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## Norfolk Wherries

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**T**his book traces the history of the unique Norfolk Wherries their predecessor the Norfolk Keel, wrecks and survivors with heavy illustration. The author is a photographer, marine writer and Royal historian. The author has taken all of the photographs used in illustration over a ten year period.

The Norfolk Wherry traces its design heritage back the Viking Longship. The Norfolk Keel continued with the square sail of the Longship and the Norfolk Wherry introduced the gaff rig which has become her signature. Designed for operation on the network of rivers and lakes that are now part of the Broads National Park, the Wherry was also taken out to sea to transfer cargo to larger ships standing off the coast. Today, the remains of only one Norfolk Keel remain and a handful of restored Wherries.

The book covers the survivors and includes details of some of the wrecks that are rotting away.

## How to order

# Norfolk Wherries

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**WS75** The magnificent sight of four surviving wherries sailing in company on Oulton Broad.

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**WS29** The careful inspection and initial preservation work of “Dee Dar’s” remaining timbers.



**WS37** “Albion” under way on one of her regular cruises of the network of rivers and Broads. Taking passengers on cruises helps to fund the continuing work of preservation by operation.

## Example Text

### “Dee-Dar”

The Norfolk Broads is blessed with a rich variety of native traditional sailing craft. Of these, the undisputed rulers are the majestic Norfolk Wherries, of which only 7 remain in sailing order on their native waters.

Before the first wherries were launched in the early 17th Century the Broadland landscape was dominated by the black sails of the Norfolk Keel. They were

descended from the sea-going Saxon Ceol. For centuries the Keels moved various cargoes around the Broads, including bundles of reeds, timber and even soldiers during the Civil War. Although the Norfolk Keels were principally used on the Broads they did sail out to take on goods from ships anchored off Great Yarmouth and Lowestoft in calm weather like the later Wherries. ....

.....Albion curtailed the Trust’s future plans. At first glance their decision to preserve Albion may seem questionable as she was not truly representative of the Norfolk trading wherry. Albion is unique among the trading wherries in that she had a carvel built hull because her original owners, the Bungay malsters and merchants W.D. & A. E. Walker, wanted to reduce the amount of damage caused by the hull catching the brick locks to Bungay. However, compared

to the Hilda, which was the Trust’s other option, the 51 year old Albion presented a relatively economic way of getting the Trust started quickly and hence she became the last of her breed to sail the Broads for the next 50 years. Since her launch in October 1898 Albion has enjoyed mixed fortunes. She sank for the first time in 1929 in Great Yarmouth near Haven Bridge and was raised 3 days later only to.....

### “Lord Roberts”

Although the Norfolk Wherry Trust have never realized their dream of building a new wherry they were given another trading wherry the Lord Roberts on 8th May 1969 by the Norfolk company May Gurney which had been using her as a motor wherry. Lord Roberts was built in 1899 by the travelling wherry builder Ben Benns at Somerton and traded under sail until 1930

when she was fitted with an engine. By the late 1960s she was the only trading wherry still working for a living albeit as a motor wherry. The Lord Roberts placed the Trust in a dilemma they didn’t want to be seen to refuse the last working Norfolk trading wherry but they didn’t have the funds to give her the through restoration .....