

# River Deben Association News Letter - Spring 1995



Number 10

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Compilation : Tim Midwinter

## Contents

Chairman's Comment .....	1
Association Business .....	2
Treasurer's Report .....	2
Forthcoming Events .....	2
Membership .....	2
Litter Clearance .....	2
Planning Quiz .....	3
AONB .....	3
SSSI .....	3
RAMSAR .....	3
ESA .....	3
SPA .....	4
SAC .....	4
The End .....	4
Reports .....	4
River Wall Beach .....	4
Articles .....	5
Committee Meeting Jottings .....	5
Further Deben Reminiscences .....	6
Growing Pains on Woodbridge Waterfront .....	7
The Great River Question? .....	9
Out of my Scull .....	10
Who's Who .....	11
Officers .....	11
Committee Members .....	11



## Chairman's Comment

In a period of relative calm on the waterfront it is difficult to keep the momentum of the Association going and to retain the interest of our membership.

One area of concern that has been discussed on many occasions is the general increase in the local population and an increasing number of tourists visiting "our" river and how the Association can help to advise and educate them. Over two years ago a leaflet was postulated but then put on hold when the Suffolk Coast & Heath Management Plan was put forward. Towards the end of last year your committee revived the idea of a pamphlet of some sort to inform and educate people who visit the Deben, to include a 'code of conduct', contain basic information on the area and to promote the aims and objectives of the River Deben Association.

After long discussions your committee have now very nearly completed the content and format of the pamphlet and this will be on display at the Annual General Meeting; an item appears on the agenda to discuss and vote on a proposal to proceed.

I mentioned in one of my earlier Chairman's Comments that it is very easy to be complacent about the Deben in the belief that it can never be spoilt. Your committee strongly believes that we must be positive about the present situation and endeavour to ensure that those visitors arriving at the Deben are fully informed about the area and will learn to appreciate it and behave in a proper manner.

At the time of writing these notes we have not finally decided on how the pamphlet will be distributed and what, if any, charge should be made. There is however another committee meeting before the A.G.M when these points will be decided. It will not be possible to print the number of copies

required for every member attending and therefore please be early so that you have time to study the pamphlet which will be well displayed.

How about joining the committee? There is

one vacancy apart from the people offering themselves for re-election - if you would like to consider serving, please call me.

Anthony Mason  
Chairman

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## Association Business

### Treasurer's Report

At 31 December 1994 the funds stood as follows:-

General Fund	£750.00
Projects Fund	£4,402.00
<b>Total Nett Assets</b>	<b>£5,152.00</b>

As can be seen the state of the funds is healthy. I would like to take this opportunity to thank most warmly those members who make donations by paying more than their bare annual subscriptions.

Terrence Kermode

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### Forthcoming Events

Friday, 21 April 1995

Annual General Meeting  
Woodbridge Community Hall, 19:30.

Sunday, 2 July 1995

Woodbridge Regatta. Enlarged swimming events for this regatta will take place in the evening of Saturday, 1 July in the Deben swimming pool.

Sunday, 6 August 1995

Yachtsmen's service on Waldringfield beach at 18:30.  
Deben week begins.

Friday, 13 October 1995

Open Meeting  
Woodbridge Community Hall, 19:30.

Sunday, 15 October 1995

Litter Clearance.

### Membership

Currently there are 153 single members and 292 couples, making a total membership of 737, together with 11 organisations.

Stephen Ashworth

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### Litter Clearance

Discarded boat bits, mooring buoys, old rope, a boat hook and an old outboard motor were amongst items collected during the River Deben Association's annual litter clearances now held each October. This year we shall be in our fifth year of litter collection which has consisted mostly of plastic in the form of containers, bottles and sheeting. Also much polystyrene, wood and glass bottles have been collected. Each year it is encouraging that we have less to collect.

Feedback I have received is that it is very worthwhile to hold this event each year. We still have enthusiastic helpers but numbers are dwindling and we do need more helpers to make the task easier. Again last year we had a lovely misty, sunny Sunday morning, the tide on the flood to aid our water borne helpers. The area covered is a large one stretching from beyond Wilford Bridge at Melton towards Ufford, both banks of the river to the North Sea, a distance of about 10 miles each side. It is divided into 16 stretches of river bank and creek each with an organiser.

Landowners continue to give access to the river banks and are very supportive. Farmers help with the use of tractors and

trailers to take litter to collection points. Suffolk Coastal District Council also continues to give much valued help and support. To everyone I give my grateful thanks.

Trevor Ambrose

*✍ Editors note*

*More volunteers are required. Further details from Trevor Ambrose, 01394 386021*

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## Planning Quiz

(ANOB, SSSI, ESA, RAMSAR, SPA, SAC Etc. Etc. - What are they??)

### AONB

A Beauty by any other name? - NO

Area of Outstanding Natural Beauty.

'Confers formal recognition that the natural beauty of the area is worthy of protection'. Designated under National Parks and Access to Countryside Act, 1949.

### Facts

- 39 AONB's in England and Wales, covering 30% of the total land area.
- Unlike National Parks, AONB's do **not** promote recreation. They should meet the demand for recreation if consistent with the conservation of natural beauty and the needs of agriculture, forestry and other uses.
- No special legal arrangements for the administration of AONBs, though Joint Advisory Committees are encouraged to produce management plans.
- In **planning** terms, "it would normally be inconsistent.... to permit the siting of major industrial or commercial developments in these areas". Only **proven** national interest and lack of alternative sites can justify an exception. ie.

**Sizewell Power Station, Felixstowe Docks, Bentwaters** !!!!!

*How much is this designation really worth?*

*Golf course extensions, new housing, paint ball games, etc. A lot go through. If you really want conservation at any price, AONB are just not good enough!*

### SSSI

Site of Special Scientific Interest

Designated on the basis of published scientific criteria and to protect nature conservation interests.

### Facts

- 4300 sites in England and Wales, covering 6.5% of the land.
- The whole of the River Deben up to Wilford Bridge.
- Killing, taking from the wild and disturbance of various species is restricted.
- Consultation with English Nature must occur where application for development is **likely to affect** an SSSI even if the site falls out the SSSI. ie. the area beside the proposed **Sizewell C** power station.

### RAMSAR

Not a Stock Car Racing Association!

"A site listed under the convention of wetlands of International importance especially as a Water Fowl Habitat"

### Facts

- The UK signed up in 1971 at RAMSAR in Iran.
- 60 in England if you include special protection areas.
- 34 potential sites including the Deben Estuary.

Similar planning restrictions to SSSIs, but international status adds weight to the argument.

### ESA

Environmentally Sensitive Areas.

- Areas of special landscape, wildlife or historic interest which can be protected or enhanced by supporting specific agricultural

practices. ie. to maintain grasslands.

### **SPA**

Special Protection Area designated under EC Directive on the Conservation of Wild Birds.

### **SAC**

Special Areas of Conservation to be

designated under EC Directive on the Conservation of Natural Habitats and of Wild Flora and Fauna.

*..... and so on and so on. If the subject really grabs you, read the planning policy guidance note 9 on Nature Conservation. It is very informative, very detailed and easy to read, if you take it in small digestible chunks!!*

These designations should ensure that the qualities of landscape and wildlife habitat are considered when making planning decisions. Developers often now have to prepare an environmental assessment as part of their planning application. There is a presumption in favour of the development - wildlife and conservation bodies are only consulted when these special areas are affected.

The countryside still need people who are vigilant and put their comments forward.



Anni Healey



## **The End**

It has been traditional for boats at the end of their useful life to be dumped on some unsuspecting piece of foreshore, where they slowly rot for the next few decades.

The "Three Cs" was a 45ft. wartime built admiralty harbour launch at Harwich. After the war Frank Knights remembers her as a pilot launch at Harwich until Keith Cutmore brought her to Woodbridge around 1960 and lived on her with his family.

Recently, she got beyond economic repair as a house boat and the owner has spent considerably<sup>2</sup> money having her broken up. This will be completed shortly as she is now down to the water line. The last boat of any size Frank Knight can remember being broken up was the "Holman Sutcliffe" in the late 1920<sup>s</sup>. She was cut down to the water line and left in Gladwells Dock at Woodbridge, until the early part of the war. Then she was moved out to clear it and dumped across the river where her frames can still be seen.

We would like to commend the owner for his environmental approach and hope, like measles, that it spreads and NO more boats of any size or material are just dumped and left in the River Deben. There are several likely looking candidates lying in the mud upstream of Woodbridge.

Ian Battye

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## **Reports**

### **River Wall Beach**

For the last few months as the District Council representative to the River Deben Association, I have been dealing with the problem of the beach by the river wall in Town Dock, Woodbridge. For a number of years there has been a children's sandpit bounded by large concrete posts. This pit has been uncared for and not very clean for children to play on.

The problem has been taken up with the District Council with the intention of having it removed and returning the beach to its natural use. Much progress has been made in the last few weeks, by arranging a site visit with Harry Norris and myself, together with a Council Officer.

Last year, with the help of Frank Knights, the District Council provided two seats - from all reports, these were used by parents

and children as well as many visitors.

When this beach finally gets cleaned up, two more seats are to be sited in the area which will enhance this approach to the river wall.

We should be very proud of the river Deben, which has its beauty and character for all to enjoy.

Russell Geen  
District Councillor

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## Articles

### Committee Meeting Jottings

Maybe it was a result of the "half-pint" meeting, but our November Committee meeting at the Seckford Arms proved to be our last there. Our host had found other uses for the back room on a Monday. This, in spite of the fact that the formal meetings usually end with several more drinks (with much profit to the bar) and lots of provocative discussion. All this meant that our January meeting was held around the Chairman's dining room table with beer supplied by him. The notification of this meeting attracted more members of the Committee than we have ever had before, but also caused confusion as many went, as usual, to the Seckford Arms to be redirected to Ipswich Road. Extra chairs had to be called in, and we were all cheek by jowl around the lovely mahogany table. I never saw the chaos with the cars in the drive as I had arrived in good time and had parked discreetly. But the meeting had to be temporarily adjourned when a non-family resident of 29 Ipswich Road (and, I suspect, not even a member of the R.D.A.) requested room to get his car out. At least half the meeting present had to retire, clutching their car keys, and the meeting resumed some ten minutes later. I gather that a club room has been found for future meetings. After all, why should the Chairman provide all the beer?

It was at the November meeting that Ian Battye revived the idea of the pamphlet on the river Deben. This was last raised in the Autumn of 1992, and provoked much discussion, particularly at the October Open

meeting that year, when, in my memory, general approval was given. However, since then, work for the Suffolk Coast and Heath Management plan achieved a greater priority, and the pamphlet was temporarily shelved. If approved at the coming A.G.M., the pamphlet would be educational and instructive rather than promotional.

In another capacity, I attended the meeting to launch the Suffolk Coast and Heaths Management Plan at Snape Maltings in January. Members will recall that the Association submitted papers on the River Deben to this body. Many of our points have been incorporated in the Plan. The Management Approach to the Deben is summarised as:- To conserve the tranquil nature of the estuary and its rich landscape and wildlife interest with a balanced level of recreational activity. Amongst their priorities, they say that "In association with fairway committees, other users and interests, consider establishing a forum to agree compatible levels of recreation use and in balance with conservation interests". I think that we would have little objection to the Management Approach, and we have long regarded the forum that they suggest as one of our aims.

Michael Atkins

## Further Deben Reminiscences

My husband's reminiscences merely go back to 1954. I think that I can do better than that. I first came to Waldringfield in 1928, although I don't remember much about that visit. Thereafter my family and I came each summer for 6 weeks - until the war, taking nearly a whole day for the journey from North London, mainly on country roads. We stayed in a variety of dwellings from the very primitive in the early days to the semi-detached house, Dunoon, in Cliff Road which my parents rented and finally bought just after the war. We were in residence in August 1939 and had to move hastily to the Haig's house, Broomstubs, to make room for the influx of evacuees from London. The first group, I recall, did not stay long, preferring to return to the possible dangers and excitement of life in London to the boring and unaccustomed peace of the country. We were camping in Broomstubs garden the day war was declared and heard our first air raid sirens.

In many ways, particularly on the east bank of the river, little has changed. The Tips, particularly the one nearest Waldringfield, has been eroded and is now only half the length it was in my childhood, and much of Sutton Heath is no longer heathland. On the west side, there are now large breaches in the sea wall, and most of Waldringfield and Foxhall heaths have disappeared under the plough. The main differences are the number of boats moored in the river and dinghies secured on the beaches, and the increase of visitors to the area. In the early thirties, there were about six permanent moorings at Waldringfield, several of them being houseboats.

My parents did not sail, but there were sailors in the family. My great uncle was the first Commodore of Waldringfield Sailing Club and owned Clytie, a 35 ft

sloop which is still to be seen on the river, having recently undergone a major refit. My parents loved the river, and we all spent much time swimming. They were also enthusiastic rowers. The first family rowing boat was a hefty 14 footer called Diogenes, and they thought nothing of rowing from Waldringfield to Ramsholt, and even further with two sets of oars. I don't remember those expeditions but certainly we frequently rowed to the Rocks, the Tips and Stonner. There is still the remains of a hard at the upper end of the Rocks beach. One had to land here at lowish tide because of the thick black mud covering most of the beach. Later on, Penguin, a 14 ft skiff, much lighter to row, was built for us by Harry Nunn at a cost of £14 - £1 per foot being the going rate then.

During the war years, the beach at Waldringfield was a restricted (prohibited) area, and we did not come back until 1945. Meanwhile a long ramp had been built from the field behind, down to the beach just beyond our hut. This was for landing dummy landing barges to deceive the Germans. The bank is now used as a footpath for the huts above, but before the war, there was no such bank. Instead there were four or five huts beyond ours, set fairly far forward. Where the dinghy park and huts are situated now was a large grassy area with a pond.

My father was very interested in fossil shells, and he and his father would cycle to crag pits all over East Suffolk, armed with skewers with which they painstakingly dug out the shells. They were then wrapped in cotton wool for the journey home. My father assembled a large collection, with some great rarities, which is now housed in the Natural History Museum in London.

There were two motor launches that operated from Felixstowe, the Deben Viking and the Orwell Viking. The former brought visitors up the river to Waldringfield each day during the season.

A very unstable little landing stage was wheeled down the beach on which the passengers disembarked to go to the Maybush for tea.

After the war, my brother Bob and I did not come down for long spells, having left school, but Liz and Pat still had school holidays, and it was then that they began to sail. My mother bought a 10½ ft sailing dinghy, sturdy and with one sail. She asked young George Turner to teach her to sail. The story goes that he took her out, and they were hit by a squall; George told my mother to "luff her". When my mother asked "What do you mean?", his reply was "Well...er just luff her, luff her". I don't know what followed this incident, but my mother never really took to sailing. Liz and Pat, however, progressed to more exciting boats, and had one of the first Dragonflies on the river, No. 2 - Fantee - built at Nunn's yard. Alas she is no more, but she is commemorated with a full page photo in Robert Simper's book "The Deben River" with George Turner at the helm.

Jill Atkins

*✍ Editors note*

*"Deben Reminiscences" provide a lot of enjoyment, and I am sure that many members have interesting reminiscences which we would be eager to publish. Please send your script to the editor.*

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## **Growing Pains on Woodbridge Waterfront**

In a shed behind the office there are several yachts under repair while in the office the walls were lined with photographs of boats which Claude Whisstock had built. It was some time in the early winter of 1967 and I had gone to see the well known boat builder at Woodbridge to get the history of his yard for the book "Woodbridge & Beyond".

At first Claude Whisstock was slightly uneasy about being questioned, but as soon as we got talking about his yacht building

career he warmed to the subject. He had been trained as a boat builder at Robertson's, Woodbridge and then gone to sea as a carpenter just after World War I. He returned to Woodbridge after being "locked out" at a Lowestoft shipyard during the 1926 General Strike. Even then it was difficult to get waterside premises at Woodbridge, the established boatyards kept the best areas to themselves, so Claude Whisstock put up a workshop on stilts on the piece of marshland between the Ferry Quay and the Tide Mill Way.

This area of marshland was filled in over the years and became the Whisstock yard. My lasting impression was that Claude Whisstock loved building "one off" wooden yachts, he was after all very good at it, and he was determined to continue building them, even though mass produced plastic hulls were just about to completely revolutionise the whole pleasure boating scene.

Whisstocks reacted to the challenge from plastic hulls, marketed as fibre glass, by carving themselves a new niche in the market producing yachts, and became famous for their new wood techniques. They went on to aluminium, but the main drive of the yard was always towards "new build". They did not repair or fit out fibre glass hulls.

It is often clearly possible to see, when looking back in hindsight, how a single major decision in any business can lead to either a rapid expansion or slow demise. At Burnham-on-Crouch the yacht building yard of Priors was running on very similar lines to Whisstocks. It is still a family run business which started in the 1920s building wooden yachts and by the 1960s was regularly launching very good "one off" yachts. Priors, like Whisstocks, saw that the arrival of glass fibre was going to make a profound effect on their business. However they took a different approach, abandoned the policy of "new build" and concentrated on storage and repair.

The final closure of Whisstocks was not just a blow to the family and the men working there, but to the whole of Woodbridge. The town had been very proud of the yard. People came to Woodbridge waterfront just to see the yachts under construction and repair. The launching of a new yacht at Whisstocks always drew a crowd to the waterfront. The loss of this yard took over thirty jobs out of the local economy. Not a major setback to Woodbridge, but in a small town, a difficult number of jobs to replace.

There were several young men in the area who would very much have liked to start up a new boat repair business on the old yard site, and two established boat builders wanted to buy it. A decade before, Robertson's yard had also gone through a similar bad patch, but fortunately two boatbuilders managed to start it up again as a boatyard. Robertsons slowly recovered so that by 1994 there were eleven people working there. The same could have been done at the Whisstocks site but it was not so lucky because the property boom of the 1980s had encouraged property speculators to buy boatyards.

This happened first on the south coast with a wave of "Howard's Way" developments, but on the east coast boatyards at Burnham, Rowhedge, Wivenhoe and Brightlingsea have all been bought by property developers. At Shotley, by the marina, there has been a very lengthy attempt to get a project involving houses off the ground. In 1994 only the Burnham project had actually been completed, while at Rowhedge, Browns old yard, another business similar to Whisstocks, has been completely flattened so that it neither served the local community as houses nor a boatyard.

At Woodbridge the first of these waterside developments came with the conversion of the Tide Mill Granary to flats. This is one of the best of its type and is really attractive, but four years after it was

completed most of the flats remain unsold and the ground floor is sadly completely empty. The Whisstock site changed ownership and the new owner was very keen to change its use and build over it. It is fairly easy to justify this by putting the rent and rates higher than any boatyard could operate to make a living.

The future of Woodbridge waterfront would appear to be what it is now, a leisure area with boat building activities. However if the planners wish to develop Woodbridge as a tourist centre then perhaps the approach should be to slowly move all the industry, apart from boat related activities, to work shops and trading estates elsewhere.

The granting of planning permission to build a row of shops at the front of the old Whisstocks yard show how little the thinking in the Woodbridge area has changed over the centuries. Throughout the nineteenth century Woodbridge was preoccupied with trying to find schemes to save the port. The best known attempt was the digging of Loder's Cut in 1879. This was too little and too late and the giving of planning permission for the building of shops on the Whisstock site in the hope that it will bring tourists and save the Thoroughfare as a shopping centre will probably fall in the same category.

The rival boatyards do not seem to be very sad that one of their competitors is being taken out of the marketplace. Building over a boatyard in the belief that this will counterbalance the effect of building Super Stores around Ipswich and Martlesham Heath does seem a pretty long shot. There are definite losers in this situation. Craftsmen will lose a place of work and boat owners will lose an important facility. However time does not stand still. There is tremendous pressure for change in the whole Deben area brought about by the rising population. It is highly desirable that Woodbridge waterfront continues to attract both the boat owners and tourists in the future. The planners and developers work



on the principal that so long as you are building something then you are doing good for the community. However there is sometimes a real case for doing nothing and sometimes doing something really imaginative. What, if anything, does this mean? Certainly outside Woodbridge there would not be any justification for a large scale building project on the rural Deben. Within the existing Woodbridge waterfront area some change has got to take place. The planning permission granted so far for both Whisstocks and the future marina at Robertson's is not going to transform Woodbridge into a major tourist centre.

It has been suggested that if you want to bring tourists to Woodbridge waterfront then you have to give them something more than a few small shops to look at. It is possible that if you created an open space near the river with a crowd puller, such as a working maritime museum which would include practical boat building, to go with the shops you would enhance the whole area and at the same time create an amenity that everyone could enjoy.

If an East Coast Heritage Centre was created this would be the ideal site to build a replica of the 82ft Sutton Hoo longship. Because this was just a huge open boat this would not be a very expensive project. The ship could undertake sea trials so that we would learn how the Anglo-Saxon mariners made their voyages and then return for permanent display in the visitors centre.

Robert Simper

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## The Great River Question?

After the Alde & Ore did their quite small factual little leaflet, Woodbridge Cruising Club suggested doing one, which they could send out to yacht clubs abroad. They reckon that whereas they had 500 foreign yachts in '94, they could have another 500 in next few years; they get reciprocal entertaining of course. However I suggest Suffolk already attracts tourists; figures from local

paper for 94:

Melton Riverside Amenity Area: 64,000

Langard Peninsula 207,000 vehicles

Nature Reserves Gardens & Picnic Areas:  
1.64 million

Orford seized up completely several weekends in 93, so begged English Heritage to run no events in 94; even so they logged 50,000. The Alde & Ore have already staged a debate "Tourism - The Golden Egg or the Poisoned Chalice?" So Orford have reacted to contain the inexorable tide of cars; Walberswick have refused to display the European Union Blue Flag for their clean beach.

The Government, seeing what has happened in Chester, Stratford, the Lake District and elsewhere, have tasked our own Leisure & Tourism Dept. to attract more tourists - they have been very successful and boast of the annual increase, indeed their jobs depend on it. Of course the town can use more customers but I maintain we need not jump on the bandwagon of more is better.

The word Nimbyism is banded about - but I cannot accept that charge; we are not keeping visitors away, I merely suggest it is unconstitutional for us to take steps actively to increase their number. We have inherited a reasonably peaceful river, and we set ourselves up to keep it that way. Our constitution says it is our main objective to "safeguard the river" - and there I quote. Issuing material to trumpet its delight must bring more people, we can argue how many, but more there must be.

We have heard about the advantages of the Guide; the Committee are determined it should be a quality product, well-illustrated. I have spoken to the guys at Leisure & Tourism, and the Library Information Office, and their faces lit up at what they could do with such an item; they can buy it, photo-copy it, or just plagiarise it, but in any case off it will go to the tourist information centres in the Midlands

and beyond; they've got stuff about castles and gardens, they've nothing about the river, and this they are sure would attract more people. We have three options, to withhold publication, publish to members only, or publish and give to shops, information centres etc. so that we lose control. Which of these three you prefer will be decided on 23 April. Come please to that meeting and vote.

Rosemary Schlee

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## Out of my Scull



A few years ago I would often stand at the top of Kyson Point, looking over the Deben, delighting in the beauty and wishing to be on the river and enjoying more of its' mysteries and pleasures. But how?

I had discovered in my youth that whilst I could appreciate the joys of sailing, it was not my 'cup of tea'. The answer for me was rowing or, more accurately, sculling.

I purchased an eighteen foot craft with a very narrow two foot beam, a sliding seat and room for one passenger. My early outings were cautiously planned; I would row against the tide on the basis that I knew I could always drift back - but my caution was misplaced. The sculling was not difficult and the craft was remarkably fast and easy through the water. In fact, I now take no heed of wind or tide and simply go where I wish and when.

From Woodbridge to the Maybush at

Waldringfield is a very comfortable half-hour row, whilst the Ramsholt Arms takes a little more time and needs a degree of fitness.

The benefits of rowing are, for me, manifold. First and foremost, the joy of being on a beautiful river and in no way polluting it in terms of oil, fuel or noise. I can also explore the more inaccessible reaches of the river, going through Wilford Bridge and even getting up as far as Ufford Church - it is a hope of mine that I will one day spot a Kingfisher on this peaceful, undisturbed stretch.

I see fitness as being an additional benefit. Rowing machines are now very popular because of the fact that they condition all of the major muscle groups in the body but there can be no comparison with the real thing, out on the river and in the fresh air.

The final benefit must be fellowship. Rowing has, within two short years, introduced me to some wonderful friends, taken me rowing on the Thames in the Great River Race and out to Venice to row in a spectacular event in which thousands of competitors, from various parts of the globe, come to take part with a variety of man-powered craft.

If you, like me, have wondered how to get afloat or would like to combine exercise with 'messaging about in boats', do consider rowing. I know that the Woodbridge Cruising Club have expressed the desire to have a rowing section and last year organised a very successful open day, with a variety of craft for people to sample.

If I've whetted your appetite then do give it a try - I look forward to seeing you on the river!

Ian Chater  
'Kyson Hoo'

## Who's Who

### Officers

Chairman	Anthony Mason. 29 Ipswich Rd, Wdge. IP12 4BS	☎ 01394 386601
Vice Chairman	Michael Atkins. Rudd's Barn, Waldringfield Rd, Martlesham. IP12 4PJ	☎ 01473 736668
Secretary	Harry Norris. Deben Vane, Ipswich Rd, Wdge. IP12 4BS	☎ 01394 384442
Treasurer	Terence Kermode. 8 Carmelite Place, Wdge. IP12 1DR	☎ 01394 386613
Press Sec.	Rosemary Schlee. Deben Lodge, Melton Rd, Wdge. IP12 1NH	☎ 01394 382740

### Committee Members

Felixstowe Ferry	David White. 6 Coniston Close, Felixstowe. IP11 9SW	☎ 01394 283972
History	Robert Simper. Sluice Cottage, Ramsholt.	☎ 01394 411273
Business	Moray Macphail. Woodbridge Boat Store, Lime Kiln Quay Wdge. IP12 1BD	☎ 01394 380390
Wildfowlers	Adrian Judge. 29 Bredfield St, Wdge. IP12 4NH	☎ 01394 383350
Watersports	Tim Midwinter. 37 Coopers Rd, Martlesham Heath. Ipswich. IP5 7SJ	☎ 01473 623020
SCDC Liaison	Russell Geen. 41 Hasketon Rd, Wdge. IP12 4LE	☎ 01394 383696
Water-Ski Club	Steve James. 28 Burnham Close, Ipswich. IP4 4ED	☎ 01473 274254
General Liaison	Ian Battye. Upson Cottage, 8 Crown Place Wdge IP12 1BN	☎ 01394 382338
Planning	Anni Healey. Jesters, 7A Burkitt Rd, Wdge. IP12 4JJ	☎ 01394 382291
Angling	Don Johnson. Ivy Dene, Melton Hill, Melton. IP12 1AX	☎ 01394 383661
Footpaths	Anne Moore. 2 Grundisburgh Rd, Wdge. IP12 4HG	☎ 01394 383559

# **RIVER DEBEN ASSOCIATION**

## **Annual General Meeting**

At 7:30pm on Friday, 21 April 1995 at the Woodbridge Community Hall.

### **Agenda**

1. Minutes of the last AGM.
2. Matters Arising
3. Chairman's Report
4. Treasurer's Report
5. River Deben Association Pamphlet.

A vote will be taken to decide if we are to proceed with this. Draft copies will be available before the meeting.

6. Election of Officers and Committee

There are six seats on the committee to be filled by election at the meeting. The following members due to retire under the rules are eligible and willing to be re-elected.

Mrs A Moore

Mr A Judge

Mr R Simper

Mr D White

Mr S James

Any nomination for election must be made in writing, duly seconded and carrying the candidates written consent to nomination. This must be given to the Secretary before or at the meeting.

7. Any Other Business

### **INTERVAL**

Tea, coffee and biscuits will be available.

### **SPEAKER:**

Mr Peter Driver will address the meeting after the interval. His talk:-

**"HUMPS, BUMPS AND HOLLOWES"**

History in the formation of Suffolk Landscape.

Secretary, H Norris