

# River Deben Association News Letter - Spring 1997



Number 14

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## Chairman's Comment

During the winter months the river scenes, devoid of yachts, revert largely to their

natural state, prompting ideas about timeless unchanging beauty and how fortunate we are to live in such close proximity. However, the reality is that even nature changes, albeit slowly.

In the late autumn several yachts drawing only four to five feet were brought up all standing by an enlarged bank of shingle just off the Felixstowe Ferry Sailing Club. At the same time I heard from the Environment Agency that the solid material being carried in suspension by the incoming tide was finer than hitherto and was being deposited along the banks and at the head of the river, adding to the several causes for the heavy deposition of new mud in the area of Bass Dock and Tide Mill Wharf at Woodbridge.

The governance of the river and its banks rests in the hands of several agencies including the Ministry of Agriculture, Food and Fisheries, Crown Commissioners, Environment Agency and Suffolk Coastal District Council. None of these have been very sure of the limits of their responsibilities when asked about erosion and silting. Persistent lobbying about silting is gradually bearing fruit and your Association has taken the line that any further reduction in the usefulness of the wharf and mooring facilities in the upper reaches of the river are an insult to common sense. Who will buoy the shingle bank at Felixstowe?

The law, like the river, tends to be slow running yet remorseless. During 1996 several members were active in promoting river speed legislation and enforcement. Two prosecutions are pending and it is to be hoped that the outcomes will be a deterrent to this and other forms of bad behaviour afloat. Water-jet skiers are lucky to have escaped with only one prosecution: the second involves a motor yacht.

During the Spring, in conjunction with SCDC, the Association will be erecting about twenty sign-posts bearing our new coloured poster. The design is attractive and

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conveys a message to encourage all who frequent the river and its shores to do so in a quiet, slow way that does not disturb the natural environment or other users. I trust that members will approve.

*(✍ Editor's note: a copy of the poster is included in this Newsletter)*

The membership is gradually increasing. In this context I want to record thanks to the marina, yards, fairway committees, clubs and businesses who have sent out our brochure with their own correspondence. I realise that existing members will receive them but this is unavoidable. Our main clout comes from members and any spare brochures should be passed on to likely members.

Consent will be sought at the AGM on 18th April for your Committee to associate with local projects and entertainments to mark the Millennium. Two have been discussed, one permanent and one recreational. The first is to combine mud suction dredging, draining and surfacing to create an improvement to the river front facilities at Woodbridge, just south of Bass Dock between the Station and the sea wall. The second is to re-enact the arrival of the Viking galley along the river to Sutton Hoo, with appropriate water craft and shore support. The intention is for the Association to articulate the schemes and to attract and co-ordinate enthusiasm from other agencies for execution. These ideas will be presented at the AGM: please bring any others to the notice of the Meeting.

My last request is to ask all members to participate in the work of the Association through their watchfulness and willingness to make a telephone call to express concerns to a member of the Committee. The Association has developed a sound network of support through Committee members to agencies and institutions of all kinds with aims and objectives similar to our own. At this early stage of my Chairmanship I am concerned for the silent majority of members. I do hope that silence implies

assent to the lines on which your Committee works. If not, please make contact.

Denzil Cowdry  
Chairman

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## Editorial

I have had to concede defeat. The question of whether the Editorial should come before the Chairman's Comments or after was settled in my absence at the last Editorial meeting. The compiler (who thought that the Chairman's Comments should come first) had recruited two ex-Chairmen and the present Chairman to the meeting, and it was not surprising that they voted unanimously for the pole position to be filled by the Chairman's Comments. I have accepted defeat graciously even though the tactics of the compiler left something to be desired.

I am delighted to publish reports from the Deben Yacht Club and from Felixstowe Sailing Club. This now completes the articles on the sailing clubs on the river - those on Bawdsey Haven Yacht Club and Waldringfield Sailing Club have already been published. I am now hoping to publish a series of articles on the Fairway Committees on the river. As a start you will find a most interesting article on the development of the Kyson Fairway Committee in this Newsletter.

I am delighted to welcome a new member to the Newsletter team. Vivienne Midwinter is our new Assistant Editor; she has recently married Tim, our compiler. She can handle the computer as well as Tim can, her spelling is better than mine, and she can also handle Tim better than I can. We are very pleased to have her on the team.

We have not been able to publish any "Letters to the Editor" in recent editions of the Newsletter for lack of copy. I do hope that the contribution from Lila and Hamish Fraser will spur others to write in with

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interesting information, or - as the Chairman says - with any views about the

many activities on the river.

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## Association Business

### Forthcoming Events

Friday, 18 April 1997

River Deben Association A.G.M.

August 2nd - 9th 1997

Deben Week

Sunday August 3rd 1997

Yachtsmen's Service and procession of boats. 18:30, Waldringfield beach.

Wednesday August 13th 1997

Copy day for next newsletter

Friday, October 10th 1997 (provisional)

River Deben Association Open Meeting

Sunday, October 19th 1997

River Deben Association litter collection.

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## Reports

### AGM

The Chairman has asked me to say that he could not be assisted by a better Committee, nearly all of whom come up for re-election. However, he is well aware of the fact that the Association's effectiveness is largely a function of the preparedness of Committee members to involve themselves actively in research, correspondence and meetings. Any members who would like to help should not be put off from offering their services because the specific Committee slots appear to be full. In particular, additional help will be required for the Millennium projects, if approved. Names should be passed to Harry Norris, Honorary Secretary.

Harry Norris  
Honorary Secretary

has, over the years, turned my attempts at accounts into a presentable form; also Stephen Ashworth for the long-suffering way in which he and his computer have enabled us to co-operate harmoniously; and finally those of you who increasingly have, when renewing your subscriptions, paid more than the sum mentioned - anonymous you may be, but you are much appreciated by the Association.

Terence Kermode  
Treasurer

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### Membership

Currently there are 166 single members and 317 couples, making a total membership of 800, together with 11 organisations.

Stephen Ashworth  
Membership Secretary

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### Treasurer's Report

On 5.2.97 our money at the Bank was made up as follows:

|               |       |
|---------------|-------|
| General Fund  | £750  |
| Projects Fund | £6636 |
| Total         | £7386 |

I should like to take this opportunity to thank our Honorary Auditor, John Moorby, for the patient and efficient way in which he

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## Who's Who

### Officers

|                 |   |                |
|-----------------|---|----------------|
| Chairman        | Denzil Cowdry. St. Edmundsbury, 10 Ipswich Rd, Wdge. IP12 4BU       | ☎ 01394 383625 |
| 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 |
| Treasurer-elect | John Lineker. Decoy House, Old Church Rd, Melton, IP13 6DH          | ☎ 01394 460196 |
| 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                   |
| Litter            | David Cavey. 10 Crown Place, Woodbridge<br>Jo Masters, 49 Riverview Rd, Melton, Wdge. | ☎ 01394 387099<br>☎ 01394 383825 |
| Wildfowlers       | Adrian Judge. 29 Bredfield St, Wdge. IP12 4NH   | ☎ 01394 383350                   |
| Watersports       | Tim Midwinter. 37 Coopers Rd, Martlesham Heath. Ipswich. IP5 7SJ                      | ☎ 01473 623020                   |
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| Maritime Heritage | Anthony Mason. 29 Ipswich Rd, Wdge. IP12 4BS  | ☎ 01394 386601                   |



# AN UNSPOILT RIVER WELCOME TO THE DEBEN



**FOLLOW THE  
COUNTRY CODE**  
*Respect  
the foreshore*

**HEALTHY  
ENJOYMENT**

*Please keep  
dogs under  
control*



**LEAVE SPEED  
BEHIND**

*Maximum speed 5 knots  
Avoid oil & fuel spillage*



**AN  
ENVIRONMENT  
WORTH  
PROTECTING**

*Please help us  
keep that way*



**The River Deben Association**

If you would like to know more about the River Deben Association  
please telephone 01394 383625



**and Suffolk Coast & Heaths Project**



## Articles

### The Speed Limit

Many members will have seen that two men were charged with speeding in the Deben at Felixstowe on July 21st last year. One was on a jet ski, and the other was on a 30 ft. yacht. Legal proceedings have been lengthy, and protracted. They are both due to appear in Saxmundham Magistrates Court on March 5th - too late for the result to be published in this Newsletter.

Anni Healey

### Deben Reminiscences

In the early 1920s my family moved from Essex to Suffolk and my father discovered, and fell in love with, the Deben. Towards the end of the 1920's, he had built a small weekend bungalow by the side of the river at Waldringfield. Thereafter most weekends and holidays were spent on the Deben. Next we had an old fishing smack called Lizzie Maud. Her hold was converted to a spacious cabin by Eversons Boatyard at Woodbridge, and with the aid of an old salt, David Farrow, father sailed her around and in and out of the Deben for the next few years. David lived in a cottage by the old Ferry Boat Inn in Woodbridge.

In 1931, coming up for 13 years old, I was given a 16 foot clinker built open boat, bought off the beach at Bawdsey. Bert Everson's boatyard converted her for sailing, giving her a gaff rig and large dagger centre plate - all very primitive compared to the sophistication of present day craft. I called her The Yvonne and she and I sailed the Deben every which way for the next 5 or 6 years. Girls who sailed were scarce in those days (and not really approved by some) but I was lucky in having a friend, Anne Heath, who, with her more 'ladylike' 12 foot dinghy, also enjoyed sailing.

We belonged to Waldringfield Sailing Club. The present day club stands on the same site, but in those days, the clubhouse was a

small room with a crows nest for the starting gun. Arthur Stollery was Commodore. He and his family owned the round hut and cabin adjacent to the clubhouse, and days too wet and windy for sailing were often spent in the round hut, playing board games (to do with sailing, of course!) with Cyril and Lucy.

The beach was looked after by Jimmy Quantrill, Bob Button and George Turner. They were always around to give a helping hand, keep a watchful eye, and, of course, give loads of advice. For repairs and replacements, we went to Ernie and Harry Nunn with their boatyard on the quay. Saturday afternoons were given over to racing. We were a miscellaneous lot, varying from one or two internationals to heavy old things like The Yvonne. But I was given a hefty handicap, and with a fresh brisk wind plus the handicap could very occasionally come first!

Regattas during August were great - Woodbridge with its greasy pole in the dock and a band playing in the bandstand near the yacht club, and Felixstowe Ferry with, weather permitting, the race out to sea, round the Cork Lightship and back. Then in the evening we would visit the fair held on the green outside the Ferryboat Inn, ending tired but happy with the long drift back home, phosphorus dancing in our wake. Waldringfield had racing all day with hilarious shore events in the afternoon, ending with prizes from silver cups to jars of jam and sweets or something for the very young. Bob and Bill Garnham were among the very young.

Most of the boats on the river were owned by local folk such as George Arnott with his Merlin. Visitors to the river were few, but one year A.P. Herbert arrived in his Thames barge. My mother was an ardent fan of his and I was detailed off to row down and ask him to sign her copy of his poems "Plain Jane". I was shy and nervous,

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but he was so kind, and I still have the signed copy on my bookshelf!

In the mid thirties, father sold Lizzie Maud and acquired a small boat for fishing called "Gray Jane". Summer evenings he would be off down the river with whoever was willing to go with him, returning a few hours later with dabs, plaice, flounders and sometimes skate. If mother was feeling energetic, out would come the frying pan and soon we would be sitting in the dusk, guzzling the tastiest fish in the world!

Looking back they were wonderful times and though, no doubt, I had my share of teenage anxieties and hang-ups, my memories are of endless picnics and swimming at the Tips or the Rocks or Ramsholt or Kyson with the odd trip to Woodbridge for some shopping. One of my treasured possessions was a yellow oilskin bought at Bloxhams by the cross-roads in Woodbridge.

Soon after war started and with it the threat of invasion, the Royal Naval Patrol Service was started. My father's boat "Gray Jane" was roped in, and to begin with the crew were made up of the old salts Jimmy Quantrell, George Turner, Bob Button, the Nunns and several others, plus a few naval ratings - somewhere I have a photograph of them all. The Patrol was disbanded when the Army turned up in 1942 and took over.

After the war, by that time married with a young family, my husband and I returned to live in Waldringfield. In 1947, feeling the need to get back on the river, we bought "Cleone". She was a yawl, around 100 years old, narrow beamed, with a draft of 6 ft. Not at all practical for a young family, but she sailed like a dream. For two years we sailed the river and made excursions round to Harwich, Pin Mill, Walton and many other places - looking back, no mean feat without an engine, and the deadlines of work and school to be kept. Later on we had a small "put put" engine put in, and missing the tide was no longer quite so anxiety making.

In 1954, we sold "Cleone" and moved away from the Deben. Sadly, though I did not realise it at the time, except on odd occasions it was the end of my sailing days. But in old age, it is comforting to know that whatever else has changed, the River Deben still flows, and hopefully present day folk will give it the same love, care and respect that we did.

Margaret Venmore-Rowland (nee Reeves)

### Felixstowe Ferry Sailing Club

The sailing club was established formally in 1931 as the Felixstowe Ferry Yacht & Dinghy Club and from 1934 became the Felixstowe Ferry Sailing Club. The first 'class boat' of the Club was the Felixstowe Ferry One Design, established in 1934. This boat was a gunter rigged, clinker built, 14 footer based on two boats, the 'Nippy' and the 'Betty' which were built by Robertsons of Woodbridge in 1928. The new 'One Designs' were sold complete for £45. Early club activities took place in the building which is now the offices of the Ferry Boatyard.

After the war, the Club was reformed under the direction of Mrs Joyce Sherren. By all accounts, she was a lady of boundless enthusiasm and energy and was the Vice Commodore for a dozen years. She was ably assisted by a few pre-war stalwarts and in particular by 'Jacky' Rowbotham, who became Commodore in 1946 and President in 1966 and remained in that position until his death in 1984. He had been a member of the original 1931 founding committee. In 1950, following the success of Uffa Fox's Firefly design at the 1948 Olympics, half a dozen of the club sailors purchased a lorry load of Fireflies. The Firefly was destined to remain a strong class at the Club for some 40 years.

A wooden building for use as a clubhouse was given to the Club and located on the present site in 1947. As the membership increased, extensions to the building were carried out in 1962, 1971 and 1976. In

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1983 a complete redesign of the interior of the clubhouse and an update of its facilities was carried out in the main by a body of enthusiastic and stalwart members who, in the eyes of many, 'worked miracles'. Another major improvement was the fitting of double glazing in 1992, curing the problem of condensation which at times precluded enjoyment of the superb view of the river and estuary. In August 1992 a fire destroyed "Riverside", a chalet which housed the gentlemen's showers and changing room. By the end of 1993, a new changing room and showers, together with a committee room and patio had been built on top of the newer part of the main clubhouse. In 1995 the Club purchased the freehold of the land upon which the clubhouse stands, thereby securing its long term future. In 1996 much work was done to repair and renovate the fabric of the buildings, including major work modernising and re-equipping the galley. The Club has a long history of hosting National Championships which began in 1966 with the Fireflies, who have been back on three other occasions since. Other classes, which have taken advantage of the Club policy of hosting biannually a national championship, are Fireballs, Hoby Cats, Larks, OKs, Scorpions, Wayfarers and 505s, the latter on three occasions. In 1989 the Club hosted a most successful World Championship for the 505s and in 1995, at relatively short notice, another equally successful World Championship for the OKs. The Club is again looking forward to hosting the Firefly National Championships in 1997. With its emphasis on safety and its concern to provide racing facilities of the highest standard, the Ferry provides the finest dinghy racing on the Suffolk coast. The Club boasts an active social life with functions throughout the year. This includes Deben Week, when the three sailing clubs on the River get together for racing and socials at all three venues. When one wishes to enjoy some relaxed sailing, the

River Deben with its celebrated bird life, picturesque views and splendid hostilities has much to offer the family sailor. Since 1991, when the East Suffolk Water Ski Club became affiliated, and 1993 when a rowing section was formed, the watersport activities which take place at the Ferry have widened so that there are opportunities to try water skiing and coxed four rowing. Junior sailing is encouraged largely through the affiliation of the Felixstowe Sea Scouts to the Club under the auspices of Felixstowe Youth Sailing.

Launching from a sheltered slipway, sailing is able to take place at all states of the tide and in almost any wind conditions. Class and handicap racing takes place on Sundays and Wednesday evenings. Current classes include Lasers, OKs, 505s, Squibs, and Catamarans (Dart 18s and Hurricanes). There are some races and fun events on Saturday afternoons. Junior sailing takes place on Saturday mornings and Wednesday evenings. Rowing takes place on Monday and Wednesday evenings and Sunday mornings. Water Skiing takes place on Sundays and Monday evenings.

Mike Tehan  
FFSC Vice Commodore

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### Where is Suffolk's coastline going?

Suffolk's coastline is on the move! Nothing new you might say, but erosion and flooding are now the subject of Management Plans, PhD's, Statements, European Directives, MAFF, etc. - all the paraphernalia of Local Authority / Government interest.

At a meeting in Aldeburgh in December, organised by Dr. Janet Tait for the Liberal Democrats, the audience listed what they most valued the coast for - livelihood, scenery, wildlife, freedom to roam. What they most feared:- loss of the above, concern about the future and lack of interest from the authorities.



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Three speakers from the Norfolk Coastal Protection Committee, the Environmental Agency and the RSPB told us what they are doing about it. In Norfolk, they accept 'over-topping' as a fact of life and evacuate 60 people on a yearly basis from one small village. They have to work out the cost-effectiveness of different options to deal with annual flooding.

The Environment Agency is responsible for flood defences and Dr. Dixon gave us some imaginative alternatives to building sea-walls, from regeneration of salt-marshes, to working with nature and adapting our lives to the inevitability of changing landscapes, e.g. letting the River Alde find its natural solution and join the sea just south of Aldeburgh! You would lose some farmland, but think of the leisure potential for a large Marina with instant access to the sea and acres of salt-marsh with all its wildlife.

*Watch this space as there is going to be a future article on this subject.*

Closer to home, Suffolk Coastal District Council in partnership with the Environment Agency have just completed extensive sea defences at East Lane, Bawdsey, importing large rocks and piling them against the eroded clay cliff. If left to nature, Hollesley might again have become a "hole by the sea" (can that really be its original meaning!!), Shingle Street might have become an island and the Martello Tower (a National Monument) would have fallen into the sea. The Shoreline Management Plan for our area makes interesting reading on the implications of its three options:- to do nothing - to hold the line or - to retreat the line.

*For a more serious and detailed look, an article will be coming soon!*

Meanwhile, beach regeneration is occurring naturally at the mouth of the Deben. The "Knolls" are building up and expanding. Is it too fanciful to imagine that one day Felixstowe Ferry and Bawdsey may be two villages surrounding a lake!

Anni Healey

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### Deben River Centre

Within Suffolk the County Council provides facilities for schools and youth groups to take their youngsters sailing, canoeing and wind surfing. These facilities are provided by a part of the Suffolk County Council Education Department known as the Suffolk Water Sports Association (SWSA). SWSA runs a number of watersports centres, including the Deben River Centre at Woodbridge. The Deben Centre operates from the two wooden buildings in the corner of the field containing the model boat pond, behind the river wall at Woodbridge. It offers sailing and canoeing courses to groups and individuals. The aim of the centre is to:-

*"Introduce youngsters to the joy of watersports in a safe, supportive environment"*

The courses run at the Deben Centre aim to provide youngsters with a fun learning experience, leading to a recognised skills certificate. Whilst having fun and learning are very important elements of the overall experience, there is one other element which is taken very seriously - Safety. All courses are staffed to best practice levels in the industry and meet the recently introduced Government standards with only minor (paperwork) changes. Whilst everyone agrees that this is a very important element, it does lead to a problem.

To provide watersports courses to these standards requires a large number of well-qualified helpers. A sailing course with 10 youngsters on it requires 5 qualified instructors, a senior instructor and a qualified rescue boat handler. If the centre paid these people, the costs of the courses would be prohibitive for many youngsters, which is counter to the aims of the centre. Hence the centre relies heavily on volunteer instructor time. Each six day sailing course for 10 students typically relies on at least 180 hours of volunteer instructor time.

This level of support requires a large pool

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of qualified helpers if the load on a few is not to become prohibitive. To ensure that a continuing stream of well-trained helpers continues, both SWSA and the Deben Centre run a number of adult courses every year.

### **Adult Training**

At Easter every year a one week residential adult sailing event is run at Alton Water and Woolverstone. Four courses are offered:-

- Basic Sailing Skills (RYA Level 1/2)
- Intermediate Skills (RYA Level 3)
- Advanced Sailing Skills (RYA Level 5)
- RYA Sailing Instructor Training and Assessment

As well as sailing skills, the Centre also needs people with rescue boat handling skills which have recently become a prerequisite of the Sailing Instructor award. The Deben Centre runs two powerboat courses

- Basic Safety Boat Handling Course (RYA Powerboat Level 1/2) - Run prior to the Easter Course, this weekend provides basic boat handling training to the rescue boat crews at the watersports centre as well as to many of the local sailing clubs. This course is run in early March each year as the river is fairly free of other traffic, the speed limits are inoperative at this time and it is in time for the instructor candidates on the Easter Course.
- RYA Safety Boat Course - Run in October each year, this course concentrates on using the powerboat as a rescue platform, rather than the boat handling itself. (The Safety Boat course is the RYA recommended minimum qualification for people taking charge of a rescue boat for sailing club rescue operations!)

### **Deben Supporters Group**

The centre provides a Supporters Group to encourage the helpers to remain associated with the Centre. The Supporters Group provides a varied program of activities during the summer, including day sails,

talks on a wide range of subjects, trips to the Police Skid Pan, etc. During the winter the Supporters Group maintains the Centre's sailing craft. (The rescue boats are professionally maintained by local boat yards.)

### **Deben Canoe Club**

As well as sailing there is also a very active canoeing organisation associated with the centre. Here, however, the structure is rather different. Canoeing is somewhat easier to organise than sailing as it only requires one instructor per group and hence the number of voluntary helpers is greatly reduced. For canoeing the training environment for helpers is provided by a separate organisation, the Deben Canoe Club, which operates from the Deben Centre. While the Deben Centre runs beginners courses, which the Canoe Club helps to staff, the Canoe Club provides the progression after the beginners courses. The club runs the following main activities:-

- Youth Group - On Wednesday nights during the summer the club operates sessions aimed at the needs of youngsters, including games, more advanced skills training, rescue training, etc.
- Senior Group - On Thursday nights all year round the club paddles from the Centre at Woodbridge, providing a programme aimed at adults. This programme continues through the dark nights of winter, although numbers tend to drop to a hardened few.
- Pool Sessions - On some Saturday nights all year around the club hires the Deben pool for skills training, games and polo training.
- Expeditions - The club also organises trips away from Woodbridge, to give members experience of different rivers and different types of paddling. These include trips to white water rivers, surfing, long river paddles, etc.

### **Open Canoe Group**

Recently a new club has started up at the

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Deben Centre. On Tuesday evenings the Open Canoe Group operates from the Centre. This group is mainly an adult group that concentrates on open canoeing only. Many people prefer open canoes as they are a rather more civilised and comfortable mode of transport than kayaks. The Open Canoe Group provides instructors to the Deben Centre, particularly for the staffing of open canoe courses.

## Model Boat Club

The Centre is also the Headquarters of the Woodbridge Model Boat Club which meets most weekends during the summer to sail radio controlled and free sailing yachts on the adjacent pond.

Contacts:

Mick Watts (courses, programme) 01473 624672

Vivienne Midwinter (Deben Canoe Club) 01473 623020

Tim Midwinter

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## Deben Yacht Club

To write a piece on the background of the DYC for any purpose, reference has to be made to the excellent publication "The History of Sailing and Racing on the River Deben" written by Geoffrey Brown and published by the Club as part of the significant preparations made to celebrate the Club's 150th birthday in 1988, and recognise its long association with the affairs of the Deben. As a long standing serving member of DYC he reviewed the period between 1675 to 1988 and provided Woodbridge with a valuable historic document.

The first recorded Regatta on the upper reaches of the Deben was held during the summer of 1784. Some fifty-four years later a second was held:

*"REGATTA AT WOODBRIDGE---Some gentlemen of the town, and its vicinity, are about raising a subscription for some sailing and rowing matches, particulars of which will be shortly announced. A wall, adjoining the quays, a mile long, having a*

*view of the river extending nearly to the sea, will afford an excellent opportunity to spectators".(1)*

It was in fact the monies raised at this regatta day 8th September 1838 that were used as the initial contribution leading to the formation of the Deben Yacht Club. The impetus and thinking for all of this activity was most certainly the excitement in the town generated by the Coronation that year of Queen Victoria who came to the throne in 1837.

Over the next few years racing on the Deben became a commonplace thing with as many as eight *"fore and aft rigged yachts not exceeding 10 tons"* (2) seen competing on the river. However during the 1870s the DYC and racing on the river began to languish. It was not until another sixteen years had passed before the enthusiasm of about fourteen people began the rebirth of the Club. The present burgee with its blue background and white ball dates from this revival around 1886. One of those involved with this was a member of the Loder family, *"The Loder's were a well-established and much respected family of printers, booksellers and stationers in Woodbridge and in 1879 John Loder was responsible for the channel dug through the marshes now called "Loder's Cut". The money to pay for this boon to sailors had accrued in a most interesting manner. A village schoolmaster at Rendlesham brought a libel action against John Loder and was awarded £100 damages at the Bury St. Edmunds Assizes. This verdict aroused much sympathy in the townspeople of Woodbridge for the defendant and a fund was launched. Over £250 was collected and presented to John Loder together with an inscribed silver tankard.*

*The stationer requested that he be allowed to spend the fund on a town improvement of his choice. He thus had the Cut dug out thereby giving all sailors the opportunity of avoiding a tiresome beat up the Troublesome Reach to round Kyson Point*

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(3).

Some little time after this it is recorded that Mr A. A. Everson, local boatbuilder, was appointed Official Starter and Timekeeper in 1889, a responsibility he retained until 1934.

The next few years saw the Club introduce rules governing *"one paid hand per boat and Sweepstake matches at 2/6d each boat"*

(4) and the competitiveness between members seemed to grow for a while. It may have been this attitude of mind that encouraged the Committee to pursue the following course of action. *"In the summer of 1895 the thoughts of the Deben Sailing Club sailors were very much on the America's Cup for Lord Dunraven was challenging the New York Yacht Club to another series of races. Two years previously the "Valkyrie II", sailed by Lord Dunraven, had performed very well against "Vigilant" the American defender and although defeated, her failure was as much to blame on her sail handlers as to the merits of the actual vessel.*

*The challenge was accepted and the first race fixed for September 7th 1895. The "Valkyrie III" manned by Wivenhoe sailors sailed across the Atlantic in the July / August in 22 days which left only three weeks for her fitting out for racing. Her opponent was the "Defender": a Herreshoff vessel built of bronze, steel and aluminium.*

*At the Deben Sailing Club Committee meeting of 16th August with Leonard Hayward in the chair, it was decided to hold an illuminated Water Festival on the Deben if "Valkyrie III" won the America's Cup.*

*In the event, no illuminated Water Festival took place for the racing between "Valkyrie III" and "Defender" was a miserable fiasco: the merits of the two boats were never tested. The challenge ended prematurely after claims of fraud by the Earl, a pre-start collision and his refusal to race because of interference from accompanying steamers.*

*The DYC is very fortunate in owning one of*

*the original volumes of "The Lawson History of the Americas Cup:-----"(5)*

It is interesting to note that as part of the ebb and flow of the fortunes of the Yacht Club its original name was changed to Sailing Club in 1886 and back again to Yacht Club in 1929.

It was again in 1911 that the Club ran into difficulty which in part stemmed from a difficulty in collecting sufficient funds, perhaps from the introduction of the Sweepstake or cash prizes for races fifteen years before. Activities resumed in 1913 on a limited basis but the First World War saw a suspension of all racing and meetings which did not resume till 1919. Although little competition took place until 1924 *"the tide began to turn, for younger, enthusiastic Woodbridge businessmen were about to join the Club and Everson and Sons at their Phoenix Works were developing and designing the first successful class boat on the East Coast " (6) - this was the "Cherub" Class.*

*"The year closed with a membership of 33 and a credit balance of £2.14s.1d" (7)*

Over the next year interest grew in dinghy sailing as opposed to the more regular 3 to 10 tonners that had competed during the previous ninety or so years. It was in 1929 when *"The Committee ended the year with more discussion concerning a dinghy class this time the YRA one-design 12 foot dinghies. This class was already sailing at Felixstowe Ferry ----- these craft being built at Robertsons at Woodbridge and by an Ipswich boatyard. It was agreed that the Club would support this 12 foot dinghy class in 1930 and Mr F. Kingston Smith reported that 6 or 7 of these dinghies had been ordered or practically ordered. " (8)*

In the early part of 1996 correspondence between Tan Kay Toh, the Royal Singapore Yacht Club Commodore and Tony Wilman, our serving Commodore, re-established the DYC link with that wonderful Club which all started this way and also provided a trophy for the new dinghy class, "By

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*coincidence, a trophy for this new class was just available due to the generosity of the Royal Singapore Yacht Club. This world renowned Club presented a silver challenge cup to the Deben Yacht Club with two stipulations: the cup to be known as the Royal Singapore Yacht Club Challenge Cup: and that only amateurs be allowed to race. This gift was a direct outcome of the interest of Mr W.M. (Max) Blake who had recently returned after 25 years absence in Singapore. When he had first moved to the Straits he found that there was no boat sailing, a sport he had enjoyed on the Deben as a boy. He thus had a boat built --. Interest grew in sailing racing and in due course of time a Sailing Club was formed with Mr Blake as the first Commodore. In 1930 the Singapore Club had the Prince of Wales as Patron and had grown out of all expectation. The original letters in the DYC records show that a 100 Straits Dollar draft was forwarded to the Hong Kong and Shanghai Banking Corporation in London. Mr Blake 'obtained the silver cup on plinth with inscription' from Frasers of Ipswich, silversmiths, at a cost of £11.13s. 6d and presented the cup to the Deben Yacht Club on 27th March 1930" (9)*

The Challenge Cup is one of 56 trophies competed for each year by the Laser, Mirror, Topper, Handicap and Yacht amateur sailors of the Club. Each season (March to December) sixty racing events are organised, this includes the winter series, in addition to five Open events and our participation in the Deben Week arrangements shared with the Waldringfield and Felixstowe Clubs.

The thirties saw the Club flourish with recognition by the Yacht Racing Association and in 1933 a decision to provide a Club House if possible was taken. Much of the stimulation for this development derived from the small clubhouse and crows nest provided by the Waldringfield Sailing Club in 1932. After much deliberation and fund raising the

DYC clubhouse opened in April 1935 at a total cost of £313.1s.10d. This structure was extended in 1976 and continues to adequately serve the Club despite, at times, a cosiness in the changing rooms and also a tendency to flooding from time to time. It was because of the latter and a concern over deterioration of the fabric, or even the loss of the premises altogether, from a new phenomenon - tidal surge due to global environmental changes - that motivated the members to take a major decision in June 1996 to physically raise the clubhouse on its present site by all of one metre. This will bring it back in line with the river wall raised earlier by the NRA as part of the new improved flood defences. The total cost is estimated to be £50,563.00. This work began in early February 1997 and will be complete by the end of April 1997. In the true tradition of this grand old Club the security of the legacy, placed in the hands of the Trustee and Committee, demanded money be invested now for the future. The members are grateful to the Foundation for Sports and the Arts, the Lottery Sports Fund and Suffolk Coastal District Council for grant aid towards this project totalling £32,184.00.

Notwithstanding the Second World War, the Club grew stronger when by 1951 membership passed the 250 mark and upwards to 357 including 58 cadets in 1968. Currently cadet membership stands in excess of 120 and the number of paying units in 1996 was recorded at 330. A large percentage of this figure is accounted for by the family category - introduced in 1972 to ease the cost for families and also to aid recruitment - giving a gross figure of up to 650 people catered for by the club on a seasonal basis.

The developing interest in sailing by schools in the late sixties saw a unique partnership flourish. This was underpinned by an association between the East Suffolk Education Authority, now the County Council, and the DYC which continues

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today. The current link with the County Councils Deben Water Sports Centre, located in their own premises in the boating pond field, ensures joint use of facilities, joint training of instructors and provision of a natural avenue for pupils wishing to continue on leaving school. All of this is anchored by a high quality ten week sail and race training programme for members organised by the Club in the spring of each year.

Deben Yacht Club is recognised as a good quality club with a friendly atmosphere, and a varied social programme designed to meet the needs of all ages and category of membership. New members are always welcome and taster days are arranged. The emphasis is on self help. The General Committee elected annually undertakes all aspects of administration and management with the assistance of working parties of members for regular maintenance and refurbishment. Tuesday mornings during the winter see a familiar sight around the Club when retired members turn out to undertake decoration, exterior painting and work on the piles supporting the clubhouse as well as the seven floating pontoons and their anchors deep in the Deben mud.

The Deben Yacht Club is now as active both competitively and socially as it has been throughout its long history and the future looks good. If anyone reading this would like to join the Club or purchase a copy of Geoffrey Brown's book contact the Secretary on 01394 386504

References:

1. Notice from Ipswich Journal 25th August 1838
2. Ipswich Journal 1st Sept 1838
3. Brown. G, "The History of Sailing and Racing on the River Deben at Woodbridge", page 23.
4. *Ibid.* Page 26
5. *Ibid.* Page 27
6. *Ibid.* Page 39
7. *Ibid.* Page 43
8. *Ibid.* Page 47

9. *Ibid.* Page 48

Eddie Taylor  
DYC Honorary Secretary

### The Foundation of the Kyson Fairway Committee

Until quite recently, the upper reaches of the River Deben, from Methersgate to the Deben Yacht Club, had been used for mooring a few yachts in a modest and sensible way, those so doing laying moorings so that the fairway for navigation was not impeded. Indeed until the mid '80's barges could still come up to Bass's Dock.

In the early '80's, a more commercial view was taken of the moorings at Waldringfield and this, with a brisk increase in yacht ownership within striking distance of the area, suddenly created an explosion of moorings being laid in the upper Deben. Alas many who laid them lacked sailorly manners and consideration for others and the resulting chaos resulted in the fairway becoming virtually impassable.

A small body of yachtsmen who considered that this needed some control if the river was not to seize solid, mooted the formation of a Fairway Committee.

Michael Beeton was the prime mover here and a public meeting was proposed to take public opinion. Fairway Committees have a poor history of serving the public and Woodbridge was sharply divided between those who maintained that the river was a public right for all and saw it being taken over for private privilege and those who maintained that if total abuse by yachtsmen was not to prevail, then control was required.

Admiral Lord Lewin agreed to chair the two public meetings that were finally held, during which a very great deal of heat was dissipated as those in the "maintain the historic rights" camp defended what they saw as the loss of their river. Bearing in mind the autocratic nature of many Fairway Committees, their view was widely

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understood.

During this initial stage, it happened that the Crown Estate Act had empowered the Crown to obtain commercial rents over the lands it held and the Crown Estate Commissioners made it clear to us all that unless we could sort out our differences and form a committee to lease the river-bed from it, then it would let the river-bed to a commercial operator.

This focused the minds of everyone and the result was the formation of a Fairway Committee. The structure is that a group of Trustees hold the lease from the Crown, and appoint a Committee to run the lease in a non-profit making manner on their behalf; in a disaster situation, the Trustees are liable for the rent to the Crown, and the river owes them a large debt for their original agreement to accede to this position. They were, and still are except for one, George Franks, Christopher Terrel, Geoffrey Chapman and Alastair James.

The Committee set off on its seminal path on the understanding that the river was not a privileged private boat park, and that therefore all the interests that used the river should be represented on the Committee and that also its actions should, yearly, be open to true public scrutiny. Both these are unusual features.

Much work went into the equitable and effective satisfaction of these two conditions and Michael Beeton was a tireless original chairman at this time. The original Committee did indeed have members from every body who used the river or its banks, excepting only the swans and shelducks who did not seem disposed to supply a representative. A constitution was drawn up, in which the duty of the Committee to submit itself to the annual public meeting was enshrined, and the first lease signed. This first lease ran from Methersgate Quay to a point just below the DYC - the DYC already having its own lease for the side of the river on which its clubhouse stands.

The principle, established at this time, of

having a part-time paid Secretary to do all the correspondence and an unpaid Committee remains to this day. The original Secretary, Sheila Mayston, was a fantastic worker prepared to go to great lengths, in those early days of turmoil, to get things right and her excellent systems live on. She was succeeded by Nick Wright who consolidated the workings and these days by Phil Hayward, whose naval background keeps us in our correct places.

Then began the task of trying to restore order from chaos, with the proviso in the original formation that no one who had a mooring would be dispossessed! After the first full year, Michael Beeton wanted to step down and I took over chairing the Committee. I was entirely of Michael's view that the river was for all and was definitely not a private boat park, and I led the Committee straightly down this path as it began the thankless business of getting people to move moorings into line and order. As a duty acquired as a result of the lease, the Committee is obliged by the Department of Transport to maintain a fairway for navigation, and is actionable if it does not - so we did have a little power to help us in the job.

In order to see equity amongst those having moorings and those waiting, David Poole, vice Chairman and I drew up a comprehensive set of 20 rules of operation whose principles were based on those having moorings not abusing that privilege, and we liaised with other Fairway Committees on the river to ensure that no-one had more than one mooring on the whole river.

Needless to say, these many upsets to what had been seen as yachtsmen's hallowed rights were not always received gracefully - the Committee had some wonderful letters accusing us of worse atrocities than the Third Reich in which I was likened to Himmler more than once!

The Committee found, to its surprise, that such a scarce resource proved to be far less

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well used than it was thought and it was able, at my driving I freely admit, to begin to reduce the density of moorings by removing those that had been placed in particularly bad places. In arranging those remaining, the principle is that a navigation buoy above and below the place one is at should be in unimpeded view; this duty, it was felt, was imperative if non-locals were to be presented with a reasonable passage up river.

In this continuous activity the Committee, and indeed the river Deben and all who use its upper reaches, owe a large debt to Bob Guthrie. He lives in full view of most of the moorings and his tireless commitment to charting the moorings and providing monthly residence data is vital to the way the job is done. He also rescues boats gone adrift and advises owners. His example is a fine one of a duty repaid to the river for the pleasure and privilege we all have of its use.

About 4 years into the work, it became apparent that those people historically laying the navigation marks were becoming more erratic and since the Committee was responsible for the navigation, it seemed logical for it to also lay the marks. This would cost considerable sums if done well and the Committee was divided on this course because the cost would be born by the mooring holders. To me, this seemed a proper and reasonable thing and I managed to carry consensus with me and it was done. Despite being laid on two ton concrete sinkers with massive tackle, the navigation marks still occasionally go astray and often get damaged by careless users of powerboats who cut them with their propellers.

As order was seen to come from chaos and as public meeting passed public meeting, the 'Gestapo' cries dwindled and the Committee even received some letters thanking it for its even handed "ethical" approach. Also it was asked by other bodies within the UK for copies of its rules whose

principles of equity seemed to be becoming more widely understood.

About 3 years ago, the Committee was asked by a public meeting if it would take on an extension up to the town hard, which it agreed to do. Upon survey, it was found that the line of extant moorings lay in the middle of the fairway as the river's main channel had moved very considerably over some years. This gave Frank Knights much mirth as he knew this very well, but it gave the Committee another year's grief as it moved all the moorings to leave the real channel free for navigation. With this improvement, barges began to get to Bass's Dock again.

Having been in existence for 10 years the Committee has just re-negotiated the second full lease with the Crown. In the latter 3 years, David Poole has been chairing the Committee while I have acted as the "*eminence grise*" behind the arras and have led the recent rent review negotiations at the 5 yearly reviews. The Committee has found the Crown agents very fair and understanding of the true commercial position the Committee is in - the waiting list is not high and the turnover of moorings is surprisingly high. The Crown has been good to work with because the Committee has treated it with courtesy and in a businesslike manner, and the deals we have achieved have reflected that.

Over the years of its operation, the membership of the Committee has been very stable, although the representation of some of the more fringe interest groups has disappeared as they saw that the Committee was genuinely acting with a wide consensus. Those Committee members serving the working sub-committees soon found that they had an astonishing amount of work to do, which position remains to this day for the proper and fair order of the moorings and navigation does not happen by accident. Blending the ever changing requirement for sites with the hopes and wishes of those wanting moorings results in



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a steady workload on those managing the operation.

As the Committee moves into the second ten year lease, we have negotiated a very reasonable rent indeed and look forward to continuing the service the Committee has rendered to the river in trying to keep a just balance for those who use it. In this regard, the Committee is much delighted, and no whit honoured, to welcome Frank Knights as a Trustee to replace Christopher Terrell, as Frank was one of the staunchest original defenders of the status quo.

Michael Burn

### "Mirelle"

Mirelle is a 12 ton cutter, built in 1937 by Whisstocks for a Mr. E. Phillip Allen of Woodcroft, Chalfont St. Giles. A file of correspondence dating from the days when she was designed and built has been lent to me, and makes fascinating reading. Unfortunately the file is incomplete, and many of the letters are undated, but nevertheless, there is much of interest in the documents.

Mr. W.M. Blake of Harboure, Queens Road, Felixstowe was commissioned to design her, and inevitably much of the correspondence deals with economies that might be made. But Mr. Allen clearly wanted the best, and insisted that teak should be used throughout. In an early letter from Mr. Blake concerning the kingplank, he says: "Two inch teak for this seems to be a waste of good money", and again "I have asked Whisstock to make sure that the planking for the deck is rift-sawn." He writes back complaining that this is expensive and unnecessary because the planking is to be of teak. In another letter, Allen says "I have told Whisstock to buy up materials while the going is good - or at any rate before it gets any worse."

In a letter of January 1937, Mr. Blake strongly advises that the owner should install a 7½-9 H.P. Kelvin motor with a folding propeller, and in later letters,

Whisstock also gives the same advice. Mr. Allen is hesitant about the folding propeller "...but aren't they terribly expensive..". However, the Kelvin with the folding propeller is eventually installed.

This paragraph from Mr. Allen was interesting:- "On the sail plan I want you to show all halyard as 'double ended', i.e. they are not to have a standing part on the mast, but are to have two falls made fast to two sets of pin rails alongside the shrouds to port and starboard. I have never worked an 11 tonner, but I do not imagine purchases are needed except for the tops'l downhaul. Perhaps you will enlighten me here."

Blake had the previous year designed 'Marlin', and Whisstock had built her, and at one stage in the correspondence with Allen, he played his trump card over some argument;- "The owner of Marlin stated that he cannot suggest any improvement in his boat, so that is something to go on."

The sails were to be made by Messrs Gowen & Co., of West Mersea. "Mains'l to have laced foot for roller reefing. I suggest you put the usual reefs in as well, but please use eyelet holes and not reef ties". Was this at about the time that roller reefing was being introduced, I wonder. And again; "Will you please let me know what cut you are using for the mainsail. With a laced foot, I believe the correct thing is to have it cross cut, but my last cross cut mainsail needed battens, and even then set badly. I wish to dispense with battens entirely"

In a letter from Whisstock dated November 1936, Whisstock says:- "I am sorry to inform you that I have had to refuse the order for the 20 ton cutter owing to the required draught being more than I can launch, and I am at the moment without any large job for the winter". Was the harbour silted up even then? And in a letter of the next month, Whisstock says "...could not be done for £650 including the

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engine...And teak for keel stem, post and planking would cost another £60". And in this letter, he again puts the case:-"In my opinion, there is no engine to touch the Kelvin for auxiliary use" In his next letter, Whisstock tells of an order for a 7 tonner which he will lay down at the end of February for delivery about the end of June. Clearly he managed to fill his order book for the winter. And in a letter later in January '37, he proudly tells Allen "I managed to find one (a teak plank) at 31ft, so shall be able to run some of the bilge planks without butts. This plank alone cost, without sawing and delivery, just on £50. And a few days later, Whisstock gives an estimate for Mirelle of £377.19.0, and, as far as I can see, this does not include the engine, sails, anchors etc or labour. He finishes "I am very much afraid that this is going to come out at more than you intended".

On February 22nd he reports that he is ready to sign the contract, and on April 17th, "the keel is in place. I have to complete the 7 tonner by the 26th; she is in the water now and has only to be rigged out so as soon as she is finished, I shall get all hands on to your boat". May 31st "The ship is all caulked up now and we have got the stringers in so I think I ought to get the engine along now as I shall be ready for it next week."

The correspondence gets a little thin now. I was intrigued by one letter in which Whisstock says:- "Regarding the groove in the mast for aerial, I do not think it would weaken the mast but it would, in my opinion, tend to cause rot as water would lie at the back of the wire....I would suggest that the wire be tacked on to the fore side of the mast without any groove." I have no date for the launching or completion, but certainly Mirelle cruised to Ostend, Flushing and Middleburg in her first year. In a letter dated July 3rd, Whisstock apologises for missing a visit of Allen to the yard, saying "I have been

giving the owner of Marlin a hand to try to work his boat to Wight. Unfortunately owing to strong headwinds, we had to run back to Dover on the first occasion, and to Ramsgate the second time we tried." The final letter is dated October 18th, 1937:- "I have not been able to get "Mirelle" into the creek yet but hope to within the next day or two, as the tide makes." Clearly she was destined for a mud berth that winter.

Also attached is a summary of the cruises she made up to 1950:-

**1937** Woodbridge-Lowestoft-Ostend-Flushing-Middleburg-Veere-Flushing-Harwich-Woodbridge.

**1938** Woodbridge-Ostend-Flushing-Dutch canal cruise and return to Flushing - Ramsgate-Woodbridge.

**1939** Woodbridge-Ramsgate-Newhaven-Portsmouth- Yarmouth, IOW -Brixham - Newhaven-Woodbridge.

**1946** Woodbridge-Ostend-Flushing-cruise to Zieriksee and return by reciprocal route.

**1947** Woodbridge-Ostend-Flushing-Hansveert, and Dutch waterways to Rotterdam, and return via the Hook to Woodbridge.

**1948** Woodbridge-Ostend, followed by Dutch cruise to Rotterdam, Amsterdam and return via Flushing.

**1949** Woodbridge- Hook- Rotterdam and cruise north to Amsterdam via Kaag Meer and return by different route via Dordrecht to Hook and thence to Harwich and Woodbridge.

**1950** Woodbridge- Hook- Rotterdam, and south to Flushing- Ostend- Harwich-Woodbridge.

"Mirelle" was seen at Robertsons Yard last autumn.

Michael Atkins

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### Rosemary's offering

Novel Travel: A new trip for walkers/bikers; get the Suffolk Coastal route map for 75p from Woodbridge library; this touches on the Deben then goes due north to Boyton. From there the Butley

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Ferry is signed (Brian Rogers 01394 410096, all year, and will take you any time on prior booking, + he spends a lot of time there anyway). As an idle cyclist or with children, be dropped off by car at Boyton, cross by the ferry, and walk or bike to Orford where your driver will arrive only just before you. Picnic on the bench overlooking the ferry? The ferry has been reopened by Brian Rogers after a gap of 70 years, so that the footpath could be re-established.

That isn't that novel, but here's something that might be, has anyone else had to do it? If taking a small boat viz. a Wayfarer from the Deben to the Ore, and the wind drops, you face a long paddle to get up to the Bar Buoy to avoid the shingle bar in the proper manner. We went recently when a violent rainstorm killed the wind; only one yacht was going down river, some Belgians who towed us to the Sailing Club, still no wind. To save padding, we decided to cut

through the channel, i.e. turn L immediately after Bawdsey Manor on a falling tide; there was an apparent channel the width of half a tennis court, along the edge of which we could walk the boat. But just as we thought we were through there was a small shingle bank with waves lapping on it, and with the tide now dropping fast we were at risk of being 'shingled' (paddocked is the hunting term when you jump into a field and can't jump out again). Our situation was the exact parallel of being paddocked. With our reputation at stake, and with the spectre of being seen high and dry and a helicopter turning out - + the luck of having two stout bladed paddles, we dug a channel with them in a fight against time, and finally got the boat through and completed the passage to Orford - the wind picked up so the spinnaker could help us all the way up the coast & to Orford.

Rosemary Schlee.

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## Letters

Dear Editor,

We were interested to read Liz Lord's letter about flamingoes. This is an extract from the log of "Sally Brown" for Thursday, July 5th, 1984:-

"....at lower end of Long Reach, Bawdsey side, saw again flamingo which we had spotted going down. Very strange. We were right over that side coming down and it walked away over the mud (too far for a photo) - busy fishing the second time..."

We weren't there again, so have no idea how long it stayed - perhaps it joined the black swan which was there for several years.

Sincerely,

Lila and Hamish Fraser,

*Homewaters,*

*Cliff Road,*

*Waldringfield.*

# **RIVER DEBEN ASSOCIATION**

## **Annual General Meeting**

At 7:30pm on Friday, 18 April 1997 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. Litter Collection
7. Deben Leaflet
8. Millennium Project
9. Deben Maritime Heritage Project
10. Election of Officers and Committee

During the year we have co-opted the following, and would like to see them confirmed:  
Jo Masters, Vivienne Midwinter, John Lineker (Hon. Treasurer-elect)

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

Harry Norris

Ian Battye

Tim Midwinter

Anne Moore

Adrian Judge

11. Any Other Business

### **INTERVAL**

Tea, coffee and biscuits will be available.

### **SPEAKER:**

Martin Rattle - Suffolk Fisheries Officer will give a talk on  
"FISH OF THE DEBEN"

Secretary, H Norris