

**The  
MEAG  
2010**



## YARE VALLEY SAILING CLUB

Founded in 1948 to foster greater friendship between keen sailors, to encourage those whose interests lie primarily in cruising and maintaining craft, and to protect their interests.

### THE MEAG

A meag (pronounced “maig” or locally “mairg”) is a long handled reap hook used in harvesting reeds. It is a tool peculiar to the Broads and Broadland harvests and it possesses a sharp cutting edge. It seemed an apt symbol for the Year Book to both editor and committee. (Reproduced from the 1962 edition when our Year Book was first called *The Meag*.)

### OFFICERS

Commodore:	Rita Humphreys
Vice-Commodore:	Linda Doughty
Rear-Commodore:	Malcolm Valentine
Hon. Secretary:	Paul Savage 5 Bittern Crescent, Barton Turf, Norwich NR12 8AY
Hon. Treasurer:	David Beekin 5, William Close Thetford IP25 6BP
Sailing Secretary:	<i>Unallocated</i>
Social Secretary:	<i>Unallocated</i>

### COMMITTEE ELECTED

Patricia Adams, Derek McSparron, David Harsent,  
Mark Humphreys, Gary Doughty, Helen Paton

*Ex-Officio Committee Member:* Peter Paton (Past Commodore)

### SAILING PROGRAMME 2009

02 - 04 April	Easter Rally
17 – 18 April	Cockshoot Weekend
01 – 03 May	Barton Rally
15 - 16 May	Womack Rally
29 May – 5 June	North Rivers Cruise
19 – 20 June	Weekend Rally
21 - 25 June	South Rivers Cruise
11 July	Clippesby Trophy
31 July –8 August	South Rivers Cruise
28 - 29 August	North Rivers Weekend
18 – 19 September	Thurne Rally
09 – 10 October	South Walsham Rally
23 – 24 October	Salhouse Weekend

**For the Social Programme see page 10.**

## Commodore's Message

Rita Humphreys

Happy New Year and welcome to your 2010 edition of the YVSC Meag. Thank you to David and Kate for the time they have taken to put this magazine together and a further thank you to everyone who has provided articles.

As the new sailing season approaches I trust your winter maintenance has not been unduly delayed by the spell of very cold weather in January. We had a busy working weekend over New Year and despite the cold we were able to carry out plumbing and wiring work that was required. Cassiopeia will be sporting a new propeller after a worn one was found to be the cause of an unevenly worn seal on the prop shaft. This might have been a simple task, but for a hiccup on the measurement of the propeller shaft; Mark had to make a dash from Rugby to the boat in Norfolk on a snowy Saturday morning in January to check some measurements – a big thank you goes to the farmer who towed him out of a snow drift in the lane leading to the farm!

Mark and I are looking forward to the new sailing season and I hope you will be able to join us during the year. We have been sailing with the YVSC for over 12 years and the friends we have made in that time have drawn us back to the boat each year. Lauren was two when we first started sailing, and Steven was born the following year. The current junior members are growing up fast so I hope there are Grandchildren out there who can come along and join us. It would be lovely to see some new names registered as junior members and to have a number of them eligible for the Junior Clippesby Trophy.

On behalf of the flag officers, Linda Doughty and Malcolm Valentine and the Committee members I would like to thank Peter Paton and Helen for all their hard work in during 2009 and I would encourage you to consider volunteering for the committee or to be a flag officer in the future.

I look forward to seeing you at the Social events and on the water and wish you all fair winds, good sailing and great company in 2010.

## **Retiring Commodore's Farewell Message 2009**

Peter Paton

I think 2009 was a good year to be Commodore. During the early season we had superb weather and even if it did get a bit challenging later, overall we were very lucky. The sailing and social events were well attended and I'd like to thank all who took part. Without active support we would not have a club. We had four cruises and six rallies and achieved our objective of visiting all of the ends of navigation. We almost visited all of the navigable bits although we had to give Ranworth a miss due to Breydon turning ugly after a gale but that is another story! We stayed at old favourites such as Dilham and Horstead Mill, and tried new things like getting our boats stuck high and dry on the banks of Oulton Broad while we were away watching the Lowestoft Airshow. I still wonder where all that water went.

I would particularly like to mention and thank Rita and Linda, our flag officers, and both Davids, Paul and Mark, our Treasurer, Editor, Secretary and Sailing Secretary for all of their work and support this year. Also Helen, our Social Secretary, for putting up with me, and assure her that next year – I won't be any different! Thanks also to Brian, Eunice and Paul for their hospitality this year and of course the Committee members for their time and support. Congratulations to all of our trophy winners.

I have enjoyed my year as Commodore and hope that you have too. Thank you for making it all worthwhile. Take care.

## **YVSC Club Rules**

### **1. Title**

The title of the Club is “Yare Valley Sailing Club”.

### **2. Objectives**

(a) To foster greater friendship between keen sailors, to encourage those whose interests lie primarily in cruising and maintaining their sailing craft, and to protect their interests.

(b) The Club is a non-profit making organisation. All surpluses shall be used to maintain or improve the Club’s facilities. No profit or surplus shall be distributed.

### **3. Annual General Meeting**

The Annual General Meeting shall be held each year in the autumn.

### **4. Officers**

The Club Officers shall, where possible, consist of a Commodore, Vice-Commodore, Rear-Commodore, Honorary Secretary and Honorary Treasurer.

### **5. Management**

The management of the Club shall be in the hands of the Committee which shall consist of the Club’s Officers and six elected members. A quorum for a meeting shall require an attendance of six, including at least one Officer. Officers and other Committee members shall be appointed or elected at the Annual General Meeting. Elected Committee members may serve for two years not being eligible for re-election for a period of one year. There should not be more than three vacancies at any one time. If necessary, the Committee may determine that any elected member(s) may serve for a further year to achieve this. The retiring Commodore shall be invited to serve ex-officio on the Committee for one year.

The Committee shall have the authority to fill vacancies (including those of Club Officers) remaining after the AGM, or arising in the course of a year. Those appointed

in this way shall serve only for the duration of the vacancy to which they are appointed. The Committee may co-opt further members, to a maximum of two, to serve until the next AGM. The Committee shall appoint a Sailing Secretary from among its members. The Honorary Secretary shall conduct the correspondence of the Club.

## **6. Election**

The Commodore shall hold office for a period of one year. On his relinquishing office, the Vice-Commodore shall be invited to take office as Commodore and a new Rear-Commodore shall be elected, the present Rear-Commodore having been invited to take office as Vice-Commodore. Not less than four weeks prior to the Annual General Meeting of the Club, all voting Members shall be informed of the vacancies to be filled and shall be invited to submit in writing, not later than one week before the date fixed for the Annual General Meeting, nominations for such vacancies. No nominations shall be accepted unless the consent of the nominee is obtained.

## **7. Applications for Membership**

All applications for Membership shall be on the approved form and, if the application is to cover a family, all names as well as the ages of the Junior Members must be stated. The completed form shall be submitted to the Honorary Secretary for consideration by the Committee. Each application shall be proposed and seconded by Members who have been Members of the Club for the two previous years. Members of the same household may not propose the same prospective Member.

## **8. Classes of Membership**

### ***Full***

This subscription entitles the Member to a vote at the AGM, covers the cost of the Green Book, *Meag* and all the Club circulars. The Member is entitled to enter the Clippesby Trophy Competition.

### ***Associate***

This class of membership may be claimed by those who have been Full Members and have reached the age that would entitle them to a state pension. This subscription covers the cost of the *Meag* and all the Club circulars. The member is entitled to enter the Clippesby Trophy Competition.

### ***Junior***

For young people who have not reached their eighteenth birthday by the date their subscription is due on 1 January. Junior Members up to and including the age of twelve may enter the Junior Clippesby Trophy Competition. From thirteen years upward they may enter the Tom Mackley Trophy Competition. They may automatically become Full Members at eighteen years of age without the usual process of application. The Club party is free to Junior Members.

## **9. Cessation of Membership**

Membership shall terminate:

- (a) On resignation
- (b) Upon any Member's subscription remaining unpaid for three months after the 1st of January. This fact shall be notified to such a member and if the account due remains unpaid for one month after such notice, the Committee may remove their name from the Club register, when their membership shall cease, unless for any sufficient reason the Committee may think proper to extend the time allowed.

## **10. Conduct of Members**

The Committee is empowered to take such action as they deem necessary in the event of any member's conduct being contrary to the interests of the Club.

## **11. Subscriptions and Payment of Dues**

The Club's Financial Year shall be to 31 August annually.

- (a) The level of subscriptions and entrance fees shall be determined at the Annual General Meeting. All subscriptions become payable to the Honorary Treasurer on admission to the Club, and on the 1st of January each year thereafter.

(b) No Member is allowed to take part in any of the Club's activities until all dues have been paid.

## **12. Personal Data**

Membership of the Club and acceptance of these Rules by the Member will be deemed to constitute consent to the holding of relevant personal data and to its use in the form of membership lists, address labels and any necessary reports confidential to the Officers and Committee for the purposes of the Data Protection Acts.

## **13. The Club Burgee**

All Members are entitled to fly the Club Burgee, which is a yellow flag emblazoned with a black windmill. Members shall not allow the Club Burgee to be flown if they lend their boat to a non-member. The Club emblem must not be used on a racing flag unless the Member flying it is representing the Club in a race.

## **14. Dissolution of the Club**

(a) The Club may be dissolved provided that two thirds of members present at an Annual General Meeting or Extraordinary General Meeting agrees to do so.

In that event, any assets shall be donated to a recognised Broads sailing organization or Broads sailing charity.

(b) In the event that the Club is dissolved by a Court of Law, the disposal of any assets shall be in accordance with (a) above.

## **15. Alteration to Rules**

These Rules may be altered, abrogated and added to, either generally or for the particular occasion, at any General Meeting by a vote of two-thirds of the Members present and eligible to vote at such a meeting. Notice of alteration, abrogation, or addition shall be submitted to the Honorary Secretary at least four weeks before such meeting.

### Past Commodores

1950	D. H. McCracken	1974	L. H. Marshall	1998	Mrs H. Stewart
1951	J. M. Platt	1975	T. R. Wylie	1999	P. Saint
1952	J. M. Platt	1976	E. J. See	2000	M. E. Ellson
1953	J. M. Platt	1977	T. C. W. Blanchard	2001	R. Hodson
1954	A. G. Alsop	1978	R. L. See	2002	F. Jackson
1955	A. G. Alsop	1979	Mrs D. Mackley	2003	M. Valentine
1956	L. J. Thetford	1980	N. F. Harris	2004	L. Doughty
1957	L. J. Thetford	1981	M. E. Ellson	2005	Mrs S. C. Saint
1958	C. Bowles	1982	D. W. Aldous	2006	M. Humphreys
1959	C. Bowles	1983	T. A. Mackley	2007	D. M. Ames
1960	F. H. Denton	1984	M. A. A. Stewart	2008	S. Birtles
1961	F. H. Denton	1985	W. A. Banfield	2009	P. R. Paton
1962	W. Barley	1986	E. J. See		
1963	C. Harris	1987	L. C. Butler		
1964	A. Hunter	1988	M. E. Ellson		
1965	G. B. Green	1989	A. Bowcock		
1966	D. Buttifant	1990	Mrs P. Aldous		
1967	A. G. Alsop	1991	E. J. Brunger		
1968	R. K. Everett	1992	B. J. Keane		
1969	D. W. Aldous	1993	T. G. Key		
1970	J. McDermid	1994	C. G. Robinson		
1971	W. W. Wilson	1995	S. J. McKay		
1972	D. Clarkson	1996	N. R. Bamba		
1973	N. F. Harris	1997	A. J. Eade		

Although the Club was founded in 1948, it did not elect a Commodore until the first AGM on 12 January 1950 at the White Horse Hotel, Brundall when D. H. McCracken was elected.

## Yare Valley Sailing Club 2010

<b>Position</b>	<b>Name</b>	<b>Phone Number</b>
Commodore	Rita Humphreys	
Vice-Commodore	Linda Doughty	
Rear-Commodore	Malcolm Valentine	
Hon. Secretary	Paul Savage	
Sailing Secretary	<i>Unallocated</i>	
Social Secretary	<i>Unallocated</i>	
Hon. Treasurer	David Beeken	

*The Meag* & Newsletters David Ames

Norfolk & Suffolk Boating Association *Vacant*

Committee Members Patricia Adams  
Derek McSparron  
Mark Hunphreys  
Helen Paton  
David Harsent

Ex-Officio Committee Member  
Peter Paton

## **Club Awards**

**Clippesby Trophy** For all Members

**Junior Clippesby Trophy** For Junior Members under age 13 at date of competition

**Tom Mackley Trophy** For Junior Members aged 13 and over at date of competition.

These awards are arranged annually at the discretion of the Commodore. They are intended to encourage participation, with the emphasis on enjoyment and fellowship, rather than on competing to win.

### **Flight Trophy**

To mark some service to the Club, or mark some action by which a Member has distinguished themselves and brought credit to the Club.

### **Norman Harris Trophy**

To recognise a “good Club Member” and “participating in Club activities”. Flag Officers will consider qualities like frequency of attendance (e.g. at rallies, cruises, and other events), the duration of support (e.g. many years’ of regular attendance) and the nature of support (e.g. single-handed sailing, other difficulties, contributions to *The Meag*, etc.). Awarded by the Committee, on the recommendation of the three Flag Officers (who shall not normally be eligible).

### **Margaret Dunn Memorial Prize**

An annual competitive exhibition to commemorate the joy and companionship that Margaret Dunn found within the membership of the Club. The prize shall be the interest off a fixed sum invested at the best safe terms and a plaque. The plaque shall

be a permanent trophy which shall not be won outright. The sum donated is £500. The prize may be taken in cash, or kind.

The competition may be entered by any paid-up member of the Yare Valley Sailing Club, of *any* membership class. The subject of the competition shall be an exhibition of photographs, paintings or drawings in any medium or sculpture. The works shown shall be created or produced during the preceding 12 months, and be of Broads related subjects. Entries shall be presented to the Committee at or before the AGM, and will be exhibited at the February Social. The Committee shall arrange adjudication, and shall have discretion to subdivide the award as it shall think fit. The award shall not necessarily be awarded in a particular year if the Committee feels that the required standard has not been reached.

#### **Club Awards and Prize Winners 2009**

Flight Trophy	Margaret Beeken
Norman Harris Trophy	Peter and Sonia Saint
Margaret Dunn Memorial Prize	Derek McSparron
Junior Clippesby Trophy	Steven Humphreys
Clippesby Trophy	David Ames/Kate Coulsey
Tom Mackley Trophy	Lauren Humphreys

#### **Social Programme 2010**

February Social	30 January
Fitting Out Supper	13 March
Summer Party	10 July
Hauling Out Supper	23 October
AGM	13 November

Venues, costs and menus will be notified through the Club Newsletter.

## **Note from the Editor**

David Ames

Here we are again another MEAG. My thanks once again go to all those who have contributed articles for this year's MEAG; to Peter for the quiz and Martin and Kim for their interesting article on Moonlark. This follows on from Derek's article about Four Winds in last year's edition. It would be nice to think other members will be encouraged by this and put together a history of their boat for next year's edition. If not, watch out for the press gang. The article on the continuing flood defense work from Broadland Environmental Services Ltd (BESL) was instigated by Rita after several members were questioning the methods and needs for such work. As you probably know this is a 20 year project, now about half completed to protect the surrounding land and property from flooding. It may seem drastic work to some but I suppose it is just a continuation of mans impact on broadland since he first inhabited the marshland wilderness. But at least these days it is done in a more environmentally sensitive manner. My personal thanks again go to Kate for the considerable amount of time she has spent getting this edition ready for print. We do hope you enjoy this MEAG and look forward to your contributions, either articles or photos, for future editions.

## **Yare Valley Sailing Club Website**

We have our own YVSC web site, to visit the site, go to [www.yvsc.co.uk](http://www.yvsc.co.uk).

You will be able to download newsletters and booking forms, read sailing reports and view photos.

There are some useful links to local businesses and boat yards as well as weather and tide information.

Our thanks go to Mark Harvey for the considerable time and energy that he continues to put into our web site. I know Mark is always looking for extra photos and new items and as ever your opinions and suggestions would be welcomed to further improve the site for members.

## Alex Simpson's "MOONLARK"

Martin Cowley

End of the season, probably the twentieth time we had passed the little boat for sale at Swallowtail Yard, "OK let's have a look" I say, we do, and within five minutes Kim has decided she wants it; charmed by the smell of old wooden boats, sparkling varnish and brass work. I am concerned by the shape of the deck, bluff and rotund, "I don't think it will go too well, a cruising boat" I warn gently.



A test sail proves me wrong. Concave lines in the hull cut the deck away into a sharp and sleek profile at the waterline, and many hours in Mr Buttifant's sheds have provided her with aerofoil rudder and keel. We soon realise she is unusual and unique; a nineteen foot two berth cruiser with timbers at four inch centres, three eighths mahogany planks and lightweight fittings; no sluggard, very pretty and a joy to sail.

The maker's plaque meant nothing to us, and we could find no information about "Alex Simpson". Then we found out Ian Grapes at Hunter's served his apprenticeship at Simpson's yard under the tutelage of Billy Webster, Alex's right hand man, and his racing crew. I

went to see Billy in 2006, by then in his mid eighties.

Billy worked with Alex at Wayford Bridge to build the small hire fleet of "Wayford Moon" motor cruisers.



Alex was passionate about sailing and skating, he designed and built his own fifteen foot racing dinghies, “Snowlark”, “Woodlark” and “Sunlark”, similar in design to an



International 14. “Snowlark” with Alex and Billy sailing her became legendary, winning the Ant Challenge Cup every year throughout the late forties. Billy still has the cup and was proud to show it to me. (picture left -Billy and Alex aboard “Snowlark” 1948)

“Moonlark” was started in 1938 and finished after the war, Alex combined the names of his motor cruisers (moons) and his sailing boats (larks) to name her, and she was given a distinctive crescent moon on the sail.

Alex lived with his mother and their cats at the old house near the maltings at Wayford Bridge. Anyone visiting would be plied with sherry by Mrs Simpson. Alex was a gentleman, and without doubt an eccentric, when Snowlark was crushed in a race at Potter Heigham, Bill replaced two planks and asked Alex which stain he should use to match up prior to varnishing, “Leave it as it is” replied Alex, “I like to see a good repair.”

Snowflakes SC played a big role in Alex’s life; legend has it that Eric Smith started the club in 1949, as he was the oldest he made himself Commodore, his wife became “the member” as she was the prettiest and Jol Byerely became Hon Sec as he was the only one left! The first race on a windy December day resulted in Jol capsizing, Eric splitting his jib, and Alex who had joined by then developing lumbago. Other stories tell of Alex and the others going to Hickling when sailing was out of the question, and skating through the evening by the light of their car headlights. Alex was also known for epic skating trips spanning the length of the northern rivers.

Billy called around one morning to find Alex very poorly, he had collapsed with a heart attack, but was busy preparing his skates. “What do you think you are doing”

asked Bill. “I am off to Hickling” says Alex. “You will kill yourself” says Bill. “Well I can’t think of a better place to die” replies Alex. He went, but died a few days later in hospital. The contents of the yard were auctioned, the founder members of Snowflakes came together to buy “Snowlark” but were sadly outbid, and no one seems to know what became of her.

A sad end to the tale, and also sadly, due to too many commitments, we are thinking about selling Moonlark, a very small piece of Broads history.

(My thanks to Billy Webster, Alan Jepp, John Robins and the SFSC web site.)



## The Story so far – a bit of fun

Peter Paton

### *Complete the missing word – they are all boat related.*

It was a sunny day when I saw Alice on the bank and invited --- -- to the boat.

“What are you doing here?” She asked.

“I’m waiting for -----.” (Not the eagle) I replied. “He’s gone down to the ---- shop for a packet of jammy ----- and a bottle of ----. Here he comes and it looks like he’s limping.”

“Are you alright?” I asked him.

“No, I’ve twisted my ---- and it’s a bit -----. Perhaps I need a ----- like Long John Silver. “Sorry I was so long. There was a ---- on at the charity shop, everything half price. I got a book on sixties fashion by Mary ----- and a book on Gainsborough.”

“What, the place?” I said.

“No the -----” he replied. “They also had a violin there but the --- was broken.”

“I didn’t know you played the -----” I said.

“I don’t but I thought I might learn. They had some ----- music there as well. Who wants the last of these biscuits?”

“I’ll have one” said Alice.

“And I’ll toss you for the other one” I said “What do you call?”

“-----” he shouted. He always was lucky.

“What’s that bird over there?” asked Alice, “Is it a reed -----?”

“No it’s a tweety bird” said ----- (still not the eagle).

“I don’t think so” said Alice, giving him a ----- look.

“Don’t ask me” I said “I haven’t got a ---- about birds.”

“Time I went home” said Alice. “I came out without my --- but Jim should be home by now to let me in.”

“Can’t you ----?” I asked.

“No” she said. “I must be off”. And off she went.

## **Broadland Flood Alleviation Project**

Broadland Environmental Services Ltd (BESL)

As part of our flood alleviation works we often fill in the existing soke dyke (large open ditch behind the floodbank) and create a new wider dyke further back into the marshes. By excavating this material we are able to gain locally sourced materials, therefore reducing any cross contamination risks and reducing transport costs, thereby reducing our carbon footprint. The material excavated from the new or widened existing dyke is then used to backfill the existing dyke and/or to top up the floodbank, to return it to the 1995 levels, which will provide better protection from overtopping events and strengthen the floodbanks therefore reducing the risk of floodbank breach or failure.

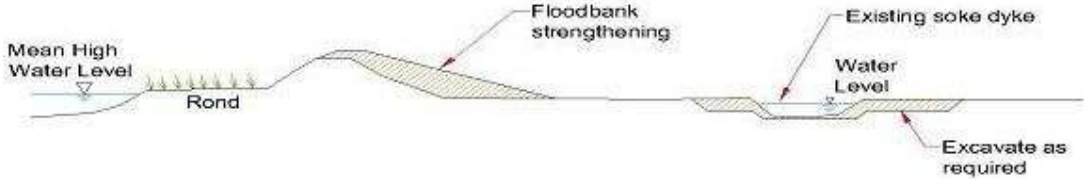
The soke dyke acts as a receptor for water in an overtopping event; this is a traditional feature of the Broads and a fundamental part of the drainage system of the marshes. The soke dyke is connected to the main IDB drain and marsh dykes, which means that the water can be pumped out of the system via pump houses into the river when the water level has dropped back down.

The soke dyke is also important habitat for a number of rare species including plants, invertebrates and water voles. It is therefore very important that we at least maintain the same amount of this habitat within an individual planning boundary. It was identified early on, that the BFAP could undertake a considerable enhancement to the amount and quality of this habitat within the Broads. As such where possible we extend the width and depth of the soke dyke to benefit both a high carrying capacity and for increased habitat. The way the soke dyke is constructed includes a berm a flat shelf just below water level. This often takes up almost half the width of the dyke and is designed to vegetate up with reed and sedge, which will blend the soke dyke into the wider landscape.

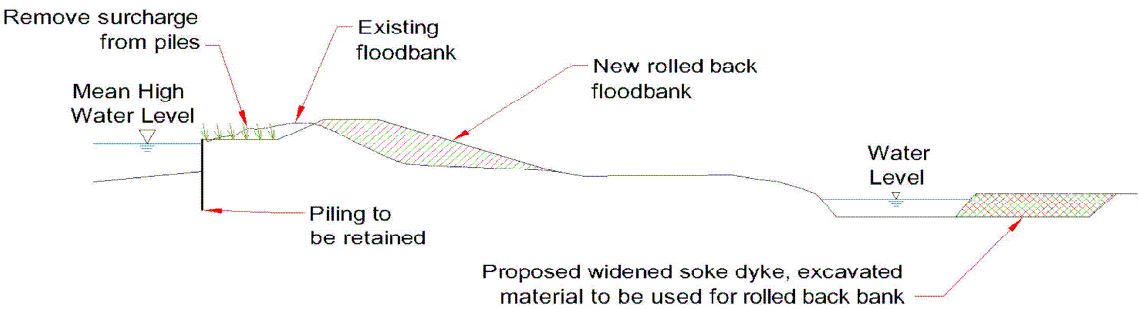
I have attached a copy of the generic specifications for our flood alleviation solutions. These cross sections show where material is excavated and where it is deposited. On the BFAP we typically use these three engineering solutions dependant upon a number of factors including the width of the road (reedbed on the rivers edge before the

floodbank) and the usage of the grazing marsh behind the soke dyke. I have also attached a generic photograph of our floodbank strengthening works, which shows material being excavated from the grazing marsh to create a new soke dyke and the material being stored before being used to increase the floodbank height.

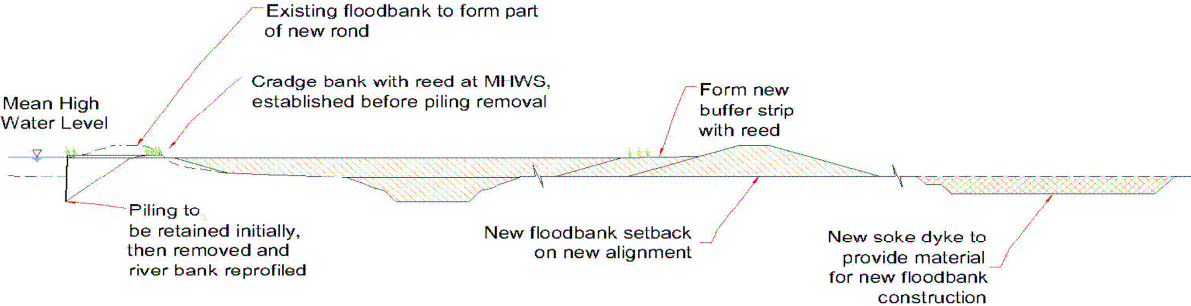
1) Floodbank strengthening



2) Floodbank rollback



3) Floodbank setback



## **Description of solutions:**

- Floodbank strengthening

This involves the strengthening of the existing floodbank in its present location by placing material on the front and/or back slope of the bank (Fig.1). Raising the crest level may also be necessary and this is usually achieved by placing additional clay at the time of strengthening. Alternatively steel or plastic crest piling can be inserted. Typically the strengthened banks will have a 2m crest width and a back slope of between 1 in 2 and 1 in 3. Bank crests must be wide enough to allow maintenance access and further topping up if necessary following settlement.

*This is a feasible solution when the road in front of the existing floodbank is sufficiently wide (generally >10m) and piling/other erosion protection has a remaining life span of 20 years or more.*

- Floodbank rollback

This option is similar to setback (see below), however, the distance the floodbank is moved inland is considerably less (dependent on existing soke dyke, ground conditions and size of folding) (Fig.2).

*This is a preferred solution when road/erosion protection is insufficient to allow for just bank strengthening and where ground conditions do not permit full setback. It requires less material and land compared to setback and utilises the total lifespan of any existing piling. However, this relies on adequate remaining life of piles.*

- Floodbank setback

This option consists of construction of a new clay embankment, 20m to 30m behind the existing floodbank (Fig.3). The actual distance of setback depends on local erosion rates, river depth and the quality of land behind the existing floodbank. Once the new bank has been constructed the existing floodbank will be removed, the material levelled and profiled to promote the development of a new stable road.

*This is a preferred solution when the bank might become unstable due to failed piling or an eroding reed road. Its use is subject to suitable ground conditions and availability of sufficient material for construction of a new floodbank.*

- Erosion protection

This stabilises the riverbank and the edge of the road and is used where erosion may threaten the floodbank. There are several types of erosion protection and most types are soft engineering such as asphalt matting, coir and reed rolls and alder poles. In a small number of locations, BESL installs replacement steel sheet piling but this hard engineering is used very sparingly. Erosion protection is used in conjunction with the above options where needed.

*The type of erosion protection that is chosen depends mainly on the existing erosion protection and its lifespan, adjacent land use and long-term sustainability.*

- Material sourcing

BESL aim to use local material where possible, preferably by widening the existing soke dyke or excavating a new one. BESL use a sequential approach to material sourcing: Local sourcing by widening existing soke dykes or construction of new soke dykes is preferred, followed by local sourcing from adjacent areas and finally importing material from outside the working area, where insufficient material is available locally. Only if there are no reasonable alternatives, will it be necessary to create local borrow pits.

- Folding

The width of the folding (area between the floodbank and soke dyke) is important for the stability of the floodbank with a minimum distance of 9m usually required. Where possible BESL prefer to create foldings wider than the minimum as this also provides opportunities for grazing and potential for future material sourcing.



Newly created soke dyke further back into the marshes

The previous soke dyke is back filled using material from the new soke dyke, this gives strength to the floodbank

Strengthened floodbank using material excavated from the new soke dyke

**Reproduced with kind permission from Broadland Environmental Services Ltd (BESL)**

**Should any member wish to obtain further information please contact:**

Kevin Marsh

Halcrow, Broadland Environmental Services Ltd (BESL)

3rd Floor, Grosvenor House

112 – 114 Prince of Wales Road

Norwich

NR1 1NS

☎ 01603 226161    📠 01603 631505    💻 [marshk@halcrow.com](mailto:marshk@halcrow.com)

**Useful Contact Numbers**

**Local Hostelries**

River Inspector’s control:	01603 625091	Coldham Hall	01508 538591
Coastguard Emergency:	999	The Ferry Inn Stokesby	01493 751096
Gt Yarmouth Yacht Station:	01493 842794	The Ferry Inn Surlingham	01508 538659
Oulton Broad Yacht Station:	01502 574946	The Lion Thurne	01692 670796
Beccles Yacht Station:	01502 712225	The Recruiting Sergeant	
Norwich Yacht Station:	01603 622024	Coltishall	01603 737077
B A Radio Control Center	01692 678459	The Red Lion Coltishall	01603 737402
Breydon Bridge:	01493 651275	Reedham Ferry	01493 700429
Reedham Bridge	01603 675372	Sutton Staithe Hotel	01692 580244
Somerleyton Bridge	01502 730510	.....	
Weather Call Met Office:	09068 232778	.....	
Marine Call:	09068 505200	.....	
RSPB:	01603 661662	.....	
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**Answers to the Story so far:** her on / Eddie / spar / dodgers / port / knee / tender / crutch / sale / Quant / painter / bow / fiddle / sheet / heads / bunting / Eddie / stern / clue / key / stay

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