and hopefully other companies will follow suit.

We welcome any future discussion with your members and would warmly receive any suggestions or advice you have for us to make the usage of boards on Broads more enjoyable for everyone.

NSBA Chairman's note: Blitz Boarding based at Oulton Broad has similar sentiments for making healthiest use of the Broads environment while also operating arrangements to hold tolls documentation readily available; new groups are always supervised and before release, unsupervised paddling needs to be supported with explicit evidence of experience.



Stand Up Paddleboarders

Some traditional boaters, it has to be admitted, often come across the SUP fraternity who appear to paddle their way oblivious to recognised Rules-of-the-Road, in various states of confidence or ability and indeed questionably whether they have undertaken appropriate registering as water-users and hence tolling.

Paddleboards are available to buy as easily as a bicycle or a drone. Guidance is often non-existent unless the new owner goes out of their way to find out.

The attached piece on SUPs is a response to NSBA's enquiry of a SUP-training outfit. It might make it sound as if all SUP users are well trained and licensed but that is really not necessarily the case and NSBA has simply sought an alternative view.

The response of a local new SUP user was "Last year I didn't even know I had to buy a licence. I just ordered it from the internet, launched and off I went. I did do a one hour course on Salhouse Broad to get some tips but I think a lot of people don't even do that. I think there is somewhere at Wroxham where you can hire an SUP because a lot of users appear to be holiday makers".

We might recognise a boater's comment that, "... I encountered SUPs all over the river with no regard for navigating on the right. There was a bunch of young men who were obviously the worse for wear and were continuing to drink. That made me very nervous as I had to manoeuvre my way around them. I just think anyone can buy an SUP online, launch it and take off without any knowledge of water safety or boating code ...".

The question of who does have right of way on the water has probably not yet been wholly determined because SUPs are such a very new phenomenon. However, just as traditional boaters might respond considerately to anglers, canoeists, scullers and all, that surely must be a way forward with reciprocity expected too. A right to play sensibly on the water is not exclusive, but available to all.

Government response to the Landscapes Review

The study conducted by Julian Glover was presented to the Government in September 2019 and after considerable delay it became a DEFRA policy paper on 15 January 2022. It is now published online (consult.defra.gov.uk) as a 12 page, 25 question survey which closes on 9 April 2022.

The survey poses some focused questions with some tick box answers and also seeks more searching responses at each stage. Everyone is encouraged to respond individually while all manner of organisations (National Parks, Parishes, Councils, Academics and Businesses etc) are requested to provide collective responses including NSBA who will consider and provide its own committee response.

Members should recognise that the initial consultation by Glover is complete and therewith any opportunity for new ideas has passed. Here we have a policy paper which seeks responses to the policy direction.

Sustainable Boating

For many of us as boaters, a fundamental interest is to be closer to nature. We enjoy leaving our cars and cities behind, harnessing the natural forces of wind and tide and being part of a lifestyle that should be in tune with our environment.

We all have a role to play in keeping these pleasures safe for ourselves and future generations, but, as we know only too well, our waterways are constantly changing and are vulnerable to the impact of human use. What are the pressure points and how can we be better stewards of these resources?

In conjunction with the Broads Authority NSBA looks forward to a Workshop, probably during April or May, dealing with Sustainable Boating. This is in the planning stages at present but keep an eye open for more news.