

The Deben



53 Autumn 2016

The River Deben Association

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October 2016

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Cover: '*Low Tide at Woodbridge*' - **Michael Coulter**



Editorial

Memories

It seems to me that childhood and teenage memories evoke the strongest recollection and emotional resonance. Is this because often we were on holiday, we had no specific responsibilities, most of us were cared for, we were healthy, and life with its aspirations was ahead of us. So much was an adventure and exploration, the challenge of sailing out of the shelter of the river for the first time. Sometimes visiting places where we spent our childhood, a smell or a sound will bring back not only the memory but the experience. Once more you are there, experiencing your childhood.

Robin Whittle's article about his childhood at the Ferry probably evoked for him special memories. I hope his piece will be followed by Anne Thubron's childhood memories of the huts at Waldringfield in the next edition of the *The Deben*. But while the subjective memories are important to individuals they are also important as a source of social history. They document what it was like and the characters who eaked out a livelihood in places like the Ferry. Connie Clarke, 'Lady of the Manor' was one of those characters at the Ferry and although I never met her I have tried to convey some of what people remember about her. Tony Storer writes about the Felixstowe Ferry Fore Shore Trust which protects some of the land which was sold off after Connie Clarke died.

On the Deben, memories and identity are associated with the boatyards and the characteristic water-fronts we associate with them. Many of these are changing and under the pressure of development. Often the justification for building is in order to preserve something; in the case of Robertsons the ship yard business, or to fund a project which may have a social benefit. Anne Moore in her walk highlights some of the challenges for conservation of what we value and treasure, even though it may have no formal heritage status.

One of the biggest challenges to the waterfront of the Deben could be the sale of Bawdsey Manor for £5 million. The justification to build sea defences and preserve the roof of the Manor, could lead to major development and the loss of the 'Waterside Cafe', slipway and jetty as well as the demise of Bawdsey Haven Yacht Club, if uncontrolled development is allowed by the planning authority. In place of this characteristic and popular waterfront could be more houses of indifferent design and the loss of buildings of character and historical significance. While there is no consensus about what constitutes good design, most can agree when we see examples of bad design.

English Heritage have produced important guidance as to how heritage can be preserved and enhanced so that transition and change is not a destructive force.

'Communal value' they say: *'derives from the meanings of a place for the people who relate to it, or for whom it*

*figures in their collective experience or memory....Commemorative and symbolic values reflect the meanings of a place for those who draw part of their identity from it, or have emotional links to it. Social value is associated with places that people perceive as a source of identity, distinctiveness, social interaction and coherence.’**

These sentiments are what many of us feel about the water-frontage of the Deben. What is needed for Bawdsey Manor will be a ‘master plan’ which preserves not only the Grade Two listed buildings but what the community values and treasures, allowing only restricted development in specific places. The RDA, the DEP and Suffolk Coasts and Heaths all have a role to play in mobilising support for this process and prompting the planning authority not to turn a blind eye and allow development for the sake of development.

In this Edition we also celebrate the black swans seen on the Deben with Sarah Zins and the history of the ‘little ship’ *Janthea* with Norman Cannell.

Our artist of the Deben is Michael Coulter whose picture ‘Low Tide at Woodbridge’ features on the cover.

Some of you will also have memories of the ‘Hounsfield Safari Bed’ !!



View from the quay at Bawdsey.

From left to right in the picture:

- Waiting room for the chain ferry
- Beach Rangers Cottage
- Flint wall of the Manor and gate.
- Bawdsey Haven Yacht Club Slipway
- Bawdsey Watersports Store
- Waterside Cafe ex RAF Sailing Clubhouse
- Store
- Ferryman’s Store
- Jetty
- Quay

** Conservation Principles, Policies and Guidance (English Heritage 2008)*



River Deben Association

Chairman's Report

We had a wet start to our sailing season but enjoyed a week in Friesland in June. An East Coast rally in the hottest part of July was very welcome and recently we have motored our Shrimper around Regents Canal in London, meeting with friends at interesting spots on the way. I hope you have enjoyed the summer as much as we have.

Committee: I am delighted to report that we have now in place two new Secretaries, Judy Clements and Jane Hawthorne. In addition Sarah Zins has kindly taken on the role of Membership Secretary from Richard Smithson. I would like to thank Richard for his great contribution during the last three years. He has helped resolve a number of tricky problems with regard to subscriptions. Sarah has taken these forward and made further improvements. Alan Comber has become our new Web Site Manager. He has already done sterling work to restore and update the Web site, for which I am most grateful.

Planning Applications: Planning Applications for housing estates at Candlet Road, Felixstowe and Dukes Park, Martlesham were both turned down by Suffolk Coastal District Council. The RDA had written letters objecting to both. Both have now gone to Appeal. They will be considered by the Inspector in making his assessment but, with the current attitude of the Government, I do not hold up much hope of the Appeals being turned down.

Whisstocks Project: RG Carter, the Contractor, is progressing the construction works on both the Nunns Mill and Whisstocks sites with completion anticipated in Spring 2017.

River Walls: Work on the river wall of Flood Cell 4, Shottisham Creek, has started and the Environment Agency intends that this will be completed by the end of the year.

Funding and arrangements for upgrading the river wall of Flood Cell 1, Bawdsey Marshes, is being coordinated by the Environment Agency, Inland Drainage Board and the Deben Estuary Partnership. The RDA have written to these organisations and the relevant landowners strongly supporting the need for the work, noting that if the river wall of FC1 fails (breaches under flood and surge conditions) the flow of water in and out of the Flood Cell on each successive tide would be large, and this would cause the inflow and outflow of water through the river entrance to increase. This would endanger the

local river and coastal protection, such as at Felixstowe Ferry, and cause a higher risk of erosion and flooding there. For this reason the RDA believes that the level of this wall should be brought up at least to that of Flood Cell 7.

The letter also proposes that the scheme should include the provision of a pathway on top of the river wall. This could be set up as a 'permissive path' unless, of course, Natural England insists that it becomes a public footpath in its plans for a Coastal Path.

RDA Saltmarsh Research Group:

The RDA Committee have set up a Saltmarsh Research Group which will have its first meeting on Monday, 26th September. The brief will be to try and determine why and how saltmarshes on the River Deben erode and regenerate.

Autumn Open Meeting: This takes place on Thursday, 3rd November 2016 at 7.30pm in the Waldringfield Village Hall. Our guest speaker, Jamie Clay will be talking about his life and experience in building wooden boats.

Robin Whittle



Preparing *Bumble Chugger* for the canals

News From the Hards

Anne Moore

Melton to Martlesham

With so much happening on the Deben waterfront this year, especially at the top, it's difficult to know where to start, so in true "Sound of Music" fashion, to "start at the very beginning, is a very good place to start ... "

At Larkman's, I hear from the office, that this family run Yard, started by Dick in 1959, and having moved to it's present site in 1966 has, to quote: "An ever increasing customer base". With one of the largest hard-standing areas on the Deben Estuary, they are "as busy as ever."

Next, Melton Boatyard is increasingly busy. Also family run, Simon and Jennifer work on, after the sad and premature death of Mel, nearly two years ago.

A group of us recently watched there, the launch of the lovingly restored Albert Strange Yawl, *Mist*. The progress of which I have been awed to watch, after first becoming aware of the project when I bumped into John Krejsa, as he stepped out of his workshop tucked under the granary at the back of the yard. (See 'The Deben' 44 and 47.) John has an interesting story to tell about his life, family history, and how he came to love and work with boats, which will make good reading in our next issue; along with telling of how he meticulously selected the right wood for the rebuilding of *Mist*.



Passing the Yard's pontoons, full of moored boats and barges, I made my way to Lime Kiln Quay where, as predicted in an earlier issue, we see the former Classic Marine chandlery and the old Coal Yard Barn. These conversions, that passed planning on the grounds that they would be for combined business and related residential use, are, after clever variations in the planning application, now on the market as full residential accommodation and, to boot, we, or I anyway, feel hit by the massive facade of the new building at Robertson's boatyard as you enter the narrow lane.

Understood, initially, to be much needed office facilities with flats for itinerant

workers with the special skills for working on modern boats, it is now clear, from my conversation with the management, that the offices are to be let and the flats, so far anyway, are 'holiday accommodation'. To date, Melton Parish Council are tenanting the completed office at the back and, following a recent Art and Sculpture exhibition, the front office has a tenant waiting to move in when the finishing is completed by the yard staff; but they "have been so busy working on boats that keep coming in for repair", that they "haven't had time for anything else".

The main workshop has now all the up to date machinery for planing and polishing needed to meet health and safety requirements. Mike Clarke's workshop and where Tim Smith, from Lowestoft Boat Building College, was sponsored to build the beautiful dinghy, *Sylvia Ruth*, for the Woodbridge Sea Scouts, is now but a skeleton in preparation for further redevelopment. At some stage, the current barge pontoon will be reduced and taken into new hard-standing for yachts, in for repair and/or over-wintering. This will extend over what must have at one time been salt-marsh area, alongside where the barges are. When completed this will close off the open view currently enjoyed from the riverside footpath.

The mentioned new building containing offices and holiday flats for let, has been submitted by the Woodbridge Society for a 'Quality of Place' award, offered by Suffolk Coastal District Council and is currently on the shortlist. Although on the Woodbridge Society Planning Watchdog Group myself, I am not one of those who supported this idea. Personally, I feel that it is a building out of place - not adding to boatyard facilities as such, and too massive as one enters the narrow, un-metalled lane that soon becomes a leafy footpath, that leads the walker down to the Tide Mill, Art Club and to where the Whisstock's Project is finally underway.



The contractors, Carters, are to be commended for the manner in which they have let the public see what is going on there and at the Nunns Granary site, which is popping up fast as if from a 'flat-pack' These two projects are in planning terms, inter-linked, to ensure that the more profitable Nunn's development is not 'capitalised' upon to the cost of the completion of the other, which includes much for community gain.

It is hoped and anticipated that this whole project will be completed in spring

2017, when a grand celebratory concert and pageant is planned to take place, between Whisstocks and the Riverside Theatre on the 25th - 29th of May. Tickets for this will be available in the Spring, from the Riverside Theatre.

With the new flood defence wall open on schedule and where here too, the Environment Agency conducted excellent relations with the public, on their information board, I was able to wheel my bike along this stark, white path beside the solid but, featureless, new brick wall. As reported in our previous issue, a much more robust job than that carried out in the eighties, but it does come as quite a shock. It was good to see the reed-bed behind the new wall still looking healthy, since its restoration some twenty years ago.

At Woodbridge Boat Yard (Eversons) the yard keeps busy and Geoff is currently working on *Rohaise* one of the Cherubs made at the yard in 1931, originally for David Shipman's father - but more about the Cherubs in our next issue.

Coming to the far end of the metalled walk that was originally surfaced to mark Queen Victoria's jubilee, I dropped down to Kyson Point, where I'd seen an unwelcome speeding cyclist confidently disappear round the end of the beach into Martlesham Creek; so I decided to chance being able to wheel my bike through to see how the repaired and redesigned breached walls of December 2013, were faring.

Built to a height of three point eight metres, rather than the full four metres flood level prediction, they will allow water to roll over onto land behind and are designed with an extended and low gradient to obviate the scouring effect that has in the past occurred, causing the wall to collapse. Now, much overgrown with wild plants and grasses the appearance has softened.

Reaching the top of the creek I lingered by the lagoon that formed when, about fifty years ago, the wall by the sluice gave way, flooding a projection of trees; traces of which have now almost completely disappeared. Alive with the murmur of wildlife and the glow from the sun as it set over the Fynn Valley, I could hear the slapping and sucking of webbed feet crossing the barely submerged mud, which was quickened by the thrashing of young and aptly named flounders, struggling to keep their gills wetted in the shallow water.

Before entering the woods, I looked over my shoulder to where there could be a development of nearly two hundred houses, some, three storeys high - to presumably, give maximum views across the creek. I pictured the effect of lighting and the structural impact on this tranquil place.

We should perhaps have a debate in the magazine with readers' views on what should be appropriate building along the River in the light of the possibility now, of 'Enabling Development' as outlined in the Deben Estuary Plan.

Work on the river wall defence at Waldringfield: Phase 2

In the Spring, 2015 edition of The Deben I described Phase 1 of the Waldringfield Flood Defence Group's project which provided a concrete and brick retaining wall around the boatyards and local properties. This article describes Phase 2 of the project which was completed in November 2015.

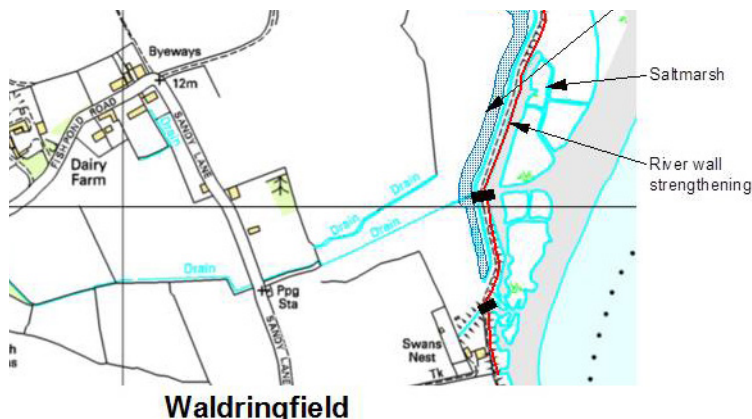


Fig. 1: Plan showing extent of strengthened river wall

The objective of Phase 2 was: to strengthen and raise the river wall to the north of Waldringfield (see Fig.1), to create a fresh water wildlife sanctuary and to enhance the saltmarsh adjacent to the river wall (outstanding work).

At the heart of the project is six hectares of grazing (Dairy Farm Marsh) owned by the late Reverend John Pretzman-Waller, Rector of Waldringfield. The Waldringfield Flood Defence Group have teamed up with the Trustees of his estate and agreed a joint project which combines the benefits of strengthening the river wall and creating a wild life sanctuary.

Strengthening the river wall: Clay, sand and shingle excavated from the marsh have been used to raise and strengthen a kilometre of river wall to create new flood defences. The clay was suitable for strengthening the wall. This involved both increasing the



Fig. 2 View of strengthened river wall

height and reducing the gradient of the land side slope of the wall (see Fig.2 and 3)

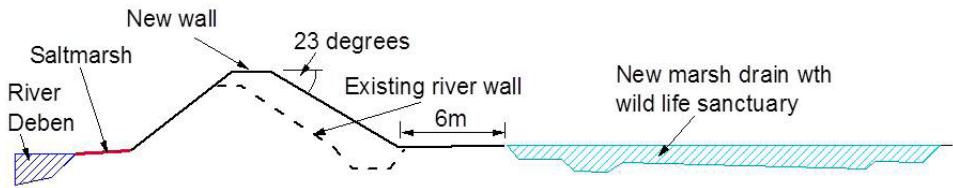


Fig.3 Typical section through new river wall

The level of the top of the wall has been raised to a level of 3.6m AOD and above, apart from a 50m length in front of Swan's Nest where it is less than 3.5m AOD. In this length the gradient of the land side slope of the wall is similar to that of the river side. The height of the wall on the land side in this region is between 1.5 and 2.0m.

Creating a wildlife sanctuary: The excavations required to provide material for



the river wall were shaped into a narrow lake with two small islands designed to attract birds and other wildlife (see Fig.4). A sizeable population of water voles was discovered in the old ditch. These endangered creatures have now been happily relocated to their new wetland habitat, which is also hosting a range of other species, notably an otter, little egrets and avocets.

Fig. 4. New lake for Wetland Bird Reserve



On 1st December the Waldringfield Flood Defence Group and the Trustees of the estate of Reverend John Pretymann-Waller celebrated the culmination of two years' work with a ceremony to inaugurate the new river wall and nature reserve. A plaque was unveiled dedicating the reserve to the Rev John Pretymann-Waller.

Enhancing the saltmarsh: Work has started to encourage the saltmarsh to increase locally to the river wall (see Fig.5). This will provide some protection

for the river wall at times of extreme flooding. The work will continue during 2016.

The Internal Drainage Board has acted as the Contractors for Phase 2 with support from the Waldringfield Flood Defence Group, the Trustees for the land, the Environment Agency and Suffolk Coasts and Heaths.

The cost of Phase 2 (excluding work on the saltmarsh) has been about £300k.



Fig. 5. Work to restore saltmarsh

Robin Whittle

River Deben Association - Saltmarsh Pilot Study – Effect of Shore Crabs and Ragworms

There is much uncertainty about the cause of the erosion of saltmarshes which is taking place in the rivers of Suffolk and Essex. There is a view that the tunnelling effects of shore crabs is one of the main reasons for this.

The purpose of this pilot study is to investigate the role of shore crabs in the erosion of mature saltmarsh and the effect of rag worm and shore crab bioturbation on sediment loss in tidal mud



lagoons. The study will also investigate the effect that a shallow sill may have on these losses. The investigation will take place over a period of four years.

An underwater video camera is also being used to record the movement of underwater life around the tunnel entrances created by the shore crabs.

This is the first time that such research has been set up and it is hoped that further sites will be found to extend the scope of the investigation.

Two half metre diameter galvanised wire mesh crab exclusion cages, and two 400mm square perspex plates to exclude ragworms (see photograph), have been used as part of the equipment to compare sedimentation rates over a period of four years. The shallow sill will be constructed with removable plastic sheet piling (1m length) manually installed (no machinery).

The equipment was put in place at the beginning of June 2016 and the first measurements were taken on 12 June. The next set will be taken in September (every four months).

Sarah Zins

Black Swans on the Deben

I am lucky enough to live right on the Deben, and regularly count 24 white swans on the upper reaches of the tidal river towards Melton. But only recently did I become aware of the black swan. For those of you who do not know about it, there is a Woodbridge-specific website called 'Streetlife' to which anyone can subscribe and contribute; and amongst the pleas for recommendations for a reliable plumber are some nuggets of wider interest.

In October 2015, several people mentioned sighting a black swan, so with two small nieces to entertain, we armed ourselves with an ice cream and set off in search. We had only reached the duck-feeding pontoon near Eversons Boatyard when my observant



companions spotted the black swan – less black really than the now-fashionable shade of slate-grey, but with white flight feathers and a very striking red beak. I saw the bird another couple of times, but then no more.

However, two weeks ago, perhaps attracted by the return of the same charming nieces, along came the black swan again, this time almost to Melton where it had not been previously spotted. The next week, alerted to the excitement this generated, my husband saw two black swans by Robertsons boatyard. From close quarters, the black feathers are fringed with grey and the raised, 'crinkly' wing feathers give a somewhat ruffled appearance.

Wikipedia tells me that the swan's latin name is *cygnus atratus* and that it breeds mainly in Australia - indeed it is the state emblem of Western Australia, and appears on the state flag. Their feeding habits are similar to those of white swans, and like them they are largely monogamous, pairing for life and they share incubation duties and cygnet rearing between the sexes. Apparently, if one bird of the pair dies, the other black swan will usually not attempt to find another mate but the Deben black swan may prove an exception to this rule, as one 'Streetlife' subscriber reported seeing a black swan with a mate a couple of years ago before a long solitary period and now, perhaps, a new romance.

The black swan's cry is reported to be a musical and far reaching 'bugle-like' sound, as well as a range of softer crooning notes. It can also whistle, especially when disturbed while breeding and nesting. All was quiet when they were near us, and we certainly didn't come between them and breeding, so heard no whistling. In flight, a 'wedge' of black swans will form as a line or a 'V', with the individual birds flying strongly with undulating long necks. Two swans do not a wedge make, so the pleasure of seeing the 'V' flying formation remains for the future. They lose all their flight feathers at once when they moult after breeding and they are unable to fly for about a month.

Black swans were introduced to the UK as an ornamental bird in the 1800s, but some escaped and formed populations over the UK. Opinion seems to be divided about whether they are a good or a bad thing. The more generous say that they are handsome and unusual, to say nothing of providing an exciting diversion for small relatives.

Their detractors say that they are an agricultural pest, feeding on crops and grazing on and fouling grass, and because they are more aggressive than other species, there are fears they may 'out compete' mute swans for food and habitat in many areas. This view may be endorsed officially, as in England and Wales, they are listed under Schedule 9 to the Wildlife and Countryside Act 1981 which makes it an offence to release or allow this species to escape into the wild. The bad associations may be intensified, at least for ballet lovers, by the fact that the black swan in 'Swan Lake' is Odile the daughter of the evil sorcerer Von

Rothbart and herself a witch. In some productions she is magically disguised as Odette the heroine, to trick Siegfried the hero into breaking his vow of love to Odette, and in other productions she is Odette's evil twin or double.

The black swan is classified as Least Concern (LC) on the IUCN Red List. The British Trust for Ornithology (BTO) has found that the number of locations at which the birds are found has more than doubled in the past five years, while the number of breeding sites has more than tripled. The research suggests that black swan numbers have increased at such a rate that they may now be added to the authoritative 'British List' of birds found in the UK - until now, the black swan population has not been considered large enough to be self-sustaining.

An alternative thesis for its return comes from a theory developed by one Nassim Nicholas Taleb after the results of the 2008 financial crisis. He coined the expression 'black swan' to mean an event that deviates beyond what is normally expected of a situation, is extremely difficult to predict and has a major, often catastrophic, impact.



My hope is that the Deben black swans have not arrived to herald the current political turmoil, are unaffiliated with evil sorcerers, and perhaps simply want to greet my nieces.

P.S. Since writing this article, another black swan has been seen with the 'pair' and so there are now at least three black swans all enjoying the beautiful River Deben.

Connie Clarke - Lady of the Manor

Constance (Connie) Eugenie Newson was born on 22 November 1903 in 1 Victoria Cottages, Felixstowe Ferry. She was the youngest child of Edward (Gager) Newson and Caroline Newson (né Chaplin). She had two sisters Dorothy and Elsie and her brother was Edward (Settler) a pilot at the Ferry (See The Deben 48). Connie Clarke went on to become one of the most notable characters of the Ferry in recent times.

Connie's family were not wealthy, however, she became wealthy and well known after her marriage to John 'Bull' Clarke who was born in Rippon in 1881. John Clarke was one of the, if not the wealthiest man, at the Ferry. He was a butcher and he had made a considerable amount of money supplying naval ships during the war. Connie is said to have pursued John Clarke 'across the golf course as his caddie' later becoming his 'housekeeper'; finally marrying him in 1941 when she was 38 and he was 59.



John Clarke used some of his wealth to acquire a substantial amount of land at the Ferry including the foreshore. He bought Connie the titles of 'Lord of the Manor of Felixstowe Priory' and 'Lord of the Manor of Walton Cum Trimly' and hence Connie became known as the Lady of the Manor. During his life, and after his death in 1952, he left the land and much of his wealth to Connie.



Connie it seems took on the role of Lady of the Manor. She developed an 'affected' accent and was said to speak 'nicely'; whether she had elocution lessons is not known. She

was said to be rather 'la di da' and she and John Clarke, although they could be generous 'after a fashion', were said to 'look down' on people of the Ferry.

Connie took an interest in everything that was going on at the Ferry. She would walk around there, always immaculately 'turned out', never in the same dress more than once, and wearing a fur stole to church. She would aim to keep the Ferry tidy and in good order, continuing the tradition of the Trinity House pilots of her family. She was often seen inspecting fishing tackle, 'kicking nets' and picking at things with her shooting stick. She would sometimes make the fishermen tidy up their nets. If for example, you put down a winch or built a shed you would soon get a letter from Connie's solicitor demanding you sign a licence and pay a fee or remove the offending object. For many years the Sailing Club licensed the land on which it was built. Charlie Brinkley put up a washing line and had to pay a licence fee and was then charged for access over Connie Clarke's land. As one of the fishermen said 'she was a solicitors lady'; he was threatened that if he did not take down the shed he had constructed on the foreshore he would be taken to court. He duly dismantled the shed.



Connie herself was taken to Court by Robert Greenwood, Sanitary Inspector of the Felixstowe Urban District Council in 1949, charged with failing to keep to the terms of a licence granted to keep nine caravans on a plot of land to the rear of the Coastguard Cottages by her bungalow Fairhaven, and not having the required number of toilets for each gender. The Felixstowe Times headline of September 10 1949 reads "Showed the greatest discourtesy. But she won her case - Court Story of Caravans and Closets at Felixstowe Ferry." Her assertive Council, Mr R.W. Shipman, managed to get the

case dismissed on a number of technicalities and argued that the case was an act of retribution on the part of the Sanitary Inspector.

While Connie could be demanding and autocratic, she is also remembered for acts of generosity, such as lending Settler the money to buy a fishing boat and helping him become a Pilot. She loaned him the money to build his bungalow, but he had to pay it back. When Joan Newson was ill Connie gave her a red watch which she remembers. Peter Barr wrote in the notice of her death that she was 'a local benefactor and supported a number of charities of which The Children's Society was her foremost concern'.

Connie had no children of her own but loved children - 'less so adults'. She was said to be 'wonderful' with children and very kind and generous. She

would regularly take the children of the Ferry to the Saturday matinees at the Spa Pavillion in Felixstowe. She would take them for picnics at Brightwell in her Armstrong Siddley Sapphire car as well as taking them in her boat up river for picnics.

Nigel Gibson remembers that the boat invariably broke down either with a flat battery or because it had old petrol in the tank. Connie's varnished speedboat lay off the Ferry and on one occasion she asked her cousin's son Felix Newson to take her out along the river in front of the beech huts 'so everyone could see her'. She asked him to check the petrol level and when he told her it was almost empty she told him to cast off. They got out OK but then the engine died and it was left to Felix to call over the Ferry boat and hang on to the end and be pulled in, almost pulling his arms off. Felix also tended her garden, earning three shillings a week cleaning the toilets on her caravan park and her car. On one occasion she dropped a coin and it rolled under the car and she exclaimed "you must get that back for me Felix, I must have that back." After much searching he returned with half a penny !'

Constance was a religious person and staunch supporter of St Nicholas Church at the Ferry. She had a 'lovely voice' and was known for her singing in church which could always be heard above the congregation.



Connie had a passion for theatre and for many years she sponsored a theatre in Gravesend. 'She loved theatrical people and this followed her 'feeling for a fantasy world.' Bligh Manor has a 'baronial' staircase leading to a landing where Bill Bannister would play the piano during one of Connie's famous parties. She would invite people from the Spa Pavillion to sing. Local people were generally not invited but on one occasion when Nigel Gibson's grandmother was invited, she came back 'laughing at the theatrical element of it'. Connie's support for the theatre was unstinting and when it got into financial difficulties she raised the funds needed to save it, by selling off some of her land.

Befitting her status as 'Lady of the Manor' John Clarke planned to build a 'grand house', 'Bligh Manor', but died before it was completed. Connie completed 'Bligh Manor' and lived there for the remainder of her life.

In 1966, Connie married David Jenkins who was a Head Teacher in Gravesend. After David Jenkins' death Connie lived alone in 'Bligh Manor', although for a

time Joan Newson and her husband lived with her. She was said to be 'difficult to live with' and did not like Joan's husband. Connie used all the hot water and listened to their phone calls. It became intolerable and while she was on holiday Joan says they did a 'flit' for which Connie never forgave them.

Sadly, as Connie grew older her mental health deteriorated and she became increasingly eccentric. There were fears for her well being and eventually she was hospitalised. She ended her days in the Mill Lane nursing home in Felixstowe where she died aged 90 in 1994.



There is controversy surrounding her legacy and her will. It is said that in a first will she wanted to leave the land of the foreshore to the National Trust and establish an area similar to Blakeney Point in Norfolk which she visited frequently. However, while this has not been substantiated, in 1960 when Common Land had to be registered, Connie had all her remaining land registered as 'common' land; specific rights are attached to 'common land' for the benefit of the public.

After Connie's death her land was sold off in a number of plots. The foreshore to the north of the ferry was sold off for £5K and the land of the Sailing Club was sold for £40K. 'The Syndicate', a group of business people, bought up much of the land and brought a court case to have the land de-registered. They managed to win the case on the basis of their claim that the land was reclaimed land and thus could not be classed as common land. Some of their land on which 'The Syndicate' wanted to build holiday flats was eventually purchased by the Millennium Trust. The Felixstowe Fore Shore Trust purchased the foreshore of the Ferry with the aim of forestalling the building of a marina. Connie's titles were sold off.

So although the Ferry may not have become what Connie envisaged and strived for, some of what she believed in, continues in the values which we hope are enshrined in these institutions.

My thanks to Richard Chapman, Nigel Gibson, Joan Chapman (nee Newson), and Felix Newson. I hope that if there are inaccuracies in this account you will point them out. I also hope that those of you who knew Connie will send me your recollections.

Felixstowe Ferry Fore Shore Trust

Towards the end of 1991, land and foreshore at Felixstowe Ferry, belonging to the Lady of the Manor, Connie Jenkins, was offered for sale by tender. A group of people having a common interest in preserving the unique character of the foreshore at Felixstowe Ferry, joined together in a bid to purchase the land.

The land in question is essentially the mud and shingle between mean high and mean low water extending from the foot ferry jetty and around the boatyard in a northerly and then westerly direction right up to the river wall. Also included are two areas of land within the boatyard above the high water mark.

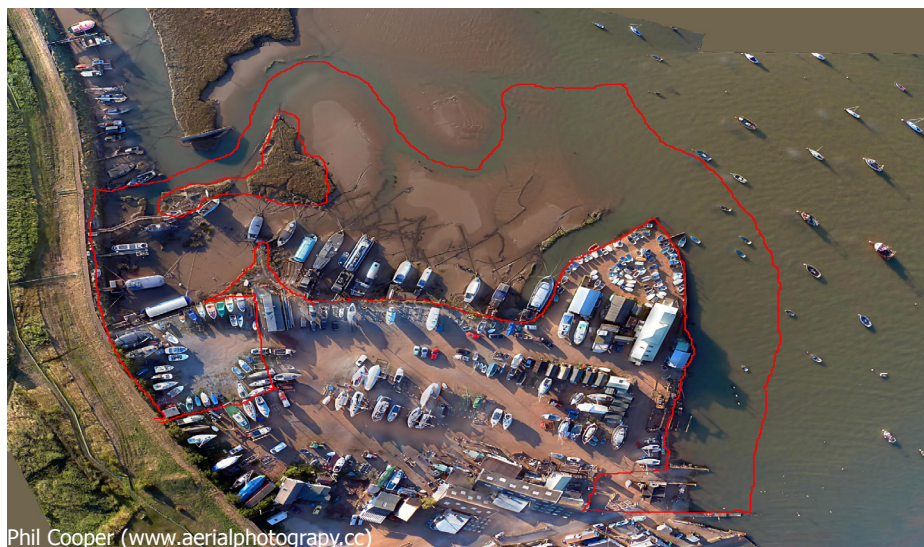
The aerial photograph taken in August 2016 shows the extent of the land in question.

Concerns were expressed by some that, should a commercial organisation acquire the rights to the foreshore, it was not inconceivable that a marina or similar development might be proposed in the area. Apart from planning considerations, there might be little, that those who used and valued the Ferry so much, would be able to do about it .

Upon acquisition of the land The Felixstowe Ferry Fore Shore Trust (FFFST) was formed in early 1992. The stated objectives of the Trust were to "maintain the essential character of the Felixstowe Ferry Foreshore, to maintain access to the river for recreation and business and to control commercial development." The aims of the Trust have not changed.

Thirty individuals, and the River Deben Association, each contributed £1,000 towards the purchase price. Shortly after the land purchase the Felixstowe Ferry Boatyard lodged a legal caution on the foreshore land and it took a further eight years, and a visit to the High Court, for the legal ownership to be decided in favour of the Trust. During this period further shares were issued to existing shareholders in order to raise money to pay legal fees and costs relating to the High Court action. After another nine years, registration of the land with the Land Registry was completed.

In the early years following acquisition of the foreshore, the Trust derived a small income from the slipway and a fish stall located on the river frontage. Following settlement of the land ownership dispute, the Boatyard pays for the use part of the land owned by the Trust and, as houseboats change ownership, they also are



required to pay an annual licence fee to the Trust.

This modest income helps to ensure that the Trust's objectives can be achieved, as demonstrated only last year when legal action became necessary, to ensure that only approved and proportionate structures are constructed on the foreshore, adjacent to houseboats. There are currently 17 houseboats of many shapes and sizes on the foreshore, owned by the Trust. Some are lived in full time by their owners, but most are holiday and weekend retreats.

Though Felixstowe Ferry has been subject to considerable change in recent years, it still somehow manages to retain that special character. Comparisons with photographs of the Ferry taken over the years, and particularly in the 24 years since the Trust acquired the foreshore, do show that there have been significant changes in the use of much of the land outside of the river walls at Felixstowe Ferry.

The area around the Boatyard, and particularly the foreshore, has always been what some might call untidy, but that is part of its character which the members of FFFST are keen to preserve for both their future and for those users and visitors to the Ferry in generations to come.

During the 24 years since the Trust was formed membership has obviously changed. However, the majority of current Members are still the same people who formed the Trust in 1992. A small number of original members have, for various reasons, transferred their shares to other, usually younger, family members and others have sold their shares to entirely new individuals. As would be expected, some of our original members have died. Their shares have either been transferred to family members though a number have been sold to new members expressing an interest in the Trust's aims and objectives. Though ownership of shares may be passed on

by various means, there is still a requirement for new members to be approved by the existing membership. At this time a small number of shares are available for purchase by people that may share the Trust's objectives.

The need for the FFFST to continue to maintain its objectives has never been more important than at this moment in time when the world seems to be pressing in on all sides of our unique and beautiful river.

Tony Storer is the Secretary of the FFFST

tony.storer@btinternet.com

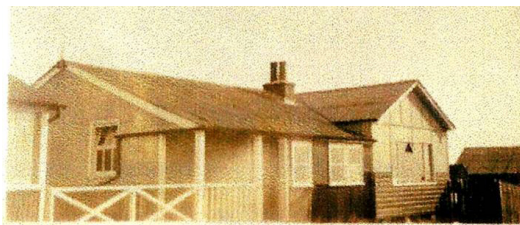


Early Memories of Felixstowe Ferry

My elder brother, David, has recounted some of his memories which I have incorporated in this note. David was born in 1928. I was born in 1936. Our father was a doctor practising in Cambridge.

In the summer of 1932 my mother and father (Phyllis and Howard Whittle) had a short break with David and they stayed in the 'Boathouse' bungalow near the point at Felixstowe Ferry. It was during that short stay that my mother and my father became interested in finding a property at the Ferry for a holiday home and, in 1934, they bought 'Ferry Beach', a bungalow positioned between the golf course, the sea and the hamlet.

'Ferry Beach' had been moved from a location between the 'Ferry Boat Inn' and the seashore in the early 1930s. At that time it had been joined up with 'Fairways' which now stands on the land side of 'Ferry Beach'.



The original building had been built on short concrete stilts. This was transported on a low loader to the present position with 3m separating the two properties. The roof ridges of both were aligned at right angles to the sea shore. They were of timber frame construction with wooden plank internal walls. The roof and lower half of the external walls were faced with corrugated iron.

Amazingly both bungalows survived the bomb that hit and destroyed the Coastguard cottages, barely thirty metres away. The construction of the bungalows was very flexible and the only damage to them was a few broken windows.

Both bungalows have been extended. 'Ferry Beach' was extended towards the sea with the roof ridge parallel to the sea. A verandah was added facing the sea and in the 1970s one of the bedrooms was extended by my father, adjacent to the verandah.



'Ferry Beach' 1934

'Ferry Beach' was at that time about 75m from the sea shore. Captain Wells, who lived in 'Mariners Cottage', also owned a large boat-shed which was situated between the sea and our bungalow. This

could house at least four 14ft dinghies. Beyond it there was a patch of grass where my father parked a caravan for a short period. Whilst in residence Captain Wells always hoisted a Union Jack on a tall flagstaff outside his house. My father eventually bought the boat-shed from him (in the 1950s) which gave us access right down to the water's edge.



My family started to have its holidays at 'Ferry Beach' in 1934 and the facilities there were fairly bleak – no water, no electricity, and only a chemical loo outside in a lean-to. Every two or three days this was emptied by the Town Council, a process nicknamed 'Bring out your dead'. At first drinking water could only be obtained from an outside tap on the wall of the Coastguard Cottages.

My mother and father enjoyed sailing on the Deben, often with friends, visiting Ramsholt Rocks and Waldringfield. It was around 1935 that my father bought *Puffin*, a small gaff rigged wooden yacht (about 20ft length overall) which had a little cabin. It had a bowsprit and a counter at the stern making its overall length about 23ft. My father decided to replace the long shaft outboard two stroke engine with an Austin Seven inboard engine fitted, probably at the Felixstowe Ferry Boatyard, run by Fred Pearce.

I remember my first visit (aged nine) to 'Ferry Beach' with my father after the war in the Spring of 1945.

'Rose Cottage' (not sure what it was called then) looked very sinister with the brickwork blackened from the bomb damage. I remember being quite scared by the vision of Dan Skipper (he conjured ideas of a pirate with a peg leg). Between 'Rose Cottage' and the beach there was a line of coiled barbed wire, two rolls high (about 8/10ft). It passed about 1m from the side of our bungalow, leaving a small gap for a walkway right up to the beach. I

remember we managed to walk along this and found that Dan Skipper had pulled up his dinghy at the top of the beach. Somehow he had managed to launch it through all the scaffolding and steel spikes planted on the sea shore. Beyond the barbed wire there were two or three Nissen huts which were being used by the local Home Guard (I think).



That summer we had our first post-war holiday at 'Ferry Beach'. We collected fresh water from a tap outside 'Rose Cottage'. David had brought a friend with him and I remember that they went exploring amongst the rubble remains of the Coastguard Cottages and found two small but beautiful Persian kittens. The

friend kept the one which was pure white and my family kept the other which was a 'blue'.

The effects of the war were still very obvious for the next two years. No one was allowed on the Golf Course as many land mines had still not been cleared away. Every now and then there would be an explosion caused by a dog or stray animal on the Golf Course. There was still anti-tank scaffolding on the beach in front of the bungalow.

That year my father bought some very ugly army surplus water tanks going cheap. He surrounded the bungalow with these, and connected them up to collect rain water. He had yacht hand pumps installed in the bungalow so that water could be pumped from outside tanks up to a tank in the roof. My middle brother, Colin (four years older than me) and I were assigned to pumping each morning.

Each year from then on saw an improvement to the services for the bungalow. First a septic tank was installed and then a connection to a lavatory in the wash room. Then electricity and eventually, around 1948/9, mains water was connected.

In 1946 when the electricity meter had been fitted in the bungalow my father set about installing the electric circuits for both lighting and power. David (aged 18) was responsible for fitting the hot water tank, bath and basin, in the bath room, and the basin in the kitchen with all the connecting pipe work. The result was amazing for the rest of the family who were now able to live in luxury. All the rainwater tanks were removed which improved the appearance of the place immensely.

The storm and floods of 1953 dramatically changed the size of our property and the next door bungalow close to the sea and just upstream of us was swept away

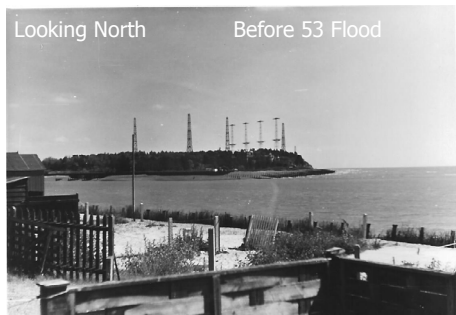


Shoreline in 1954 before the concrete wall was built.

by the storm. Fortunately the large boathouse, previously owned by Captain Wells, had been sold and taken away a few months before the storm. The new line of the sea shore came within 10m from the edge of the verandah!

It was a great relief to the family when the new sea wall was built to protect us, the Martello tower, and other local dwellings. The wall extended southwards for several hundred metres which provided partial protection for the golf course.

After the storm my father bought two precast garages and had them erected at the back of the property. Although both were very ugly they provided space to have a workshop and keep dinghies in. I don't think either was ever used for cars.



Looking North

Before 53 Flood

In the early 1970s my father had two solar water heating panels fitted to the south facing roof. These provided a heat source for the hot water tank. They performed well for thirty years. I replaced these with solar PV panels in 2009 and have benefitted from the 'feed-in' tariff since then.

In 2013 I negotiated and agreed the exchange of our 'right-of-way' around 'Bligh Manor' for extra land. This has led to new ideas for the plot. We are building a new boathouse in traditional materials (masonry and slate roof). When this is complete we will demolish the present concrete garage which is an eyesore. The property will then, we hope, be more in harmony with its neighbours.



Shoreline after the flood

Looking South

People:

Charlie Newson: My father had occasional chats with Charlie. He seemed to spend much of his time sitting outside one of the huts close to the sailing club keeping an eye on the bar, often with one or two pretty girls when the sun was out.

Ted Newson: I remember Ted from the occasions that he came and repainted the outside of 'Ferry Beach'. He, like many others at the Ferry, got around on a bicycle.

Charlie Brinkley: My father was quite friendly with Charlie. I remember an occasion when we were walking by the boatyard at the ferry. One of Charlie's children had got a fishhook caught in his hand. Dad, being a doctor, stopped to help remove it.

Fred Pearce: He was in charge of the boatyard before and after the war. I remember him as a rather unfriendly person (I was only nine at the time).

Eddie Griffiths: Eddie was from down under and owned the shed that Hugh Webster now uses for his Studio. He was a mechanic by trade and serviced many of the engines of the local yachts including the Austin Seven engine that my father had installed in *Puffin*.

Herby Kerry: My father became very friendly with Herby during the 1950s and early 1960s. He was a local artist and loved to spend time at the Ferry doing odd jobs. He painted the outside of 'Ferry Beach' at least once. My father and he spent many happy hours chatting about life.



a) Sheet Piling

Construction of concrete sea wall in 1956

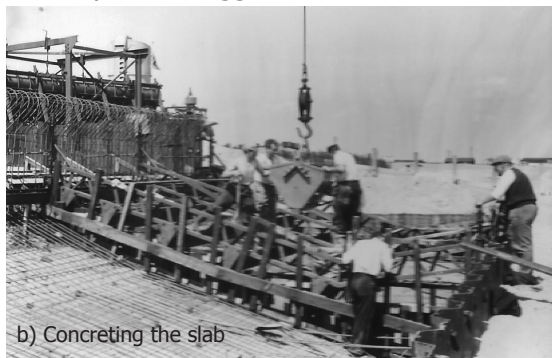
Dr and Mrs Hounsfield: They owned 'Fairways' (next door to 'Ferry Beach'). Mrs Hounsfield was a very imposing lady and rather frightening (for me aged nine). I made friends with one of her grandsons, John, and we spent quite a lot of time together in the summer of 1947 and 48. He later became a pilot with BOAC.

The Bonham-Carter Family: Soon after the war Group Captain Bonham-Carter bought 'Mariners Cottage'. They had two sons, the younger of these, Gerard, eventually took on the ownership of the house. He and his wife, Amber, like us, spent many of their family summer holidays down at the Ferry.

Theresa Hockley: In the early 1980s my father took on Theresa as a tenant at a nominal rent. The agreement was that she would move out of the bungalow during the holiday period when our family was there. This arrangement remained after my father's death until 2001 when she moved into her own house in Trimley.

Special memories:

In the summer of 1937 David, aged nine, learnt to sail. He was a little frightened when my father suggested that he should take the dinghy, a 14ft clinker built boat with a lug sail, out by himself.



b) Concreting the slab

He told my father that he didn't understand what he should do. My father suggested that they row out to *Puffin*, which was kept on a mooring at the Ferry, and while my father was getting on with jobs on board David should sail in circles around *Puffin* so getting used to tacking and jybging. It was a pleasant sunny day with a light breeze which was

ideal for a beginner. My father talked to David for the first two rounds explaining what was happening and then let David get on with it. He carried on for over an hour, by which time he had begun to realise what was going on and gaining

confidence in what he had to do. From then on he enjoyed helming and although never got into racing he loved sailing in dinghies and later having his own yacht.

During the summer holidays at 'Ferry Beach' the children enjoyed visits to the Butlins Fairground in Felixstowe. On one occasion, during the 1946 holidays, the family decided to meet for tea at a special

café, 'Bonnetts', at the top of Bent Hill. David and I set off early to visit Butlins and then walk back along the seafront to the cafe. My father and Colin decided to walk from the bungalow along the sea shore round Cobbolds Point (possible at most tide states). My mother had to do some shopping and agreed to meet everyone at the café at 4.30pm. David and I had enjoyed an exciting ride on the 'switch-back', built on an enormous wooden structure that overlooked the sea, after which we hired airguns at one of the side stalls. I had just loaded my gun and was lowering it to take aim on the target when I heard David say 'Be careful, Rob!' I took aim, fired and was rather surprised that nothing happened. I looked up to David and noticed a red tuft sticking out of the side of his head. It was the dart from my gun. It had entered David's temple an inch and a half from his eye. David told me to go and find my mother and I set off running the mile and half to the main shopping street. By a great stroke of luck I found my mother's car just as she was getting in. Out of breath I gasped 'I have just shot David'. My mother got me into the car and drove quickly back to the fairground and took David to a nearby chemist. He advised hospital so my mother drove there with



d) Framework for concrete wall

c) Wall Reinforcement



both of us. Then she took me to the café to inform my father and Colin of the situation. From there my father drove to the hospital to find out what was happening and within half an hour was back with David ready to enjoy a slightly delayed tea with cream cakes. The dart had been removed and the wound stitched up leaving a slight headache!

My brother, Colin, and I often accompanied my mother on shopping trips into Felixstowe. We usually managed to be given sixpence each to buy an ice-cream. We always went to Fella Brothers at the bottom of Hamilton Road and

bought two three-penny vanilla cones each. We got a better deal this way than a single six-penny cone.

The children (including me) often took our home made sailing boats to ponds in the beach opposite the Martello tower on the golf course. The build up of shingle then (1945) was quite similar to that of today (2014), but of course without any concrete wall. The beach has come and gone several times since those days. Our model boats were made of small slabs of wood with a point at one end and a pencil or twig stuck in near the front on which we slotted a paper sail.

At the age of twelve I built a small land yacht with some old pram wheels and cut down sheet for a square sail. I dragged it up to the golf club one day when there was a fresh south westerly breeze and set off down the road. I had a very exciting run all the way through the golf course, past the Ferry Boat Inn and right down to the end of the tarmac on to the beach by the Ferry.

David Bucknell

Dr. Hounsfield's Safari Bed

Robin Whittle has mentioned Dr Hounsfield, Leslie Hayman Hounsfield (1877-1957), who frequented the Ferry. Hounsfield was an engineer and in 1913 he invented the Trogen Car which remained in production up to 1944 when production of commercial vehicles superceded the production of the cars. A Trogen could be seen 'running around' in Felixstowe up to the sixties.

After he left the business Hounsfield designed the Hounsfield Safari bed which was standard issue to the army and even BBC war reporters. Later it was widely sold as a camping accessory.

Some of you will have slept on these beds and remember their quirky qualities of tipping up, both at the end and at the side. They were an ingenious design, with sprung metal legs, and we have two of them in our loft.

L.H. Hounsfield also invented the Tensometer which measured the tensile strength of metals and is still in use today.

If you have memories of the 'Hounsfield bed' please write in, as I am sure they will be of interest to readers.



Artists and Writers

Michael Coulter

Recently I received a birthday card from Wiltshire featuring Michael Coulter's picture of the hard at Pin Mill. It gives you some idea of the reach of Coulter Cards which are sold all over Britain. You will have seen Michael's picture of houseboats in the last edition of the Deben and his picture of Woodbridge on the cover of this edition.

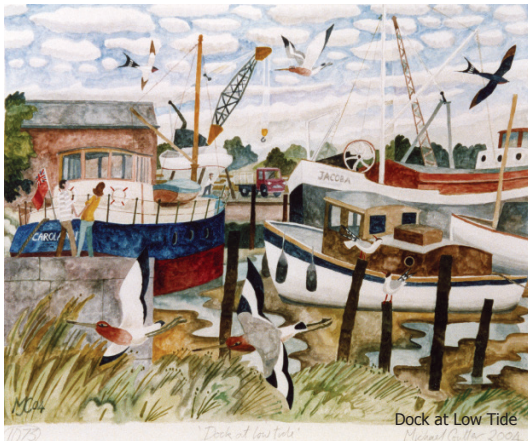


Barges at Pin Mill

and subjects before they appear in his paintings.

Michael says having experimented in oils he now works in water colours using a 'dry brush technique where you use the colour intensively in small areas. I don't put down big washes.'

Michael trained at art school as a print maker and book illustrator. This is evident in his art, although he never worked in this field. His work has a representative quality and many of the subjects have a symbolic character. Michael agrees and says he does not 'directly observe a scene' he works out a design from what he has 'collected'. Similarly, he will often design the specific objects



Michael lived in the Midlands before moving to Suffolk and has a love of the Pennines and the Dorset coast. Michael's love of the Suffolk estuary and coastal landscapes is evident in many of his paintings.

"I moved to Suffolk 50 years ago to become Head of Art at Woolverstone Hall School. The London Grammar School for Boys (all boarding), which closed in 1990, to become Ipswich Girls High School.



The School grounds ran down to the bank of the Orwell so I quickly became aware of the wealth of interest an estuary could provide. An estuary, especially the estuaries of the Suffolk Coast became an important feature in my teaching and my own work.

I moved to Woodbridge 20 years ago and so became much more familiar with the Deben. A river that was far from unknown to me. Though the Deben has it's own distinctive character it is a typical East Anglian estuary, lined with woods, salt marsh

and the occasional small sandy beach. Every mile or so broken by the entry of a grindle or small creek. Hereabouts the land is formed into a series of peninsulars between the many estuaries so there is no coast road. The shore can only be reached by narrow dead end lanes or footpaths. Life along the estuary is reduced to walking pace or a few knots, giving a wonderful feeling of peace. Sunshine, wind, rain, calm or storm and the cry of the birds, untouched by the pace and noise of modern life. Modern life, however, still makes it's mark; commercial shipping has virtually disappeared to be replaced by sport and leisure, yacht and sailing clubs, boatyards remain and thrive maintaining, renovating and restoring – wonderful places to explore and a source of inspiration.

The Deben with other estuaries of East Anglia will continue to inspire me, high tide or low tide whatever the season."

Michael says he likes to see his work in print, "not quite same as being a print maker". Linda Coulter manages the greeting card and calender business and she now has 160 of Michael's designs. Although the cards are now mainly sold in Suffolk, at one time the business had agents as far a field as the Kyle of Lochalsh. Alan Marshall has published a book of Michaels paintings 'Coulter's Countyside' and the intention is to publish a follow up, 'Coulter's Coast'.



Fresh from the Sea

I find in Michael's paintings a happy, joyful quality, akin to a celebration of the minutiae of what he is observing. As Michael says *'Perhaps I think life should be fun!'*

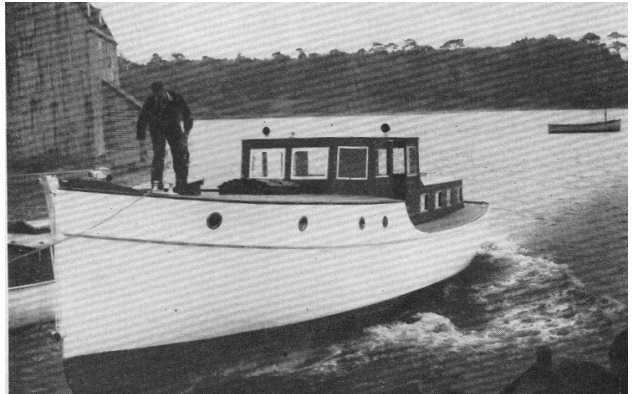
‘Boats of the Deben’

Norman Cannell

‘Janthea’ (ex Reda)

Among the pre-war owners of the Little Ships are many prosperous personalities of the 1930s. *Reda* was built for a Mr Austin Reed, for many years thought to have been the head of the successful clothing firm of that name. However, recent enquiries have discovered that the Austin Reed, who commissioned Claude Whisstock to design his comfortable 45ft. yacht at Woodbridge, Suffolk in 1938, was in fact the owner of a chain of five public houses in London.

Claude built the yacht entirely without drawings. The keel was laid in 1938. Thanks to an article in *Yachting World*, when she was launched in April 1939, a full specification with plan and section do exist to show the original layout, which has not been changed over



the years. The yacht is built out of 1¼ in. pitch pine planking on 2½ in. side grown English oak frames with two steamed ribs between each pair. The topsides are teak. She was powered by two 4.40 Grays engines. An unusual feature is a large heads with full size bath. She was built as a one off at a cost of £1,885 and 15 shillings. Austin took delivery of her when Ron Lenthall, who was Ron Tough's Waterman at Teddington, brought her from Suffolk to the Thames on her maiden voyage in September 1939. Austin Reed never had a chance to sail in her, but on hearing that she was going to Dunkirk, came and put barrels of beer on her for the troops.

In 1940 it was Ron Lenthall who was given the task of collecting the 'Little Ships'. It had been a busy few days for Ron. For several weeks, boats on nearby moorings had to be kept immobilised, without their batteries, for fear that they might be used by enemy agents. Then about ten days before the start of the evacuation, the word was given to make all available boats ready in case they should be needed at short notice, and collect together others which might be

used. "We knew where they were going, and what they would have to do," Ron recalled. "We had to take down the masts - as we knew most of the boats would be used for work off the beaches and not actually to bring men back - and take unnecessary gear out of them to make more space inside." He remembered taking down *Reda*'s mast and painting the name on its heel. He also remembered how Austin Reed visited his boat at Tough's and remarked on the full drinks locker, "There's plenty of booze; leave it there, the chaps will have a greater need for it than I." He also brought some barrels of beer and placed them on board.

On 29th May 1940 *Reda* sailed from Ramsgate across the Channel in company with five other small craft, all manned by willing and eager crews, fired by the one common purpose of saving the British Expeditionary Force.

After severe machine-gun attacks from the air off Gravelines, they arrived at La Panne beach at 1700 and at once began towing Whalers full of troops. She

braved a bombing raid as she left but, except for a few loosened planks, survived to off-lying ships. After several hours, the *Reda* then returned to Ramsgate with 21 soldiers aboard unscathed. In order to stop her taking on water, the aft cabin bilge was filled with pitch, which was eventually removed in 2000. On 31st May she went back again and after ferrying 50 Frenchmen to a larger transport, brought 23 more direct to Ramsgate.



After Dunkirk *Reda* continued as an auxiliary patrol vessel. A tetchy correspondence took place between Austin Reed and the boatbuilders in 1941 when the owner was billed for certain property removed from *Reda* prior to Dunkirk and still held in Tough's stores: a companion ladder and a cardboard box containing pyjamas and gloves were mentioned. Mr Reed also referred to a refrigerator, some stainless steel cutlery and kitchen utensils. Fortunately there was an inventory which, even in the heat of events, Ron Lenthall had kept meticulously.

During the war her name was changed to *Columbine* and she was based at Ipswich and served with the Harwich Patrol, until in June 1947 she was reregistered in the ownership of Arthur Foster, an engineer from Chigwell. She had three other owners between 1950 and 1952 when she was sold to Leeds

businessman Arthur Kaye who re-named her *Janthea*, after his nieces Jane and Anthea. He had her for thirty years and kept her at Hampton Court as a family motor yacht new BMC Commodore engines were installed in 1958. Ron Lenthall took the Kaye's on her to Holland and through France and she became an active member of the Association of Dunkirk Little Ships.

In 1984 she was bought by Norman and Marion Cannell. Norman was a founder member of the Association of Dunkirk Little Ships, through his father's ship *Doutelle*, of which he was joint owner. After 17 years as Hon. Secretary, he became Vice -Commodore for the 1990 return and was then Commodore for three years, during which time, in 1992 he led the fleet back to Ipswich. *Janthea* has been very well known on the Thames, until April 2016 when she returned to Woodbridge.



River Deben Association

AUTUMN MEETING

Waldringfield Village Hall

Thursday 3rd November 2016 at 7.30pm

A talk ‘A Life in Classic Wooden Boats’ by Jamie Clay

Jamie first visited the River Deben in the family boat in about 1959. During the last 30 years as a boatbuilder, his work has ranged from clinker dinghies and dayboats (many to the designs of Iain Oughtred) to yachts, and the smacks and spritsail barges of the East Coast. He has rebuilt and restored the designs of Albert Strange, Summers and Payne, and William Fife, among others.

