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E.E.N. Dees. 31.

#### NORFOLK WHERRIES.

(Q. 519).—I was very glad to see "Bungay Wherryman" mention the wherry Albion, which is considered by many to be the finest wherry ever built. She was constructed by Brighton, who was born in Bungay, and as your correspondent has said, was carved built at Oulton Broad. This wherry is still on the active list, and is owned by the General Steam Navigation Company.

Your correspondent also mentioned the slipping keel which wherryman used to discard at Galdston Lock before navigating the shallower water from there to Bungay. It will be recalled that Robert Bates, who died three years ago at Coltishall, was the joint inventor with his father of this ingenious method by which wherries were able to detach their keels.

Over 18 months ago in this column a query was contributed about the masthead colours of wherries, but with no result; now "Bungay Wherryman" has contributed one. Could he tell us what were the masthead colours used by the firms which employed wherries at Bungay, Beccles, Loddon, Yarmouth, &c. Recently I have been told that the wherries belonging to the firm of Cubitt & Walker have green tops and a yellow band below. When the Norwich firm of J. & J. Colman, Ltd., used wherries they had blue tops and gold and blue bands; whilst the wherries of the firm of Bessey & Palmer, who used to supply the Gas Company at Norwich with coal, had blue tops with white and red bands below. By having different masthead colours and vanes wherryman could easily know the name of wherries which were approaching them a long time before they were in the same reach.—H.B.

(Q. 519).—I was interested in wherries when I was a boy. Living by the side of the river, I saw a lot of them. At that time the Norwich Gaslight Company had several. It used to amuse us boys watching them turning through the Swing Bridge; perhaps they would get nearly through, catch an unlucky puff, then turn athwart, and the shouting would begin. The wherryman in those days included Old Billy Tooley, Ted Carr, Harry Buttle, Jimmie Harvey, and a lot more I've forgotten.

The Burgh brick and cement wherries used to pass by on the way to Lowestoft Salt Water Broad to load mud for making cement. They were the Morton and the Emma, skippered by the late Poole, and Jimmy Knights, who in latter years were in the Robert and Alfred, and the Harry and Ethel, belonging to R. Pratt at the Limekiln, Yarmouth.

Just a bit now about regattas. When I was a boy I went to Lowestoft with my father and saw the wherries racing about 40 years ago. I don't remember all of them, but the Robert and Alfred was there, and was in collision with the Ellen in the North Roads. She belonged to J. Goff, of Loddon, and was sailed by Harry Deacon. Billy Parker was steering the other one. I believe the Volunteer was there too. She belonged to J. Shepherd, of Langley, and Harry Bailey was the skipper. I once sailed at Lowestoft with Jimmie Lacey in the Hope. It was blowing very hard, and the course was so that we had to jibe round the mark boat off Pakefield. The Fawn was leading, but he luffed round. Whether he was afraid of breaking his mast we did not know. When we came to the mark we took the jibe. You talk about a clash—that was a "sofer." The Surprise was following us, but Old Bob Harris eased his peak and came round easy. We entered a protest, so we took first prize and old Bob Hook the second. The Fawn would take some beating. This happened about 35 years ago.

The last wherries entered to race at Lowestoft were the Albion and the Maud. I was in the Albion at the time with Jimmie Lacey. We

got through the bridge all ready to start, but there was some trouble about the money—they wouldn't give us enough—so we didn't go out.

I was at Yarmouth one Regatta when there was a wherry race. For some reason there were not many turned up, so the Beaconsfield, Brothers, Glance, and Norfolk Hero, all belonging to W. Bacon of Yarmouth, went out and sailed over the course. I suppose there was not much work doing at the time, so the boys had a day's pleasure and got paid for it. I will write more in the future.—A LOVER OF THE OLD BLACK SAIL.

(Q. 519).—It was of great interest to me to read the account of the Norfolk trading wherries, so I thought I would send you a few notes of the wherries I have worked amongst this last 40 years since quite a lad in the late eighties and early nineties. A good number of traders used to be converted into pleasure wherries for two or three months in the summer time for taking out pleasure parties. I believe the first wherry to be converted for this purpose was the Lucy, afterwards named the Lorelei. She was fitted out on South Walsham Broad by the late Spencer Rix, 40 years ago, and crewed by Gedge, now deceased, and Jimmy Pitchers, of Wroxham. She was afterwards owned for 25 years by Mr. F. A. Steward, of The Close, Norwich, and crewed by Teddy Dean and Joe Hunn, of Yarmouth. It used to be great fun at the annual regatta at Wroxham Broad to see the different pleasure wherries racing. The race was won at different times by the following: Solace, Dorothy, Fawn, Red Rover, Elizabeth, Rambler, Claudian, and others.

The following is a list of past and present pleasure wherries showing name, owner, port, and skipper:—

Natal, Yarmouth, P. Thomas.  
Heron, Tunbridge, Yarmouth, Arthur Baldry.  
Herald, Brown, Yarmouth, Jack Hannant.  
Red Rover, Eastick, Yarmouth, Fred Horsley.  
Sylvia, Bunn, Yarmouth, Harry Burton.  
Lorelei, Steward, Norwich, Teddy Dean.  
Florence, Steward, Norwich, Tom Bates.  
Dorothy, Chaston, Norwich, Bob Bygrave.  
Rudder Grange, Knights, Norwich, Eddy Sims.  
Ecila, Womersley, Norwich, Bussey.  
Corrins, Edwards, Norwich, C. Rump.  
Hathor, Colman, Norwich, Dan Kerrison.  
Gladys, Newman, Brundall.  
Warrior, Miller, Oulton Broad, Roger Oldham.  
British Queen, Miller, Oulton Broad, George Cox.  
Victoria, Bullen, Oulton Broad, Arthur Knights.  
Fawn, Bullen, Oulton Broad, Harry Bunn.  
Naide, Bullen, Oulton Broad, William Oldham.  
Garnet, Oulton Broad, Jack Oldham.  
Zenobia, Oulton Broad, Gus Lee.

Olive May, Spashett, Oulton Broad, Jimmy Baxter.  
Silver Cloud, Gibbs, Oulton Broad, Charley Gibbs.  
Victory, E. Collins, Wroxham, Mays, jun.  
Reindeer, E. Collins, Wroxham, Brown.  
Dragon, E. Collins, Wroxham, Grimes.  
Liberty, E. Collins, Wroxham, E. Jones.  
Sunbeam, E. Collins, Wroxham, Mays, sen.  
Black Prince, Preston, Wroxham, Money.  
Empress of India, Preston, Wroxham.  
Endeavour, N.B.Y.C., Wroxham, Walter Southgate.  
Fairy Queen, N.B.Y.C., Wroxham, Joe Bunn.  
Lion, Reedham, Arthur Moughton.  
Surprise, Broom, Brundall, Jack Barnes.  
Rambler, Crowe, Horning, Jack Mann, jun.  
Volunteer, Aylsham.  
Solace, Moy, Frinton-on-Sea, Bunn.  
Britannia, Ben Ling, Coltishall, Bob Bates.  
Flora, Amies, Jack Barnes, sen.

(Q. 519.) One is not long in company with wherry-men and watermen to learn that many of their craft bore other names in other days when owned by other firms. The following may be added to by readers who will thus put on record some important details connected with the disappearing wherry.

Harry Barber of Yarmouth tells me that his Dauntless was named by him after purchasing it from Cubitt & Walker of Bungay, when it was the Woodman.

The Gleaner, owned by Jack Gedge, was formerly the Orion. There was a former Gleaner which was I believe owned by Mr. Amis, of Coltishall.

The Plane (G.S.N. Co.) which sank near the New Bridge works 21/1/29 was the Albion of 1838, the first carvel built wherry.

The Fir, also now owned by the G.S.N. Co., was the Crowhurst, the last wherry built at Southtown, Great Yarmouth (by Bessey & Palmer).

I hope to find in the lists something of the Ena May (built by Mr. Richard Wooden) the last wherry built at Yarmouth on the east side of the river.—HARRY B. JOHNSON.

(Q. 519).—"H. B." mentioned in the last issue that W. Brighton built the Albion. It was the last wherry he turned out, and I should think the only trading one that ever started from a boatyard without a brushful of tar on it. Above the water line she was done over with brown oxide, and had a green bottom. All her seams were filled in with marine glue. The first one he made was the Waveney, afterwards named the Eva Rosa. It belonged to D. Thain, of Somerton. I have heard he was only about 17 years of age at the time. She was built at Duke's Bridge, a quarter of a mile from the river, and taken down the marshes on rollers and launched. The next one he built was the Blanche for Welton, of Somerleyton. She was made on the Honey Pot meadow, Bungay, where the town bowls green is now, and was taken down the street on a low trolley to the Staithe, and launched into one of the dykes sideways. He was well-known at Coldham Hall, and also at Yarmouth, where he built some of the smartest and fastest craft on the waters at that time. He also built two fishing luggers.—A LOVER OF THE OLD BLACK SAIL.

*a Pair of Rembrandt  
Portraits.*

*one at Gt Yarmouth.*

*Mr H B. Johnson Art  
one has copy of Michael.  
Report 1930. & all  
reproductions of two  
portraits. These I find  
are described in Ormsby  
so have written to the  
writer of the paper.*

*Letter appended.*

*See also Dawson Turner*

*Septennial Reminiscences  
Colby, Dover, etc.*

Robert Henry, Cubitt Walker, N. Walsham,  
 Jack Waters.  
 Bertha, Press-Pallet, N. Walsham, Bob  
 Brackenbury.  
 Diligent, Press-Pallet, N. Walsham, George  
 Gedge.  
 Claudian, Smith, Brundall, Leonard Welton.  
 Triumph, Smith, Brundall, Joe Powley.  
 Gavitoa, Atkinson, Wroxham, Ives.  
 Enchantress, Wroxham.  
 Idler, Press, Wroxham, Ted Platten.  
 Arcadia, Guy Newall, London, Reggie Sims.  
 Rose, A. Collins, Wroxham, Jimmie Burcham.  
 Elsie, Howlett, Wroxham, Bob Grimes.

**MOTOR PLEASURE WHERRIES**

Sun Dog, Potter Heigham, Jimmy Wright.  
 Black Prince, Hipperson, Beccles.  
 Warrior, Oulton Broad, Roger Oldham.  
 Silver Cloud, Oulton Broad, C. Gibbs.  
 Darkie, Beccles.  
 Chloe, Belaugh, Ted Platten.  
 Leander, Le Grice, Horning, Southgate.  
 Alma, Hobrough, Norwich, Kidd.  
 Corrine, Edwards, Norwich, Albert Rump.

**DUNGER GHIN.**

(Q. 519).—My father was a wherryman, and my treat was a sail in some of the wherries mentioned in the E.A.N.—the Harry and Ethel, also the Norfolk Hero and the Bob and Alfred. Of the first-named my mother still has a painting by Harrison. I remember heaps of the old wherries mentioned.

It is very amusing to hear people approaching my dwelling and making the remark, "We must be near the river, here is a wherry down here." What gives them the idea is I have a very tall wireless pole, which I have painted as near as I could with the old dad's colours, and have mounted with his old vane with bunting. It depicts a lady offering a bunch of flowers to the winds.

What tales I have heard sitting in wherry cabins, as a boy, with the river freezing but a good fire in the stove, and more coal in the bunk. I have still one uncle alive who I dare say has forgotten more about wherries than I ever knew. He gave up the sail and finished up with a lighter.—F. KNIGHT, Hill-drop Cottage, Burgh Castle.

(Q. 519) This series of wherry names and history is not a little interesting. Many wherries on the rivers were known to the watermen by nicknames. Already the cabbage wherry (Little Georgie) has been mentioned, and one that comes to my mind is The Wedge (The Zephyr) so named because when being built, and immediately after the launch, critics exclaimed "She's as sharp as a wedge!" whilst the Cyprus of Aylsham was dubbed The Cat. A wherry well-known in regattas in the 80's and 90's was the Elizabeth known as the Lizzie. A boat fortunate in having two soubriquets was the James and Jessie, a steel rivetted wherry, first called the Iron Duke, and later when freighting chemicals earned the title of The Acid Drop. A well-known wherry was the Martham Trader, belonging to Mr. Bracey, of Martham, and when bricks were a familiar freight this craft was dubbed the Brick Hod. A steel wherry to be called by another name was the Uranus—The Wild Horse.—HARRY B. JOHNSON.

*Fourth Meeting 4.4.15.*

*See 3<sup>rd</sup>.*

*Mr Catmore of Norwich  
 Museum*

*on*

*A Naturalist's  
 Expedition to*

*Locotia*

*Mr Hedrell wrote a  
 report which appeared  
 in E.D.P. & E.C.H.*

*See 5<sup>th</sup>.*