

The Deben



47 Autumn 2013

The River Deben Association
Officers and Committee
October 2013

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EDITORIAL



In praise of boatyards!

The boatyards of the Deben are the life blood of the river. They provide a link with the Deben's history and past, both in servicing the barges that were key to local trade and communication, and as centres of the craft skills necessary for boat building and repair. They are associated with the characters who ran them and who are still known today. Most have made the transition from servicing barges and fishing boats to servicing yachting for pleasure. Many of them provide 'community centres' for owners to work on their own boats and fulfil their dreams refurbishing a cherished boat or a classic design.

For anyone like me, whose childhood was spent wandering round boatyards, chatting to the shipwrights, smelling the wood shavings as they planed and riveted the planks: for us the balks of wood, the chains, the rusting shackles and the old paint pots are not rubbish but the essence of the character of the yard and a reminder of the finished projects and the work that has gone into them. It records the life and history of the yard which continues to evolve.

One of the biggest threats to the river is not siltation or the loss of the saltmarsh, it is the increasing value of land, particularly anything with a view. Many of the old yards have survived in run down sheds with low rents and low overheads; with owners and managers who loved their trade and the service they

provided, and whose ambition was not to maximise their profit. The yards like Whisstocks, Eversons, Robertsons, Melton Boatyard and Larkmans occupy prime river sites, sought after by estate agents and property developers. When as a proprietor you are ready to retire why not cash in, particularly if you don't have children ready to take on the challenge of running a yard. Why run a boat yard when you can sell the site for housing?

We know the plans for Eversons, we hear rumours about Robertsons and Melton Boat Club. If these sites morph into housing or offices they will become dead spaces, lacking in social activity and with nothing that tells you about people and their history. They become private spaces and access to historic quays will be restricted. Often the architecture, through the dynamics of compromise, is uninspiring; described by one artist as 'dead architecture'. For those who love boatyards there is no compensation.

Even if a yard survives in a modernised form there is a danger that it morphs into one of the many sanitised yards with neatly laid out industrial sheds and offices, housing yacht brokers who can sell you a boat if you have the odd £200 thousand to spare. Somehow the pictures of the yachts in the window of the brokerage seem like epitaphs which do not tell the story of their owners: grounding on the bar for six hours ('I told you we should have waited!') tea at the Rocks, waking up on the Butley, getting the antifouling out of your nails. Yachts that seem to have lost their lives but paradoxically ended up with 'full inventories'.

The giant articulated dinosaurs roam effortlessly over the concrete wastelands, with their miraculous hip joints turning in every direction. As neat and tidy as a VW car plant and almost as profitable. Not for

them a 'chugging' crane, lovingly maintained.

Whisstocks is so central to the Deben; you hardly meet someone who hasn't worked there or whose father or uncle hadn't had a boat built there. The planning application has been approved and perhaps we can learn from the Whisstocks experience. People cared about what happened to the site. The RDA was active in raising awareness and promoting debate; you wrote in, people objected. When called upon to stand up and be counted one more time you wrote in again, filled in the questionnaires. Local groups and individuals did not give up; they sustained their interest, their vision and their attention over many years. They mobilised support and this in turn is what mobilised the planners and local politicians. A sympathetic developer had two sites to bargain and trade with and this inevitably helped the outcome and community gains on Whisstocks.

So maybe, even when faced with the inevitability of change we can salvage something out of the process, keeping

the traditions and values alive. And just as children we hung around the yards so we may be able to instil in the next generation a love of the skills and characters that are the boatyards of the Deben.

In this edition we have news of the some of the planning debates around Woodbridge and the Ferry and the magnificent operation to 'salvage' Orford Lighthouse. Robin Whittle provides information from the RDA/DEP Survey of the Fairways which should encourage an informed debate and we have news of Simon Read's latest saltmarsh project on Falkenham.

I have continued my interest in the social history of the Ferry with the first part of a piece about the 'Last Two Trinity House Pilots' and Bob Merrett provides a fascinating account of Anglo Saxon Woodbridge which should complement Robert Simper's forthcoming talk.

A number of you have said that I should meet Joe Lubbock, the artist, and I met Joe and Ruth in March and here is an introduction to Joe's work.

In this edition of 'Boats of the Deben', 'Wakey Wakey' is an object lesson in how to tackle a huge project.

Finally, I have introduced what I hope will be a series many of you will participate in - 'Deben Reflections'. If we can develop this it will provide an excellent way of celebrating the Deben and the RDA – and prevent your editor suffering 'burnout'.





River Deben Association

Chairman's Report

This last six months have passed by very quickly for me. The Committee have been very patient with me in my attempt to understand what is going on.

I am glad to note that the Whisstocks planning application has been approved and that the Whisstocks Project Team (WPT) is now making preparation for the first stage of an application to the Heritage Lottery Fund for the Anglo Saxon Ship project. Peter Clay and Annie Leach, from our Committee, are both members of the WPT and are keeping the RDA Committee fully informed of the development. The WPT is also seeking additional funding from other organisations to help get the project off the ground. I hope you agree that the RDA should make some contribution towards this fascinating project. Funding is needed for specific aspects of the next stages in the next 6-9 months - including research that will be needed to:

- draw up detailed plans,
- source materials and
- plan the ship-build.

The development of the Deben Estuary Plan by the Deben Estuary Partnership has been of great interest to the Committee. Simon Read has been at the heart of work connected with the saltmarshes. Adrian Judge has been leading the group concerned with access to the river. I attend the Plan Group meetings of the DEP and have recently become involved with the preparation of a section headed 'River Users'. The first draft includes information concerning the fairway,

moorings, pontoon berths, river based clubs, river businesses, swimming/fishing, youth activities, house boats, sewage works and the Tide Mill. If you are interested in seeing how this is progressing I would be happy to send you a copy of the latest draft (preferably by email) and would be interested in your comments.

It was brought to my attention in June that the leaflet concerning the conduct of river users, produced by the Suffolk Coastal District Council (SCDC), needed updating. The RDA has now redesigned it as one of our publications (as 'River Users' Code) with agreement that the SCDC will cover the printing costs. A copy of this will be given to all users of the river through the places of access (sailing and rowing clubs, Harbour Masters, boatyards, marinas, training schools etc.).

We have now got agreement with the Woodbridge Library to have shelves dedicated to the River Deben Association. They should have been installed by the time you read this. We intend to keep a full set of 'The Deben' magazines on the shelves and to hold copies of relevant reports of interest to members.

I do hope that you will feel free to send in any comments on how you feel the Committee should be spending its time. It is important that we remain in touch with the Membership.

I look forward to seeing you at our Autumn Meeting on 31 October.

Robin Whittle

NEWS FROM THE HARDS

Woodbridge

Anne Moore writes

In my quest for News from the Hards, this Autumn, I was making an early start I'd thought. Setting off from the centre of Woodbridge and heading for the Park gate along Elmhurst Walk I was startled and deeply moved to see, on entering, the still standing magnificently sculptural remains of the 'felled' 200 year old copper beech, that had succumbed to root disease rendering it unsafe to leave in a public place. Highlighted by the low autumn sun the still-standing trunk of 'dino' proportions, was like a prehistoric elephant's leg, roots splayed at the base like toes, no work of man this magnificent form, solely crafted by nature when a tiny nut fell to the ground whilst Napoleon was busy wrecking continental Europe and Martello towers were being built along our east coast.

Glad to see that the tall, new, boat repair building at the Tide Mill Yacht Harbour was not visible through the still fully leaved trees I made my way past the late summer flowers; Canna lilies, so tall and erect; Agapanthus and Anemone Japonica, living up to their name as they swayed on long spindly stems, seeming to peep round each other and say, 'look at me, look at me' as I wheeled on making my way to Dock Lane. Through the now sadly galvanised gates at the level crossing to Granary Yacht Harbour, at Melton I soon saw, literally sitting on the stones, a flat bottomed narrow boat that, Mel told me, had come by road for a complete rebuild and then, at the top of the hard Simon was busy spraying a beautifully proportioned Dutch Barge called "Beatrix". And nearby, a buttercup yellow catamaran caught my eye, being worked on by an enthusiast, whom, he told me, lives on a houseboat below Spring Farm sluice. He had been restoring this craft

for ten years having rescued her from the scrap heap about to be burnt. Constructed of marine ply and GRP she would have made quite a plume. Called 'Harmony', there was still much work to do on her, before being offered for sale and then sailed off to harmonise with the sun, one hopes. Another 'get out of the house' project?

I had rung Larkmans a day or two before and received an email referring me to their Website, which revealed that the yard was established in 1959 by Dick Larkman and moved to its present site in 1966. Still a family run yard it is now one of the largest hard standing areas for boats, on the Deben.

Turning my wheels down river therefore from Melton, and passing the ever-growing houseboats, I was pleased to see that the premises of the former industrial leather gloves, aprons and chaps protection gear workshops, that were destroyed by fire when rubbish bins had been set alight by hooligans one night, not long after the proprietor John Gibbins sad and untimely death about a year ago, had been carefully rebuilt to look just as the original, which is so neat in scale compared to the huge modern and out of place house that it backs onto, that brought me to Lime Kiln Quay. What changes we see there. The red brick barn of the former coal yard, still bearing its original Flemish gabled façade, has been converted to a residence – the approval was for a combined work live accommodation, but there is no sign of work there. No business sign board, simply a front door bearing the first line of the address. The, previously, Classic Marine premises are due to have the same treatment and the effect of this has been to generate new block surfaced and Tarmacadamed areas leading round the corner to Robertsons

premises, so covering all those old potholes we have been negotiating for years.

Tim Smith, the apprentice, is still working in the workshop shared with Mike Clarke at Robertsons, on the Sea Ranger replica of the tender to "Antares", which was mistakenly referred to in our previous Issue, as tender to "Mist". "Mist" is a boat that Tim had *been* working on at Melton Boatyard which, I'm told, is now almost completely beautifully restored after she had been found rotting beside a Scottish lake, by her present owner. There is no doubt that Tim does some high standard of work from what I could see of the progressing hull of the dinghy that he is still working on.



With the increasing age of the Shareholders, I am told it was decided to secure the future of Robertsons by selling the business. Mike Illingworth will be staying on and work will continue as usual for the time being, but with the age of equipment and facilities there dating back to the '60s updating will be considered, in order to meet requirements for working with modern materials and lifting of some of the big modern masts, although the

intention is to also continue their work as usual on Classic boats. There is talk of some development and capitalising of part of the site, so we shall have to watch that space.

Heading on down past the new and horribly occluding building at Tide Mill Yacht Harbour which, on this now grey afternoon, did admittedly blend with the sky, I enjoyed the newly created wheelchair ramp past Salt House, instead of having to hoik my bike down and then up some ten steps.

The restored Tide Mill has had many activities since reopening, some involving children, such as their pictures and ceramics of the Deben, as well as days throughout August of baking sessions at the Sea Scouts Hut nearby, run by Bee Farrell; one of a team of people who work so hard for the Tide Mill Trust, using flour ground at the Mill. Having received the Lottery funding that has enabled the Mill to be restored, it must now thrive, as somewhere to visit and generate some income. Tide Mill flour is available to purchase and the Cake Shop in the town, bakes for sale, bread made from the freshly milled Tide Mill flour, on Mondays, Wednesdays and Fridays and seems to sell out quite quickly, so hurry on down

There is however, a need for more people to offer to 'man' the Mill, when it is open to the public, and to help with the bagging of the flour. Anyone who feels they could do this, please contact enquiries.woodbridgetidemill.co.uk.

Whisstocks proposed development by FW Properties on behalf of Investec Bank, was passed unopposed by the SCDC Development Control Committee members and now awaits the submission for approval of details.

A well designed conversion and restoration of Frank Knight's former home and office by Bass Dock in the Town Quay has been completed, visually blending with the original frontage.

Resisting the temptation to enjoy one of the excellent hot lunches, served most of the day, at the Caravan Café in the Town Quay, I wheeled my bike past the Cruising Club and the Rowing Club, that continue to thrive.

Woodbridge Boatyard at Eversons Wharf has planning permission to proceed with their proposed rebuilding - hopefully, before it all collapses! Geoff Sinton is difficult to catch seen only leaping athletically from boat to boat and seeming to be power-washing and laying up one after another – all good signs for our Yards.

Deben Yacht Club celebrated their 175th Anniversary this year, with the champagne opening by Lord Deben (John Gummer, to those of us of an early vintage) of their new ramp – much of the construction work of which having been done by members and was, the culmination of the vision of a past Commodore, Kay Yule.

Commenced 10th September 2012, the Club Working Party set about completing the project, after the thirty- two piles had been driven in. These were 6.5 metres long to allow for some penetration into the hard sand, which, test bores had shown to be under as much as 4 metres of soft mud.

Many's the time I've stood in that mud trying to raise my dagger board from the Mirror without getting hit on the head by the boom and glad now that I had no idea of so much mud being under me.

Whisstocks

Annie Leach writes:



The Anglo Saxon Ship Project at Whisstocks

The Community Boatshed (to be owned by Woodbridge Town Council) is a significant part of the community benefit that will result from conditions on the planning agreement for development of the Whisstocks Boatyard and Nunn's Mill sites.

On completion (expected in 2015), the shed will be leased to the Woodbridge Riverside Trust (WRT). Working with other local organisations including the National Trust, we are planning a major project to build a full-size replica of the Sutton Hoo burial ship in the shed. The construction will be led by professional boat builders working with apprentices and volunteers and advised by a steering group comprising experts in the archaeology of Sutton Hoo and the Anglo-Saxon period, ship building, timber and forging crafts. A mezzanine in the shed will be used for education and

information activities linked to the project, complementing activities at the Museum, Tide Mill and Sutton Hoo.

This project is ambitious and complex. It will need extensive time commitment from WRT trustees and volunteers as well as support from a range of people with specific expertise. Contact us if you would like to get involved. WRT will be seeking funding from a range of local and national grant giving bodies, and through donations. Expect news on the Whisstocks Project website (<http://www.whisstocksproject.co.uk>).



Whisstocks Project Team (part of Woodbridge Riverside Trust)
September 2013

Woodbridge to Sutton Ferry

Robin Whittle writes:

H. C. Marine has recently started a pleasure boat trip service from the Woodbridge Town Bandstand Jetty. The open boat 'Viking' can carry up to eight passengers and operates within a tide range of 4½ hours - 3 hours before to 1½ hours after high water. Next season, 2014, Mr Stephen Day, the Managing Director of H. C. Marine, is hoping to include a ferry service to a jetty on the Sutton shore. The position for this jetty is opposite and just downstream of the entrance to the Tide Mill Yacht Harbour. It is at the site of an old existing jetty, which requires to be reconstructed. A public footpath leads from there to the Sutton Hoo Visitors Centre. Mr Day envisages that the ferry will be supported by a classic/vintage bus service running between Sutton Hoo and Woodbridge Turban Centre and station. This will provide transport when the ferry is unable to operate due to lack of water.

Mr Day would welcome any support for his proposals either in the form of funding or practical assistance in developing the scheme. He can be contacted by email at steven.day51@hotmail.com.

A 'View' from the Ferry PA C13/1036 & C13/1097

I'm sure that people who head for Felixstowe Ferry to eat fish and chips are thrilled to see that they can now enjoy views across the river while they chat and munch in the new restaurant perched on the highest point of ground above the Ferry boat jetty.

Initially proposed as a waiting room (PA C13 /1036) for Ferry passengers where they could get a hot drink on days when the Ferry queues were long and, to be made out of shifting an old container eyesore from further along on the shore, Bawdsey folk were delighted to no longer see the rusty old object from their bedroom windows. But, for those like myself who go to the Ferry to take in the wonderful expanse of water across to Bawdsey marshes (as well as the fish and chips of course!) and a bracing walk along to the Martello tower, it was a shock to be confronted by an 'all bells and whistles' flag-flying 'Winkles at the Ferry' restaurant.

From looking at the file at SCDC it seems that the Environment Agency required the building to be raised and so, taller than would originally have been planned, to avoid potential flood effects.

The River Deben Association is a shareholder of the land owned by the Felixstowe Ferry Foreshore Trust, on which the building is sited.

Did we give enough consideration of the impact on the open aspect of the approach to the river from the road? The hamlet there is already overwhelmed with cars at certain times and there has long been an effort to encourage visitors to park at the Cliff Top car park, by the Golf Club and to walk to the Ferry, but so many of the people who drive out there for lunch do just that and would not want to walk. Fish and chips are such a draw. Was it wise, therefore, to allow this restaurant to slip through?

An application for the rebuilding of the "Old Pilot's Hut" (C13/1097) has also appeared at the Planning Office of SCDC. Where's that I hear you say - no, I didn't know there was one, a Pilot's Hut, either. The site location in the application file is marked by a biro cross on a site photograph as a dilapidated old shed that I located bearing an enamelled trade plate upon its door. (See page 16 for the history of the shed.)

The application is for a three storey house, with **Recovery Room** shown on the top floor! And no lift or suitable means of getting people in need of recovery up there! So, I say, watch **that** space. The proposed footprint is 50% larger than that of the existing **shed**, with an overhang and balcony on the upper floors, towards the River.

Anne Moore

The River Deben Association commented :

'Although the RDA would normally support the need for better facilities for the harbour master, the replacement of the existing hut with this modern three storey building dramatically changes the character of the area. The RDA is concerned that the proposed building does not fit in with its surroundings and would not enhance the charm of the hamlet. Any new structure on this site should not obscure the view from the Sailing Club up river as this is important in the interests of safety.'

It will need A3 use authorization from SCDC to continue as a restaurant for that is **not** what the application described. There has for many years been an excellent café/restaurant operating just a few yards from this new place as well as the Ferry Inn restaurant just along the road.

Did we need another one? And did I see a man waiting a long time in the cold wind for the Ferry when I was there? He would not have seen that there was a Waiting Room!

The planning committee have a made a site visit and the decision has been deferred with a request for the applicant to see if the plans can be amended in order to lessen the loss of visibility from 'the Crows Nest' of The Felixstowe Ferry Sailing Club.

MOORINGS ON THE RIVER DEBEN

The moorings and fairway are controlled by Fairway Committees which lease the river bed from the Crown Estate. There are five Fairway Committees and in addition the control of short lengths of the river is covered by the Deben Yacht Club, Martlesham Creek Boatyard, Robertsons Boatyard and Melton Boatyard. The river bed is owned by the Crown Estate.

A survey has been carried out earlier this summer to discover how many moorings there are on the river and their extent. The RDA is grateful to those who provided information for the survey, some of which is used in this article. At present the total number is 1060. Their extent is shown on Figure 1. River Deben North and Figure 2. River Deben South.

The river bed in the channel is hard gravel and its depth has not changed significantly within the last thirty years although the position of the channel is constantly on the move. The increase of siltation on each side of the main channel is causing problems, especially above Early Creek, in maintaining the fairway and moorings.

Concerns:

a) Yachts are getting longer (and beamier). They are prone to slew across the channel under tidal and wind conditions when on a swinging mooring and can block the free passage of yachts and motor craft.

Possible action: a limit on the length of boats may be appropriate or a reduction in the number of moorings.

b) Preservation of open stretches of the river. There is pressure to increase the areas of the river allocated for moorings. At present the open areas partially coincide with the environmentally significant areas identified by the DEP Environment and Landscape Group.

Possible action: set limits for open water (free of moorings) through the Fairways Committees with the co-operation of the Crown Estate.

Detailed Information

The following provides more information about each part of the river starting at the top, Melton Boatyard and working down to Felixstowe Ferry.

Figure 1. River Deben North:

Melton Boatyard: at this time, August 2013, there are a total of 8 mud moorings. These dry out at about two hours either side of high water.

Robertsons Boatyard: the fairway controlled by the Robertsons Boatyard extends from a point level with the line of the sewer just upstream of the Tide Mill Yacht Harbour to a point level with Robertsons main slipway. At this time, August 2013, there are a total of 13 moorings. Most of these dry out.

Knolls Fairway: the fairway controlled by the Knolls Fairway Committee extends from a point level with the dolphin post by Woodbridge Cruising Club to a point level with the line

of the sewer just upstream of the Tide Mill Yacht Harbour. At this time, August 2013, there are a total of 70 moorings. Most of these dry out.

Woodbridge Boatyard: the fairway controlled by the Woodbridge Boatyard extends from a point level with the Town Band Stand Jetty to a point level with the dolphin post by Woodbridge Cruising Club. At this time, August 2013, there are a total of 51 moorings (inc. 36 shallow mud moorings).

Deben Yacht Club: the fairway controlled by the Deben Yacht Club extends from a point level with the Deben Yacht Club to a point level with the Town Band Stand Jetty. At this time, August 2013, there are a total of 23 moorings.

Kyson Fairway: the fairway controlled by the Kyson Fairway Committee extends from a point level with Metersgate Quay to a point in the river level with Deben Yacht Club, and Martlesham Creek up to the old Rectory Jetty. At this time, August 2013, there are a total of 200 moorings and the limit of moorings down river is at the coordinates 52. 04.132N 001.19.669E.

Martlesham Creek: the fairway controlled by the Martlesham Creek Boatyard extends from a point level with the Old Rectory Jetty. At this time, August 2013, there are a total of 22 moorings.

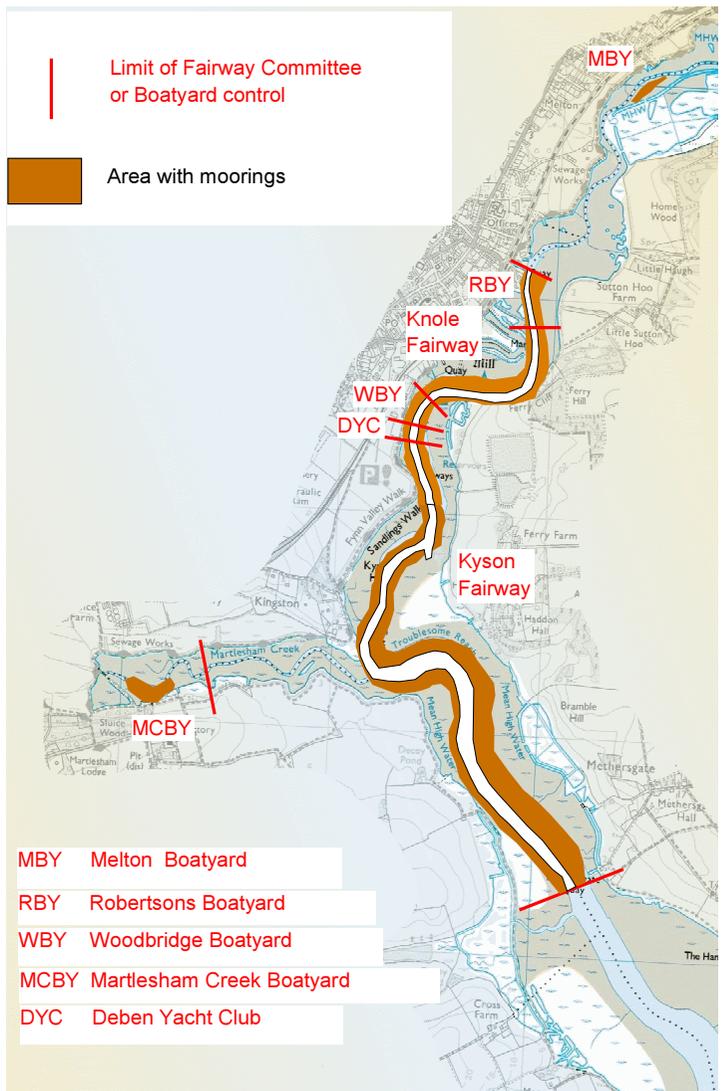


Figure 1: River Deben - North

Figure 2. River Deben South:

Waldringfield Fairway: the fairway controlled by the Waldringfield Fairway Committee extends from a point level with Early Creek to a point in the river level with Methersgate Quay. At this time, August 2013, there are a total of 220 moorings. The limit of moorings upriver is at the coordinates 52.03.448N 001 20.172E and down river is at the coordinates 52.02.771N 001.20.670E.

Ramsholt Fairway: the fairway controlled by the Ramsholt Fairway Committee extends from a point level with Red Farm house to a point in the river level with Early Creek. At this time, August 2013, there are a total of 206 moorings. The limit of moorings upriver is at the coordinates 52.01.747N 001 20.577E and down river is at the coordinates 52.00.789N 001. 21.748E.

Felixstowe Ferry Fairway: the fairway controlled by the Felixstowe Ferry Fairway Committee extends from a point level with the Felixstowe Ferry Sailing Club to a point in the river level with Red Farm house. At this time, August 2013, there are a total of 270 moorings. The limit of moorings up river is at the coordinates 51.59.948N 001.22.905E.

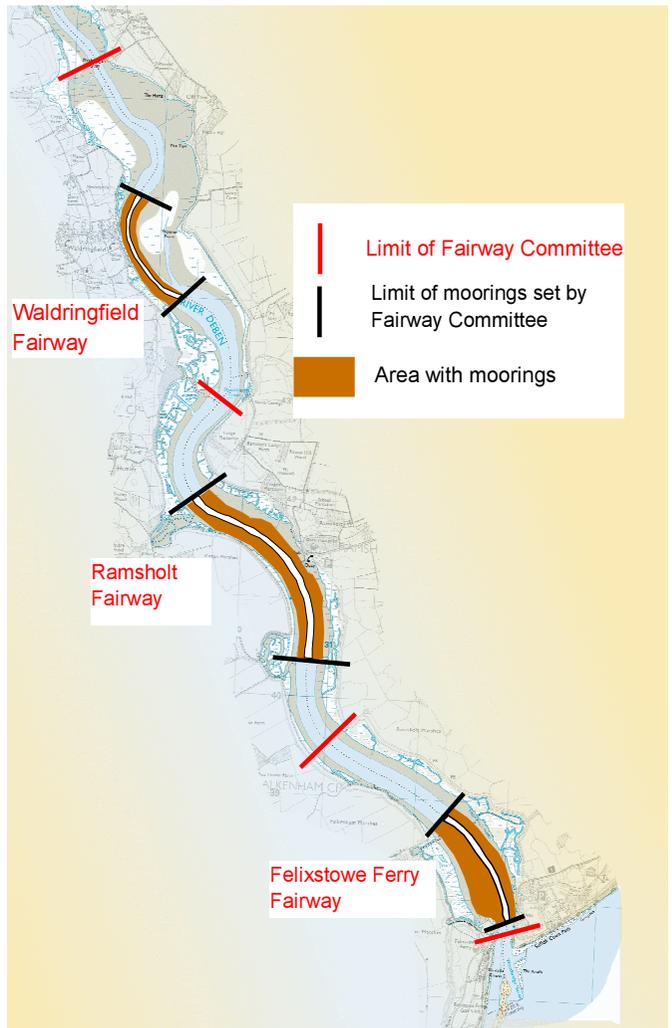


Figure 2: River Deben - South

Robin Whittle

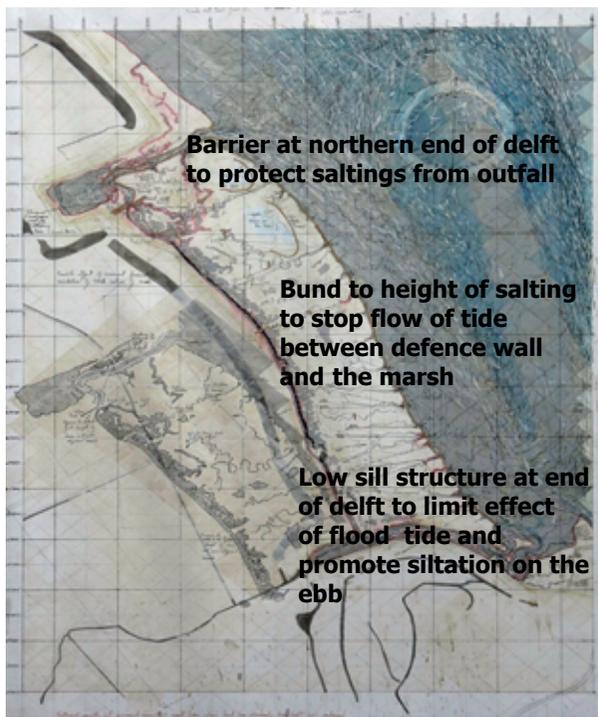
Two years in the planning, two months in the making

By setting up the Sutton Saltmarsh tidal mitigation barrier initiative in 2009, the RDA challenged the principle of habitat creation through managed realignment by proposing an interim and alternative strategy of habitat management. Since then, the Deben Estuary Partnership have picked up the challenge, with an ambitious project to arrest the loss of saltmarsh in the flooded field below Sutton Hoo in 2011 and now to manage the fringing saltmarsh at Falkenham between the outfall for Kings Fleet and Felixstowe Ferry.

We started discussing this project with the landowner in 2011 and it has taken until now to have developed and agreed a mature plan. This project is a unique partnership between an enthusiastic landowner and the Deben Estuary Partnership and is fortunate in having attracted funding from the Heritage Lottery project 'Touching the Tide', Suffolk County Council and the Internal Drainage Board. This week, beginning 9th September 2013, we finally received all of the permissions necessary to carry out structural work on site.

Originally we responded to an invitation from the landowner to develop a plan to address serious depletion of the saltmarsh especially at its Northern end where the outfall pump for Kings Fleet is situated. Like all of our saltmarshes, there is a range of factors that combine to cause deterioration. Although we agree that there is no single culprit, increased tidal flow through the site, particularly along the delft between the defence wall and the main body of

the marsh, has caused severe erosion that if left to its own devices will eventually cause the fragmentation of the site. It is likely that increased frequency of pumping from Kings Fleet over recent years and the gradual collapse of the engineered channel are contributing to the draw down of the marsh in the immediate vicinity, but it is certain that where the tide penetrates the site from the northern end where the channel system is deepest, it washes out more material than it deposits.



Our proposal is to build three main structures to control the tidal exchange through the delft between the marsh and the flood defence wall: we are starting at the mid point of the delft channel where historically the saltmarsh was joined to the landward side to form an access via which the farmer could graze livestock on the

marsh. This small 'land bridge' is clearly marked on the early 20th century Ordnance Survey maps and would have reduced the amount of tidal erosion by limiting the flow through the site. Since then it has disappeared with the effect of allowing the tide to flow freely north to south behind the saltmarsh. Our intention is to duplicate the effect of this 'land bridge' with a barrier constructed from straw bales and brushwood bundles. This will be to the height of the crest level of the saltmarsh and is intended to allow the tide in but to definitively stop it from flowing dynamically through the site.

At the northern end of the site where the channel for the outfall from Kings Fleet drains to the river, we have designed a structure that will have two functions, firstly to restrict the flow of the tide into the channel complex of the marsh and secondly to mitigate the effect of the pumping operation. This will be a barrier in the form of an arc about 27 metres in length to the height of the adjacent saltmarsh but dipping to echo the profile of the two creeks that are fed by and drain into the Kings Fleet Outfall channel. This will simultaneously allow tidal ingress and outflow but limit the rate of tidal exchange and hopefully promote sedimentation. Again, this will be a 'soft engineered' structure of timber, brushwood, coir matting and straw bales.

At the southern, Felixstowe Ferry, end of the channel, we intend to install a tidal sill also made of timber, brushwood, coir and straw bales. The form will be similar to that of the structure near the Kings Fleet Outfall but the intention is to slow the tidal flow as it ebbs and therefore restrict the loss of sediment and promote accretion. At its centre the sill will be to the level of the channel bed where it is

shallowest at its mid point where we have planned the barrier to the full height of the adjacent marsh.

We also intend to place further small obstructions to impede flow within the site but these will be responsive to the observed effects of the three main structures and will be an opportunity to experiment. The agreement is that the work should be completed by the beginning of November. So equinoctial gales permitting, the clock is ticking!



Simon constructing the southern barrier

As with the other two projects we have set up at Sutton (RDA) and Sutton Hoo (DEP), the principle of the project is to explore the potential to stabilise intertidal habitat, without which we will experience disastrous loss of biodiversity on the river and crucially would place our earth embankment flood walls under increased stress from tidal action. This is a relatively new science and it is a privilege to be able to contribute to current knowledge and methodologies in a way that is responsive to particular conditions on a site-by-site basis. We know that all of our saltmarsh stock is

under stress and we know that this is due to a combination of factors. To this end we have set up a monitoring programme for each site and we are actively promoting research into the causes of saltmarsh loss, towards which the work that we are conducting will act as valuable case study material.

Simon Read



Kings Fleet Sluice

A GIBBOUS MOON

In the last edition of 'The Deben' Simon Read's picture on page 33 was referred to as a Gibbeous Moon. A friend of mine who is a 'back' surgeon queried the spelling, as he said a Gibbous Back referred to a curved back.

The dictionary definition confirmed this -

Gibbous adj 1. (of the moon or a planet) more than half but less than fully illuminated. 2. having a hunchback; hunchbacked. 3. bulging (C17 from Latin *Gibba* hump.)



'Billy and Settler - the last Trinity House Pilots at the Ferry'

Part One - Billy

If you remember the Ferry in the 50's and 60's it is likely that you will remember Billy and Settler sitting in front of the pilot's shed chatting to all who passed by, sharing a smoke and a cup of tea. Billy and Settler Newson were the last two licensed Trinity House Pilots at the Ferry and as well as being remembered as two of the characters of the Ferry, their story helps to illustrate the social history of the Ferry and what life was like at the Ferry.

The Corporation of Trinity House had general powers to regulate pilotage from 1514 and in 1604 the system of 'outports', including Woodbridge, was formally established with the examination and licensing of pilots in 1808. Many of these pilots were local fishermen and at the Ferry the Newson family founded a dynasty of pilots through the 1800 and 1900's starting with Henry Newson (1788- 1873) and Thomas 'Bassey' Newson (1816). The formal licensing of pilots was brought to an end by the Pilotage Act of 1987.

Ferry were Clifford Newson (Billy) born in 1905 and his cousin Edward (Settler) born in 1898.

Before the war there was considerable traffic on the river with sailing barges and 'Billy Boys' from Hull and Grimsby. Pilots were on hand to pilot barges and other vessels from Woodbridge Haven through the Knolls, negotiating the shoals, currents and tides. They were granted licences by Trinity House. The qualifications needed were a sound knowledge of the waters, good eye sight and a lug sail dinghy in good condition. The licences were renewed each year. Before the Second World War there was also the gradual increase in private yachts and pilots were always in demand both to bring yachts in and out of the river and to be their skippers; Bassey Newson skippered 'The Scandal', Edward Fitzgerald's yacht, later bought by Sir Cuthbert Quilter.

As they waited for the tide by Woodbridge Haven or in the river, barges and yachts would signal to the pilots, who were either fishing or on the shore. Pilots generally rowed or sailed out to board boats and barges and pilot them in. Sometimes boats were guided in using port and starboard flags which directed the skippers from the shore. Until recently there were two leading marks on the shore, sometimes referred to as the 'meets', which had to be in line and it was the pilot's responsibility to make sure they were correctly aligned and lit when they were needed at night. Felix, Billy's youngest son, remembers Billy rowing out and measuring the depth with an oar and then helping him dig fresh holes to re-position



Billy and Settler

the marks. He also remembers the paraffin lamps in the shed.

The fee for piloting boats of whatever size was 7/6d, 4 shillings went to Trinity House and 3/6d went to the pilot. However, Felix remembers the fee being 10/- all of which went to the pilot.

Pilots in those days were multi-skilled. They were fishermen and exceptionally



Billy

skilled oarsmen and sailors. They would go 'lobstering' off the Manor where they had pots and lobster further afield using 'hoops'; sometimes they would fish for herring. Some were involved in organising the loading of shingle on to the barges from the Knolls. Felix remembers that the Woodbridge by-pass and the Royal Hospital School were built with shingle from the Knolls. He also remembers his mother re-counting how Billy would go, on his own, to re-float a barge off the shingle during the night. These were hard times and when the fishing was bad the beaches were 'combed' for anything useful.

This was also the period when yachting for pleasure was taking off and both Settler and Billy taught locals to row and sail. Settler was known for entertaining the yacht owners to tales of the sea in the



Ferry Boat or the Victoria Pubs. Interestingly Billy, perhaps because of his memories of his father who was a heavy drinker, did not drink.

What do we know about them specifically?

Clifford, known as Billy, got his name from his attachment to a horse named Billy. He was brought up in St Clive's Cottage, which after it was bought by Charlie Brinkley became known 'formally' as Fisherman's Haul.

Hand written Pilot Notes in Woodbridge Library has an entry - 28 September 1927. Clifford Arthur Newson. Age 23. Height 5'10" Fair. No Marks. No 4 on the register of pilots for Woodbridge.

When Billy married he bought the ex Gorleston lifeboat the 'Mark Lane' from the Sea Scouts. For a while this was moored in the river and Felix tells the story of his parents rowing over to the 'flying boats', which used to land in the river, and serving the crews cups of tea. The boat was moved to the shore to become a houseboat. However, when Mrs Newson lost her child she refused to live on a boat any more. The family purchased a coach for £50.00 which was transported from



'Nirvana'

Newsons participated in most of the events. In one event there was a Newson in every boat so a Newson had to win.

The 'Old Pilot Hut', as it was referred to in a recent planning application, still stands, although not for long. The current shed was built in 1953 after the two beach huts which served as the pilot hut were washed away in the flood. Inside the hut there was a polished primus stove and the paraffin lamps for the beacons. There is a plan to build a Harbour Master's office and store on the site so

perhaps its former function will be restored.

Croydon for the princely sum of £2.00 in 1930. This became the core of a building which was developed into a home with the construction of bay windows and then built up around a number of rooms including a glazed L shaped living room. The floors were the level of the wheels of the coach.

This served them well in the 1949 flood but the '53 flood moved the whole structure sideways and eventually it was demolished on the instruction of the Council. It is a source of some bitterness in the family that they never got planning permission to build on the old site. By this time however, Billy had left and the family moved to temporary accommodation in Felixstowe and then on to 'council housing' also in Felixstowe.

Billy is remembered for his sailing prowess. Sir William Prescott had presented the Ferry fishermen with a fleet of six 12' foot single sail boats together with a challenge cup. Billy won the event for several years, however, when he claimed the challenge cup 'to keep' he was told he had not won the required number of races in the same boat. He duly sailed 'The Seaweed' to victory again and claimed the cup which Felix has today. Felixstowe Regatta in those days was a major event and the

One of the things people remember about Billy is his 'penchant' for women. He taught many people to row and sail and as Felix says 'Mostly women. I think he liked them better.' And many women were entertained in the shed for tea which became a social centre at the Ferry. It seems that Billy in his pilot's uniform was an attractive proposition.

Billy was also known as 'Nugget' because he spent hours looking for amber which he used to collect on the Bawdsey shore. He would polish the stones and make pendants and necklaces for his lady friends. He once found a piece of amber the size of an 'alarm clock' which he sold to Lady Quilter for £5.00. Felix used to help polish the heart shaped stones which were in demand around the Ferry.



Joan, Settler's daughter, still has a pendant on a chain which Billy gave to her. Settler's speciality was finding bones of dinosaurs on the beach which he regularly sold to a local historian.

After the war Billy had 'The Delia' built at Whisstocks with a view to taking over the licence to run the Ferry. However, the contract was awarded to an 'outsider', Maurice Read from Ramsgate, Duncan Read's father. The Delia was lost in the 53 flood but was later found being used at Orford and returned to the ferry.

Billy had a long association with Jack Rowbothom, one of the founding members of Felixstowe Ferry Sailing Club. Billy used to sail his 6 metre yacht and his Felixstowe Ferry One design. He also used his motor boat 'The Joy' to fish, as well as using Jack's nets. In 1944 Billy left the family and moved to live with Jack Rowbothom and his sister

Newsons, including 'Gager' Settler's father, having served as a Trinity House pilot for 35 years. He then went to work for Frank Knights helping with painting and doing the moorings and anything else on the river.

Felix remembers that even when he was 80, Billy would row to East Lane to haul Felix's pots.

These notes are based on interviews with Felix and George Newson, George's sister Joan Chapman and her son Richard who is compiling a fascinating history of the Newson Family. I hope the recordings of the interview will be available to the public at some point as they are a marvellous testament to a family at the Ferry.

I would like to thank them for their help in compiling this piece and for the enjoyable time I have spent with them. Part Two will focus on Settler.

Do send in your memories of Billy and Settler



The Old Pilot Hut today

in Felixstowe. He continued to work at the Ferry and there are many stories of his cycle rides to and from the Ferry which got progressively more precarious as his eye sight deteriorated.

Billy retired in 1961 with the cataract problems that dogged a number of

David Bucknell

WOODBIDGE'S ANGLO SAXON ROOTS

By 600 AD south-east Suffolk was the royal heartland of the Anglo-Saxon Kingdom of East Anglia. The longboat was the Anglo-Saxons' primary form of transport and the Deben estuary gave easy access into a good agricultural area. The Wuffinga family provided the rulers of kingdom until 749 and the ship burials at Sutton Hoo are the resting places of the early members of this dynasty. Their Royal Hall, or Palace, is believed to be at Rendlesham on a plateau just below where St Gregory's Church now stands.

Across the river from Sutton Hoo is a promontory that leads down to what is now called Kyson Point. This area used to be the royal manor of Kingston. There are other places up and down the country called Kingston and they all seem to have been places where people came to pay their taxes, often in the form of food, to the king. When the Anglo Saxons sailed the estuary, it was lined with extensive marshes which were not reclaimed by the building of river walls until the seventeenth century. The best place to land a longship along the upper reaches of the estuary would thus have been at Kyson Point where the river cuts into the promontory and creates a beach. People landing there to pay their taxes may also have brought additional food and goods to exchange with others and so the area might have developed as an early market. Ipswich, by then, was the main commercial port and it would have dominated the external maritime trade of the kingdom.



The royal manor of Kingston lies between Martlesham Creek on the left and the channel to Woodbridge on the right. Photograph courtesy of Cliff Hoppit.

The craftsmanship and splendour of the burial goods at Sutton Hoo distracts attention from the fact that, around the Deben estuary, there were many small settlements. Domesday Book lists over 400 Anglo-Saxon churches in Suffolk. Most of the parishes abutting the Deben estuary had

churches and, within short distances of most of them, traces have been found of earlier Anglo-Saxon settlements, some of which are as early as 5th to 6th century.

The Anglo-Saxon church at Woodbridge is known to have been adjacent to the present St Mary's church which was built over the period 1400 to 1460. From that time the Anglo-Saxon Church was for the sole use of the nearby Augustine Priory until this was dissolved in 1536. There are no traces of the Anglo Saxon settlement which was probably near this church, presumably because the whole area around the Market Hill has been highly developed for at least 500 years and thus any signs of an earlier

settlement has been destroyed. The present street layout is exactly as described in a document dated 1560. All of these streets were lined by houses, many of which are still standing.

The land falls away quite steeply on three sides of the Market Hill so it is likely that there was a defended Anglo-Saxon settlement that encased the church and the Market Hill area. It may even have gone back as far as to what is now Queen's Head Lane.

When the Danes ravaged East Anglia they destroyed the great body of East Anglian charters and deeds. There are, thus, no documents mentioning Woodbridge until 959 when it is called *Udedryge*. This name also appears in Domesday along with a few alternative spellings which all sound much the same.

Various explanations have been proposed to explain this name and the most widely accepted is that it is derived from *Wooden Bridge*. This makes sense because in old English *Wdua* means wooden and *brycg* means bridge. Because the Deben estuary at Woodbridge was too wide to have been bridged it is suggested that the bridge referred to was across a stream at the bottom of the road which is now called Drybridge Hill.

However, given that the earliest reference to the town comes from a time when area was controlled by the Danes, consideration needs to be given to what *Udebryge* means in old Norse. In that language *Udedryge* can mean either wooden bridge or wooden jetty. Calling a settlement *Wooden Jetty* would convey useful knowledge to people coming up a river lined by extensive marshes, so it is possible that an alternative landing place to the beach at Kyson Point was created up river by building jetties across from Sutton Hoo. A document dated 1560 mentions two quays at the bottom of what is now Quay

Street and describes them as embankments formed within the extensive marshes that lined the river. There is also evidence that the term 'bridge' has also been used to describe landing areas along the Orwell Estuary. In his book on that estuary George Arnott gives two instances – Nacton Bridge and Downham Bridge – where the word 'bridge' had been used for a hard. It is likely then that the name Woodbridge is derived from Wooden Jetty – an appropriate name for a settlement which became a thriving port after a charter for a market was obtained in 1227.

The Shire Hall is Woodbridge's only tangible link to an Anglo-Saxon institution - the Liberty of St Etheldreda. The Liberty, which comprised this area of south-east Suffolk, is first documented in 970 when the monastery at Ely was re-dedicated. The monastery was founded by Etheldreda, the daughter of King Anna, and its Liberty was an independent legal entity. Ely monastery was responsible for the courts in the Liberty and they received all the fines that were levied as well as the goods of those who were executed. It is believed that the Liberty of St Etheldreda was even older than the earliest reference to it and that it was part of the original endowment of the monastery at Ely by Etheldreda in 673.

The Liberty encompasses the Palace at Rendlesham and the Royal pagan ship burials at Sutton Hoo and Snape, it was the heartland of the pagan Kingdom of East Anglia. Some historians suggest that, because the first Christian Kings of East Anglia, Sigeberht and Anna, were both buried outside the Liberty, the decision to grant away the old lands to a monastery may have been an action to distance the, then Christian, royal family from its pagan past.

For the next 800 years the Legal system in the Liberty was run by a Steward and Bailiff appointed by Ely Abbey. After the dissolution of the monasteries the legal system was incorporated with the national one. Nevertheless the Liberty of Etheldreda continued to exist as a legal entity. When Thomas Seckford became the Steward of the Liberty its jail and Sessions House were both at Melton. Seckford moved the Sessions from Melton to Woodbridge in about 1578 where he built the Sessions House – what is now called the Shire Hall. He gave the upper part for the use of the Court in perpetuity and hall below, which was then open, was used for the market of the Manor of Woodbridge-late-Priory. The last Quarter Sessions were held in the Shire Hall in 1860. Since then the Petty sessions for the 64 parishes which made up the Liberty of Etheldreda were held there and the Coroner of the Liberty of Etheldreda had his offices on Market Hill. The Shire Hall ceased to be used as a Magistrates' Court in 1986 and it was taken over by Woodbridge Town Council.

Bob Merrett

The Orford Lighthouse Company

Since June this year, following the decommissioning of Orford Lighthouse, there has been the awful prospect that Trinity House were going to pull this iconic monument down, ironically to stop it falling into the sea. However, Nicholas Gold has founded The Orford Lighthouse Company and taken over the lighthouse from Trinity House.

'Fingers crossed something can be achieved which the locality will approve of. I doubt I will be able to get the light turned back on, but improved access should definitely be achieved. Everybody seems to be on the same page. Everything else should also be looked at to see what is possible.'



(Image courtesy of The East Anglian Daily Times)

'I would be delighted if the RDA is also supportive. I am a long standing member of the RDA and a Deben Man. I have had a Kingfisher moored at Waldringfield since the sixties. My parents lived in Woodbridge. My father used to be Rector of Hasketon.'

Nicholas Gold

'Artists and Writers'

Joe Lubbock

I met Joe and his wife Ruth in their home in Waldringfield in March this year. They are a remarkable couple both in their 90's, continuing active lives and conversation with them is full of interest. Joe's workshop is alongside the sitting room and he is still continuing his creative activity and ready to explain and demonstrate how he painstakingly constructs and colours his prints.



Born in 1915 in England, son of a Brigadier in the Royal Engineers, Joe read engineering at Cambridge. He then joined Mitchell's Supermarine team at Southampton for the design and development of the Spitfire 1937-39 and worked with Barnes Wallace on the Wellington bomber and the 'Bouncing Bomb' which was tested at Shingle Street. He also worked on a swing wing aircraft which was ahead of its time and developed later in the US. Joe was commissioned in the Royal Engineers for WW2 and on

demobilisation Joe became a designer of guided weapons and other armaments, until at the age of 40 he turned to his art full time.

Joe married Ruth in 1942 and they have had three children, including Catherine who has helped with the latest book, 11 grandchildren and nine great grandchildren so far. Joe and Ruth moved to Waldringfield in 1968.

'He is a man with unusual spiritual sensitivity. An Anglican interested in mysticism, a man of exceptional talent. For the last thirty years after retiring from a career in technology and industry Jo has devoted his skills to the creation of handcrafted books beautifully printed and hand bound for him which explore man's relationship with the spiritual forces he has found in his experience of the natural world.' (Video: 1998 J.G. Lubbock.)

Joe has now written and illustrated fourteen 'collectors' books, with his most recent, 'Landfall', published this year. They are in national libraries worldwide and the Queen has at least one.

Joe was initially inspired by the medieval



artists and printers. He combines a love and mastery of the traditional methods that he uses, printing from copper plates worked by etching, deep etching, aquatint and

engraving. The colours are applied by hand in intaglio and relief and completed with wash. Joe has been innovative, exploring the use of several techniques to create the multiple layers and



Wild Water World

dimensions in a single print. Many of the tools and equipment he uses he has designed and constructed. The heat source he uses is an electric fire inverted and attached to a frame. He thinks nothing of waving a Bunsen Burner around to heat the copper plates which he holds aloft and eschews health and safety at work.

Joe combines the disciplines of engineering, with a spirit of enquiry and practical craft skills and knowledge of chemicals and metals to produce intricate prints.

Joe senses the spiritual quality of his experience of nature and landscape observing the minutiae of what he sees and hears. At the same time he connects his observations and experiences with a spirit of scientific enquiry, speculating on the causality of what he sees and the connections between the different natural phenomena. His detailed observation of landscape and nature is reflected in the meticulous detail of his prints. He gently challenges us to take responsibility for the conservation of the environment and ultimately our planet.

An excellent video has been made which illustrates Joe's methods and in which a selection of his writing is read by an actress. Through listening to the video and reading his books I am beginning to appreciate Joe's writing which has a poetic quality. His observation of nature encourages us to pause, reflect, to notice and take in the sights and sounds of what is around us; to experience a heightened sense of awareness which transcends the mundaneness of daily concerns and experience.



The Waters on their Way

Joe and Ruth have travelled widely and many of the wonderful landscapes of the world which Joe has experienced are celebrated in his work. Joe now writes perceptively about the aging process, and while he cannot travel to distant lands as he used to, he appreciates the scale and

detail of what is closer to home as he walks a local path from his house down to the marshes and the river celebrating what he has experienced and the continuation in the lives of his family and friends.

Joe has always been a keen sailor and had a long association with Hayling Island Sailing Club where he first went to race a sailing canoe. As we talked we realised that Joe and Ruth had known my father Barry Bucknell at the club but may not have noticed the teenager enthusiastically racing his Enterprise.

Joe graduated to Flying Fifteens and became well known racing 'Ffrantic' for his races against the Duke of Edinburgh at Cowes Week where he was often a



winner, even if the Duke got most of the publicity.

Joe also enjoyed ocean racing and skippered 'Ilex' the Royal Engineer's yacht, sailing in many races from the south coast to France and back. Joe has always sailed on the Deben in his 26 foot yacht Ondine, exploring the East Coast and regularly making trips to Holland and the continent.



Seed Head and Snails

Joe's passion for the sea can be appreciated by reading the eloquent words that accompany his prints and 'Estuary' is one example.

David Bucknell

My thanks to Joe, Ruth and Catherine. Also to Niel Winship 'their good friend' who talked to Joe and helped provide material.

Video: (1998) J. G. Lubbock ' Artist and Writer' A Pendle Life Time Production

01282-864058



'Estuary'

'The whistling calls, the woodwinds of the birds of the estuary float through the luminous frosty mists of winter to the studio where I make illustrations to this book. Curlew and wild geese pass over, and along the tidal shallows flocks of waders twist the directions of their fast flight in mysterious unison, in response to some unknown impulse: intricate movements in space perhaps initiated by a hyper-sensitivity to eddies in the air.'

When the sea lavender floods purple over the salt marshes, many birds of the winter will have nested beyond the arctic circle and those of the summer will show different movements and patterns in their flight: the ever restless hovering and diving of the terns fishing in the watercourses, the hawk's flashing arc after his survey pinpointed high in space causes little birds to disappear into reed beds which ripple and

undulate as the resilient reeds bend in the winds.

Through these reed beds the fresh streams which have gathered in springs and meadows insatiable of rain pour their sweet water into the salty tide, not immediately and wholly mingling with it for thus perhaps the migrating fish may find our haven by its smell.

Just as the estuary is the prelude to the ocean passage for bird or sailor, so it forms the postscript. After the anxious crossing into its safety over the crashing waves and the dangerous shifting shallows where its waters meet the sea, the winds of evening may lie down and all clamour of life afloat be hushed. The rise of a fish is loud enough to startle us. The fresh remembrance of the boat's violent motion on the salt scoured sea spaces gives to the embracing estuary its comforting peace. The flood tide bears my craft to its anchorage under the trees whose roots are being undermined by the shifting waterways and whose autumn leaves fall on the blending shingle. Stars, with perhaps that star which was my guide at sea, appear, and their reflections give to the clear water below the dimensions of the clear night sky above. Here is the satiety of the floating meditation before sleep, time and space once more shift their reference lines and the mind may navigate in the infinite.'

Joe Lubbock

BOATS OF THE DEBEN

'Wakey Wakey'

Many of you will have seen Wakey Wakey moving effortlessly through the water, up and down the Deben, to and from its berth at Mel Skeet's. However, you may not be familiar with the remarkable story of how Paul Brown, over a period of twelve years, constructed this magnificent catamaran in his back garden in Kesgrave.



Even if I could not contemplate the reality of building Wakey Wakey, a catamaran 10 metres by 5.4 metres, talking to Paul and Marion I could begin to see the 'theory' of how Paul managed to complete this task, if not the practicality.

Paul had not sailed before 1982 when he was introduced to big boat sailing and at the same time encouraged to take up dinghy sailing to learn core sailing skills. Within two years Paul was an RYA instructor and he continues to teach young people today. During several Easter holidays he sailed with Paul Constantine on 'Starship - around Britain slowly in a Trimaran' Paul Constantine enlisted Paul and others in his evening class, partly with the aim of getting help to complete his own trimaran Moonbeam.

Most of the class quickly fell by the wayside but Paul stuck with it. He had completed two bungalows as spare time hobbies (as you do!) and needed another project - something new, something different. The idea of building his own boat began to form.

Paul had been introduced by Paul Constantine, who was editor of 'Multihull International', to many of the key designers and sailors in the catamaran world – Derek Kellsall, John Shuttleworth, Richard Woods and Chay Blyth. Paul Constantine was writing a book on catamaran design and Paul had access to the latest thinking and ideas in catamaran design

He first constructed a huge shed in the garden which was surplus to his works requirements. The neighbours were co-operative but did wonder, when the shed roof was raised from 8 feet to 12 feet, what was going on.

Gradually, Paul began to piece together his construction using some of the principles Kelsall and others had developed, including the use of flat panels. I am not going to focus on the construction details save to say that Wakey Wakey is a state of the art construction built with a lay up of



'Arex' foam and glass fibre. Paul thought about every aspect of catamaran design and incorporated his own ideas in Wakey Wakey.

Given my amazement at undertaking such a project, let alone completing it, - 4000 screws to hold the foam in place and 4000 to be taken out when the fibre glass lay up was completed - I was intrigued how Paul did it and I asked him how he stayed focused and motivated.

Paul trained as carpenter and joiner but ended up as a Senior Project Manager. His last job was project managing Suffolk New College Ipswich, a 35 million pound build, project managing 300 staff at its height- a useful introduction!

In Paul's words 'I was a construction manager. I enjoy putting things together. When you are building you are putting things together, you lay one brick at a time and you end up with a building. Same with a boat, once you started you knew it was going to get finished provided you did a little bit each week. I knew it was going to be a long plod - not quite as long as that. I knew it was going to be a long plod because the work you do in building a boat is intricate, work making the rudder, the stock and so on. It is the smaller stuff that takes a long while to make and I had helped Paul Constantine to build his and I knew to some extent what to expect.'

Paul worked on Monday night for two hours, Wednesday night for two hours and one day at the weekend for four hours - 8 hours total. 'I always spent 8 hours each week whatever happened. I knew that way it would get finished.' Presumably this also meant that he had some time for 'another life'.

How did he stay motivated? 'My love in life is to go through life looking for different challenges, putting my mind to different constructions. If I am faced with a challenge I like to be able to solve it. Project Management is all about problem solving. Every day you go in and something is wrong, something is not right. You have to see how you can get over the problem. It was the same in building the boat; while I was comfortable with carpentry and joinery I was faced with new challenges, fibre glassing, doing electrical work, working with stainless

steel. I enjoyed talking to people, finding out how they had done it and then working out how I was going to do it.'

I asked Marion how she had felt alongside the process. While she was surprised at the outset at what Paul was taking on, especially as the lawn



disappeared; she got behind the project and embarked on her own journey. She took photographs and wrote about the story of the project. While she had been a secretary at Jacksons, she wanted to develop her creative writing skills, so she has worked through GCSE's, 'A' Levels and is now doing a degree in English at Suffolk University. She has published articles for the EADT and is now writing a book about the project.

Wakey Wakey was completed in the garden and then dismantled for transporting to Mel Skeet's yard where Paul put her back together. She was launched in 1999.

Since then Paul and his family and friends have enjoyed sailing round the East Coast and crossing to Holland

and Belgium. I did not have to ask Paul whether the project was worth it.

And the name? Can you remember the call of 'Wakey Wakey' on the Billy Cotton Band Show? No, it was the idea of 'two wakes'; as she passes look on the bow.

One of the facets Marion has enjoyed about the project is the interest it has generated among friends and family, even if people would come round and sigh 'He'll never finish that boat'. But he did!!

David Bucknell



'Deben Reflections'

In this new series I hope you the readers will contribute a short piece about the Deben that has a particular association for you. You might choose a place on the river or a picture that is special to you or your family or an object or view - something that resonates with your experience of the Deben. I hope you will write 100-200 words about why this place or association is important to you.

The contributions could appear in the magazine and a collation of the pieces could be published in booklet form - perhaps to celebrate 25 years of the RDA in 2015.

Please let me know if you would like to take part or if you would like to talk through an idea you may have please contact me.

To start the series off I have a photograph sent to me by Ron Everson of four of his friends before the outbreak of the Second World War sitting on the beach at Bawdsey. Ron Everson has written about this picture.

David Bucknell

Bawdsey Beach 1937



Ron Everson writes:

'I am racking my memory, which is now very poor indeed!! However, I have little doubt that the scene is Bawdsey beach just to the east of the Bawdsey ferry pier. And my guess is that it is the summer of 1937 as the lad on the right of photo is a fellow I was friendly with during my RAF Technical Apprenticeship at RAF Halton in Buckinghamshire. His name is Bruce Webster and he is a Canadian. He had nowhere to go for the summer term holiday and I invited him to join me and some friends for a week's camping at Waldringfield. At least that is my recollection for his appearance in the photo. I did not keep in touch with Bruce after we passed out of Halton in December 1938. And neither have we been able to trace his whereabouts since the end of WW2. His name is not listed as a casualty by the Commonwealth War Graves Commission and he therefore survived WW2.

As an aside, you may like to know that the RAF Apprenticeship Scheme was the brain child of Lord Trenchard, the father of the RAF. Apprentice training commenced in 1922 and was of three years duration and covered the repair and replacement of airframes and

engines of the aircraft in RAF service at the time of the apprenticeship.

The lad on the left of the photo is Douglas Dunnett, a Woodbridgian, a close friend at that time and in the same form as I at Woodbridge School. On leaving School he joined the Royal Navy via Ganges, the naval school at Shotley. He survived the war but sadly died several years ago and before his time.

Next to Douglas is Kenneth Seagers, another Woodbridgian and close friend. His family had the Building business in Woodbridge and Wickham Market. Ken was a technician in the RAF during WW2 which he survived. He left the RAF on demob.

And next to Ken is a lad I cannot name. You will recall that I thought it was Frank Knights but Frank said it wasn't him. I now have no idea who it might be.

Next to the right is I believe Roy Buller. Roy served in the Army in WW2, I believe in the campaign in Italy. After the war he operated for a time the Woodbridge ferry. At that time he lived aboard his boat in the Woodbridge dock. Roy died a few years ago in his nineties..

How did we get to Bawdsey beach!!!!
As I recollect for the camping

holiday at Waldringfield I borrowed a bell tent from Woodbridge School Scout Troop. and the hack motor boat from Everson's yard. So guess we motored down to Bawdsey beach. We certainly didn't have cars in those days and we didn't cycle!!! I possibly chose the spot as my father, Cyril Everson, used to occasionally take our family there for a Sunday picnic. We would invariably sail to Bawdsey so the tides had to be right for the sail down and the sail back to Woodbridge!!!

We now know that in the manor in the grounds behind the barbed wire Robert Watson Watt and his scientists were developing the early warning radar that was a major factor in The Battle of Britain a few years later.

Now for a snooze
best wishes
Ron

PS Some 1500 ex apprentices did not survive WW2. Many lost their lives when operating over Germany as flight engineers in Lancasters and Halifaxes.

Ron's picture reminded me of a piece from George Arnott's ' Suffolk Estuary'

'Yet, two decades later, in the late summer sunshine of 1939, when I sat on the beach at The Rocks near Ramsholt and watched the yachts hurrying back to their home ports to be laid up, the light of the river faded and the scene became suddenly dead. The glory of the river was still there but the friendships which animated it had gone. Many of my comrades were off to war and I knew that I too, must go, not with a fear of death but with a terrible dread of losing something I held so precious.'

W.G. Arnott

CORRESPONDENCE

The Editor
Deben Magazine

David, hello,

May I, through this copy of the Deben, express our Association's grateful appreciation, to the family of Mike Atkins, for donating Mike's complete set of RDA Newsletters - cum -Magazines.

Mike, sadly passed away in March this year, just two months after the unexpected death of his beloved wife Gill, but gladly, not before receiving the spring issue of The Deben magazine, in which he was able to read your reprint and inclusion, David, of one of his hilariously witty "Committee Meeting Jottings" of the '90s.

David, I hope you will include one or two more of them, from time to time, because I had many a laugh reading them during my recuperation from knee replacement surgery, having collected them from Liz, Gill's sister-in-law, on the sunny Sunday afternoon that I was able to enjoy in Waldringfield, before the day of the op.

They are, indeed, a precious archive for the Association to lodge in safe keeping somewhere where they can be read and referred to in the future.

More on where and when, to follow.

Yours sincerely,

Anne Moore





River Deben Association

AUTUMN MEETING

**Thursday 31 October 2013 7.30 pm.
Woodbridge Community Hall**

Robert Simper will present

**A View of the River Deben in
Roman Times**

Refreshments