

The Deben



44 Spring 2012

**The River Deben Association
Officers and Committee
March 2012**

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(Cover ‘Shed at the Ferry’- Paul Reeve)

EDITORIAL

If you wanted one word to associate with the RDA it is 'character'. The



core purpose of the RDA is to protect the character of the river, and the debate over the pontoon at Waldringfield illustrated how many people cared about the character of the river and its landscape. The associated correspondence provided a model for considering the landscape of the river and all this entails in terms of social history, tradition, public benefit, nature and environment. The letters reflected a passion absent from the measured (and sometimes rather superficial) comment of the professionals. This has been the tradition of the RDA.

I have spent some enjoyable winter evenings reading through the past editions of the RDA newsletters. Today, when every project or proposal, be it Adastral or East Anglia One windfarm, is presented in the sophisticated and beguiling language of PR professionals and planning agents, the RDA has always been associated with characters who have not been afraid to express their views and take a stand; Annie Healey, Rosemary Schlee, Ian Battye, Denzil Cowdry, Ed Stanford to name but a few. They have provided leadership, and whether or not you agreed with their viewpoints, you had something to help you formulate your own views.

As the RDA is represented on different groups, an issue it increasingly faces is how the Committee represents the views of you, the members, and how the RDA can provide a lead in the issues which face the river. How should the RDA define itself in relation to groups such as the Deben Estuary Partnership for

example?

Sometimes it seems as if the number of words associated with a proposal is in inverse proportion to the underpinning analysis of the issues. Consultation with the local community is mandatory, but sometimes you wonder if the basis for the consultation is 'help us achieve what we have already decided'. The RDA has always been an independent group campaigning on behalf of the river and its users. It has a tradition of encouraging debate and exploring issues that affect the river, and this should help in formulating policies that guard against piecemeal and incremental changes and developments. We are inviting comment from you, the members, on the issues that you feel we should be working on as a committee.

After Adastral Park, East Anglia One is the biggest challenge to the Deben since Bentwaters. In this edition Neil Winship has provided a summary of the proposals, while a consideration of the economics of windfarms by Danny Mageean of '*Cornwall Protect*' makes for sombre reading. Recently I came across a piece about the 'Teething Problems' of the Thanet Wind Farm. Andrew Denver, the site manager, said: '*This is one of the first offshore wind farms in the UK and we weren't sure of the effects the offshore wind would have on the turbine.*' Umh !!

Also in this edition of 'The Deben', Peter Wain, formerly RDA rowing correspondent, has contributed an historical account of Kingsfleet. Peter introduced me to the paintings of Paul Reeve, whose painting of John White's shed features on the cover.

Ed Stanford is standing down from the Committee. As a tribute to his contribution and incisive comment over the years, I have reprinted his piece on '*paramotors*', which I hope you will enjoy. The proliferation of moorings on the

Deben is a concern for some of you and Ed has contributed a piece on the issues relating to regulation.

I would like to continue the 'barge' theme in 'The Deben', and Peter Uloth's piece will evoke for some of you memories of the 'clunk click' of a barge weighing its anchor in the early morning mist on the river. Judy Clements reminds us of the strength and character of Dorothy Reilly who some of you will have known. George Collins needs no introduction to many of you and I have included a transcript of my conversation with him about the evolution of his floating office. Jim Wyllie's piece on 'Mariquita' is the story of a houseboat that did not end its days decaying on the river bank.

Just as the RDA has a continuing role to play in 'advocating' for the river, so the river itself keeps flowing back and forth, as it has done for centuries, and will continue to do so long after we are gone. Whatever your views and concerns enjoy the river and enjoy the spring!



CHAIRMAN'S REPORT



Our strap line, *It's a beautiful river. Together we can keep it that way*, has motivated much of what we have done over the past 12 months - particularly the word *Together*. We have continued to co-operate with those who, like us, are working to protect the character of this beautiful river, at the same time resisting measures that threaten to spoil it.

Partnership

Much of the work is through our involvement in the Deben Estuary Partnership, of which the RDA is a founding member. During the next 12 months this is likely to increase markedly.

Simon Read played a key role in a DEP project to control tidal flow through an area of former saltmarsh opposite Sutton Hoo, an initiative that has already led to signs of increased sedimentation and vegetation growth. Simon's earlier work on the Sutton shore tidal attenuation barrier, funded jointly by the RDA and Suffolk Coast & Heaths AONB, is likewise producing accretion and growth on badly degraded saltings.

Dredging

Occasional plough dredging at Woodbridge has often been blamed for increasing sedimentation in the river's lower reaches. As someone who first sailed at Waldringfield 60 years ago, I am keenly aware of the vast expanse of mud that is nowadays exposed at low tide. Like others I would dearly love to see things improve, or at least not deteriorate further. From April this year, such dredging will require a licence from the Marine Management Organisation. The RDA is working with the DEP to ensure that the interests of all water users are taken into account when licences

are issued. The MMO's Guidance Document at present is not very clear, at present, on the consultation process.

Whisstocks

Two RDA Committee members, Adrian Judge and Annie Leech, are active members of the Whisstocks Project team. The project aims to develop this former boatyard as a community-owned site for leisure and tourism uses, with education and training connected to the maritime heritage of Woodbridge, the Deben, the East Coast and beyond. The RDA has fully supported the project from its inception. We have contributed financially to the Tide Mill Trust's restoration work, closely associated with it, and also expect to be part of the bi-annual Maritime Woodbridge event on the former Whisstocks site in September this year.

Planning

Further down river at Waldringfield, the sailing club's proposal for a pontoon between the clubhouse and dinghy park aroused strong opinions. The RDA website enabled us to keep members abreast of developments, and encourage them to make representations, for or against, to Suffolk Coastal DC. In the event, the planning application provoked a large response, with a majority opposed to the project, which was eventually refused.

Another planning matter that continues to arouse passions among river users has been the proposed housing development at Adastral Park, Martlesham Heath. The RDA Committee did not feel able to come out either For or Against on behalf of our members. Every effort was made to keep them up-to-date with SCDC's proposals, and in particular to raise concerns about the seemingly toothless mitigation measures required of the developer to protect the river and its valley from the inevitable increase in vehicular traffic, pedestrians, and dogs, and in the demand for parking, mooring and launching facilities.

Waldringfield Boatyard

The RDA Committee has taken a close interest in a plan for Waldringfield Boatyard Ltd to be bought through a Community Interest Company, to be developed for the benefit of the river and village communities. The RDA has encouraged this project, in which Neil Winship has taken a leading role, and has committed to buy shares should the purchase be agreed.

River Entrance

The rock armour south-east of Felixstowe Ferry continues to subside into the channel, with the Environment Agency and other bodies admitting that they really do not have the answer to the unremitting erosion at that point. In fact, at a meeting convened by the EA in late 2011 to pool information on the problem, the only real point of agreement was that the mouth of the Deben is unique! The RDA will continue to resist any proposal for realigning river walls upstream, in the knowledge that the resulting increase in the volume of water entering and leaving the river would severely exacerbate the problem.

Windfarm Cabling

On the other side of the river, we continue to monitor discussions over who is responsible for providing a landing stage at Bawdsey for the foot ferry, shortly due to re-commence its invaluable and popular service. Our focus is also on Bawdsey because of the proposed East Anglia ONE Offshore Windfarm. Due to limited capacity at Sizewell, the plan is to bring power ashore somewhere between Bawdsey Manor and East Lane. The cabling, which we are assured will be underground, is due to cross the river at Green Point and then follow a cross-country route north of Ipswich to connect with the national grid at Bramford. Incidentally, with wind turbines increasingly dominating the horizon, it's good to know that East Anglia ONE will be over 40km offshore.

River Walls

Significant remedial work has been done on degraded river walls at Martlesham, Ramsholt and Pettistree, reflecting increasing co-operation between local councils, landowners and the Environment Agency. The RDA, through its representation on the Deben Estuary Partnership, has supported this work, always mindful of the impact of any particular initiative on river users, flora and fauna. Nowadays the RDA is always informed by the EA when engineering work or scrub clearance is planned. This allows us to notify our members via the website, as well as seek assurance that the agency has considered the implications for wildlife and access.

Access

Anne Moore and Adrian Judge are part of the DEP's Access Group, which has been working hard to improve footpath access between Wilford Bridge and Sutton, Woodbridge and Wilford Bridge, and Martlesham Creek and Waldringfield.

Deben Estuary Plan

The DEP's Deben Estuary Plan will replace the EA's Deben Estuary Strategy, which focussed almost solely on flood prevention and has now been shelved. The Plan, due for publication later this year, will inform policy-making by statutory and other bodies in relation to the Deben, ashore and afloat, for years to come. The DEP regards the RDA as the organisation best able to represent the views and concerns of river users, and expects us to engage with the extensive consultation process. To make the most of this opportunity, we are taking a two-pronged approach. We are undertaking a survey to enable our members to say what they most value about the river, and to identify the issues that most concern river-based organisations. Alongside the survey, we shall be proactive in recruiting more organisations into membership of the only association able to represent their

concerns in high places. To this end, I am keen that we build on the success of the RDA Forum, held each autumn.

Conclusion

Particularly noteworthy aspects of the association's work this past year have been our magazine, *The Deben*, with David Bucknell providing us with some really interesting and thought-provoking reading, and the website, in Annie Leech's capable hands. The website has not only showcased the RDA generally, but has enabled members to keep up-to-date with river-related news. If you haven't yet looked at Deben Guidelines on the website, you've missed an amazing source of information! We also had a most informative talk by Gerald Jenkins at our Autumn Open Meeting. Gerald spoke on *The Mystery of the Tides*, a subject about which we thought we knew much but discovered there was much more to learn!

I want to thank all our Committee members and officers for their hard work over the past 12 months. Sadly, we shall be losing two who have been key to the association's development in recent years. Chris Brown has served 11 years, the last 10 of them as Treasurer, while Ed Stanford has served for 7 years, 5 of them as Chairman. We owe both an immense debt of gratitude, and wish them well as they enjoy a somewhat slower pace of life.

We are pleased that Peter Thubron has agreed to stand as Treasurer at the AGM, but we still need a Membership Secretary.

I wish you all an excellent season, ashore or afloat. Remember, it's a beautiful river.

Leigh Belcham
Chairman

NEWS FROM THE HARDS

WOODBIDGE

GRANARY BOATYARD

Mel Skeet says he has had a busy winter with plenty of work and the dredging is going well. JK who used to work at Whisstocks has brought 'Mist', a double ended 23', Albert Strange yawl, from the north of England, and is restoring her 'plank by plank'. 'Dreamworld' a motor launch which has been on the stocks undergoing a major refit by its owner for the last six years, has been launched, and the plan is to go to the Med in August. DB.



Mist

NEWS FROM ROBERTSON'S BOATYARD

Mike Illingworth, in charge at Robertson's, reported that apart from fighting the effect of the cold, which caused the glue to dry slowly, they had made an early launching of 'Nancy Blackett'. She is off to do some filming in the Medway.

A Virtue, called 'Dolly' has been in for a second refit at the yard. The first was done there in 1989. She has had few owners and the people in the boatyard team were able to examine the previous work and saw that it had stood up well over the twenty or so years since.

Intrigued to see a bolted, metal boat up on stocks there, I learnt that it is a high quality aluminium 20ft runabout, in for repainting.

Ollie Hicks has a rowing boat there at the yard, sitting outside poised to go: but Ollie will be off to America and Russia first to raise funds. He must, however, get the boat down to Tasmania by October.

The lovely rounded hull, to me almost 'huggable' up there on her stocks high above me, of a Hillyard, was immediately recognisable. This, I saw, was 'Margery', whom I had met there some eighteen months ago. She is being slowly and lovingly restored by her owners who tell me that she was one of the first yachts built by Hillyard, who had previously specialised in building only fishing boats.

NEWS FROM LARKMAN'S YARD

Larkman's report an uneventful winter with the usual turn round of boats, which they have already started launching.

Anne Moore.

WHISSTOCKS (SEE WHISSTOCKS PROJECT)

WOODBIDGE BOATYARD (PREVIOUSLY EVERSON'S)

Geoff Sinton says that having got planning permission the project is coming on well. It is a major project and there are many 'consents' and structural issues to deal with. He is making a good progress and hopes to start building in late Summer. As Geoff says it is a case of 'whether the shed collapses before he does'. Tim Everson is restoring one of the original Cherubs made at Everson's - so the tradition continues.

WALDRINGFIELD See 'Notes from Waldringfield Hard' and inside back cover.

FELIXSTOWE FERRY

Deben Trojen has been launched complete with new 'accommodation wing' and the yard are just completing a new 18' motor launch for the Orford Trust. James White has launched his 23' fishing boat the 'Audrey - M' and says that 'fishing is as

good as it has ever been.' Nigel and David Gibson launched 'Sea Searcher' last summer and we wait to see what the future of 'Spey Mist' will be. The future of 'The Victoria' is undecided.

BAWDSEY QUAY

Discussions are continuing with a view to funding the repairs and routine maintenance of the jetty. Hopefully a way forward will be found so that the Ferry will operate in the Summer. *The picture shows the end of the jetty at a low tide. Local knowledge suggests that if the lower step is showing you won't get out over the bar,*



certainly if you draw over a metre. DB.

THE WHISSTOCKS PROJECT

The Riverside Trust, set up with the full approval and support of WAMRAG, has been trying to purchase the Whisstocks site for more than 3 years; they want to remove the blight on the river frontage and ensure that future development would be based on community/traditional use. The situation is complicated by the fact that both the Whisstock's and Nunns Mill sites are owned by the same person and have been linked for planning purposes.

By mid-summer 2011 we were led to believe that the owner of the site was ready to seriously discuss the sale so a public meeting was set up for 30th June. Nothing could have been further from the truth – months went by with negligible progress - it

transpired that the owner was not in a position to agree anything. Just before Christmas we learnt that the bank had taken over responsibility for the sites. They are now conducting a feasibility/viability study which is likely to take a further 3 to 4 months! We meanwhile are continuing to develop our own vision for the site – our vision is similar to Suffolk Coastal D.C's in that we want to retain boat building/repair/maintenance of wooden vessels, provide training opportunities for youngsters, probably a café, and community facilities such as a public slip, meeting rooms, exhibition space etc.

The Riverside Trust has now formed a community working group specifically and exclusively to deal with all matters 'Whisstock'. In the autumn we decided to organise a petition to establish the extent of the support for renovating the site and providing community facilities. The petition said: "*I support the Save Whisstocks for Woodbridge Campaign. We petition SCDC to directly seek, or facilitate, purchase of the derelict Whisstocks site for the community, with development appropriate for maritime activity, training and public access.*" We took a stand at both the Woodbridge Christmas Fair on 3rd December and at the Christmas Market a week latter to promote our petition. We are very pleased that by mid February 1568 people have added their names. If you haven't already signed it, you can do so on line at our new website www.whisstocksproject.co.uk

The website provides information on the background to the project, our vision and progress towards it - you can leave your comments and suggestions (constructive ones please!) You can also make a donation to our campaign fund via the website. We need funds to ensure that dealings with the developer and SCDC can be professionally supported, and to support campaigning to raise awareness and encourage community involvement in the project.

Adrian Judge

NOTES FROM WALDRINGFIELD HARD.

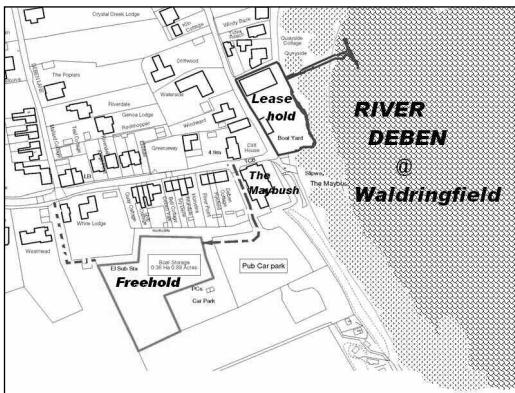
Will future generations still find a working boatyard at Waldringfield? Prize-winning Dragons, Dragonflies and Kestrels used to be built here by Ernie & Harry Nunn. Although it is inconceivable that wooden hulls will return 'vice' fibreglass, nonetheless the yard is very well equipped for a yacht repair and painting business.

Waldringfield Sailing Club has produced numerous top class dinghy sailors on this stretch of the river Deben; perhaps some who began here may represent us in the Olympics. Some of those and plenty of others will morph in to '*yachties*' and derive immeasurable joie-de-vivre on and from the Deben as we mature folk do today. A boatyard at Waldringfield is obviously a key factor in this for many such sailors; and it could be of even greater service if it were to offer fresh water, fuel and kindred pontoon services at the only all-tide bunkering on the River Deben.

Should we, the present generation of sailors and residents invest now in order to conserve a sustainable, working boatyard in perpetuity? Well the major tangible asset is clearly the freehold of the boat storage compound behind the Maybush. The estate agents, Strutt and Parker's particulars state '*The value of the boat storage land is underpinned by the potential for the redevelopment or reuse of this land subject to planning.*'

Might such 'development' be a car park, a block of near-waterside apartments, a few 'executive' or even one chief-executive residence? While that 0.9 acres is currently outside the 'village envelope,' we cannot be entirely certain that, under the housing pressures associated with the Haven Gateway, as a strategic growth area, and the Cambridge to Adastral Park High-Tech Corridor, that it will not get planning permission in future.

Maybe the AONB status will help but it is the restrictions on access that may be most significant. The '*particulars*' map shows the footpath opposite Deben Lane as one access route to the compound but would the three freeholders agree to felling trees and it becoming a driveway for vehicles towing boats? Meanwhile access to the compound across the Maybush car park and actual use of the compound itself is subject to restrictive covenants. These transferred to Pubmaster Ltd in May 1996 and although they and the 'ransom strip' could doubtless be 'lifted', that would probably cost a third to a half of the 'uplift' in value from redevelopment. A key question is whether a boatyard on the Quay could be financially viable without that boat storage compound. I was told that the present owners' predecessor purchased the compound for this very reason.



It is also notable that the particulars state '*Moorings on the River Deben have some of the highest charge rates on the east coast*' - but that is untrue. Charges are in reality licensed by the Crown Estate and allocated annually, in this case by the Waldringfield Fairway Committee. A financially viable boatyard at Waldringfield has been and will be highly dependent on the 54 moorings it has enjoyed for many years so that it can offer yacht owners an competitive package; a swinging mooring,

craneage, scrubbing and over winter storage. Storage prices tend to be set competitively on the Deben as on the other five Suffolk Rivers. It is hard to see how boatyard services at Waldringfield such as use of the quay, pontoon and craneage etc. could continue at competitive prices unless able to offer over-winter storage in the storage compound as well as on the Quay to complement its allotted moorings.



Reportedly it has also been mooted that Waldringfield Boatyard Ltd will be very attractive for launching and recovery of water-ski and jet-ski craft. Assuming that dredging or sluicing right beside the Quay could restore an 'at-most-tides' launching ramp, one wonders if the 4 knots from Waldringfield to the permitted water ski area at a maximum of 8 knots May to September, the narrow Cliff Road at 20 MPH with speed bumps and limited parking for vehicle and trailer, were considered!

So sipping a beer at the Maybush, I envisaged our wider community of local and regional sailors, mooring holders, residents and beach hut owners plus aquatic and pedestrian visitors investing in a Waldringfield Boatyard Community Interest Company. It would be run like any proper company with its elected board employing a manager to run a financially sustainable boatyard. But in distinct contrast to a more profit-oriented company,

the cap on dividends and directors' fees plus the 'asset lock' should better enable it to conserve a working boatyard at Waldringfield for future generations. If you are interested or simply wish to comment, do please get in touch with me at Sandcliff, School Road, Waldringfield, IP12 4QR 01473736423 or e-mail neil@alpheco.co.uk

Neil Winship

WINDPOWER UNDER THE DEBEN

The Crown has authorised Scottish Power to build a 7,200 Megawatt wind farm in North Sea Zone 5, whose nearest point is 9 nautical miles (NM) due east of Dunwich. East Anglia Offshore Wind (EAOW) as this first array is called, will be further out; 38 NM to the ENE from Woodbridge Haven.

That renewable energy, which is needed to meet the UK's exemplary Climate Change and Energy Acts, has to be transmitted to Bramford, just WNW of Ipswich where it will be fed in to our National Grid. Clearly everyone who loves the Deben AONB will be pleased to know it is planned NOT to use pylons; underground as well as undersea cabling is promised.

The Onshore Cable Route

The electricity must pass along undersea cables until it comes ashore, which is currently planned to be between the old missile base at Bawdsey and just south of East Lane. For those with Internet, Scottish Power Renewables' website <http://www.eastangliawind.com/preliminary-environmental-information.aspx> gives an onshore overview map and 13 detailed (scale 1:10,000) maps showing the preferred onshore cable corridor. In outline the intention is to route the cables under the Ramsholt Marshes to Green

Point and then pass them under the Deben to 'land' downriver of Falkenham Creek. From there the underground cabling is to head W, NW & NNW leaving Hemley and Waldringfield to starboard and Newbourne, Martlesham Church and Woodbridge sewage works to port. After passing under Martlesham Creek and the railway, the preferred route runs WNW under the A12 and then between Little and Great Bealings. It leaves Playford, Tuddenham and Westerfield to port, Claydon and Little Blakenham to starboard thence SSW to the Bramford National Grid transformer station. All the documents are in the usual libraries and the consultation lasts until 30 March 2012.

Cable laying operation.

A June 2011 Environmental Impact Assessment Scoping Report of 210 pages explained that there will be four insulated, high-voltage, direct-current (HVDC) cables, each typically 112 mm in diameter. They will be buried 5 metres deep in a trench that will usually be 'open cut' during the construction phase. This will possibly require a temporary swathe of land up to 84 m wide although that swathe will be as narrow as possible when crossing hedges etc. The trench will meander wherever possible to avoid old woodland, big trees, buildings and other underground items like sewers. Wherever the cable route must cross a river, road, railway etc. horizontal direct drilling (HDD) will be used to make hole at least 1m below the hard ground under the river bed, road foundations etc. That pilot hole will then be enlarged and a casing pipe inserted, through which the cables will be pulled.

Since the size of the drums to bring cables from factory to site must be restricted for our roads and bridges, lengths of cable must be joined together. This will be done in temporary jointing houses, over pits 10m x 15 m and about 5 m deep. Each jointing takes about one day and then the housing will be removed leaving a surface level pad

with a manhole for later inspections. I could not find typical cable lengths but the report says that, where possible, the joints will be close to field edges and roads etc.

Looking ahead, the Preliminary Environmental Information Report (PEIR) also states that '*the export cables for East Anglia One will be installed, whilst installing infrastructure to ease the future cabling activities (e.g. pre-installed ducts).*' I read that to mean that if or when further offshore wind arrays are built, there should be no need to repeat the open trenching work and jointing pit provision. The PEIR also details the studies of flora and fauna and 'making good' (as builders call it) after the construction phase.

The TechI Stuff

I have based this brief for technophiles on the ScottishPower Renewables' Environment Impact Assessment of June 2011, a recent Institute of Engineering and Technology study and my passing understanding of electricity.

Electricity types.

EAOW will collect the alternating current (AC) electricity from each turbine into a hub where it will be converted in to High Voltage Direct Current (HVDC) for the undersea/ground/river cabling to Bramford, where it must be converted in to High Voltage Alternating Current (HVAC). This is because the National Grid, with all its pylons, transformers and distribution networks to our home and workplaces, is based on AC.

The Grid.

Before WW2, when much of the National Grid was built, it had to be based on AC as that could be economically transformed from the high voltages that are efficient (i.e. low losses as heat) for long distances, down to medium voltages for more local distribution and then reliably transformed further down to the relatively safe 240 mains-voltage fed to our homes. Radios

and TVs also included transformers to get their required voltages and even mobile phone chargers contained transformers until recently.

Transmission factors.

High voltage AC back then had in most cases to be transmitted by wires suspended from pylons, with the wires well separated to minimise energy losses due to the electro-magnetic effects. In those days we did not have the cost-effective insulation (usually plastic) that we have today. So we all know Sir Reginald Blomfield's 1927 steel lattice design for medium sized pylons and their even taller progeny that came with the 400,000 volt AC super-grid in the decades 1950-70. Happily a 2010 competition has led to a relatively elegant, slender new pylon design that the National Grid intends to adopt in future vice those steel lattices. It would however be horrendously expensive to replace the existing AC network and so the twin Blomfield-style pylon lines from Sizewell to Bramford and onward to Twinstead near Sudbury et seq seem likely to remain.

New Technology.

As most of us know, mobile phone chargers etc. are now very much lighter and more efficient than the old transformers due to 'solid state' devices. Similarly, voltage levels and also AC to DC conversion and vice-versa is now relatively efficient at the vastly higher power levels used by the National Grid. It would be very inefficient to transmit AC electricity for long distances undersea, mainly due to inevitable losses in the conductivity of salt water, but thanks to solid-state devices developed since 1975, AC/DC and voltage conversion is now relatively efficient and so the HVDC from EAOW can be cabled under sea, the Deben and underground all the way to Bramford, where it will be turned in to AC at the 400,000 volts required by National Grid.

Lifetime Costs.

The Institute of Engineering and Technology has recently published an independent study on electricity transmission costs over the expected lifetime of the different forms of connection. The figures in that study indicate that for an onshore, 38 Km Bawdsey to Bramford, connection transmitting the 7,200 MW:

- An overhead HVAC line would cost about £100M.
- A buried HVAC line could cost about £750M and
- A buried HVDC link might cost some £1000M (i.e. 10 times more).

Please treat those figures as indicative, since actual costs will clearly depend on the exact route and also, it was not entirely clear to me from the IET study if HVDC converter and other connection costs would be additional to the under-grounding costs.

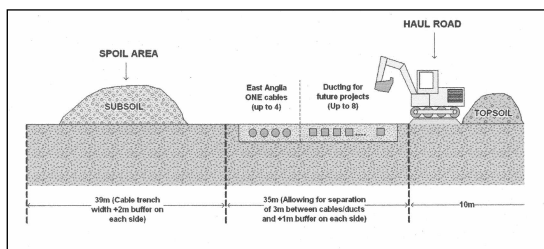
Since those costs will inevitably fall on all of us as electricity consumers, we must accept that excluding pylons from our enchanting Deben AONB will inevitably affect all electricity consumers. We should, however, balance the wind and transmission costs against the fact that electricity from coal, oil and gas fired power stations generally involves burning 2.8 units of primary energy in order to deliver one unit to the consumer. The other 1.8 units are usually lost as heat that is inevitable with combustion. Evidently, our rather profligate use of energy per capita in the industrialised economies is at least partly responsible for climate change and as Sir Nicholas Stern concluded, the longer we take to mitigate that, the more expensive it will be to alleviate the consequences.

Neil Winship

Editor's Note: Volume One of the Preliminary Environmental Information Report Sections 4.2 - 4.3 explains some of the construction implications in more detail.

The landfall of the proposed route is somewhere between The Martello at East Lane and Bawdsey Manor planned for 2015. 12 jointing pits will be required where the cables come ashore and this could mean an area of 120m x 180m The old MOD missile site would seem to be the least detrimental option.

The construction corridor for 12 ducts could be a 35m wide excavated area plus 39m for soil and up to 10m for an access road. While the cables will be buried, the construction compounds, including the construction compounds for horizontal drilling, and access for plant and machinery will be major considerations for local communities. More details will be available in June – July.



THE PROBLEMS OF WIND

It is beyond doubt that the human race is destroying the finite resources of this small planet at an alarming rate. It is also true that wind turbines produce electricity. The problem arises when an unjustified leap is made, and one is seen as the answer to the other.

Conventional fossil-fuelled power stations are one source of carbon dioxide emissions. So in attempting to preserve the planet it is sensible to find alternative energy sources that can replace fossil-fuelled power stations. This quickly brings us to the heart of the issue. It is not sufficient just to make electricity. These energy sources must replace the role played by power stations in the National Grid.

The National Grid has a statutory duty to provide electricity at a set frequency, 24/7/365. They work to variation levels of + or - 0.1%. The National Grid predicts the demand for electricity over every thirty minute period of every day, and ensures the Grid is energised sufficiently to meet that demand. They do an amazing job constantly balancing supply and demand. Too little energy, the lights go out, too much, our appliances explode. The National Grid factors in events like a wedding in Coronation Street, or half time in the Cup Final, when the kettles are filled, and the sewage pumps switched on. This prediction routine is made possible because demand follows set patterns and current power stations are constant sources of energy, and their output is certain.

This basic function of the National Grid highlights the main deficiency of wind power as an energy source that makes it incapable of replacing power stations. Its intermittency. The wind doesn't blow all the time, wind speeds can quickly change, and predicting the wind, like the weather, is an inexact

science. The National Grid use wind forecasts but these only have any accuracy over a short period, less than 4 hours. So there is limited time to plan for electricity produced by wind farms entering the National Grid, and very real uncertainty about how long that generation will last. Sudden loss of generation unbalances the National Grid, and you get a power cut. The National Grid has always had something called '*spinning reserve*' available on the system to cover any sudden loss of power. This could be a problem at a power station, or now it could be wind generation disappearing more quickly than predicted.

The National Grid has a particular reserve for wind power called Short Term Operating Reserve Requirement (STORR). So when wind farms are producing electricity it isn't

the case that power stations shut down, remembering that as thermal units, power stations take days rather than hours to close down and start up again. Power station output is slightly pulled back and STORR, normally gas turbines, is operated as back up to cover the loss of wind. The electricity generator E.ON admitted at a Public Expenditure Select Committee looking at energy prices last year that for every 1MW of wind farm electricity penetrating the Grid, there was at least 0.9MW of STORR in operation. In a consultation paper *'Operating the National Grid in 2020'* it is stated that STORR costs for 2012 would be £18 million, rising to £399 million in 2020. Interestingly, part of the STORR is a fleet of jet engine open cycle gas turbines, like Concorde engines, that can be fired up very quickly, but produce high levels of greenhouse gas emissions. A number of gas-powered stations are planned to provide increased back up as wind farms grow.

So the picture that emerges is, that far from the one for one displacement of fossil-fuel electricity by wind power, that the wind industry, and wind farm developers claim, the potential savings are extremely small. You see claims that wind power *'will power 800 homes'* when in reality if people relied on wind they would often be in the dark. Wind farms appear more of a nuisance to the National Grid than the solution to the emissions problem.

This becomes even clearer when the size and nature of our demand for electricity is placed alongside what wind farms produce. Peak demand is normally about 55,000MW, and consumption charts show two daily peaks. Currently there are 4,219MW of wind power installed in the UK. Wind turbines have what is called a Load Factor, an efficiency rating against optimum performance. This is accepted as being on average 27%, though recent wind data suggests this may reduce. Even with a massive increase in the number of

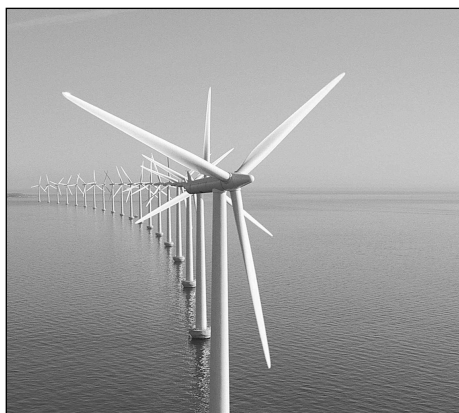
turbines the unpredictability and inefficiency of wind power, combined with our demand for instant electricity means some form of firm generation will always be necessary to provide the base load. The base load keeps the National Grid energised and balanced. There are also times, for example, the lengthy calm cold spells of winter when there is no wind power, and increasing the number of turbines would just mean having more turbines idle. Again at those times we need sufficient firm generation, power stations, to meet peak demand. Wind power's contribution to the Grid varies from very little to about 4% of demand on a windy day. On a very windy day they have to turn turbines off for safety reasons. When you consider all this, and the back-up generation needed, one is moved to ask *'Is it worth it?'*

Having asked *'is it worth it?'* the costs of wind power are also high. Electricity generating companies have to buy a fixed percentage of renewable energy. Renewable energy producers are allowed to charge a premium rate for their product, a financial incentive designed to stimulate growth in the wind power industry. All these costs are covered through our electricity bills - a hidden subsidy. As an example, a Vesta 75m 880kW Wind Turbine would make £480,000 a year income from Feed in Tariffs to be split between the power generator and the landowner. No wonder there is a *'wind rush'* in rural areas.

Other costs also appear in our electricity bills. When wind power predictions are wrong, and the turbines keep turning, power stations that were contracted at the half-hourly auction held with suppliers by the National Grid, to come on stream and replace wind, will be stood down but still paid. At times of peak wind power, often at night when the National Grid is meeting minimum demand, the Power Stations can't be pulled back below a certain level, so wind farms are disconnected but still

paid for producing. A strange system!

Obviously the capital costs of wind turbines need to be covered, but over the lifetime of a turbine, 25 years, there is massive profit. There are nine wind farms in my home area, Cornwall, and over 400 applications in the planning process for single turbines, all chasing the feed in tariffs - all paid for by us. Given the minimal impact on power station emissions, I would say it is not money well spent.



Conclusion

Wind power as an energy source cannot replace fossil-fuel power stations. It displaces a small amount of fossil-fuel generation. Keeping the National Grid energised needs firm generation and we will always need sufficient firm generation to meet peak demand for when the wind doesn't blow. Nuclear is an option, not without its problems, or there may be some breakthrough in other technologies. But essentially at present we are paying for two systems at a huge and growing cost to everyone, with no real impact on emissions. Why are we doing it? Purely to be seen to be meeting international targets. Given an efficiency rating of 27%, the Government still submits the optimum performance figures for all installed turbines, which doesn't seem honest. It would be better if the National Grid was left to focus on investing money to clean itself

up as much as possible, and we all focussed on using less electricity. We could probably save far more than these wind farms actually produce. Little is talked of regarding other forms of pollution. No one is seriously questioning the journeys that we, and most of our purchases and products, make around the world in cars, lorries, planes and ships.

It is ironic that as we unpick the legacy of the industrial revolution, our solution is to plant industrial moving wind turbines 125m tall in what little rural, tranquil and wild countryside we have left. Or we place them out at sea without any assessment of the potential damage to delicate marine eco-systems. All this is dangerous because it suggests wind is a solution to our problems and people are allowed to continue to ignore the fact that the only real answer is to use less, and travel less. In trying to save the planet we should be saving what is best about it.

Reduce, Reuse and Recycle

Danny Mageean Chair 'Cornwall Protect'
www.cornwallprotect.org

ED AND THE PARAMOTOR

'Following up on my *quiet enjoyment* point earlier, many of you may have heard the racket made by the paramotors early in June. For those to whom the word is a mystery, a paramotor is a modern rectangular parachute with a small motor beneath it. They are launched from the ground and are similar to micro lights. The problem with these machines is that they are both noisy and slow moving so that the noise footprint is very large.

The problems arose when the British Paramotor Championships (yes really) took place with launches from Sutton Hoo. Most of the machines flew away quite quickly but a number remained over the Deben for some hours occasioning some

adverse comment from one or two members.

I wrote to Suffolk Coastal about it but they advised that they have powers only over noise from premises. They suggested I write to the British Microlight Association and/or the Civil Aviation Authority. After an exchange of correspondence with Lt Col Finnigan of the Microlight Association, in which I protested about the noise intrusion on a Sunday morning, I was told that *'foot launched aircraft such as paramotors and powered hang gliders are not currently subject to formal airworthiness standards as they are not regulated by the CAA'* In other words they can make as much noise as they like and very little can be done about it.

So I wrote to the CAA. Their reply confirmed what Lt Col Finnigan had said but added a classic piece of bureaucratic nonsense to wit: *'The Department of the Transport, which is responsible for aviation policy states, that environmental problems such as noise nuisance are best tackled at a local level.'* Since the SCDC is powerless in this regard, it looks like the only recourse to we have is to direct action - *has anybody got a surface to air missile!!!'*

Ed Stanford, RDA Newsletter Autumn 2006



KINGSFLEET

Sailing into the Deben and past The Ferry the river is between four and five hundred metres wide at High Water. After about a kilometre and where the river begins to narrow there is on the port side an inlet and behind the sea wall, a piece of water that stretches inland for over two kilometres. This water is called Kings Fleet. Tradition has it that the name connects this stretch of water to Edward III who used the river as an assembly point for his boats during his expeditions to Flanders between 1338 and 1340. There may be some truth in this connection but this is only part of the story.

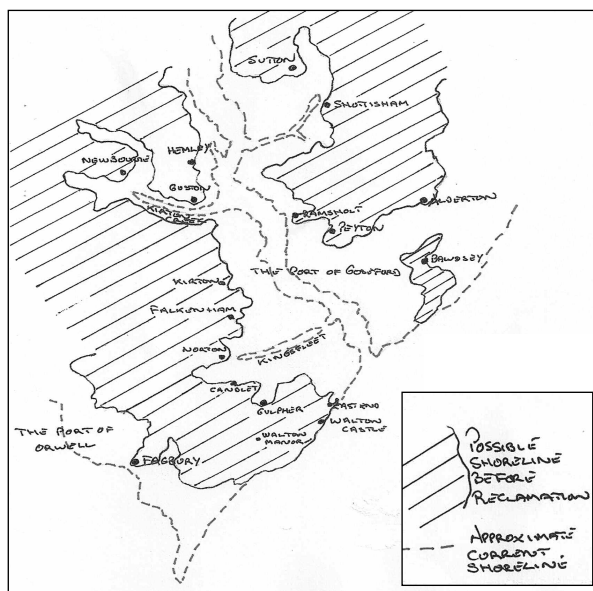
Kings Fleet is all that is left of the port of Goseford. It was one of the most important ports on the East Coast in medieval times. Although Kings issued writs *'to the bailiffs of Goseford'* there was no town of Goseford. Instead, it was an area of water stretching up to Hemley in the north, to the west to Gulpher and Trimley and to the east to Alderton and Peyton near Ramsholt. Kingsfleet was part of that port as a major anchorage, sheltered behind the high ground upon which Felixstowe now stands.

The name Goseford means "goose ford" and dates from Anglo Saxon times. The importance of the area was recognised by the Romans who built a fort to guard the entrance to not only the River Deben but also the River Orwell.

From the eleventh century the Bigod family had a manor in what was then called Walton. The manor was important because it was situated on high ground and equidistant between the Ports of Orwell and Goseford. In 1306 on the death of Roger Bigod, the fifth Earl of Norfolk and Suffolk, the manor reverted to the Crown and for a period of time became a royal manor. Queen Isabella, the estranged wife of Edward II, stayed there in September

1326 after travelling from Flanders, with her lover Roger Mortimer, Earl of March, and landing with an army to depose her husband. In July 1338 it was a royal palace when Edward III and his Court resided in the manor. All that is left of the manor today are a few fragments in the corner of the sports ground between Dellwood Avenue and Colneis Road in what is now Felixstowe.

The full extent of the Port of Goseford can be established by following the five metre contour on an Ordnance Survey map. The view from the high ground of the public car park above Ramsholt Dock gives a clear impression of its vast size. Around the edge were small towns, settlements and quays many of which have disappeared.



Estend was near the present Felixstowe Ferry Golf clubhouse (once East End Farm). Burgate was a landing place for Walton Castle. At Gulpher there remains only the duck pond, four or five houses and farm buildings. Candlet is now only remembered by the pathway from Gulpher Road to Walton that carries its name.

Norton may well have been located at the current head of the Kingsfleet not far from Deben Lodge Farm. In the thirteenth century Guston was a thriving place on Kirton Creek and was a customs port but it has now completely disappeared. Even the name is not recorded on modern maps. Across the river, Ramsholt and Peyton were busy communities. Ramsholt has survived but Peyton is marked now only by Peyton Hall.

Bawdsey was not part of the Port of Goseford. It is unclear why this is the case, possibly because at one time it was separate and on an island. That it was regarded as a separate place, certainly in the reigns of Edward I Edward II and Edward III, is shown because the king issued writs specifically to the bailiffs of both Goseford and Bawdsey.

And what of the King's Fleet? In 1337 Edward III claimed the throne of France and thus began the so called Hundred Years War. The East Coast ports became important gathering places for ships bound for the continent but they were also important for anchorages for ships protecting the coast.

1338,1340,1341,1346 and 1385 were all years when armadas of ships gathered at the Ports of Orwell and Goseford ready to transport, soldiers and supplies to Flanders.

Although W G Arnott in *The Place Names of the Deben Valley Parishes* (Norman Adlard 1946) traces the derivation of the name Kingsfleet to the Walton Court Rolls as Canneyesode flete in 1508 and Canneyshere fleete in 1554 (Canney probably deriving from the Walton family of Caney and flete from the Old English fleet, meaning a creek or inlet). Perhaps the visit

to Walton Manor of Edward III and his court in July 1338, supervising the fleet anchored in the Ports of Orwell and Goseford, may have been the occasion from which the name Kings Fleet derives.

The importance of the Port of Goseford is shown because Edward III granted it a royal monopoly to supply the soldiers in the garrison at Calais and the Marches *'with flour, ale, cheese and other victuals'*. This was not without its problems and in 1377 'The Victuallers and Inhabitants of Bawdsey' had to Petition the King and Council because they were not being paid. It appears that victuals were sold directly to the soldiers of the garrison and the soldiers owed 300 marks (a mark was worth 67p [or for older members, 13s 4d]). This was a huge sum of money in an age when four gallons of ale would cost 1d. The Governor of Calais was not entitled to force the soldiers to pay without special order and so the people of Bawdsey asked the King to order that if goods were taken by soldiers without payment then a record should be kept by the Governor who would be entitled to take the amount owing from the next payment of wages and paid to the suppliers in Bawdsey. The people of Bawdsey thus provide a very early example of what was to be later known as *'the attachment of earnings order'*.

Goseford's royal monopoly continued until 1415 when the captain of Calais, the Earl of Warwick, complained to the King, Henry V, that insufficient ale was being supplied from the Port. The King therefore granted the towns of Sandwich, Dover, Deal and Faversham with the right to *'serve the said town and marches with ale and victuals for one year to supply the defects of the town of Gosseford'*.

The main activity of the boats from Goseford was fishing and coastal trade but international trade was not unknown. In 1263 Benedict de

Rocmadur and Peter Osbern brought 120 tuns of wine to England in *'la Poses of Goseford'*. In 1312 the *'la Gerlund of Goseford'* was at La Rochelle under its master John le Clerk. In 1331 *'la Mariote de Goseford'* brought wine and corn from Bordeaux. In 1364 Thomas de Eccleshall was licenced to take 200 barrels of ale from Goseford to Flanders and in 1365 Thomas Saleman was granted a licence to take 100 barrels of ale to Flanders. Goseford (and the Port of Orwell) were also known particularly for their imports of French and German wine.

Not all the people of Goseford were traders. In 1322 a German merchant, Heloune Grove, was taking goods from Hamburg to Yarmouth. His boat *'la Welfayre'* put into Goseford *'driven by stress of weather'*. He complained to the King that John Essoul of Bawdsey, Ranulf his son and twenty one named others stole his goods and assaulted his crew. In 1403 John Covent complained to the King and Council that his boat was fishing for herring off Great Yarmouth when two boats, one from Bawdsey, skippered by a man called Fyn seized his boat and sold all his herring at Kirkley Road.

In 1343 boats from Bawdsey were ordered to sail with the King to Brittany. They did so but then left the port of Brest without the King's permission. The King ordered that



the bailiffs of Bawdsey arrest the ships, ‘*la Burmayde, la Eleyne, la Katerine, la Magarete, la Godyer, la Geffrey, la Isabelle, la Barthelmeu, la Savage and la Scot*’ and their masters. Their masters included Hugh Baldry, John More, William Rede and William Wallere - names not unknown on the river today.

In his book ‘*Suffolk Estuary*’ (Norman Adlard & Co Ltd 1950), W G Arnott suggests that the increase in the size of shipping, the need for deep water ports, changes in the banks at the mouth of the river, the reclamation of land and the growth of Woodbridge as a ship building and agricultural trading centre, meant a reversal of fortunes for Goseford. The building of larger ships meant that the deep water ports of Orwell and Harwich, as well as easier navigation to Ipswich, provided competition that Goseford could not compete with. Certainly, by the end of the fifteenth century little is heard of this ancient port and Kings no longer issued writs ‘*to the bailiffs of Goseford*’.

Sailing the lower reaches of the river today it is difficult to imagine the vast expanse of water, the activity one would have seen seven hundred years ago or to see boats with names such as ‘*la Gerlund, la Katerine or la Isabelle*’.

Sources:

Calendar of the Close Rolls

Calendar of the Patent Rolls

W.G. Arnott (1950) ‘*Suffolk Estuary*’
Norman Adlard.

W.G. Arnott (1946) ‘*The Place Names of the Deben Valley Parishes*’, Norman Adlard.

Ian Mortimer ‘*The Time Travellers Guide*’ to
Medieval England, (pub. Bodley Head)

Peter Wain

‘ARTISTS AND WRITERS’

Paul Reeve

Paul Reeve has painted a series of paintings of the Ferry which capture the essence of the Ferry, its charm and its character.

DB: *Were you trained as an artist?*

PR: I studied painting and lithography at Ipswich School of Art and then trained as a teacher of art at Hornsey School of Art. I then worked for a printing firm in Ipswich for several years and later, following a one-year re-training course taught Design and Technology at schools in Suffolk.

DB: *What attracted you to painting at the Ferry?*



PR: I moved to Felixstowe from Waldringfield in 1970. As an artist you respond to your surroundings. I liked the Deben Estuary for its light and the interesting juxtaposition of boats, buildings and water; the interplay of surfaces and textures. I also painted Cobbold's point and views of the beach. The landscape at the coast is, for me, more interesting than the inland landscape as in Suffolk it is difficult to get away from the land/sky division.

Water breaks this up. Any painter responding to his or her immediate environment will produce something personal; the result will vary from one person to another. I don't believe that any art work starts from nowhere; there is some external stimulus. Similarly, as Hockney says, whenever you look at a painting you bring your memory. You bring something to it.

As I am now living in Ipswich I no longer paint pictures of the Deben Estuary. I still paint, but my work now refers to the surfaces, shapes and textures of my surroundings, namely an urban landscape which is equally fascinating, especially in changing light. You start to wonder what is really there as what you see depends on the light at that time.

DB: I noticed that your pictures of the Ferry have clear shapes and structures? Do you think your pictures were influenced by the fact that you were a teacher of art and your study of Design and Technology?



PR: I don't set out to fill the picture surface using a mathematical formula such as the 'golden mean', but creating a painting from the facades of buildings will automatically break the area up into rectangular shapes and divisions of the space, some of which will be naturally more pleasing than others. The buildings at the Ferry lend themselves to an exploration of surface textures. I did have experience as a set designer in Felixstowe and I found it intriguing to be painting representations of particular surfaces on canvas flats for stage scenery. When I was painting a representation of the surfaces of the boats and buildings at the ferry I was portraying this on another surface, i.e. canvas or paper.



I spend a lot of my time now singing in choirs - tenors are in demand. Making music in a choir is a fantastic experience. You are one voice but you are part of a whole. There are many different sound worlds and many different experiences in music and similarly there are many different experiences in painting.

MOORINGS ON THE DEBEN

An RDA member recently commented to me that moorings on the river seemed to be proliferating and he feared a creeping march towards the situation on the Hamble. There is a real question here, so I thought it worthwhile to check the situation with the Crown Estate.

I posed three questions; *Are Fairway Committees in any way limited in the number of moorings they can allow?* - pointing out that the Felixstowe Fairway Committee has allowed moorings well upstream of the Horse Sand. The Ramsholt Fairway Committee has moorings nearly up to the Rocks. *If a mooring is laid without the approval of a fairway committee what steps can be taken to remove the offender particularly if he refuses to go? Does the Crown Estate have an overarching view of the mooring situation on the Deben?*

I received a very prompt reply from the local Crown Estates representative as follows. **The number of moorings:** the simple answer is 'no' there is no formal limit ie no set number. However, there are effective limits that work in a number of ways:

a) Each committee has a duty to the DoT to mark and maintain a fairway for the purposes of navigation. This in itself imposes a limitation. b) In some areas there are policies in the local plan that restrict the areas in which moorings can be laid. c) Moorings as an activity may be regarded as 'development' and hence require the approval of Natural England in an SSSI.

d) Sailing clubs are usually represented on Fairway Committees. They often seek areas of clear water for racing and cruising. This can often be a self-imposed limit.

Unauthorised moorings. Under the terms of the lease from the Crown Estate the committee must ensure that only moorings laid with the committee's approval are allowed to remain. By virtue of the lease the committee has the power of the landowner to remove a mooring that is effectively trespassing. Obviously a lot of care is required particularly if there is a vessel on the mooring.

The Crown Estate's view of moorings on the Deben. *'The structure of granting leases to fairway committees has worked well over the last 50 years as an effective management tool. This enables a degree of local management for mooring areas and passes day to day responsibility to those who make use of the river. As committees tend to be made up of a wide range of stakeholders they should be capable of representing local views particularly through parish councils who should promote a member. Whilst the Crown Estate doesn't have a formal view of the overall mooring situation on the estuary or any other area in the UK, we are keen to*



Sunset over moorings at The Ferry

ensure a reasonable balance between the views of the stakeholders is maintained to ensure the long term sustainable use of the estuary'.

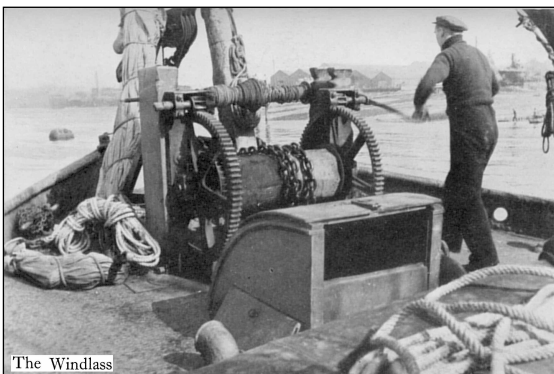
I was not aware that moorings might be developments that might require approval by Natural England if in an SSSI. I shall be interested in any response from a Fairway Committee on this point. If you see a new mooring being laid which may inhibit free use of the river we would take the matter up with the appropriate fairway committee and with the Crown Estate.

For the present, one of the reasons why the river appears increasingly crowded, is that boats are getting larger. What was a 32 footer may now be a 38/40 footer with a correspondingly larger beam. The Committee would be interested to hear any comments from members on this issue.

Ed Stanford

ABOUT ANCHORS AND CHAIN

Not much can compare with the pleasing melodic clink clink clink of the windlass pawl when one lies comfortably in one's bunk of a morning, as a nearby barge prepares to get under way. Not many know



The Windlass

that these pawls are seldom lifted, so the drums are never allowed to rotate in reverse.

The barge anchor-windlass drum is clearly shown in these two pictures. The run of the cable – falls down through the deck to the chain-locker, after three complete turns round the drum.

The secret of these three turns had been known for many a year to the barge sailormen, from experience passed down.

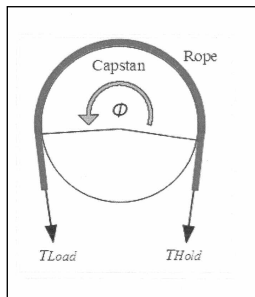
The practice in sailing barges is to carry the anchor at all times when under way, hanging over the stem in a most un-yachtsman like manner - it meant that barges could drop their anchor in double-quick time when required.

This is where the *'three turns'* rule came in, because friction on the wooden drum would hold the weight of the anchor only as long as there were three turns on the drum. The few feet of chain hanging down to the chain-locker provided the hold force.

To drop anchor, a crewman would lift some of that hanging chain where it came up through the deck, and then throw that loose chain over the drum. At that stage, there were only two and a bit turns tight on the drum, and it would pay to have a bucket of water handy, to douse the friction-heat on the wood.



The anchor would start to run down into the water, and would continue with a great



rumble and rattle and smoke until it touched bottom - whereupon with the tension relieved, the 'three turns rule' would start to apply once more, and the barge would lie firmly moored

against wind and tide.

The capstan equation or belt friction equation, also known as 'Eytelwein's Formula', relates the hold force to the load force; if a flexible line is wound around a cylinder, a bollard a winch or a capstan. The friction force between the belt and surface means that the tension can be different at both ends of the belt. For instance in rock climbing with so called top roping, a lighter person can hold (belay) a heavier person due to this effect.

Peter Uloth

For those who are interested Peter has provided detailed mathematical proof of the capstan equation. Contact the Editor if you are intrigued!

DOROTHY REILLY

Many of us remember Dorothy as a colourful character rowing down the Deben in her mushroom-decorated dinghy during the time she lived aboard the Dutch Tjalk Cromarty, which was moored in Woodbridge basin. Dorothy's life had long been inextricably linked with the Deben River.

Born in London, Dorothy Cushing (as she was then) moved to Felixstowe at about five years old when her father, being in the RAF, was posted to the East Coast. Apart from a couple of years when the family

lived in Aden, Felixstowe is where Dorothy spent her formative years. Dorothy developed a passion for sailing and joined Felixstowe Ferry Sailing Club where she learned the art of sailing dinghies by crewing for club members as well as having the use of club boats.

It was at Felixstowe Ferry Sailing Club that Dorothy met Damian Reilly who she later married. Dorothy and Damian made a great team, sailing their Firefly 'Nauti Noddy' (F2175) on the competitive Firefly circuit up and down the East Coast. They successfully took part in several championships until the arrival of their children. After that competitive sailing was at Felixstowe Ferry and the Deben.

In the early years of their marriage Dorothy and Damian lived in Manchester as well as Scotland, far away from their beloved Deben River. In the early 70's they bought an old converted wooden houseboat called 'Nore'. Everyone thought they were crazy, throwing away good money, but 'Nore' turned out to be a life saver. She was moored among the salt marsh at Felixstowe Ferry and became a regular weekend retreat and holiday home for the Reilly family. Dorothy and her two sons,



Christopher and Andrew, lived aboard 'Nore' for some considerable time while their house in Westerfield was being built. Dorothy was never happier. I well remember Damian heading down to The Ferry in howling gales and lashing rain to tend lines and check that the float switch to the bilge pump was working - 'Nore' frequently sank! 'Nore' expired in 1992, ending her days among the salt marsh to gradually rot away. Nothing remains of her now.

Dorothy loved sailing and she loved a challenge. Despite the fact that her health was poor, she planned to sail across the North Sea in her Firefly, hoping to raise money for St. Mark's Research Hospital in London. She planned to leave from Felixstowe Ferry and arrive somewhere along the Belgian coast.

Damian carried out a considerable amount of work on the Firefly to ensure it was as seaworthy as possible. He fitted permanent wooden buoyancy fore and aft so that should the dinghy turn turtle it would not be difficult to right, or require considerable bailing. Choreographing the adventure took some doing and they were fortunate that David Scott-Cowper, the renowned round-the-world sailor, offered his Watson Class lifeboat, 'Mabel E.

Holland', as support vessel. David Scott-Cowper, Damian and Derek Tesdale shadowed Dorothy all the way across the North Sea. There was a doctor on board who briefly assisted Dorothy during the night enabling her to continue.

However, the North East winds caused plans to go awry and landfall was made at Calais the following day. Due to her illness she had little stamina and she returned via the ferry.

Not content with one challenge, in July 1984 Dorothy single-handedly sailed her Firefly around the Isle of Wight – a distance of some eighty-five miles - leaving from Stokes Bay Sailing Club on the Hampshire coast. On this occasion Dorothy was raising money for Cancer Research. It was a testing trip and at one point the Firefly became separated from the support vessel and Dorothy decided to heave-to in the pitch blackness to rest for an hour. During this time she saw some lights in the distance and was disturbed to find that they were silently overtaking her. It was then she realised that the Firefly was travelling backwards at a significant rate of knots in the sluicing tide. Poor Dorothy was forced to negotiate The Needles for a second time, only that time against the tide!

Around 1996 Damian was working in London during the week so they purchased a 28 foot beamy sailing boat called 'Wanderlust' for Damian to live on. 'Wanderlust' was moored at St. Katherine's Dock and made a great home for Damian. It allowed Dorothy and Damian to sail together during summer holidays and they spent two weeks aboard in July 1997, sailing from St. Katherine's to Ramsgate and across to



the French coast. The following year they cruised the East Coast rivers, particularly enjoying their time in the Blackwater.

Dorothy had a yen to live aboard a houseboat so the task of finding a suitable boat became paramount. Eventually, they discovered 'Cromarty' (which was then called 'Twee Gebroeders') in the Netherlands. 'Cromarty' was sailed across the North Sea and up to Woodbridge by a professional skipper. The house in Westerfield was sold and Dorothy and Damian moved aboard on 1st August 1998.

Sadly, by this time Damian had suffered two strokes and was left seriously disabled. Despite this he gamely continued living aboard. Dorothy loved her new 'watery life.' She joined Woodbridge Cruising Club, regularly rowed the river in her dinghy Andy Pandy and threw herself into helping with the annual Woodbridge Regatta. She took on the role of secretary - arranging the arrival of the Thames barge Thalatta, booking shanty singers, organising stalls and sideshows and much more. She was so pivotal to the success of the Regatta

that the year Dorothy passed away the event did not take place.

After a few months of feeling unwell, in June 2006 Dorothy was diagnosed with acute myeloid leukaemia after which she endured six months of extreme and gruelling treatment, much of the time in hospital. Dorothy fought to the end but died in January 2007. She was a great character. There is no doubt that Dorothy Reilly is sadly missed by her family, friends and many acquaintances along the river.

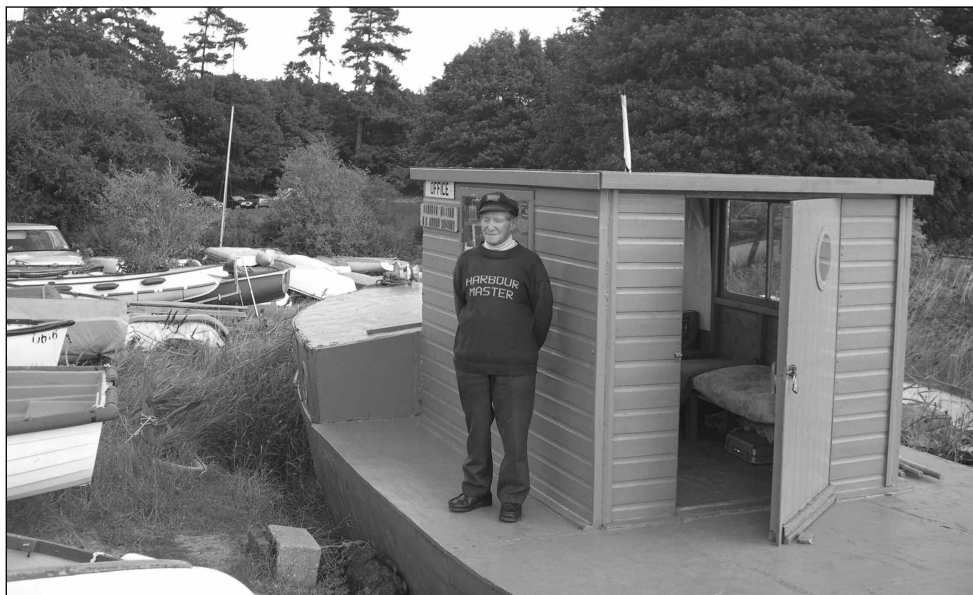
JUDY CLEMENTS

BOATS OF THE DEBEN

GEORGE'S BOAT

Practical Boat Owner described the Ramsholt Harbour Master's office as the smallest Harbour Master's Office in Britain. Here George describes how it came about.

GC: "She came off the Mauretania - registered to carry 70 persons - built in 1944. It's carved on the bow. When I bought it I gave £200 quid for it. And that cabin went all the way back there and you



have got two bunks along there, toilet forwards, engine under there and an open cockpit when I bought it. Then I cut it about to make it into a shed. When you sit down there you can't see anything - I wanted to see what is up and down the river. Father used to sit in his ruddy car or in his old shed or in the pub. So when I started regular here, after father died, I put a proper deck across it. This is the third shed that has been built on it in all these years. I re-decked it all through with that ply and then had this shed built in the way I wanted it by the garden centre in Martlesham. The last ones I built with plywood - cut all the windows out, cut the glass out. I did the previous ones. Lings Garden Centre built this one. I took them the dimensions I wanted.

I said *'I want a shed to go on a boat.'*

He said *'You can't put a shed on a boat.'*

I said *'I want a shed to go on a boat. I want it built two by two not your one by one. And I want it built my height, five foot so I can stand up. And I said 'I want a flat roof.'*

'We don't do sheds with flat roofs, we slope them.'

I said *'I don't want it sloped I want a flat roof and I want the windows where I want them.'* I got a bit of cardboard and told him what I wanted. The only thing I slipped up on was the door; it could have been half the size at the back. But that must have been their standard size door; you could get a wheelbarrow in it. I thought most sheds had a door about two foot wide so you could walk in and out. The other ones I had to cut the windows but this one I took them the dimensions and showed him where I wanted them, one on each side and one at the front.

'That'll be alright!' he said.

Eventually he came up with the price of £350 quid.

I said *'That's all right.'* and any way the Fairways Committee paid for it.

When it came the bloke who got it down here said *'Where's it going?'*

I said *'On that boat there.'* Cos all the decks were done and everything.

He said *'Are you going to get it on there?'*

I said *'No problem. I'll get it on there!'*

Then the following weekend Richard Clark (Will Laud) and another bloke and my brother came down. We got it all up and bolted it through the bearers. Put the roof on and put it up. Everything was alright and we painted it grey.

I took a picture of it and showed it to the bloke who brought it.

'Here you are, here's your shed.'

'So it did go on a boat then?'

'Of course it went on a boat!'

It works just right. It's a very good space and you can see everything.

DB: *'So is the warmth just the sun?'*

GC: *'It is today. In the winter I have got a gas heater - red gas. Its been 90 some days this year. Some days when it is cold it is 70-80 in here - some days it's too hot to be in here and I have to keep the door open.'*

I don't go down on Friday because I have a chap who comes at 2.00 o'clock, lives at Alderton. He had a boat here for about thirty odd years. He used to have a Fisher - its about 15 years since he sold the boat. He always comes down on a Friday for a chat for an hour. Comes down at two and leaves at three, every week - don't miss many - so I always keep Friday free.'

DB: *'So it has a social function as well!'*

GC: *'After he goes I get away on Brio....'*

BOYHOOD MEMORIES

Mariquita

'Catch', said Bill Coke. I was sitting in the large deck house of Mariquita, when Bill came up the companion way and threw my drink at me.

To my amazement the lemonade didn't spill; it was in one of those new fangled Tupperware containers with a clip on lid! That dates it a bit; my guess would be the '50s.

Mariquita was his parent's lovely 19 metre yacht, then a house boat, lying the length of Basses Dock in Woodbridge. Mariquita was designed and built by William Fife at his Fairlie yard in 1911. My memory is somewhat dim but I'm pretty certain her hull was dark green. What impressed me most was a number of black and white photographs of her under full sail, what a magnificent sight to my young eyes.

Many years later she was taken to Pin Mill and became a sad reminder of happier days. However the story doesn't finish there.



She was found by a Mr William Collier, in 1991 and is now restored to her former glory, the sole survivor of the 19 Metre Class.

In the summer of 2010, Miggie and I sailed to Cowes in Piper, our Fisher 25. You can imagine my joy, for there on the hammer head of our pontoon was Mariquita; (the Spanish for Ladybird). Recently, a friend suggested there is some connection of ownership by the King of Spain. I wonder if any reader has any

knowledge of this?

The deck house had gone and her hull is now white. The varnished woodwork gleamed in the sunlight that blessed our time in the Solent. There were no guard-rails and the only concession to modernity, on deck, was a single winch in case the crew couldn't flog up the main by hand!

Jim, the quiet and highly competent skipper, kindly invited me aboard. The accommodation is superb, modern galley, tasteful upholstery, of course an engine and the latest navigational equipment. I asked how she handled in a seaway? '*Superb but wet,*' was the answer I half expected.

On the table in the main saloon was a book with details of the restoration and there was one grainy black and white picture of Mariquita, as I remember her, lying at Basses Dock!

Mariquita's dimensions are:

LOA	38.1M	(125ft)
LWL	20.1M	(66 ft)
Beam	5.3M	(17ft 4 inches)
Draught	3.7M	(12ft)
Sail area	585M2	(6,260 sqft)
Displacement	79 tons	

I wonder what other memories readers of The Deben may have?

Jim Wyllie



Kathy Mansfield photo's at mac.com 2004

MARIQUITA RACING

John Leather in his book 'The Northseamen' recalls Mariquita's racing history. Launched in 1911 for A.K. Stothert she was sailed by Captain Edward Sycamore with a Colne Crew. In one race in the Solent against Octavia, Mariquita gets an overlap at the buoy and begins the windward leg just ahead. *'So without a moments hesitation I broke tack only to be followed like a shot by Mariquita. Break tack again was the order and so we did again, and again. I think it no exaggeration to say we made a hundred tacks in as many minutes.'* The race is only finally resolved when Mariquita fouls Octavia's rigging and Mr Stothert retires.

'The 19 metres were very evenly matched and competition was very keen. William Wadley recalls that on one occasion Mariquita luffed the Octavia ... ashore on the Ryde sands where she dried out and laid over at an alarming angle, but

managed to pick up on the next tide... There was a similar incident near the No Man Fort in Spithead, when Maraquita forced the Octavia in and she touched the outworks of the fort with her keel, bounding up an on, without stopping....later when Charlie was painting through her bilges to earn his winter retainer, his paint brush made a keel bolt nut revolve....and he lifted up the 2 inch bolt by hand..'

Examples of 'cut throat' racing in yachts that were 125ft long.

Mariquita was dry docked in 1939 in Wivenhoe, where her 80 ton lead keel was removed, preparing her for life as a houseboat - prior to resurrection.

David Bucknell



Kathy Mansfield photo's at mac.com 2004

Mariquita today

LETTERS

Dear Sir

I read with great interest the Editorial in your Autumn issue regarding '*Who Protects the Deben?*' It reminded me that some time ago I wrote a short piece of doggerel verse on the same subject for the Alde and Ore Association. Due to a change of Editors it never made the printers.....You could even offer a prize for the person correctly guessing the plethora of initials ! (I hope I have got them right)

Sincerely

Bill Hancock
White Hall Lodge
Felixstowe

BY THE WATERS OF BABYLON

As I was walking by the strand
I spied a Ramsar in the sand;
Said he '*this is a pleasant spot*
A Triple SI is it not?'

I did agree and further more
Explained the mix of Planning Law,
And how he was a lucky chap
Living in a SPA (and SAC).

'*Thank you*' he said '*you are a ChaMP*'
So leaving him began my tramp
By Coast and Heath and tidal creek
Past river walls marked Planned Retreat
Still searching for someone to speak

On all these complicated matters.
EA, NT, all mad as hatters,
EN, S Coastal, SPB.
Wherever could the answer be?

'*All in the Plan*' they said '*and plain to see*':
To them perhaps.....
It's clear as mud to me.

Hi David

Congratulations to the guy who is doing the saltmarsh. Now all we need to do is to raise some lamb on the saltmarshes and let me know which butcher to buy from.

'agneau de pré –salé' - French delicacy. Not readily available in this country. Usually associated with Samphire and may be Sorrel or Sea Lavender

Delicious !

David Woolcock
Bawdsey Quay

NOTICES



Titanic double event

The Titanic Mystery

An evening talk.

5th April Thursday 7.30pm £3

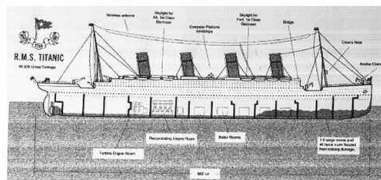
Waldringfield Village Hall

Space is limited so please let us know you are coming email waldringfieldhg@gmail.com

Titanic exhibition

6th April 10:30 to 4:30

Free admission Village Hall





River Deben Association

ANNUAL GENERAL MEETING

**7.30pm Friday 20th April 2012
Woodbridge Community Hall**

The AGM will be followed by an illustrated talk from
Dr Rob Hughes of the School of Biological and Chemical
Sciences at Queen Mary College, London University

“SALTMARSHES - THEIR IMPORTANCE AND CONSERVATION”

**Dr Hughes has undertaken many years of research
into this valuable and threatened habitat.**

***The evening will include displays from
Deben-based projects, a bookstall and refreshments***