

## Rescuing the wreck of trading wherry “Maud of Great Yarmouth”

Photo No. 23

**Maud, in 1979, a sunken wreck in Ranworth Broad**



In 1979 the Pargeters first saw Maud in Ranworth Inner Broad. Two years later they came back to salvage her because she was the best wherry wreck they could find. She was also accessible. Her side decks were above the waterline at low tide and she should be able to be pumped out and re-floated.

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Photo No 24

**Maud, in 1981, partially pumped out**



River contractor Sunny Amis pumped the water and mud out of Maud's hold and re-floated her.

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Photo No 25

### **The owners, Vincent & Linda Pargeter, start their latest project**



It was now possible to see parts of Maud that had been submerged. The strength of the framing and planking could not be easily assessed. It was prudent to do some strengthening of the hull before Maud was towed to the boatyard where she was to be lifted out of the water. On this occasion Vincent measured up for strengthening timbers that would be installed before she could be lifted out of the water.

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Photo No 26

### **Towing the wreck to Upton Staithe**



This was the start of Maud's journey to a new life. After the water was pumped out of her hold Maud was towed round to Upton, a journey of about 6 miles, with a pump on board just in case of need. The destination was Eastwood Whelpton Boatyard at Upton Staithe.

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Photo No 27

### **At Upton, preparations are made for lifting the wreck**



This photo taken from above shows Maud's framing. On arrival the lining boards in her hold had been stripped out and you can see them loaded on the trailer at the bottom right of the picture. You can also see the strengthening timbers that had been installed across the hold to prevent Maud being crushed as she was lifted out.

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Photo No 28

### **Cranes have now lifted the wreck and are lowering it onto the ground**



There were some issues when the cranes arrived to do the lift. They had to be placed apart at the correct distance to allow their jibs to reach over the water above Maud. That meant that they had to lift her and then thread her between the two cranes before lowering her onto the bank. They had just enough reach to do the job, although warning bells sounded to warn that the lift was at the limit of their capacity. Maud weighed between 14 and 16 tons.

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Photo No 29

### **Proof that the wreck was Maud**



None of the other wherry wrecks surveyed had names on them. The names of some other wrecks were known because people who had scuttled them remembered their whereabouts. Three wherries were known to have been dumped in Ranworth so it was good to have positive proof that this wreck was indeed Maud.

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Photo No 30

### **Maud now roofed over, ready for restoration**



With Maud now on dry land it was important to cover her over to enable her to dry out. A temporary roof was constructed and covered with second-hand lorry tarpaulins. The roof had a secondary purpose – so that the hull of the boat could be used as a workshop while the restoration work took place. The photo shows the Pargeters standing at Maud's bows. In Vincent's hands is a hardboard pattern for shaping a new section of hull framing.

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