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## Chairman's Comment

Since these will be my last Chairman's comments, I am going to take a look at what the River Deben Association has been doing over the last 3 years.

It started at a crowded public meeting in the Community Hall in 1989. It continued in its gestation during the dark winter evenings, mainly in the Kings Head. Members of the Steering Group wrestled with the constitution written and re-written many times. Friendships made and broken many times as divergent views and conflicting interests fought with each other to form our simple but powerful aims and objectives.

In April 1990, The River Deben Association was successfully launched. Ian Battye, became our first Chairman so we were off to a good start. If anyone knew anything and everyone connected with the river, he did. Membership built up rapidly and is now around 775. What have we done? I shall list the main achievements and issues.

### Kyson Point

The fence was erected virtually as the new owners arrived. The first time the Point had been fenced in, in living history and the public denied access. Many people wrote, cajoled and worked with the Friends of Kyson in the hope that this very un-Suffolk intrusion would be removed. Suffolk County Council accumulated much evidence about land-use and rights of way over the Point and though the issue is not resolved it is not DEAD. The footpath to Martlesham is just preserved, but has difficulty in not shrinking from its 4ft. minimum.

### N.R.A.

There was consultation with the N.R.A. over the final detailed design of the river wall and we have tried to negotiate some planting to soften the rather bleak banks. The N.R.A.

has been helpful in giving advice on pollution and has answered many enquiries on dubious outfalls of various obnoxious substances, such as raw sewage, oil etc, into the river. It is very accessible to questions and comments from our Members and pollution in different parts of the river still gives some concern.

### **Litter Collections**

Two Litter collections took place in the first year, yielding several skips worth of wood, car seats, glass, plastic in all its forms and other debris. Members, yacht clubs, wild-fowlers and other groups have been so enthusiastic that only one clean-up a year is required and the Deben is now pristine and largely clear of litter.

### **Boat Survey**

Together with Robert Wright, Robert Simper conducted the first comprehensive Boat survey of the river. A total of 1571 Boats were moored on the river during the Summer of 1990 and over 2000 Boat owners regard the Deben as their home river. This useful research has been used by other organisations.

### **Planning**

This has been a time consuming but rewarding part of our work. Due to the vigilance of our Members, planning applications, hints of planning applications and just rumours have been investigated and if necessary, responses have been sent to the Suffolk Coastal District Council. Ian Battye organised a Boat trip for the Director of Planning and other Officers while the local Plan was evolving and they were able to appreciate how special and unspoilt is the River.

Representations were also made with many others at a Public Enquiry into the conversion of part of the Sluice Farm Piggery into Industrial Units. It was turned down. We have also contested planning applications for extensive and inappropriate buildings in the countryside abutting the

river. In this area the Association, I feel, has made a contribution to prevent unnecessary and damaging development that has so marred other river estuaries particularly in the South of England.

I would stress that the Association is not anti-development if it is appropriate, as has been seen by support of a small viable Marina at Robertson's Boatyard, Woodbridge. If only a business connected with the river could revitalise Whisstock's Boatyard area, it would have our fullest support.

### **Footpaths**

Anne Moore offered guided walks to people and besides being our Secretary for 3 years is our link with the Rambler's Association. Debate as to how many and how published footpaths should be, continue to exercise the Committee, Members and Suffolk County Council.

### **Finances**

A modest subscription has enabled the Association to build up funds and many members have contributed to this by helping with printing, stapling and hand delivery of the Newsletter. Fund-raising has also added to our healthy financial state and Rosemary Schlee must be thanked for her great achievements in this area, particularly when attached to a horse!

### **Access To The River**

We have been fortunate to receive 3 generous donations towards a Project Fund to act as the seed corn for any significant project to do with the river. It has been invaluable in helping with our bid with others to acquire land at Felixstowe Ferry which controls access to the river. The land was bought in 1992. A Trust was formed, on which we are represented, to own and manage it on behalf of those at the Ferry and all river users.

## River Deben Association News Letter - Spring 1993

### Present Project

We have been asked to draw up a Management Plan for the River Deben by Suffolk County Council and already we are beginning to put some ideas together, co-ordinated by Moray Macphail. There is a new leaflet/guide being spear-headed by Lil Tudor-Craig so it can be seen that our views are being <sup>sought</sup> sort by other Agencies.

Many may have seen the article in the November issue of Woodbridge News, written by Ian Battye on how people would like to see the river in the year 2000 A.D. The issues discussed will be our Bread and Butter for the next few years.

The lively interest and sheer information from your letters and phone calls show how

important the river is to so many people and visa versa. There are demands of time on your Committee, but also I hope stimulation and a feeling of influencing the future. I would encourage any of you to join the Committee even for a year and develop the area of your interest in the river and surrounding land and possibly have a bit of fun as well!

I would like to thank Members for the support they have shown me and I know will give to my successor.

DON'T FORGET OUR EXCITING NEW VENUE FOR THE A.G.M. APRIL 1ST. FELIXSTOWE FERRY

Anni Healey  
Chairman

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## Association Business

### Treasurer's Report

At the time of writing (15 January 1993) the two funds stand as follows:

General Fund	£750
Projects Fund	£2,505
<b>Total Net Assets</b>	<b>£3,255</b>

The financing of our share in the Felixstowe Ferry Foreshore Trust is now complete. Donations and fund-raising totalled £598 and the remaining £402 was provided from subscription income. The Committee is most grateful to all those who have given and worked to produce this most satisfactory outcome.

As can be seen the state of the funds is healthy. The Projects Fund continues to grow in an encouraging way and will be ready to contribute to some suitable projects in the future.

Terence Kermode  
Treasurer

### Membership

Currently there are 167 single members and 304 couples, making a total membership of 775 together with 6 clubs.

Stephen Ashworth  
Membership Secretary

**Please Note** - Stephen has changed Address:- Little Mead, Fayrefield Road, Melton, Woodbridge. IP12 1NX

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### Forthcoming Events

Thursday 1 April 1993

River Deben Association Annual General Meeting at Felixstowe Ferry Sailing Club, 7:30pm Start.

Speaker: Mike Beaton "Mills on the Deben"

31 July to 7 August 1993

Deben Week  
(Sun 1 August - Yachtsmans Service)

Sunday 22 August 1993

Woodbridge Regatta

## **Minutes of AGM, May 1992**

The minutes of the Annual General Meeting held in the Community Hall, Woodbridge on Friday 1st May 1992.

### **1) Minutes of the Last AGM**

After mention of a minor amendment, the minutes were passed by the meeting and signed.

### **2) Matters Arising from the minutes**

There were no matters arising.

### **3) Chairman's Report**

The meeting was told of increasing contact between the Association and local government agencies.

Members were thanked for contacting the Association with reports on local planning proposals and were encouraged to continue.

### **New Projects - Footpaths**

Suffolk County Council has asked the Association to write about local walks in a leaflet they are promoting. Comments from members were invited on whether the Association should be drawing attention to the river footpaths. Several members voiced reservations about drawing attention to the river footpaths for fear of overuse, but did comment that pressure needed to be exerted to provide proper "way marking" of footpaths to avoid wandering and straying. One member mentioned the problem of mountain bikers and people straying off the paths to have a picnic.

### **New Projects - Planting New Trees**

Suffolk County Council are willing to replant trees or plant new ones. Members were asked for suggestions of appropriate sites.

### **Planning - Martlesham Creek**

An application to change the use of Sluice Farm Piggery into an Industrial Estate was turned down but it is going to appeal and there will be a public inquiry in June.

The Chairman warned that letters of objection should be sent to the department of the environment. There is concern that planning appeals are often rubber stamped by people unfamiliar with the area. It was pointed out that anyone can make an objection at an appeal and the Association agreed to make definite representation. The chairman asked if there were any members with professional experience in the field who would be able and willing to help present the case. The question of adequate access to the site was raised and also the possibility of oil or chemical storage with the danger of spillage.

### **4) Treasurer's Report**

Attention was drawn to the statement of the accounts dated 31st December 1991. The balance to date was £500 in the General Fund and £1600 in the Projects Fund which had been started from money handed to the Association from the Deben Oyster Protest Committee. Membership had reached a grand total of 750 members. Thanks were extended to members who had helped distribute newsletters. Members were asked to renew their subscriptions.

### **5) Annual Reports**

**Editorial** - Tim Midwinter told members that he was taking over the organisation of the news letter and thanked the Jackson group for their help with folding and stapling.

**Litter** - Tim Midwinter thanked helpers and asked for more help to cover the area between Bawdsey and the Rocks and also between Felixstowe Ferry and Kirton Creek. He introduced Richard Hare who is going to take over the co-ordination of the Litter Clearance. A date in October for the next Litter Clearance has been provisionally fixed but is yet to be confirmed.

### **6) Election of Officers**

Six committee members retired and six members were elected in their place. Anthony Mason was elected as Vice Chairman.

### **7) Felixstowe Ferry**

Ian Battye was called upon to tell the meeting about the Felixstowe Ferry Foreshore Trust. He gave the history of the project and explained the importance of the land in question, its potential commercial importance and its importance to the public. There are twenty seven members of the trust of which the Association is one, each contributing £1000. Ian confirmed that the aim of the trust is to maintain public access to the river, keep the land for the use of local residents and to control commercial development so that any change would be in character. All members of the trust are to receive the minutes of all the meetings. Association members gave their full support to the project.

### **8) Woodbridge Festival**

Woodbridge Festival will be 27th June - 4th July during which the Association is to have an exhibition at the Shire Hall. Robert Simper, the exhibition co-ordinator, asked for photos and posters etc.

### **9) Any Other Business**

**Posters** - The chairman asked for help with posters.

**Newsletter** - A controversial article in the newsletter concerning the development of a marina at Kings Fleet prompted much debate. Members were urged to write further letters to the Newsletter.

**The Knoll Fairway Committee** - John Chapman spoke about the difficulties of obtaining the lease of mud between low and high water marks from the Crown Commissioners.

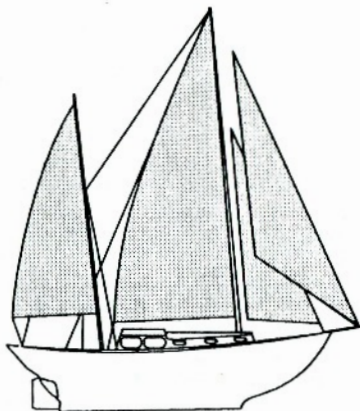
**Jet Skiers** - Concern was expressed about Jet Skiers using water near Bromswell Common above Wilford Bridge. It was suggested that the council should put up some notices.

**Kyson Point** - The Association was urged to step up the pressure.

**Town Hard** - It was suggested that the Association might like to take over the ownership of the Woodbridge Town Hard.

The meeting was closed. John Le Mare gave a very interesting talk about the History and Heritage of East Anglia.

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### **Woodbridge Regatta News**

There is a new young Committee headed by  
Chairman :- John Newman  
Vice Chairman :- Mick Ellis  
Treasurer :- Jim Welland  
Secretary :- Chris Seston

Ken Spence, 17 years on the Committee and 3 years as Chairman invites people with any new ideas for the Regatta to contact him or Members of the Committee. The Regatta is a well established Woodbridge tradition and offers a Great Day out. A lively Committee needs lively people. WHY NOT JOIN.  
For more information ring Ken on 0394 385072.

WOODBRIDGE REGATTA Sunday 22nd.  
August 1993

#### **Editor's Note.**

*Information about any other river based clubs, which would be of interest to Association members, will be printed at the editor's discretion.*

## Who's Who

### Officers

Chairman	Anni Healey. Jesters, 7A Burkitt Rd, Woodbridge.	☎ 0394 382291
Vice Chairman	Anthony Mason. 29 Ipswich Rd, Woodbridge.	☎ 0394 386601
Secretary	Anne Moore. 2 Grundisburgh Rd, Woodbridge.	☎ 0394 383559
Treasurer	Terence Kermode. 8 Carmelite Place, Woodbridge.	☎ 0394 386613
Membership	Stephen Ashworth. Little Mead, Fayrefield Rd, Melton.	☎ 0394 386301
Minutes Sec.	Annette Burt. 21 Kingston Rd, Woodbridge.	☎ 0394 385535

### Committee Members

Felixstowe Ferry	David White. 6 Coniston Close, Felixstowe.	☎ 0394 283972
History/Farming	Robert Simper. Sluice Cottage, Ramsholt.	☎ 0394 411273
Business	Moray Macphail. Woodbridge Boat Store	☎ 0394 380390
Houseboats	Lil Tudor-Craig. ML2605, Wilford Bridge Rd, Melton.	☎ 0394 386011
Wildfowlers	Adrian Judge. 29 Bredfield St, Wdge. IP12 4NH	☎ 0394 383350
Melton	Rosemary Schlee. Deben Lodge, Melton Rd, Wdge.	☎ 0394 382740
Watersports	Tim Midwinter. 37 Coopers Rd, Martlesham Heath.	☎ 0473 623020
Waldringfield	Mike Atkins. Rudd's Barn, Waldringfield Rd, M'sham	☎ 0473 36668
SCDC Liaison	Russell Geen. 41 Hasketon Rd, Wdge. IP12 4LE	☎ 0394 383696
Water-Ski Club	Steve James. 28 Burnham Close, Ipswich.	☎ 0473 <sup>274252</sup> 721853
General Liaison	Ian Batty. Ferry House, Quayside, Woodbridge.	☎ 0394 382338

## Reports

### Committee Meeting Jottings

Walking in the Haute-Alpes, near the Italian border, in September, I realised that I should have been at a Committee meeting that day. In spite of the quality of the beer at the Seckford Arms, I had no doubt that the scenery of the Haute-Alpes was a far more inspiring sight than that of the Association committee meeting. Having since read the minutes, I found that there was little useful that I could have contributed to the discussion, and it is a possibility that the sight of those magnificent snow covered hills would inspire me to do even more to preserve the beauties of the Deben.

The attendance at the Open Meeting in October was most encouraging and I hope that those who came felt that it had been a worthwhile evening.

There was a fascinating discussion on the subject of the publicity leaflet on the River Deben - the main theme being that if we don't produce one then someone else will. Many views were expressed, the general consensus was clearly that we should go ahead and the Chairman had eventually to close the discussion so that we left time for a most interesting illustrated talk by Caroline Cowper on her visit to the Arctic with her husband, David. The meeting closed with a resolution about the River Deben leaflet which did not do a great deal to clarify the issue, but was over-whelmingly approved by the "Want to get home" vote.

Litter clearance - Sunday was again a lovely day, and the only regret of those exploring unfamiliar banks of the river was that they were missing a lovely Sunday morning sail. I eventually found myself in the Waldringfield Sailing Club bar with a mere three other clearers. It seemed such an appropriate way to round off the good work - maybe the organisers could nominate a few hostleries where litter collectors could regale themselves after their labours and discuss their findings.

But I did get to the November meeting. This broke new records on the length of Committee meetings, and I was fearful that we would still be at it after closing time. The Chairman did bow to pressure from the floor and allowed a short time for "topping up" before Moray MacPhail started a discussion on "Policy and Objectives". He opened by asking the Chairman how long he had, and when offered twenty minutes, settled for "Approach B". An hour later we were still at it. Maybe "Approach A" would have been better. It would be nice to report the conclusions that we reached, but unfortunately, I cannot recall any.

The Chairman eventually closed the meeting, and most of us either thought that the bar was closed, or were members of the "Want to get home" lobby. However, my spies tell me that the Chairman, the Vice-Chairman and the ex-Chairman remained. Drinks were supplied by the latter, whilst the other two took opposing views on how such meetings should be conducted. It must have been a classic confrontation between the Business Man and the Social Worker. Apparently the conflict between group solidarity and the business ethic was the main theme with polarisation's, vacuums, Group therapy and male chauvinism as sub-plots. Oh! if only I had been there! I even envy the ex-Chairman who kept buying the whiskies to keep it going.

I was pleased to receive with my mooring fee request from Waldringfield Fairway Committee a copy of the River Deben Association brochure. It makes me wonder how close the relationship between the five Fairways Committees and the Association should be. The Association does not wish to interfere with these long established and autonomous bodies who do such a good job. But our interests do over-lap and maybe a more formal link will gradually evolve.

Michael Atkins.

## Articles

### Hypothermia

As many readers of this newsletter are involved with the River in one form or another, there follows a short article on Hypothermia, What it is, How to Prevent It and What to do if you come across someone suffering from it.

Someone is suffering from Hypothermia when their core body (head and body, not limbs) temperature drops below 35°C. The graph looks like this:-

37°C Normal Body Temperature  
35°C Onset of Hypothermia  
29°C Unconsciousness  
25°C Death

The rate at which an immersed person cools down depends on the temperature of the water, how fat they are, what clothes they are wearing, what movements they make and whether they have been drinking.

#### Water Temperature.

Around the UK the average sea temperatures vary from 5°C(Winter) to 15°C(Summer). In the Spring (10°C) it is estimated that the survival times are:-

2Hr Swimming - Treading Water  
2Hr, 40Min Floating  
4Hr Floating, Legs and Arms together.

#### Body Shape

Well built people tend to last much longer than thin people, as the fat which surrounds their body acts as a good insulator

#### Clothing

Even light clothing can substantially reduce heat loss by preventing water circulation close to the body. Full waterproofs are best. A Buoyancy Aid acts as good thermal insulation and allows the body to float without having to move.

#### Movement

Whilst movement helps generate heat, it also causes water circulation around the body which causes any extra heat to be carried

away very quickly. Hence movement should be kept to a minimum for maximum survival time.

#### Alcohol

Alcohol causes the blood vessels close to the skin to dilate, which increases the blood flow to the extremities (legs, hands etc.). This causes considerably greater cooling to take place, dramatically reducing the bodies immunity to Hypothermia.

In summary, if immersion in cold water is likely, a Buoyancy Aid should always be worn as this provides extra insulation and reduces the need for movement to a minimum. Alcohol should not be consumed as this dramatically reduces the survival time should immersion take place.

#### Treatment of Hypothermia

When the heart cools below 30°C it becomes irritable and liable to arrest (stop). It is particularly vulnerable in the first few minutes after the casualty is removed from the water. Hence:-

- 1) Keep casualty horizontal.
  - 2) Handle gently. (Don't jolt)
  - 3) Check breathing & pulse. (CPR)
  - 4) Provide shelter from wind & rain.
  - 5) If:-
    - a) The casualty is conscious
    - b) The casualty is removed from the cold
    - c) Dry clothing is availablethen wet clothes may be changed.
- NOTE. At least two rescuers are required!
- 6) Warm casualty with blankets, towels etc.
  - 7) Never apply local heat (Hot water bottle, massage etc.)
  - 8) Seek URGENT medical help if:-
    - Resuscitation given
    - Casualty has been unconscious
    - Prolonged involuntary immersion (More than a few minutes)
  - 9) In all other cases less urgent medical help should be sought.

Tim Midwinter  
Canoe Lifesaving Examiner  
(Extracts from RLSS First Aid Handbook)



## **Going A Viking**

I doubt whether there have been many of us who have not viewed the events surrounding the Danish rejection of certain of the plans of our Lords and Masters in Brussels followed by the success of their beer swilling, cigar smoking football team against the deadly serious, hard training, internationally lionised teams whose ears they so effectively knocked down, without a measure of amused satisfaction. However, a few minutes conversation with our ancestors of a thousand or so years ago might quickly wipe the grins off our faces. Danes were pretty much in the news then, too, but, in those days their news did not give rise to quite so much grinning. For it was in early summer, each year in the tenth century that Europe prepared itself for its own version of the European Cup, namely the Viking Season. All round the Scandinavian coastline, with the Danes well up amongst the front runners, the lads would be giving their wives a farewell kiss (or something), giving the kids a last fond clout and getting their long ships out from the shed. They called it "Going a Viking". (What the Saxons called it is not recorded but theirs was an unattractive sounding language at the best of times and I have no doubt that their word for Viking sounded even worse than the rest.). But I digress. A fortnight or so later, give or take a tide or two, small boys posted on headlands or at estuary mouths would be haring back home with news of their arrival, the man of the house would give a final rub of the Brillo pad to his battle-axe and his helmet and the old lady would be off to the woods with the last of the housekeeping stuffed down her corsets. For some years it became a regular routine and one which held little charm for the inhabitants of the coastal regions or these islands except, I have no doubt then as now, for certain youthful sections of society who welcomed nothing more than a fine excuse for a punch-up.

"What", I hear you ask, "has this got to do with the River Deben?" Well I'll tell you. I

know, as sure as I know anything, that the Vikings came up the Deben on at least one of their trips. How so I know? Not by any process that would do for a serious historian or archaeologist, or anybody else serious for that matter, but enough for me. Folk memory tells me so. Tales I have been told, down the years, by people whose families have been hereabouts for ever and a day. The sort of tales that I have discovered are often so accurate as to be astounding. "What?" you may say "Folk memory from a thousand years ago?. C'mon now, not even your decrepit old cronies are that old!" Perhaps not, but you listen to this. About twenty years ago an old gent, now long dead told me that his Grannie always said that the Vikings had come up the Deben and landed either at Kyson Point or on the opposite side of Martlesham Creek, and had been driven off by the locals. She said that her Grannie had told her, when she was a little girl. Several others, subsequently, have said much the same with small variations as to the exact site but pretty much in the same parish. After all, it would hardly be surprising would it. There must have been plenty of chat going around the pubs in Denmark about this place in Suffolk where folks were so rich that they buried blokes, up at Sutton Hoo in ships full of gold and silver and all. It cannot have been long before somebody decided to come up to save them the trouble of having to bury what was left. And where would they come ashore? Well, at Kyson Point, you have to decide whether to turn up Troublesome Reach or go up Martlesham Creek and as we have seen from their recent referendum, Vikings, when asked to decide on any thing, seem to come out at roughly six for one way and half a dozen for the other. The quickest way round it, if you were a skipper of a long ship must have been to holler "alright, alright, alright. Just shut up. We'll settle it by going ashore here!" By this time the local reception committee will have got its act together and assembled its own band of bright beauties and the scene is set for such a right royal fight that thirteen grannies later (At seventy

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five years per Grannie, there are thirteen and a bit Grannies to a thousand years) they are still talking about it. Now I've come up with the clincher. Quite a few years ago now we were having dinner with people who own land, not a million miles from that very place. Because of where we were, I asked them what they thought of this tale. Without a word, our host got up from the table, left the room and came back with a framed eighteenth century map of his land. The field that ran down to the river bank was clearly marked Bloody Meadow and small cottage (Still there) at the top of the field was called Battle Cottage. This means that the tale has been believed for at least 250 years and probably a lot longer. Make of it what you like but it is enough for me. So many Grannies cannot possibly be wrong.

Tom Ellaway

### **Dirty Deben Doggerel**

There's a different crowd on the river,  
And it in't jist the size of their craft,  
I know by the type of their rubbish,  
I see go drifting by, aft.

At one time, on this owd river,  
We only saw floating about,  
Sticks and corks and owd jellyfish,  
Their sides goin' in and out.

Las' year we saw some grut owd boats,  
Leave Woodbridge at turn-of-the tide,  
We followed and picked up their jetsam,  
And hauled it in, over the side.

Five champagne bottles, right empty,  
Nawthin inside but the smell,  
And tins with exotic labels,  
They all bobbed along in the swell.

If any of yew are a readin' this,  
Tho' I reckon you live out of range!  
"Jist wrap up your duzzy owd rubbish,  
And take it back hoom for a change".

Kate Jones, 1978

(By kind permission of Vivian Mason)

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## **Letters**

Dear Sir,

Unfortunately I was not present at the Heritage Coast Forum, but I would like to take issue with some of the views expressed in your report of it in your Autumn issue. No Englishman has the right to "launch a boat, virtually anywhere". He does, however, and so does a man or woman of any other nationality have the right to navigate it on tidal water almost anywhere, unless this is restricted by any Act of Parliament, such as one awarding control of the water to a Harbour Authority who may impose conditions, or as exists in a very few cases, by Royal Charter. Such navigation includes the right to anchor during the ordinary course of navigation, but not to moor. His

right to launch his boat depends on a right to use the land immediately above the high water mark, which in the case of our river is extremely restricted and long may it be so. Ready access to the water, especially by motor vehicles, inevitably will lead to the easy launching of high speed launches and the greater use of the river by those who are not prepared to go to some trouble and effort to reach the river or to row a distance to their boats.

The suggestion that there should be a charge is both unwelcome and extremely impractical. Those of us who sail already contribute large sums to the Exchequer in the form of VAT on all equipment and

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services. The administrative cost of collection of any such charges would be an unwarrantably high proportion of the whole. Do you suggest a toll booth at Felixstowe Ferry for all our visitors from overseas? To what organisation would you suggest such charges should be paid, if they are not to be another form of taxation?

Finally, may I congratulate you on both the content and presentation of an excellent little journal.

Yours Sincerely

R.A.S. Sampson

### **Editor's Note.**

*The first of the two letters shown below was written by Mr Prentice of the Felixstowe Ferry Boatyard. As it makes some very specific claims regarding the Felixstowe Ferry Foreshore Trust, of which the Association is a member, the Trust was given a chance to reply. Hence the second letter printed here is the Trusts reply to Mr Prentice's letter.*

Tim Midwinter

Dear Sir,

I have read with interest your Newsletter for the Autumn, in particular the Chairman's comments and Ian Battye's letter regarding the Felixstowe Ferry Foreshore Trust. I would like to offer some observations.

The land between high and low water was offered for sale with no written proof of ownership. When the sale was announced, Felixstowe Ferry Boatyard considered that part of the area offered belonged to the Boatyard. Therefore a caution was placed with the land Registrar. After taking Council's opinion, it was plain that the Boatyard's claim could stand. The members of the Felixstowe Ferry Foreshore Trust may well have paid their money, but they do not at this date have title to the area.

As I understand the Felixstowe Ferry Foreshore Trust may have obtained access to the river only from a small area by the Ferry

hard, an area already used by the general public. The Boatyard has in the past, been very free and easy about access over their land. Recent events have however obliged the Boatyard initially, to put up a notice declaring their property private and regrettably other measures may have to follow to protect the Boatyard's interests.

The Boatyard is at present discussing various problems with the Felixstowe Ferry Foreshore Trust which it is hoped will be resolved so that we can finish clearing up the North West of the Boatyard allowing an area for house boats to park vehicles.

It has been said that by purchasing the land the building of a marina has been prevented. As far as the Boatyard is concerned there has never been a plan for a marina. The difficulty of making and maintaining a deep water channel up to the creek would not only be impractical but the visual impact would be highly obtrusive; something that I doubt any planner would contemplate. Marinas are only viable if shops, offices, flats and other infrastructure are part of the development. The Ferry does not have room for this. The area was at no time under any threat from the Boatyard.

Yours sincerely

A.J. Prentice  
Chairman Felixstowe Ferry Boatyard.

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Dear Sir,

Having instigated the purchase of the foreshore at Felixstowe Ferry, and then formed a trust to administer the land in the interest of the public, the residents and commercial users, I feel that some of the observations by Mr. A. Prentice on behalf of the Felixstowe Ferry Boatyard need to be corrected.

The objectives of the Trust are to preserve the character of the Ferry, to deter commercial exploitation and to maintain public access to the river both for business and for recreation.

It is not correct that the land was offered for sale with no written proof of ownership. The Fore Shore Trust Lawyers investigated the title to the Land before we purchased it and were quite satisfied that we would acquire good title on completion. This title derives from Mrs. Jenkins' ownership of the Manors of Felixstowe Priory and Walton-cum-Trimley. The usual Crown title had been rebutted in Mrs. Jenkins' favour. This title is currently being registered at the Land Registry. The Trust is confident that the caution lodged by the Felixstowe Ferry Boatyard will not prevent registration of our title.

We have asked the Felixstowe Ferry Boatyard for evidence to support any claim of ownership. To date no evidence has been disclosed. The Boatyard made a bid to purchase the land themselves. This is not the action of somebody who owns the land already.

The comment that they need "notices" and "other measures" to protect their interests is ominous. It gives an indication of the way things would have gone if the Boatyard had purchased the foreshore. One of the reasons we set up the Trust was to prevent restriction and exploitation by commercial interests. From whom are they protecting their interests? We have publicly stated that our intentions are to try and retain the status quo.

The access to the foreshore though the Boatyard for the Public has been unchallenged since 1963, some 30 years. Why are they worried now?

As some of you will be aware one of the creeks has been infilled by the Boatyard in spite of objections and questions about ownership. To date the boatyard has not provided evidence of ownership, indeed a planning agreement that the Boatyard have with Suffolk Coastal District Council states that the Boatyard has not provided documentary evidence of ownership.

Mr. Prentice is correct in stating that he has a problem with the Felixstowe Ferry Foreshore Trust, the creek that they have filled in belongs to the Trust.

Mr. Prentice's final comment concerning a marina does not ring quite true. In 1976, 1978 and 1979 the Boatyard was in correspondence with Mrs. Jenkins' solicitors over the laying of moorings in the creek to establish a permanent use. To this end they applied to the Suffolk Coastal District Council in 1979 for an "Established Use Certificate". Mrs. Jenkins' solicitors wrote to them to point out that she had no intention of allowing them to use the creek. The syndicate of which the Boatyard is a part, also applied for and obtained permission to build 18 chalets in 1973 on land next to the creek. In 1987 they attempted to obtain permission to build 27 chalets on the site, which was rejected by members of SCDC. The area has been under constant threat from the Ferry Syndicate Boatyard.

I did not mean to air our dirty washing in public, but I cannot ignore errors in a letter that purports to give facts. Unless these are corrected they may mislead.

Yours faithfully,

Rob Ward  
Trustee/Secretary  
Felixstowe Ferry Foreshore Trust.