

Maud and other trading wherries in their sailing days

All photos except no. 1 are from private collections

Photo No 1

Maud at Acle Regatta, early 1900s, courtesy of Norfolk Record Office, doc ref MC 530/10/5



Maud was built in 1899 to carry cargoes of timber and building materials between Great Yarmouth and Norwich. We have only two photos of her moored but rigged for sailing in the 1900s.

This beautiful lantern slide in the Frank Delf collection at the Norfolk Record Office shows Maud at Acle Regatta being used by her proud owner for corporate entertaining.

Photo No 2

Maud in Great Yarmouth harbour, c. 1908



This photo is of Maud in Great Yarmouth Harbour. It is likely to have been taken in 1908 at the time she was sold to Henry Newhouse. There are several points of interest in the photo, one being that Maud's name is printed on the back of the cabin.

Photo No 3

Maud sailing with a cargo of timber on board



Here you see the only photo we have found that shows Maud sailing, and her cargo is timber or “deals” built up above deck level. It is almost certain that the timber would have been imported into Great Yarmouth from the Baltic.

Photo No 4

Three trading wherries in a race, probably on Barton Broad



At holiday times proud owners would spruce up their trading wherries and race them at regattas, demonstrating the prowess of their skippers and celebrating the design of their builders. Wherries like Maud, built by Halls of Reedham, often won prizes. We do not have photos of Maud racing, but this lovely photo shows one of the races, probably on Barton Broad.

Photo No 5

Heavily laden trading wherry



After the race it was back to the mundane, every-day work of carrying cargo. For Maud that was often road stone or granite sets. Loaded in that way, with a heavy cargo, she would have looked like the wherry in the photo below with water covering the side decks in the middle.

Photo No 6

An unladen or lightly loaded trading wherry



The wherry Leveret is sailing “light” in this photo, that is with little or no cargo. You can see much more of the hull than if the wherry were heavily laden. Another point of interest is that the wherryman or skipper is standing on the deck to steer the wherry and the tiller is curved upwards to allow that. This was a feature of some of the larger wherries that operated on the River Yare.

Photo No 7



The trading wherry in Photo No 6 sailing towards the camera

Another picture of the wherry Leveret, this time taken as she sails towards the camera. You can see her name board quite clearly on the starboard (or right-hand side) next to the base of the mast. The trading wherries had their names on the starboard side and port of registry on the other (port) side. Maud's port of registry is Great Yarmouth.

Photo No 8



Two trading wherries sailing together

This photo is of two wherries sailing on the Yare early in the last century. The vessel on the left is the Meteor, built by Maud's builders – Halls of Reedham.

It would be wonderful to see a sight like this more often these days. The only opportunity that occurs is when the two surviving trading wherries, Maud and Albion, sail together as they did in 2019.

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