



**RIVER DEBEN  
ASSOCIATION**

**Spring 2009  
NEWSLETTER**

**No: 38**

# RIVER DEBEN ASSOCIATION OFFICERS AND COMMITTEE

## March 2009

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## CHAIRMAN'S REPORT

In this edition Simon Read has described in some detail how he went about

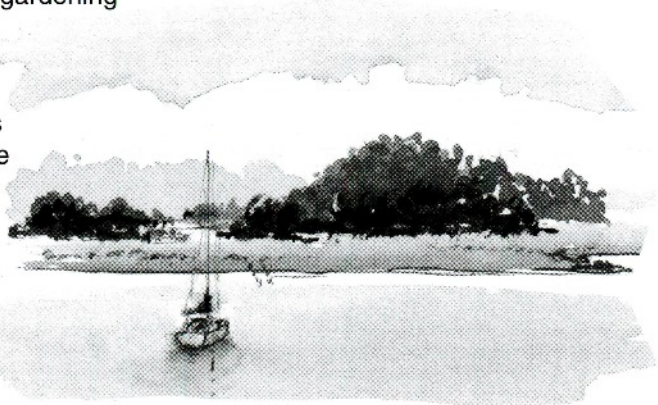


constructing the Sutton Shore Tide Attenuation Barrier- I think the first physical structure that the RDA has ever produced. I promise not to go on about it after this edition of the Newsletter or at least not in any detail! If you read between the lines of what Simon has to say you will realise that he has done the work not quite single-handedly but much of the setting-out and the fixing of the Tensar plastic has been done by him. Not only that but getting all the material to the site has been done using Simon's boats. The problem of the mud is not to be underestimated; when I first went over to the site I could walk about in my gardening wellies: before long walking on the mud produced a quagmire which as Simon notes required waders because the mud was well above knee level. Not an easy job.

A second point about the work is that we have been able to create 90

metres of defence at a cost of just over £80 per linear metre. The total cost of the project has been £7396, £2500 of which has been provided by the Sustainability Fund of Suffolk Coast and Heaths. We were also very grateful for a donation of £200 from the Woodbridge Society.

Completion of the project leads on to thoughts about what we might do next for the River. When sufficient silt has built up behind our barrier it might be appropriate to plant *Spartina* grass to help to bind it more firmly. This gives rise to a whole series of questions about salt-marsh. Why does it grow, why does it disappear, what conditions are required for it to become established? One question which I am beginning to explore is whether it is possible to plant seeds to create salt-marsh, whether it is possible to plant seedlings, or do we have to wait for nature to take its course? Why bother you may ask? Firstly salt-marsh is a good protector of river walls by slowing the current,



secondly we know that salt-marsh is an effective fish nursery, thirdly it offers a place for birds to feed and nest in some security.

Elsewhere in this Newsletter I have written about the recently formed Deben Estuary Partnership. You may wonder why this hasn't been set up by the RDA. The fact of the matter is that the task of writing to all interested parties and organising committee meetings and so on is beyond our resources. I am on the Steering committee at the moment so the RDA's voice will be heard. Robert Simper is also on the committee to represent the views of landowners and to bring his lifelong experience of the river to our discussions.

In May or June we expect the Marine and Coastal Access Bill to come before Parliament. This is the legislation which it is hoped will create the right of walkers to access the entire English coastline. Passage of the Bill will not be straightforward since the NFU and the Country Landowners Association have lobbied against some of the provisions not least the absence of any reference to compensation for the land given up. If you feel strongly on the access part of this Bill I hope that you will let John Gummer or your local MP know your views.

On an entirely different subject but one of great satisfaction to me, I took one of my grandsons for a walk along

the river wall downstream of Waldringfield on the day after Boxing Day. It was perishing cold in the east wind but reaching the point where the path turns towards the river I looked inland and there sunning themselves on a mud bank were two seals; a tribute to the cleanliness of the river and its fish stocks. Incidentally if you walk that path you will notice that the salt-marsh is being progressively eroded into muddy islands which rapidly become mud-flats.

Finally two dates for your diary. Our Annual General Meeting will be held on THURSDAY 23 April at 7.30 at the Woodbridge Community Hall. We have been fortunate to persuade John White the Harbourmaster at the Ferry to talk to us. I have suggested as title 'Shifting Shingle - the Mouth of the Deben.' John has a wealth of experience of the river and its various moods, I'm sure he will be a most interesting and informative speaker. The second date is that of Maritime Woodbridge which will be held this year on 5th and 6th September; once again we will have a stand.

Best wishes for the summer season, if you are a yachtsman I hope that the winds will be more favourable than they were last year.

Ed Stanford

## WORKING WITH THE TIDE

Since last November, whenever the tide has been out, I have been down on the foreshore of Sutton Saltmarsh, just opposite Woodbridge Town Quay. The purpose is the construction of a series of tidal attenuation screens along ninety metres of river frontage. This is an experimental structure to arrest or even reverse the loss of saltmarsh due to tidal action. "Tidal attenuation screens" is a bit of a mouthful: it comes under the category of "soft defence" and rather than being of solid earth or masonry, is instead a combination of timber posts with a heavy-duty plastic mesh stretched between them to form narrow pockets, which when filled with brushwood will neutralise the effect of the tide upon the land behind. Because the work is on the foreshore, it can only happen at low water. Since the tides advance day by day, low water does not always coincide with daylight, add to this the vagaries of midwinter weather and it is clear that there is no consistency to the

times available for the work to be done.

This is a River Deben Association initiative, from a design by Andrew Hawes of Aldeburgh, jointly funded by the Suffolk Coast and Heaths Sustainable Development Fund. For the first month I had the assistance of two men from HMP Hollesley Bay Colony, and subsequently anyone else incautious enough to fall within my radar. It is a pity that prisons are not regulated according to the tides, but we made best use of the time that help was on offer subject to a daily licence, which was between 0830 and 1630. I hugely appreciated this support for with their help we were able to drive in a hundred and twenty four posts, each two metres long in just two days when I had originally reckoned that it could take two weeks. Coincidentally it was a great pleasure to work with them and I have the impression that it was a positive experience for them as well. They were unfailingly good humoured and there was even some relish in the cold, wet and muddy conditions but it is no



surprise that the pleasure of being let out for the day was tempered by the understanding that they were with me voluntarily but not by choice: a nice distinction. To sit in a shed and look out over the river at tea break is pleasant enough if you have chosen to be there, otherwise it palls and any efforts to make the task amenable, work alongside of them and lay in treats, may have only gone a small way to alleviate this. Each day I looked forward to what became a convivial experience and when their time with me came to an end and they were due for release, I was sorry to say goodbye. However this heralded a kind of freedom for me too from making sure that everything was clean and ready to use the next morning, transport organised and refreshments laid in. With most of the heavy work over, I can row down

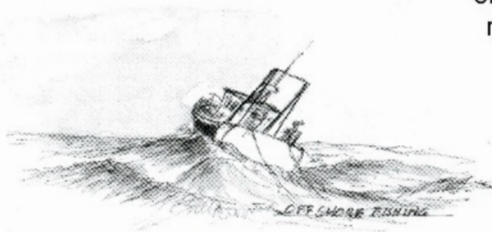
to the site when it suits me and be responsible to nobody but myself. Early starts are now once more only those dictated by early tides.

Due to the initial pile driving and assembling operation, the conditions are pretty ghastly; the mud has become trampled to fine slurry and taking a step forward it is easy to become stuck solid or sink in over the knees. It is cold and penetrates through double layers of socks and numbs hands that cannot be

protected due to the fiddly work. Mud transfers from hands to pockets, from the tops of waders to the legs of overalls, clumps up and falls down inside boots. Tools become caked with mud, spreading the mess even further. With any job there is always a point when one becomes inured to the conditions; however cold, damp or dirty they might be, they can be worked with. I can lose myself in work and it is only after I stop that I am aware of any discomfort. But this is also a phase; work at mud level fastening the screens around the posts gave way to bolting together the top bracing structure, followed finally by stuffing the screens with brushwood, augmented by this season's supply of Christmas Trees from the Woodbridge Thoroughfare.

The suggestion was originally mine that we should identify a project on the river as a means of focusing the local community upon the terms of reference for estuar management. In the debate led by the Environment

Agency over an appropriate Estuarine Strategy for our river, there is a real risk of becoming bamboozled by the science upon which the consultation process is based. So we took it upon ourselves to develop initiatives that might help demystify it and foster an enhanced sense of ownership. Little



did I realise that, for the Sutton Saltmarsh project, it would be four years before we achieved all of the permissions necessary to start work. Indeed our first application, which was far more ambitious and included the full cost of labour as well as a boardwalk, was turned down. Second time round we were able to offset reservations set out in the first instance by Natural England on the environmental impact of a new structure, with a favourable survey by Steve Colclough, the Environment Agency's Fisheries Officer. His claim is that mature saltmarsh acts as a fish nursery and provides nutrient rich and relatively predator free shelter for fry coming in with the tide. As a part of his research he paid us a visit to net the channels of the marsh and in one haul alone took 72 specimens, ranging from sea bass to plaice and mullet. For us this proved to be a deciding factor in our bid for support, for when we reapplied for a more modest structure without a boardwalk, with a hefty contribution from our own funds and a commitment to source labour on a voluntary basis, we received the go-ahead.



Down on the foreshore, I can spot nuances in the surface of the mud and speculate upon what traces survive from previous centuries. Our work is upon the site of a river wall fringing the upstream edge of the saltmarsh, maintained as a causeway to connect to the redundant ferry landing downstream. This wall

sheltered  
and



therefore stabilised the saltmarsh from the scouring effect of the tide upon the ebb. With the closure of the ferry in the 1970's, it was no longer maintained and became derelict allowing the tide to wash through the saltmarsh unimpeded. Just upstream a much earlier hard has become exposed; this dates from the 17th century, next to it at about half tide level, there is what remains of a massive timber post with a brace still propping it up. Still lower down I have spotted traces of a line of stumps and around them faggots and other small timbers just breaking the surface. This could be a relic of something still earlier, the practice of reclaiming land or generating saltmarsh for grazing by building a brushwood hurdle barrier and letting the silt accumulate behind





it. This was known as “warping” and its origins are medieval.

In the light of all of these works stretching back beyond recall, our enterprise is just one further layer in the palimpsest that maps a society’s coexistence with the river: as a source of livelihood it has been a fishery, the saltmarshes, treated as common land, have been (and still are) used for grazing livestock, they have been reclaimed for agriculture, walled in to ensure a navigable waterway and secure a viable future for Woodbridge as a port and shipbuilding centre and in our own time the river has nurtured a marine leisure industry. Now something new and equally pressing has emerged, which is the need to acknowledge its importance as a habitat and protect its environmental integrity. All of this has left its mark and it is exciting to believe that we have had the opportunity to contribute to the awareness of another level of give and take that will identify our relationship with the river into the future.

There is a gully beside the hard that gives access to the saltmarsh from the river. I have been using it as a way to bring in materials and equipment. Last month, carrying a load of brushwood into the marsh on an old

army assault craft, I ran aground on something sharp that put a hole in the bottom. Upon examination the culprit turns out to be an iron chainplate from a nearby wreck. This is the sailing barge, the “Dover Castle” and was probably the last to be owned in Woodbridge. She was condemned in 1931, and run ashore under the trees of Ferry Cliff and has been gradually disintegrating ever since, whilst contributing timber and ironwork to the wall that we are now replacing.

Simon Read

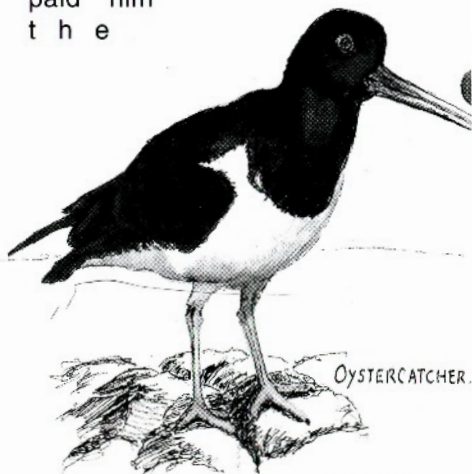


## Frank Knights A River Deben Personality

*Frank died in November last year. On 31 st January a ceremony was held in the Community Hall Woodbridge to celebrate his life. The following is the address given on the occasion by our Vice Chairman Robert Simper.*

'In 1952, with Arthur Hunt, I made my first boat trip up to Woodbridge. I remember the Ferry Dock as being a great empty space. There may have been a houseboat in one corner but the feeling was that not much was going on. We tied up right outside the little boat yard Frank Knights and Philip Gouch were running. We spoke to someone who came out and was very friendly, and I think it was Frank. My first real contact with Frank was in 1957 when I bought a boat and needed a dinghy. Someone said Frank had one for sale. Frank and Christine had lived on the smack Yet, but that was before I knew them. The Yet in those days was painted Fordson blue. Frank, ever keen on economy, worked out that the best paint could be had at Potter's tractor store. By 1957 the Knights then lived on a houseboat outside the boat yard, also painted Fordson blue. If I remember rightly I spoke to Christine first. To be honest the first decade I knew Christine I was a bit frightened of her as she had a brisk manner. But later I realised she had a heart of gold. ' I asked if I could see Mr Knights please.

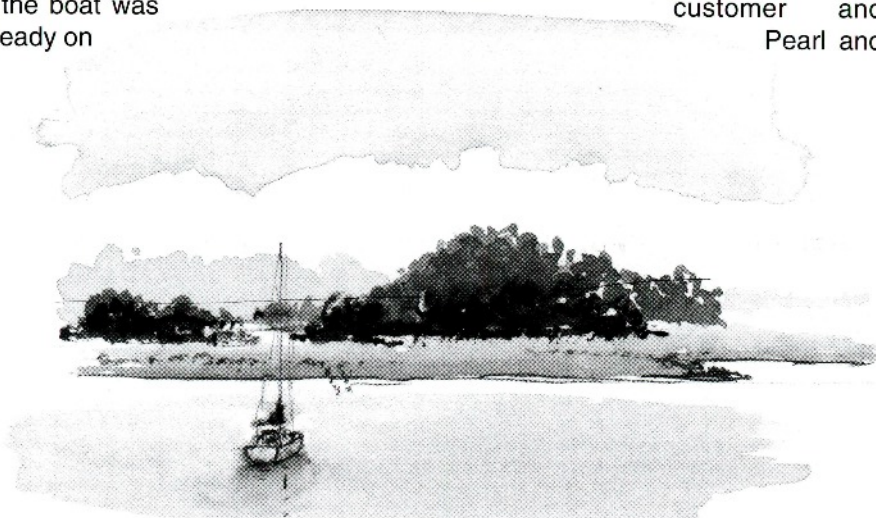
Christine was not at all sure whether I could see Mr Knights and went into the houseboat to enquire. I of course could see Frank. I came here to have a deal and Frank loved dealing. He was dressed in sailor cap, jeans and had on a blue naval jersey. Those blue 'Purser' jerseys were a very sensible pullover for going afloat and must have dated from Frank's days in the Royal Navy. He was always dressed the same way, when afloat. The pram dinghy he had for sale was lying at the top of the Ferry Dock and was full of water right up to thwarts. It was about the right size, but Frank wanted £20 for it. I thought that with the water in her she just need repairing. How about £15? Frank would have none of it; that is rainwater. There are rowlocks, oars and an anchor to go with it. He assured me that the boat would be sound when bailed out. We bailed out the boat and it was sound and I paid him  
t h e



£20. I suppose I must have fallen under Frank's spell, we all did~, because I trusted him and that was the beginning of over fifty years of my association with Frank Knights boatyard. I now realise that it was the longest relationship I have had with a commercial organization in both my sailing and working life.

So long as Frank was there and so long as the yard was there I kept going back for all boat repairs needed. Sometimes, when I had L'Atalanta, which was 35ft long and drew 5ft, she went up on Whisstocks slip and at the end up the slip at Robertson's. But even then I went and talked it over with Frank first. I trusted his judgement and he was always a pleasure to meet. He always doled out a fair bit of nautical wisdom. Such as 'always have two boat hooks, so that when you drop one overboard you've got another to get it back'. Once when I was a bit disappointed that the boat was not ready on

time he said 'boat yard promises are made to be broken.' But he did not like letting anyone down, it was not his style. Once I wanted to renew the peak halliard on L 'Atalanta, which was some 35ft above the deck, and as I can't stand heights couldn't go up there. So I asked Frank for advice. 'Bring her up on Saturday morning' said Frank 'and I'll have someone go up on the crane and pass the rope through the block.' I took L 'Atalanta up to Ferry Quay, but by then Frank had other plans. 'When George Amott had her' said Frank. 'I used climb up and I reckon I can do it again.' With out any more ado he tied the rope to his belt, climbed up the stays and then the mast and put the rope in the block. He had just come in from the river and was wearing thigh boot and was then fifty-five years old! He was a very strong man and went on being active on the water long after an age most people would have given up. In time we became more than a customer and Pearl and



I used to have tea with Frank and Christine in their flat and have long discussions over history. We were all very keen on this and one day Christine surprised me by showing me that she was related to me. Another day when we went, Christine said 'oh we have found Frank had a grandfather in Ramsholt.' Now, I knew Frank had been brought by foster parents in Melton, so asked him if he had ever known about his family. Frank said 'they never bothered to find me so I never bother to find them. But Christine had found out about them' The truth was, quite a large family of Knights lived in Ramsholt, some lived in Elm Row cottages, and by looking at the electoral role I think Frank's grandfather must have been Samuel Knights. He lived in the Church Cottages. That was the cottages at the bottom of the lane from the Church down to the Dock Marshes. Those cottages have long since been pulled down, but Samuel

Knights lived in the one at the eastern end, near the field. It seems that in 1917 his mother had gone, to Felixstowe to have Frank and died quite soon afterwards. What was really sad was that in the 1930s Frank, had often gone down river crewing on yachts and had stopped for a drink at the Ramsholt 'Arms,' never knowing that he had a grandfather a few minutes walk away across the Dock Marshes. It is a sad story because he would obviously have liked to have known his family, but considering this, he was not a bitter man, and appeared to take it all in his stride. When the Sutton Hoo Society asked me to reopen the Woodbridge Ferry in 1984 the first thing I did was go and talk to Frank. He was very keen and helpful to see the ferry running again, but it didn't work, the point is, I went and asked Frank's permission, if he had said no I would not have attempted it. By then he was a sort of benevolent Godfather of Woodbridge waterfront. Councillors use to go down there and ask his advice about what should happen. Frank, by and large, kept off committees and away from well-meaning meetings, but he had a tremendous influence in what happened on the Deben at Woodbridge. Much of the Deben is now packed with shiny highly efficient yachts, but the Ferry Dock is full of an assortment of craft, whose pedigree is often



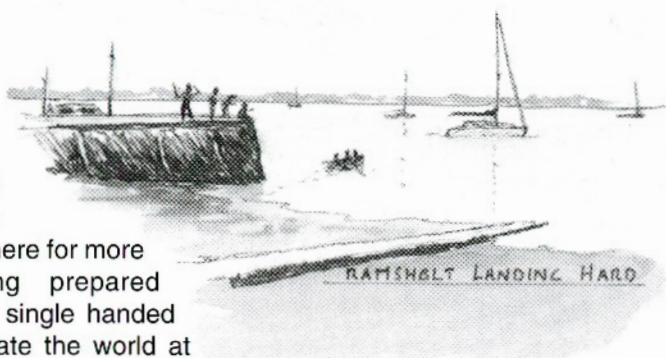
more legend than fact. That is the way Frank liked it. This situation was created by a personality, and gives character to the river front and I really hope it keeps that way. Although we were very fond of Frank, he was a successful businessman. He had no nonsense with people who would not pay their bills or deviated from honesty. Make an enemy of Frank and you were never forgiven. Also people who made a nuisance of themselves on the Woodbridge River were tactfully, but firmly, sent on their way. We were all at the Community Hall (about 200 people) because Frank was our friend and it was genuine, we were his friends. I think he really liked people. Yet all he actually did was run a small boat yard

in Woodbridge. Yet he was the most popular and liked man in this town. To be genuinely liked by a few people is an achievement; to be liked by a whole town was damn near unique. A real tribute to Frank and Christine was made two and half years ago at the first Maritime Woodbridge. The old Whisstock Shed was full of stalls and people, but when Frank and Christine walked in (they had just come to have a look) everyone burst into spontaneous applause and kept on clapping. I understand Frank and Christine's ashes were scatted in Ramsholt Church yard on Frank's mother's grave. The mother he never knew. Frank had come home to where he really belonged.'

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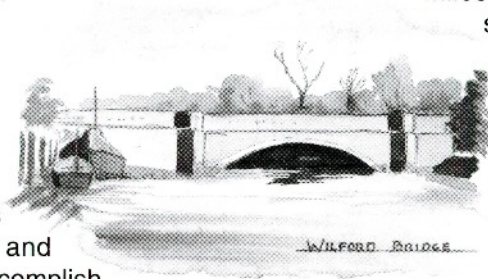
## TALK ON THE HARD

I watched Oliver Hicks in the autumn trying to row his twenty three foot, one and a half ton, rowing boat FLYING CARROT against the third hour of an incoming tide off Robertson 's yard. Not much progress was made. The vessel was here for more than a month being prepared structurally for the first single handed attempt to circumnavigate the world at latitude seventy degrees south. Oliver wanted to leave and return to New Zealand but there were difficulties getting permission and he eventually took his boat to Tasmania for the departure. As I write he is approximately two hundred miles out, four days drifting and rowing, in the



Southern Ocean, heading south east, planning to clear the southern tip of South Island, New Zealand, before heading East on the long haul, running before Westerly winds and big seas. Unfortunately, he has been held up for ten days by winds from the East and, despite a sea-anchor and rowing, he has been making circles. In 2005, Oliver, at 23, was the youngest man to row across the Atlantic, so he has the training and perseverance to accomplish this new 18-22 month project which includes a stop in S.Georgia. Whether FLYING CARROT, sponsored by Virgin and others, can give him a safe ride has to be open to question. Certainly we wish this local young man every success in his ambitious venture.

Anthony and Celia Mason, off-shore sailors from Waldringfield Sailing Club have completed the first challenge of their voyage in their OYSTER 435 "TOMIA", crossing from the Azores to Barbados in nineteen days just before Christmas. To date they are in St Kitts on a voyage through the Caribbean which has included stops in Trinidad, Tobago, Bequia and Mustique. When they left home in September their plan was to keep going until they ceased to enjoy what they were doing (my words). From reading Celia's log I



guess their cruise will not be ended through boredom. I particularly enjoyed her description of up-market Mustique where they shared a beach with a group who were served in great style whilst they had a box of sandwiches and an apple! They recently refitted, after 6000 miles, bought a new snuffer, serviced the loos, wen' to the hairdresser, and then set off with the same enthusiasm as they had on their first departure.

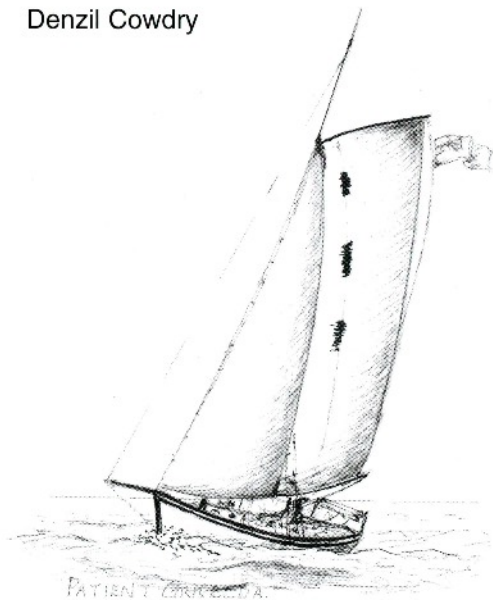
Testing the effects of recession I have been around the yards. One or two have been modestly afflicted by late payments and some bad debts. On the positive side a few owners who have afforded themselves a marina berth have shifted to the more economic pattern of a mooring and yard storage for the winter. At Eversons the first new builds, two day boats and a pretty little sailing dinghy, are nearing completion. A fine day tempted me to walk up to Wilford Bridge. The sea wall and the few yards back under the ownership of the Environment Agency have just been given a 15 year trim, the period that has elapsed since the flood defences were completed. The regular contour of the bank stretches ahead attractively but the path is a lot

muddier and seems to need repair.

I remember a time when the yachts at Larkmans were all stored with the masts down; these days a tariff applies and the choice to take down the mast rests with the owner. About a third of the yachts have masts stepped this year. During the quiet cold weather there has been plenty of work to do in Larkman's shed, resprays and maintenance. Next door the recession has bitten a little with some planned repairs cancelled.

Whilst at the top of the river I met a bird-watcher who told me that he had seen Avocets at Christmas for the first time in this location, on the mud-flats opposite to Mel Skeet's yard. More visitors from Holland perhaps, just as those that appear above Ramsholt.

Denzil Cowdry



## THE DEBEN ESTUARY PARTNERSHIP

On Saturday 5th November last year a meeting was held at Sutton Village Hall to bring together all parties who would have an interest in the future flood management on both sides of the Deben estuary. The meeting was chaired by Bill Parker the newly appointed Suffolk Coastal ICZM [Integrated Coastal Zone Management] officer. Some members will have heard Bill speak about his new post after our October meeting. You will recall his description of the overlap between various pieces of Marine legislation some of which we hope will be tidied by the forthcoming Marine and Coastal Access Bill.

The meeting brought together landowners. Government Agencies. Local and District councillors and representatives of the many clubs using the river. Also present to give the benefit of their experience were members of the Alde and Ore Estuary Partnership.

One of the key issues for debate was and is how much repair and/ or maintenance landowners can undertake and under what circumstances and what can be expected from the EA which we know has very restricted funds. The EA has produced a document entitled 'A DRAFT protocol for the withdrawal of maintenance from sea defences [England only]' It is dated December

2008. The EA acknowledges its shortage of funds and the protocol sets out in general terms the work which landowners can undertake and the approval process which must be gone through. It also defines those situations where the EA will undertake maintenance for instance where a defence failure would have considerable economic or environmental consequences. Work which is classified as maintenance can be relatively straightforward to carry out if a landowner wishes to do so. Maintenance includes:

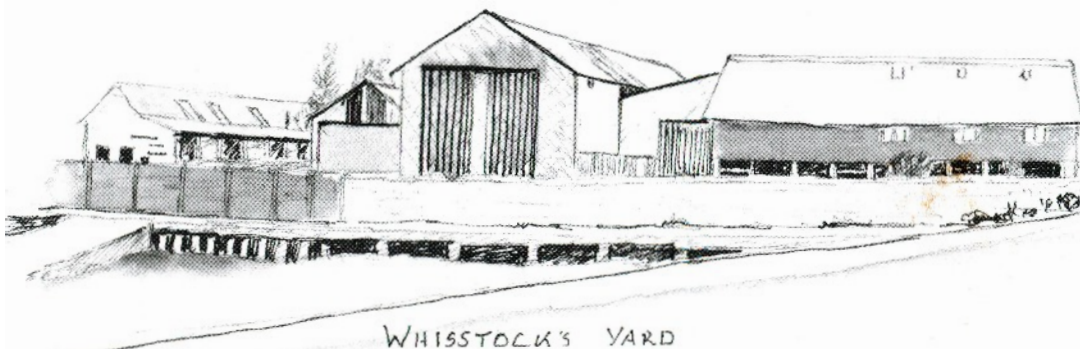
- Vegetation and tree removal
- Replacing blockwork
- Raising a low part of an embankment to the level of the adjacent wall
- Replacing slips or erosion of an earth bank
- Small scale repair to damaged revetments
- Repairs to foot paths on the top of banks
- Maintenance and repairs to sluice doors, hinges, seals, and so on.

Maintenance is clearly differentiated from Development which would embrace:

- Raising the overall height of a defence
- Widening a defence.
- Changing the shape or composition [materials] of a defence.

This sort of work would require a specific approval and may involve the obtaining of a planning consent.

From our point of view there is a reference in the protocol to the fact that the existence of a right of way over a flood defence would not constitute a reason to maintain that defence. One of the reasons why the Marine and Coastal Access Bill requires the allocation of a very wide strip of land to form a coastal path may be to get around this point if for instance a foot path were to be eroded away.





So where has the Deben Estuary Partnership got to? We have set up a small steering group co-ordinated by Suffolk Coast and Heaths and chaired by a District Councillor Mrs Christine Block. One of our first priorities has been to identify projects which should be undertaken by the EA, for instance the wall at Black Stakes [down by the Suffolk Water Ski Club ramp] where a hole is appearing, and the area below the Rocks where the concrete slabs have fallen and use of the footpath is exacerbating the erosion.

There are some potentially tricky issues which are inevitable: what happens if one landowner wants to do work on a wall but his neighbour doesn't, who will decide if a proposed maintenance will create problems elsewhere, will the timing of work be restricted to avoid disturbing birds during the nesting season. If a planning application is required on what basis will councils make their

decisions? No doubt members can think of many similar problems. It is to be hoped the DEP can get involved in the resolution of such issues when they arise. However our first priority is to devise and agree a template which landowners can follow when seeking EA approval for any work. Once this is agreed landowners should find the approval process much simpler.

The DEP recognises that it is venturing into uncharted territory so it will make slow progress initially whilst we make sure that all interested parties are in agreement with us. However I believe that the DEP is going to be a powerful voice in all matters to do with flood defences and we certainly appreciate that the EA has moved a long way in accepting that landowners should be able to undertake routine maintenance of 'their' flood defences.'

Ed Stanford



RIVER DEBEN ASSOCIATION ANNUAL ACCOUNTS FOR YEAR ENDING  
DECEMBER 31<sup>ST</sup> 2008

**INCOME AND EXPENDITURE**

	2008			2007		
	£	£	£	£	£	£
<b>Income</b>						
Subscriptions inc arrears	2,811			2,975		
Donations	256			385		
Woodbridge Society	200					
Bank interest	345			394		
Refreshments	35			73		
PABA Consolidation				174		
		<b><u>3,647</u></b>			<b><u>4,001</u></b>	
<b>Expenditure</b>						
Postage	287			471		
Secretary's honorarium	100			100		
Offices services/stationary	25			221		
Newsletters	798			802		
Other printing	2			164		
Hire of hall/meeting room	100			115		
Meeting costs	75			30		
Insurance	183			190		
Civic Trust	200			184		
Other	11			224		
Maritime Woodbridge	249			256		
Sutton Shore Project	5870					
Bank charges	15					
Web page				178		
		7,915			2,934	
<b>Excess of income over expenditure</b>			<b><u>-4,268</u></b>			<b><u>1,067</u></b>
<b>BALANCE SHEET AS AT 31 DECEMBER 2008</b>						
<b>Assets</b>						
Bank	9297			13,638		
Cash	57			86		13,724
		9354				
<b>Less Liabilities</b>						
<b>Creditors</b>						
Advance subscriptions	152			38		
General Creditors				216		
		152				254
<b>Net Assets</b>		<b><u>9,202</u></b>				<b><u>13,470</u></b>
<b>Representing</b>						
Balance brought forward	13470			12,403		
Excess of income	-4268			1,067		
<b>Balance carried forward</b>		<b><u>9,202</u></b>				<b><u>13,470</u></b>

*C J L Brown*

C J L Brown (Hon Treasurer)

*24 - March 2009*

I have examined the papers and vouchers of the association for the year ended 31 December 2008 and confirm that the above income and expenditure account and the balance sheet are in accordance therewith.

*T J Moorby*

*24 - March 2009*

T J Moorby, Chartered Accountant (Hon Independent Examiner)  
Spinney Hill, Fitzgerald Road, Woodbridge

RIVER DEBEN ASSOCIATION ANNUAL ACCOUNTS FOR YEAR ENDING  
DECEMBER 31<sup>ST</sup> 2008

Notes to the accounts:

1. This year saw the association making use of the surplus gained over the previous years by making a contribution to preservation of the River in the form of the Sutton Shore project. The costs at the end of 2008 were £5870. The final costs are not anticipated to exceed £7400.

2. Thus the expenditure is £4268 greater than the income which has reduce the balance from £13470 in 2007 to £9202 in 2008. This is a one off expenditure so the committee anticipates that in the present year income and expenditure will return to the normal small surplus of income.

3. Subscriptions: The subscription income in 2008 was £2811. This was a small decrease on last year. About 12% of members are still not paying the subscriptions approved for 2004 and not since changed. A proportion of the income paid was arrears.

3. The subscription income that the membership represents was £3057. The subscription yield is some 15% less than this. The Association is grateful for the generous donations paid by some supporters.

4. This year the members who show on the Association's record not to have paid the full subscription over a period will be asked to clarify this and get either the records or the subscriptions up to date. Failure to do so in persistent cases, on the grounds of fairness to the majority, may not receive further copies of the Newsletter.

4. A statement or letter about underpayment will be sent to members this year in April. These will show how the last subscription was paid so that any action to ensure the correct payment this year should be clear. There are some members who have changed their standing order. This seems to have resulted in a new standing order for the new amount being opened but the old standing order has remained in place. Any members who notices that there is more than one standing order in favour of the Association are advised to cancel that which is for the wrong amount. The Association cannot change Members standing order. Those that do pay twice are making a welcome but possible inadvertent donation to the Association.

5. Please remember that subscriptions are due each year at the **beginning of April**. Would those paying by Bankers Order please check and if necessary change the date on which it is paid as well as the amount paid if that is not correct. **The Association is not able to change standing orders of members.**

The subscription rates due in 2006 are: Single Member £4, Couple £6 and Association £15.

**THE RIVER DEBEN ASSOCIATION**

**ANNUAL GENERAL MEETING**

To be held at

**Woodbridge Community Hall**  
Woodbridge

On  
**Thursday 23rd April 2009**  
**at 7.30pm**

Mr. John White  
Harbour Master - Felixstowe Ferry

will give a talk  
on

*Shifting Shingle - the mouth of the Deben*