

Shrim 1996



Number 12

Editor : Michael Atkins
Compilation : Tim Midwinter

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Chairman's Comment

Your Association is having a membership drive. It is easy to sign up members when strong feelings have been aroused by contentious issues, but more difficult to maintain that membership in quieter times. We must always be ready to act and the Association, which represents a large body of public opinion, must influence the nature and pace of any proposed changes. Please help us by talking to friends, neighbours or your Club members and suggest that they join - the subscription is nominal, the meetings and talks interesting and the newsletter brilliant! You will find an application form enclosed with this newsletter. Further application forms can be obtained from the Secretary.

It has been confirmed that the National Trust is hoping to secure the Sutton Hoo estate which includes the famous Anglo Saxon burial ground. The steering committee for the Deben Maritime Heritage Centre has been looking into possible uses for the former Whisstocks site and have had a preliminary discussion with the National Trust to ensure that any proposals would be complementary. A favourite idea is to have a full size replica of the burial ship on display at Whisstocks and to open up the ferry across the river to link the two areas. Further news on this important development will be given at the Annual General Meeting in April.

At the open meeting concern was expressed about craft exceeding the speed limit in the river. The local police have been consulted and advised us that if they are informed on ☎ 01473 613500 they will endeavour to take action.

Anthony Mason
Chairman

Editorial

Copy day is February 20th - today. Last night, the snow fell, and my house was cut off. All those contributors who were taking advantage of every spare day, and relying on the post to deliver their valuable contribution on time, have been disappointed. In addition, the Chairman with two vital articles to come has gone off skiing. And my valuable source of information on Ginger Dot is also out of the country. Who would be an editor? However there is enough in to make a start on the Newsletter, and I can only hope that the post will come soon, and that those returning from abroad will place as top priority, their contributions to the Newsletter.

Talking of the problems of the Editor, I have to report a serious disagreement between the Editor and the Compiler. He believes that the Chairman's Comments should be the first article in the Newsletter. I claim that the Editorial should take priority. There is a danger of a serious rift. However, since the compiler is getting married in a few weeks (Congratulations), I have decided to do the decent thing and let him have his way this time. But you may see in future editions that the order has been reversed, and I have won.

I hope that you will find the article on the history of the Woodbridge Ferry interesting. We were very fortunate to have access to such a document. I hope in the next edition, to publish one or more articles on the more recent history of the Ferry.

The success of the Newsletter depends on articles on various aspects of the River

Deben. We have been fortunate in this and the previous Newsletter to be able to publish some very interesting articles. And the success of the River Deben Association does depend on the exchange of ideas. In the last Newsletter, an article about the new Bawdsey Haven Yacht Club was included. It occurred to me that each of the sailing Clubs on the river might like to give a summary of their history and their plans for the future. The first of these articles will be published in the next edition of the Newsletter. I do hope that members will not hesitate to send me any contributions or comments for publication. Copy date for the next Newsletter is Saturday, August 24th. I am hoping to get a fax, but until then, contributions should be posted to me at the following address: Rudds Barn, Waldringfield Road, Martlesham, Woodbridge. IP12 4PJ.

In the last fortnight, I have attended two meetings which were encouraging for those who value the preservation of our part of Suffolk. The first meeting was at Woolpit to discuss the White Paper presenting the Department of the Environment's Rural Plan. This is largely John Gummer's idea on how to make the countryside and villages more viable. John Gummer himself was amongst those who spoke, and his ideas are imaginative and bold. Inevitably the success or failure of the plan depends on how much money is available. The second meeting was the first annual report of the Suffolk Coast and Heaths Project. They form a committed and hard working team, and their first year's work promises well for the future.

Association Business

Treasurer's Report

At the time of writing (18/2/96) the funds stand as follows

General Fund	£750
Projects Fund	£5371
Total	£6121

I should like to thank again those members who make donations by paying more than their bare annual subscriptions - whether by cheque or Banker's Order. I should also like to thank those who have changed from paying by cheque to paying by Banker's Order - it makes life easier for me!

Terence Kermode

Forthcoming Events

Friday, April 19th, 1996

Annual General Meeting
Woodbridge Community Hall, 1930.

Wednesday May 29th - Friday May 31st
Waldringfield Sailing Club - Junior
Sailing Course

Sunday, August 11th
Yachtsmen's Service at
Waldringfield 1830

Sunday, August 11th - Saturday, August
17th
Deben week

Monday August 5th - Friday August 9th
Waldringfield Sailing Course -
Seniors and Juniors

Saturday, August 24th
RDA Newsletter Copy Day

Friday, October 18th
RDA Open Meeting.

Sunday, October 20th
River Deben Litter Clearance.

Membership

Currently there are 166 single members and 305 couples, making a total membership of 776, together with 10 organisations.

Stephen Ashworth

Litter Clearance on the River

On Sunday, October 15th of last year, I found myself together with 3 adults and 2 teenagers struggling to reach the river wall near Ramsholt. We had undertaken to collect rubbish from the stretch leading towards Bawdsey. Previously, it had been assigned to a group of youngsters who had found difficulty in reaching the spot from their homes on the other side. On arrival at the saltings, we were aghast at the amount of debris which confronted us. Filling all available plastic bags, we left for home leaving a vast stretch of the bank untouched. A similar experience fell to the new owners of Bawdsey Manor who had agreed to walk towards us. It is a long stretch of river!

This salutary experience prompted me to contact all the team leaders who so conscientiously lead the Association's clean-up day. The project, devised with considerable care by Richard Hare, divided both sides of the river bank into 18 unequal sections. My research showed that 11 of these had been cleared effectively with varying degrees of support. Of the remainder, 3 (including the 2 mentioned earlier) were tackled with moderate or poor success. 4 lay untouched for varying reasons. Whilst the area from Sun Wharf to Wilford Bridge, despite the excellent efforts of Woodbridge School, continued to present years of accumulated and sizeable debris lodged or parked firmly on the river bed and alongside the seawall.

The River Deben Association exists to maintain the beauty of the river, and the

clean-up day is one of its greatest achievements, not least because it gives members the opportunity to support the Association in an active manner. On a practical level, you only need to see how many bags and skips are filled each year to appreciate what a worthwhile job is being done by all concerned.

It does seem however that we need a few more members to become actively involved, both to support the existing

groups and to take on the more neglected stretches of this lovely river. And does anyone have any suggestions as to how we can clear away some of the up river wreckage?

It is a good day out at a wonderful time of year, and I am counting on being inundated with offers of help.

David Cavey
☎ 01394 387099

Reports

Committee Meeting Jottings

The advantage of retirement is that you can choose when to go on holiday. It has been most unfortunate that since the last Newsletter, I have missed two out of the three Committee Meetings, whilst I have been abroad. So Committee Meeting Jottings are bound to be brief. I gather that at the September meeting, ideas about increasing the membership and also increasing the subscription were put forward, and subsequently discussed at the Open Meeting. I thought that one idea was probably exclusive of the other. At the Open Meeting, the thought of an increased subscription was not rejected out of hand.

Work progresses on the re-drafting of the River Deben Leaflet. The latest ideas are that it should be a single sheet, mainly concerned with conservation and the hinterland. I hope that something will be available for the A.G.M.

The Association has been invited by the Kyson Fairway Committee to nominate a representative to join that Committee. We

have welcomed this approach, and hope that it may be the beginnings of a closer link between the Association and the Fairway Committees.

The Open Meeting in October was chiefly concerned with the ambitious plans for the development of Whisstock's site. I fell to wondering why the River Deben Association appeared to be the prime mover in this venture. Certainly we were not anticipating being a major supplier of funds. But we have in the Association several enthusiasts, and it is from such people that imaginative ideas stem, and without them, nothing would happen. We were fortunate to have Dr. Rosemary Hoppitt who gave a fascinating talk on a similar development at Roskilde in Denmark. The attendance at this meeting was most encouraging, and the Maritime Heritage Centre concept was well debated, with most voices showing enthusiasm, but with some doubts about feasibility.

Michael Atkins

Articles

Deben Reminiscences

It was in 1950 through Heather Cutting (nee Parker) that I was introduced to Suffolk. Her father, Quin Parker, was at that time Secretary of Waldringfield Sailing Club,

and my father was Secretary of the Trent Sailing Club where we sailed 14 ft Internationals and 12 ft Nationals. Heather was coming to Sutton Bonnington Agricultural College, and Mr. Parker

contacted my father to see if there would be any chance of a sail for Heather while she was in our 'neck of the woods'.

I, at that time, had a 12 ft National and raced it at the Trent S.C. near Newark. So Heather came to crew for me, and kindly and most importantly for me, invited me to crew in her Dragonfly for what I believe was the first Deben Week. I found the River Deben a most exciting, busy place and remember being much in awe of Bab Garnham, ably crewed by Brian Marriott. This duo seemed to win most of the races in their class.

Mrs. Stevens, who lived in Waldringfield, was a very kind busy lady and seemed to 'run' the village. She always wore a hat! She was friendly with Heather's parents, and had a very attractive daughter called Jean. Mrs. Stevens was certainly a force to be reckoned with!

As one gets older, as I am sure many would agree, one remembers the summers of one's youth as always sunny and dry, and the summer of 1995 has recaptured that feeling of well being. Picnics at The Rocks and Stonner Point with Heather were particularly happy times. Heather and I spent an unforgettable hour at Stonner Point this year enjoying the beauty of the place and, of course, the river.

Holidays with our children and having the use of a beach hut in what was known as 'The Woggerly' were happy days. It gives me immense pleasure to see our son, Peter, now bringing his children to Waldringfield to sail aboard his yacht Harriet.

The Rev Trev, otherwise Canon Waller, with his distinctive voice, used to sail the river in his Deben 4 Tonner single-handed, wearing his dog collar, and picking up his mooring immaculately just opposite the Clubhouse. There used to be about 6 Dragons, 6 Stellas and 10 Kestrels racing at Waldringfield, but there weren't nearly so many moored boats to negotiate in those

days. Harry Nunn built most of the Dragonflies at Waldringfield, and Ernie Nunn ran the boatyard and raced a Dragon. Albert and Grace ran the Maybush, and I have memories of Alan Mathieson playing an upright piano on the Maybush Lawn. They were happy days.

Sheila Starling

Wildfowling

After many attempts, your Editor has, at last, got me to put pen to paper and write about Wildfowling. I don't think he can understand why people get up before dawn on a cold windy morning to go duck shooting. There are some days when I come home when I have not even seen a duck, let alone had a shot, when I wonder why as well.

Modern wildfowling is nothing like the traditional image. In the nineteenth and early twentieth centuries, people would shoot duck to supplement their meagre incomes. In the Washes, punt gunners would go out, and, if lucky, would shoot maybe 40 or more with one shot. They weren't always successful as the guns were breach loaders using black powder and, I suspect, on many occasions the powder was slightly damp and failed to go off - the ducks would have flown at the click of the trigger so there would be no chance of a second shot.

These days, duck numbers are more limited, and wildfowlers are conscious that they must not take more than the species can stand or replace. Most wildfowlers, on the rare day that they are in the right place at the right time and have an apparently unlimited number of shooting opportunities, will set themselves a bag limit. There is little pleasure in slaughter.

Why do we do it at all? Wildfowl are one of the few truly wild quarries. They move about an estuary and the surrounding

countryside in what seems a random way. Their flight patterns vary at different phases of the moon and tides, they react differently to calm, windy and really stormy weather. Because they are not fed, they have no consistent flight path and they do not like to fly to a particular spot at the same time everyday.

For the wildfowler, there is the forward planning to try and anticipate the duck's movements. He thinks of the state of the tide, the wind, cloud cover and, as he sets out, he decides which bit of the river will be best. On arriving at his chosen spot before dawn, he sets his decoys out. As the sky begins to lighten, the river starts into life. Seagulls fly up river from the sea, waders swoop about, curlew fly past giving out their eerie call - dawn breaking over the water is a magical place, the sights and sounds constantly changing. Some mornings when the sky is overcast and it is raining, dawn arrives very late, and the wildfowler crouched in his gully or hide is cold and miserable. All is worthwhile if he sees duck flying. He watches their flight as they get closer, identifying the species from the wing speed and movement, and, all too often, sighs as the birds drift too far left or right, or stay too high to shoot.

If he is lucky enough to kill a duck, the next move is to retrieve it. This is where his faithful dog will plunge into the cold water and set off for the bird. A well trained dog will follow commands and reach the area where the bird fell; then the wildfowler has to trust his dog to find the duck. Dogs have an extraordinary keen sense of smell and will pick up a bird's scent a long way off.

What is the appeal of wildfowling? Wildfowlers enjoy nature in all its ways, and the river Deben estuary at dawn is one of the few places where nature continues relatively undisturbed. If he has shot a couple of duck, then there is the satisfaction of a successful hunt. If he has missed, he

can dream up his excuses on the way home. If he has not even had a shot - and this is not at all uncommon - he has had the pleasure of seeing the break of day, the sea and the river birds begin their daily routine, and, if he is lucky, he might have seen a seal.

Adrian Judge

The Woodbridge Ferry

The origins of the ferry are lost in the mists of time. Such a ferry is a franchise granted by the Crown and conferring the exclusive right to carry passengers for reward. The Crown Grant dated back to early feudal times, but the Grant itself has been lost and its existence must be presumed from evidence that the franchise has been exercised "since the memory of man runneth not to the contrary". So it is with the Woodbridge Ferry. The ferry first emerges into recorded history at the beginning of the 16th century when, in the Court Rolls of the Manor of Stockerland-in-Sutton for 1509 to 1515, it is recorded that "John Bele died seised of the ferry or passage with a small boat called 'le Ferybote' belonging to the said manor in the farm of Thomas Leche with free entry and exit from Sutton to Woodbridge as used of ancient custom". Towards the end of the same century, in 1585, the Court Rolls of the Manor of Woodbridge on the other side record a grant to one William Smith of "the ferry or passage over the salt river with a skiff or small boat from Woodbridge to Sutton with free ingress and egress".

In 1883, we find John Dupuis Cobbold, admitted tenant of the ferry by both Manors. Mr. Cobbold held the ferry rights until the end of the first World War when he conceived the idea of making over the entire freehold to Woodbridge Urban District Council for the benefit of the public. The Council were minded to accept the gift offered to Woodbridge, and on the

27th January, 1919, by Deed of Gift Mr. Cobbold conveyed the ferry to the Council in fee simple.

During the next thirty years, the ferry was operated under the control of the Council by ferrymen to whom the Council let by contract the right to run the ferry and collect the fares. The first indication of a threat to the existence of the ferry came in the form of a letter written by the Council to me in August 1949. The Council in this letter said that the present ferryman had given notice terminating his contract, that the Council found difficulty in making fresh arrangements to run the ferry, that they were operating the ferry at a loss, and they were faced with the alternatives of either closing the ferry down completely or possibly running it for very restricted hours. This letter was followed by discussions between the Council and myself which resulted in restricted Winter working hours for the ferry, and increased fares, being put into operation. The following year, the Council gave notice to the public that the ferry would close down from the 1st October to the following 31st March.

The closure of the ferry was a serious matter for the inhabitants of Sutton, and, as the owner of Little Haddon Hall Estate, I felt that it was my duty to do what I could to preserve the ferry for the use of these people. Sadly to no avail, and on 31st October, 1950, the Council closed down the ferry. I immediately began an action against the Council in the King's Bench Division of the High Court of Justice asking for a declaration that the Council were bound to operate the ferry, for an injunction commanding the Council to maintain and operate the ferry, and damages. I claimed damages because technically I was obliged to do so, the law on the matter being that if a private individual takes action to enforce the obligations cast upon the owners of a franchise ferry, he must claim and prove that he has suffered special damages. The

action came on for trial at Ipswich Assizes in January 1951, and was strenuously contested by the Council who attempted to prove that the ferry was not an ancient franchise ferry. By the middle of the second day's hearing, at the close of the case for the Ferry, it was clear that the evidence that it was an ancient ferry was overwhelming. During an adjournment, the Council proposed that they should turn over the ferry to me. This proposal I rejected as impracticable, but I put forward a counter proposal that if the Council would give a definite undertaking to keep the ferry running for a minimum of two and a half years, I would waive my claim for damages (between £500 and £600). Unfortunately the Council decided that my offer would not be accepted. The hearing was resumed in London on April 18th, 1951, and on May 4th, Mr. Justice Parker delivered a reserved judgement declaring that the ferry was an ancient franchise ferry, and the Council were under an obligation to run it for the benefit of the public.

It might have been expected that the Council, confronted with this declaration, would have immediately restored the ferry service. Instead they let it be known that they would not resume the operation of the ferry service unless they were specifically ordered to do so by the Court. I thereupon applied to the Attorney-General for leave to commence another action in his name on behalf of the public asking for a mandatory injunction commanding the Council to operate the ferry. The Attorney-General gave his consent, and on June 30th, 1951, the writ in this second action, called a Relator action, was served upon the Council. On the same day, the Council re-opened the ferry but gave no undertaking that they would continue to run it.

On October 10th, 1951, the Council gave notice of their intention to promote a Bill in Parliament for the purpose of giving them power to abandon the ferry. A petition

against it was prepared to which some 70 residents of Sutton promised their support. Meanwhile feeling against the Council's policy of putting an end to the ferry had been growing within the town of Woodbridge itself. By law, the Council were obliged, before they could promote the Bill in Parliament, to obtain the approval of the townspeople at a meeting of Local Government electors. This statutory meeting was held on December 14th, 1951, and was sparsely attended. The Council's resolution in favour of the Bill was defeated by eighteen votes to sixteen, and six of the votes in favour were cast by members of the Council. Not content with this manifestation of lack of enthusiasm for their designs upon the ferry, the Council called for a poll. The poll was taken on January 19th, 1952 and resulted in the defeat of the Council's resolution by 399 votes to 346. This killed the Bill.

On April 8th, 1952, the Council gave an undertaking in the following terms:-

"To H.M. Attorney-General.

Sir,

H.M. Attorney-General at the relation of Humphrey Richard Pelly v. Woodbridge Urban District Council.

In consideration of your staying this action, we undertake that as long as the duty of running the Woodbridge Ferry is by law cast upon the Woodbridge Urban District Council, the Council will operate the ferry at all reasonable times, unless prevented by any cause beyond the Council's control.

We further undertake to pay the costs - to be taxed or agreed - of the Attorney-General and the Relator, up to the date of this undertaking.

We are, Sir, Your obedient servants,

(Sgd.) Ernest Bilney, Chairman
(Sgd.) A.R.G. Cugel, Clerk of the Council

Cugel

On behalf of the Woodbridge Urban District Council."

Thus the Woodbridge Ferry still runs as it did 400 years ago when John Bele died "seised of the ferry or passage with a small boat called 'le Ferybote'"

Humphrey Richard Pelly
July 1952.

Let's get this out of our system, Darling

What? You may ask.....let me explain. When not sailing our boat on the River Deben, Roy - my husband - and I enjoy long distance walking. Since the sailing season has been somewhat disappointing, we decided to don walking boots, pack rucksacks with provisions for a day, clothing to suit all weathers and embark on an unknown, yet familiar walk. We set out from home (Waldringfield) on Sunday, June 14th 1995 to walk 'around' the River Deben, at least the navigable bits.

Three points had to be considered. We were uncertain about the rights of way on the Bawdsey to Ramsholt section but we hoped that by keeping to the saltings, we would be acting responsibly. Another consideration was the tide. We wanted to keep to the riverside as much as possible, and we checked the tides to make sure that we could negotiate the beaches at The Rocks and The Tips. Luckily a late afternoon flood tide meant that we could incorporate these stretches in our walk. Lastly, crossing the river at Felixstowe Ferry should not present problems since the ferry was under new management and was operating at week-ends.

At 9.20 a.m., we set out. The morning was bright and warm, and very soon we were glowing. We headed for Felixstowe Ferry. Following the road, we passed our local church and took the track across to Hemley which afforded good views of the

river and The Rocks on the opposite shore. The track continued on to Kirton Creek where we spotted avocets busily sifting the shallows. The sea wall from this point was easy to traverse. It protects the Kirton/Corporation/Falkenham Marshes. On the opposite shore Ramsholt Arms basked in the sunshine. The river sparkled. From moored yachts, sleepy faces emerged and cheerful greetings were exchanged. (Perhaps we should have gone sailing after all). Having rounded Falkenham Creek, however, we spied on the seaward horizon ominous dark clouds, and all too soon we were struggling into waterproofs. Torrential rain ensued but we trudged on, heads down, towards the Ferry, arriving at 12.15 p.m.

To our dismay, we could not locate the ferry operator. Should we abandon our walk? Perhaps a Mars Bar would inspire us. I therefore "dripped" my way across a spotless Ferry Cafe floor, made my purchases and "dripped" out again. We stood, forlornly, on a jetty munching our comfort food and watched the return of the Cadet fleet. Roy's countenance suddenly beamed...of course... their rescue launch...would it rescue us? Help was at hand. In next to no time, we were standing on the Bawdsey shore. After a celebratory cup of coffee, cooled by the rain, we trudged on towards the river wall. Keeping to the saltings, we slipped and stumbled on our way. This section was particularly gruelling but we eventually scrambled through the reeds at Ramsholt and flopped down on the lawn at the pub. The time - 1.45 p.m. Never has a shandy tasted so good. The rain had stopped and we enjoyed a short sandwich break. The sky was brightening, boats were sailing, the day was suddenly friendly. It was with lighter step that we set out towards Woodbridge. The going was easier. We could enjoy the familiar sights of our beloved river. The beach at The Rocks was deserted. Only our footprints marked the sand.

On to Shottisham Creek. Would we see the Marsh Harriers? Soon Stonner Point was in view, then The Tips. We had to hurry. The tide was rising fast. With relief we reached The Hams and sank gratefully into the sand. After more refreshment and stowing all wet weather gear away, we set out for Methersgate Quay where we turned inland and walked up to Methersgate Hall and followed the footpath to Haddon Approach. From this vantage point, lovely views of the river and Martlesham Creek could be seen. Our path then skirted the Cheveley Links. a long tree-lined path leading to Sutton Walks, finally meeting the B1083 road. We followed the road down towards Woodbridge and eventually reached Wilford Bridge where we could pick up the river path once more. It was 5.30 p.m. At this point, we nearly abandoned our walk. Temptation appeared in the form of a Range Rover driven by a friend. Should we cheat? Should we take the easy way home? Those seats looked so comfortable...we could soon be wallowing in a deep hot bath...but NO...So it was with a cheery wave, we left our incredulous friend and carried on, somewhat wearily, past the Nature Reserve, the boat yards, the Marina, the famous Tide Mill and the little harbour, at which point we simply had to stop for tea. We ate the last of our provisions and drank the last dregs of coffee. Rising stiffly from our resting place, we set out on the last leg of our journey. We followed the river wall to Kyson Point and Martlesham Creek and turned off to take the path through Sluce Wood. On reaching the road, we headed for Martlesham Church and took the footpath which brought us on to the Waldringfield Road. By then we were on "automatic pilot", our pace much slower, but we could appreciate the occasional dusky glimpses of the river. Gratefully we dropped down into Waldringfield. The last 100 yards seemed endless, but what a marvellous sense of achievement, and Oh! the prospect of that

lovely hot bath. We unlocked our front door at 8 p.m....we were home.

Later, after a well earned dinner, my husband sat relaxing with his customary whisky. He smiled at me and said "I'm glad we've got that out of our system, darling". I'm not sure that it was ever in mine, but I had certainly enjoyed our day.

(Note - we think the distance is approximately 30 miles)

Liz Lord

Fishing in the Deben

When asked at a recent Committee Meeting "Was there any fishing in the Woodbridge Town area", I had to reply that it was almost non-existent. However we have at least twelve species present, most of them being immature fish, in the early stages of their lives. This is an important fact to note as they do not stay in the river long enough to reach the strict Ministry Size limits, the life cycle moves them back to sea again. The fish in the tidal Deben that are big enough to retain are the thin lipped grey mullet, bass, flounder, eel and the prince of them all, the sea trout. Salmon were present before the war, with bass now being seen in greater numbers; perhaps the water quality will see the re-appearance of the salmon.

Many people are confused by flat-fish. Only the sole is easily identified with its hook shaped mouth and long body. The plaice has pronounced red spots, a smooth scaleless back and knobby head. The flounder is dark brown in colour with a square cut tail, a rough scaly head and bony lumps at the base of its fins. The dab is a light sandy brown colour with a distinct curved lateral line.

The Woodbridge and District Angling Club holds an annual "eel and flattie" match, usually in June in the area between Hackney Hole and Wilford Bridge. Last year was

one of the best ever, not only were several eels and flounders, up to 2½ lbs caught, but a few bass, the biggest being 3 lbs were also landed - an indication of good water quality. These fish were caught on worm baits, ragworm, lugworm or common earth worms. However, eels will take anything from bacon rind to meat or maggots.

The large fish seen during the summer in the Deben between the band stand and Wilford Bridge are thin lipped grey mullet. They average about 3 to 4 lbs, and can be caught by rod and line, often with bread being the bait. However great skill is needed to net them because, as their name implies, the lip has no real hold for the hook. A few game anglers fish the Deben for sea trout. These fine fish often come close to double figures in weight, and are usually caught by spinning with small lures or sand eels.

To end on a lighter note, wanting to know what the river was like in the late thirties, I phoned Frank Wilkins. He, many will remember, worked with his father as a shoe repairer in the Melton end of the Thoroughfare, his favourite spot for fishing being Hackney Hole, opposite Fairhead and Sawyer in Melton. The two big catches he recalls were in 1938/39 when a Melton man caught a 16lb salmon on rod and line at low water somewhere in the Hackney area. This fine fish then finished up on the slab at Mr. Jacob's fish shop (now Loaves and Fishes), with a note saying how where and when it was caught. The second big catch was when Frank "pritched" at a 2½ lb plaice in the Mill Pool at low water on a hot sunny day. This one ended up not on the fishmonger's slab but on the plates of the Wilkins family. Having spent several hours in Frank's company when he turned to fresh water angling, I thank him for his recollections.

Don Johnson

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
	David Cavey. 10 Crown Place, Woodbridge	☎ 01394 387099
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
	Anni Healey. Jesters, 7A Burkitt Rd, Wdge. IP12 4JJ	☎ 01394 382291
Angling	Don Johnson. Ivy Dene, Melton Hill, Melton. IP12 1AX	☎ 01394 383661
Planning & Footpaths	Anne Moore. 2 Grundisburgh Rd, Wdge. IP12 4HG	☎ 01394 383559

RIVER DEBEN ASSOCIATION Annual General Meeting

At 7:30pm on Friday, 19th April 1996 at the Woodbridge Community Hall.

Everyone Welcome

AGENDA

- 1) Apologies for Absence
- 2) Minutes of the Last AGM
- 3) Matters Arising
- 4) Chairman's Report
- 5) Treasurer's Report
- 6) Newsletter
- 7) Litter Collection
- 8) Deben Leaflet
- 9) Deben Maritime Heritage Trust
- 10) Election of Officers and Committee

The following members of the committee retire this year by rotation but have indicated that they are willing to stand again:-

Rosemary Schlee
Don Johnson

Anni Healey
Anthony Mason

Michael Atkins

- 11) AOB

INTERVAL

Tea, coffee and biscuits will be available.

SPEAKER:

The Speaker will be announced later.