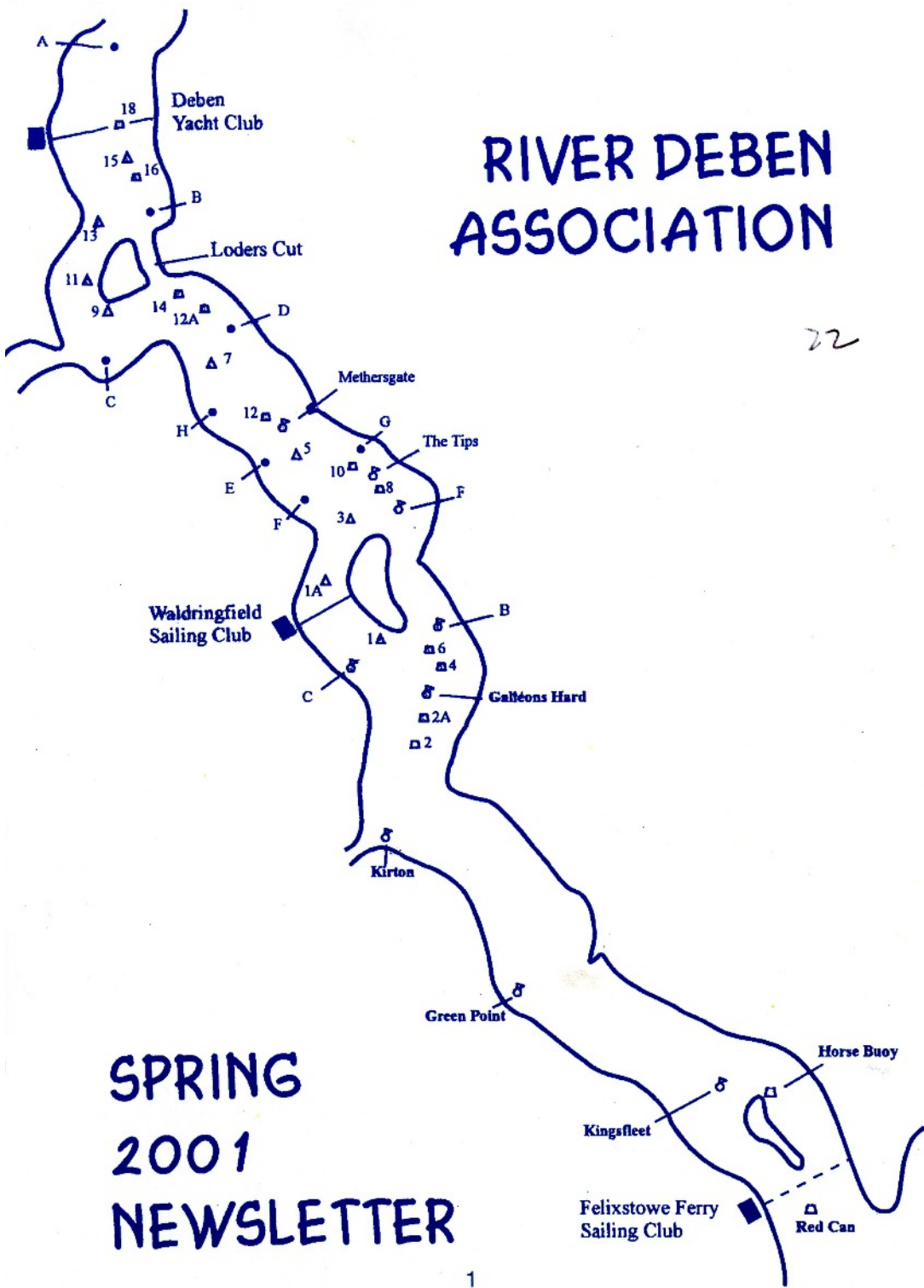


RIVER DEBEN ASSOCIATION

22



SPRING 2001 NEWSLETTER

RIVER DEBEN ASSOCIATION NEWSLETTER

Spring 2001

Chairman's Notes

Town Quay Café

A Mystery

Felixstowe Ferry Foreshore

Getting by in the Fifties

Bare Toes and Bilges

Plus ça change

The Felixstowe Ferry Millennium Green

A quiet evening on the Deben

From Kyson to St Kitts

Thoughts on the demolition of the Bawdsey radar mast

Woodbridge Art Club

RDA Accounts

AGM Notice

Anthony Mason

David Clarke

Michael Atkins

Leigh Belcham

Celia Coleman

Denzil Cowdry

Anthony Ratcliffe

Geoffrey Osborn

Bill Hancock

Rosalind Fleck

EDITORIAL

The Deben seems to have provided much material for consultation documents, environmental studies and focus groups recently. All this results in masses of paper and I sometimes wonder whether the outpouring of paper counteracts any benefit to the River.

The Deben is now (or forms an important part of)

an SSSI (Site of Special Scientific Interest)

a RAMSAR

a European Marine site

an SPA (Special Protection Area)

an AONB (Area of Outstanding Natural Beauty)

so we are 'on the map' and many professional environmental experts have contributed to the various studies. In this issue of the Newsletter, there is a

comment from Denzil Cowdry on the recently issued English Nature report on the estuary, and an update on the foreshore at Felixstowe Ferry.

I am also very pleased to report that the angling fraternity on the Deben find that the Deben is in very good order this year. Don Johnson tells us that river herring have been caught at Ramsholt. The substantial rainfall has done their spr some good. Its an ill wind ... etc. etc.

I am sure that all members of the Association (or at least those who live in the immediate area) have enjoyed the quietness and peace of the river over the winter. Just as we enjoy the changing of the seasons away from the river, there is a very special atmosphere to the river when it is empty of boats and we only see it from the shore. When I walk along the shore in the winter and see all the wading birds, I know I should have paid more attention to Nick Mason's lecture last year.

Finally, the sailors amongst us have all felt proud this year that one of our number (Sam Carter) has been chosen as Young Yachtsman of the Year, with Katie Archer a runner up. I'm sure that they couldn't have done it without a firm grounding (no pun intended) on the Deben.

David Copp
Editor

CHAIRMAN'S NOTES

is too quiet.

Over the last ten years there has always been some cause to fight or promote but everything has gone quiet.

The announcement that local farmer Bill Kemball is buying Bentwaters will bring relief to a great many people that at last the future of this large area of land has been decided. There will be employment opportunities which will be very welcome as will the lack of a flight path right down the Deben.

We have contributed £1000 to help the Felixstowe Ferry Trust buy a 12 month option to purchase an area of land at the Ferry for public use in perpetuity. More on this from Tony Ratcliffe the Chairman of the Trust elsewhere in this issue.

Also down at the Ferry the problem facing the Felixstowe Ferry Foreshore Trust was settled out of court in the Trust's favour and it is now the registered owner of the land.

So what is around the corner - it is all too quiet!

Anthony Mason
Chairman

TOWN QUAY CAFE



At the northern end of the navigable part of the River Deben lies the old market town of Woodbridge. Over the last millennium Woodbridge has been well-known, if not famous, for many things, its people have more than played their part in the tapestry of local Suffolk history.

What is Woodbridge well-known for now? Well the answer may surprise you, as much as it surprised me, when I went to visit the café overlooking the river on the Town Quay.

There has been a café on the Town Quay since 1948. The original café was a temporary structure on large agricultural wheels having been built by Frank Knights in his boatyard in 1948. It was as Frank says with a wry smile "Built with wheels so it could be moved around and thus 'confuse' the local rating authorities".

From the start the café was managed by the Northcote family, who lived on a houseboat moored in the Town Dock. Their customers then were chiefly the many boat builders and trades people employed locally within the Town. All the cooking was carried out on coal burning stoves. However, the Northcote family

moved on and ceased to run the café in the early 1950's.

Between then and 1975 there was a succession of proprietors, none of whom really made a success of running the café. Finally in 1975 the temporary (and still moveable) structure was considered to be unsuitable for food production, and was removed and broken up.

Late in 1975 a local lady, Jean Abbott, purchased a caravan, put it on stilts, connected up water, drains and electricity, thus creating the café which many of us know today.

Jean ran the café throughout the 80's until her health began to deteriorate and in 1989 she was forced to sell it to its current owners David and Pirkko Bradley.

David is a local man born in 1954 and raised in Melton. Unlike his brother, who went into the building business and now owns Bradley Building Contractors, David wanted to see the world. So, at the age of 16 he went to sea as a steward and ship's cook. David travelled the world and soon learnt a great deal about cooking in all kinds of conditions for all kinds of people.

"Ship's cooks" says David "Are either from heaven or hell, and I soon learned which it was advisable to be".

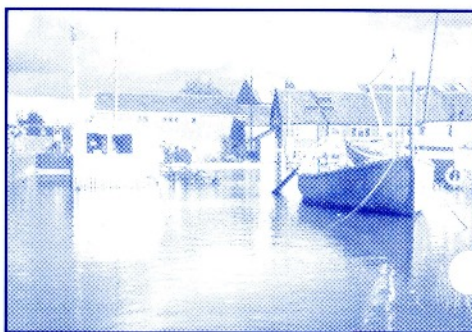
David eventually left his globe-trotting ways and joined the United Baltic Corporation which steamed a round trip UK/Holland/Finland and back to the UK. By now David was a senior steward being responsible for catering for parties and functions.

It was at one of these functions at Helsinki in 1986 on the SS Baltic Eagle that David met an auburn-haired Finnish beauty named Pirkko. "It was love at first sight!" David told me last week. I must say

Pirkko did not look completely convinced. "Yes it was" persisted David and Pirkko coyly smiled.

In 1989 they married in Helsinki. David left his sea-fairing life and they both came back to Suffolk, at almost exactly the same time that Jean Abbott decided to sell the café. "It was too good an opportunity to miss and we both decided that it was for us" said David.

Immediately the standard of catering and menu improved greatly. However, café life for David and Pirkko did not always run smoothly. As our picture shows the café is frequently subject to flooding. "It's alright for many of our customers" said David. "Most of them have dinghies and they can row here. Pirkko and I have to wade through the water carrying bread - several times!". David always keeps a set of tide tables pinned up on his notice board so he and Pirkko can plan their wading.



One of my earliest memories of the café was an incident which occurred in 1992. I was in the process of restoring an old wooden sailing yacht; and taking lunch in the café was not only a welcome break but also a culinary delight. One day I was surrounded by strangers and, as is usual in the café, strangers soon begin to talk. The first was an American Airman who told how he had learned about the café whilst serving in Germany. "That's nothing" said a second "I heard about this

café whilst visiting relations in South Africa - I only live down the road and I have to go South Africa to learn of this café 7 miles from my own front door!"

"Well I've got you all beat" drawled an Australian voice in the corner "I'm over from Melbourne and I heard about this café from friends in Australia!"

What is it that makes this café so special. Certainly good food, generous portions, a cheerful welcome and very reasonable prices go a long way to determine its popularity. There are other cafés in Woodbridge but none which offer the same menu of quality English breakfasts, bacon rolls, salads and sandwiches; not to mention Pirkko's delicious home-made almond slices, sponges and cakes.

But there is another aspect to this café which makes it special, if not unique in the area.

Last week I was watching David cooking whilst Pirkko washed up and cleared away. "Who does the cooking at home?" I asked. "I do" said Pirkko. "Oh really!" I said "And who does the washing up?" "Oh we have a machine" said Pirkko before David could reply. "Typical man - when it's his job to wash up he buys a machines, whilst here I do it all by hand!"

There followed a general and slightly heated discussion by all in the café as to whether or not David should buy a machine for Pirkko. At times it was difficult to get a word in edgeways amongst all the laughter and rudery.

It was then that I realised what makes this café special.

Atmosphere.

David and Pirkko have created not just a café but also a meeting place. A small oasis in a desert of cynicism and

commercialism. David is definitely a ship's cook from heaven who is helped by a Finnish angel, and who may now get her dishwasher.

David Clarke

A MYSTERY

Upstream from Waldringfield and on the west side of the river, there is a point or headland opposite the Tips and also opposite No. 8 channel mark. At dead low tide - and only at low tide - there can be seen a large number of stakes close together, regular and stretching for some 300 yards round the point at the edge of the saltings. I first noticed them whilst walking on the sea wall above the boat-yard. It puzzles me why they should have been placed there. There is no sign of a hard, and access would have been almost impossible. Were they put in to define the channel, and when were they placed there? Or were they anything to do with the development of the Tips opposite? Can anyone enlighten me?

Michael Atkins

FELIXSTOWE FERRY FORESHORE

Your Editor has had sight of the Report commissioned by the Environment Agency and written by Posford Duvivier (who, you will remember, also compiled the 1999 report on Suffolk Estuarine Strategies).

The report makes a number of proposals, but only supports one of these. This proposal is to construct two new massive stone groynes, one in front of the Sailing Club and one further seawards towards the Martello Tower, to support the toe on the bank with 'geobags' which I

understand to be bags filled with locally excavated material won from the river bed between the shore and the buoy in the middle of the channel, and to replace the concrete and steel carpet on the bank.

The Consultants' comment is that this should stabilise the position for the next ten years. Time will tell - if it gets built.

GETTING BY IN THE 'FIFTIES



Learning to sail in the 1950s could be a slow process. Today, when pupils can be out single-handed in Toppers before lunch on their first day afloat, it is hard to believe that all I learned on my first day was how to tie a reef knot!

That was in 1950, in Frank Mossman's gunter-rigged dinghy, Water Witch, sailing between Waldringfield and Ramsholt. My first single-handed sail was two years later in Rumour, Dragonfly 27, owned

jointly by my late father, Neville, and Tom Blount.

Those were the days of cotton sails that needed several hours of careful stretching and drying following the lightest of showers. And since the sheets, bolt ropes and sometimes the halyards were cotton, too, getting a sail to function even marginally better than a potato sack was no easy task. In 1959, sailing Heck, Firefly 366, in Birmingham, I was consistently out-sailed by a fleet in which it seemed that I alone, an impoverished student, was unable to afford the new-fangled terylenes.

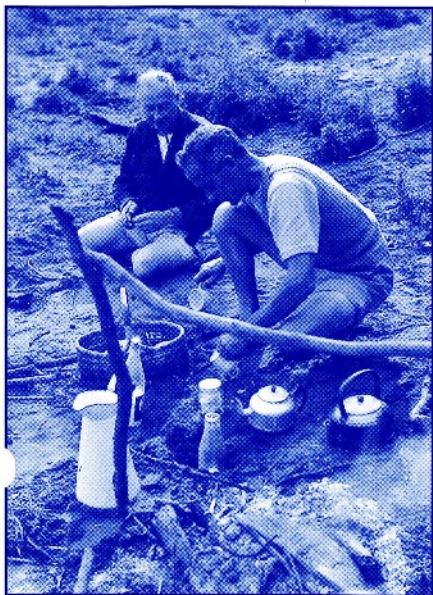
It is hard to imagine the Deben now without Lasers and Larks, Squibs and Wayfarers. But in the 'fifties, it was Dragonflies and Kingfishers, Fireflies and National 12s, while the launch of the News Chronicle Enterprise included Jack Knights among those who sailed the first six from Dover to Calais in fog. Cadets were popular, but windsurfing had not been invented. Nor had carbon-fibre, which was sad for Cyril Stollery, well ahead of Team Phillips in producing drawings for a catamaran powered by a sail with an aerofoil section.

Safety was not the issue that it is today. Cyril himself, in spite of considerable dinghy racing success, apparently could not swim, and is said to have tied the mainsheet round his leg to prevent something nasty happening if he capsized. Most of us thought that the kapok-filled lifejackets were for wimps, although they did provide extra warmth during the Winter Series at Woolverstone, before the advent of wetsuits!

Unbelievably, when Dennis Mossman and I sailed his Dragonfly, Ripple, from Waldringfield to Maldon and back in 1958, the only concession made to safety was the two lifejackets loose in the stern well! On the way home, just off Walton-on-the-

Naze, we pointed Ripple towards what we decided was the Haven Buoy. Some hours later, when the Haven Buoy turned out to be the Cork Lightship, we realised that we had been further out to sea than planned. But we had no flares, charts or compass, no-one knew our course, and ringing home during the four days had been out of the question - no-one in the Arab Quarter had a telephone!

But we survived the 'fifties - and all without an RYA certificate between us. We even ate cockles from the mudflats, jolled in a tin bath over a Primus stove. In spite of dire warnings about the sewer out-fall at Woodbridge, we lived to tell the tale!



Libby Purves, reflecting on Ellen MacArthur's achievements in the Vendée Globe (The Times, February 13th) wrote: "We see a timorous and economical tendency to scale down or cut out the adventure offered to schoolchildren, lest they hurt themselves or we be sued".

No, things aren't what they used to be. It's funny, though - that's what my parents

used to say about the 'thirties.

Leigh Belcham

BARE TOES AND BILGES

A ragworm is the stuff of nightmares. It resembles a flattened earthworm, red, with an oozy, quivering fringe down its sides. Unpleasant enough to look at, it is far worse to step on unexpectedly with bare feet - particularly in the bottom of a small boat on a dark night.

A pound or two of these creatures were pulsating on the bottom of Charlie's little fishing boat, anchored some yards off Hemley hard on a summer's night last year. The tide was running strongly, and the eels were out in force. And if you want to get an eel to put its plans for the evening on hold for long enough to swallow your hook, and start the process which will lead, in due course, to you and your friends swallowing it, a bit of ragworm bait is just what you need.

I'd gone down to the river that evening for a quiet bit of contemplation, planning on listening to the tide slurp out of the mud, and the sea birds call as they settled themselves for the night.

But there by the hard was Charlie's boat, and a few moments after hailing him I'd splashed out to join them, and was sitting equipped with a baited rod, waiting for the first bite.

An eel's strength, once caught, takes the inexperienced by surprise. To get the hook out of its mouth should be simple - you grasp the creature by what passes for its neck, and flick the hook out with the other hand. What I hadn't allowed for was

the eel taking control of the situation, and suddenly wrapping its tail several times round my forearm. In the brief, but vigorous, panic that followed, the hook came free, and so did the eel slithering down into the bilges, from where it would reappear unexpectedly at intervals during the night.

Other eels, once disentangled, went into a large plastic barrel. The first one or two stayed put, but as more got thrown in, they formed a writhing base from which to wriggle their way up and out. Doubtless the scent of the remaining ragworms was egging them on.

When you're busy fishing, you don't necessarily spot an eel stealthily leaving its larder until it wraps itself affectionately around your ankle. With a fish hook in one hand, a ragworm in the other, and a fishing rod clamped between the knees, options for retaliation - or indeed escape - are limited. Muffled shrieks and frantic kicking achieved little apart from hilarity at the other side of the boat.

Time passed, the barrel started to fill up, and the tide slackened. We caught more weed, and fewer eels, and the stock of ragworms finally ran out. The eel slithering around in the bilges was recaptured. Time to lug the barrel up to the house and empty the contents into the bathtub (no, of course Charlie's wife won't mind, she's used to far worse), and amble home to sleep, dreaming of smoked eel.

Celia Coleman

PLUS CA CHANGE

Thirty years ago the Deben's eastern shore was made an area of Outstanding Natural Beauty (AONB). In 1981 the estuary became a Site of Special Scientific Interest (SSSI) under the

Wildlife and Countryside Act. This was reinforced in 1996 when our salt marsh and intertidal mud flats were listed as internationally important wetlands under the RAMSAR Convention. During the last two years the Environment Agency have commissioned an Estuarine Study to decide future policy for river bank defences. The proposed withdrawals will eventually change some salt marsh to mud flats as they were originally.

In the last year, acting on the Conservation (Natural Habitats) Regulations 1994 and, particularly, the European Union Habitats and Birds Directive, English Nature have studied the Deben Estuary Special Protection Area (SPA) and have made recommendations on how the Deben should fit into a Natura 2000 scheme. Basically, this sets out to provide safe havens for particular species. The recommendations go to Suffolk Coastal District Council who have to decide whether they need a Management Scheme, backed by Bye-laws, to implement the requirements.

Two bird species were chosen for the Deben: the over wintering Brent Geese, numbering a peak mean of 1900 birds during 88/93 and the all year population of 57 Avocets who have settled mainly between The Rocks and Ramsholt Quay. Surprisingly the Avocets have come from Holland not Havergate and are therefore immigrants! A primary requirement for both species is good clean water at the right depth, which has to be good for all river users. Both species are seen to have a medium sensitivity to noise and recreational activity especially engine noise, and to bait digging, wildfowling and fishing. The assessment of the relative vulnerability on the Deben of the two species to these sensitivities gives the highest four star rating to noise from boats and disturbance from recreational activity, i.e. what the birds see and hear.

With regard to the Brent, the report fails to mention a considerable increase in the UK population of this specie and the lobby from wildfowlers to have the bird removed from the protected list. Furthermore, there is no reference to the fact that the river is quiet, during the months that the Brent Geese are with us. Personally I see no reason for measures that would restrict winter recreational activities in order to encourage yet more Brent.

The colony of Avocets probably warrant some notices around their salt marshes to restrict pedestrian entrance, prevent landing from the river, and to advise that dogs be kept on their leads. The Avocets are recent immigrants and as long as recreational activity such as walking and boating remains within bounds we can probably all live together happily. Any volunteers for an engine free zone between The Rocks and Ramsholt?

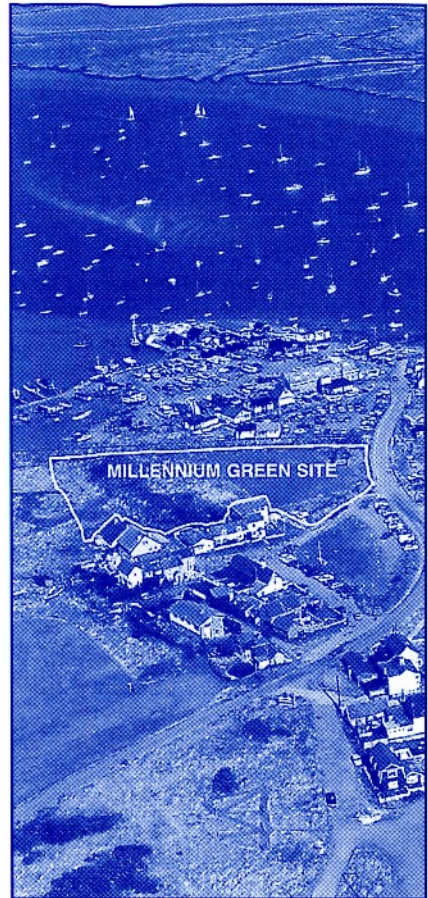
I doubt whether we shall hear much more about The English Nature Report; the methodology is sound but too little attention has been given to the realities of life on our river. The advice is subject to review in five years time and the bird populations are counted annually.

Reference: English Nature Report - Tøben Estuary - European Marine Site. Advice given under Regulation 33(2) of The Conservation (Natural Habitats) Regulation 1994.

Report issued 23rd January 2001 available from Countryside Recreational Officer, Suffolk Coastal District Council.

Denzil Cowdry

THE FELIXSTOWE FERRY MILLENNIUM GREEN



Felixstowe Ferry, on the Suffolk Coast, is known to most residents of the East Anglian region, and to its countless visitors, as a tiny fishing hamlet hard by a rushing tide between steep shingle banks. The North Sea is its closest neighbour while the skyline is dominated by the Napoleonic Martello Towers which have stood guard over the entrance to this estuary for some 200 years.

It enjoys a well-deserved reputation for its sailing club and its two 'pubs, but its atmosphere is that of a fishing community caught in a 19th century time

warp....a place to buy fresh fish, newly landed from the nearby sea, to watch youngsters crabbing whilst the grown-ups enjoy watching the movements of the yachts and dinghies as they pass on their way inwards or out to the open sea. The passenger ferry from Bawdsey Quay on the other side of the River Deben has to jostle for space as it comes in to the jetty on The Ferry side where its mixed cargo of passengers and some bicycles disembark. Once on shore a few paces takes one into the hamlet and only the tops of the masts can be seen over the sea walls.

However, this tiny community, in tune with the sea and sky, has lived under the threat of a major building development within The Ferry for over 30 years. The owners of the development land decided as far back as the early 1970's to apply for planning permission to build 2 blocks of holiday chalets and backed up their application with a 'technical' start.

The plan received approval from the now defunct East Suffolk County Council but the present Suffolk Coastal District Council has accepted the legality of the situation and so the threat of enormous environmental damage to this unique area has remained until The Millennium. A watershed has now been reached as the landowners have considered selling and it is possible to consider an alternative to the much criticised development. Moves have taken place which has resulted in the formation of The Felixstowe Ferry Trust which has charitable status, and it has as its main objective the acquisition of the site for the benefit of residents and visitors alike as an open space for ever.

One of the earliest supporters of the Trust fund was The River Deben Association for which the Trust has been extremely grateful. We have now been fortunate in securing the interest of The Countryside

Association, which has agreed to provide a major grant of £65,000 towards the purchase of the land at a figure of £211,000, as a designated Millennium Green site. This will form a part of the Government's National 'Millennium Greens' programme set up to celebrate the new Millennium: the creation of village greens in communities that do not have one.

Shortly before the end of the year 2000 an option was granted to the Trust by the land owners that will expire at the end of November 2001 and this provides the time and opportunity for a fund raising campaign to secure the balance of the purchase monies. To date the Trust is within sight of the first half of their target with contributions from Suffolk County Council, Suffolk Coastal and Felixstowe Town Councils, as well as a number of individual donors.

However, one has to be reminded that the clock is ticking away, and complacency would be a serious hindrance to fund raising. The positive aspects of this way of celebrating the Millennium is that The Felixstowe Ferry Millennium Green will be there for the whole community for ever; for youngsters and grown-ups alike with opportunities to enjoy just being by the water, to go crabbing, scavenging the tidelines, studying the tides and beaches as part of a school project, and playing and picnicking on a safe and secure site. Elderly or disabled folk will find easy access on to the Green and a quaint and welcoming cafe (and toilets) within a stone's throw. Visitors to The Ferry, whether to walk or cycle on the Coastal routes or just to take the foot passenger ferry to Bawdsey Quay opposite will find the Green a tranquil place to meet and rest, and the dinghy sailing competitor arriving at The Ferry to race in National and International Sailing events will be able to set up camp there. There will be something for everyone who visits and

appreciates this lovely stretch of the Suffolk coastline.

The site will be managed by community involvement and its character will follow the natural features, informal landscaping and wildlife habitats common to this area of The Heritage Coast.

The Trust recognises that this project for everyone needs all the help it can get and ideas for Fund-raising and financial support from individuals and other bodies would be gratefully received.

Anthony Ratcliffe

A QUIET EVENING ON THE DEBEN

LW Waldringfield 6.30pm
Sunset 8.13pm

I really enjoy the 'Red Ribbon Dinghy Trips', and sharing my enjoyment of sailing small dinghies on the River Deben; but, the trips do need some planning, and although each helm is responsible for his/her boat, I do tend to keep a watch out for the other boats.

So, sometimes, it is a very pleasant contrast to decide, on the spur of the moment, to just go for a sail with Dipper, my 11 foot Gull dinghy. So it was on Monday 18th August 1997; I had some time, the wind was gentle and the weather was warm and fair, Dipper was ready as ever!

We set off downriver with the last of the ebb, and a light head wind. The wind was more than sufficient to make progress, yet not enough to raise a chop which would splash us; what more could I ask? At The Rocks we might have wished for more speed, as there was a large and rather noisy gathering for a beach barbecue. Dipper kept on going and the quietness of the river returned as we rounded the bend in the river below The Rocks. After Ramsholt progress was noticeably slower as the young flood built its strength, but

still the river banks slipped by as Dipper continued on her gentle way.

By the time we reached the water-ski ramp the sun was slipping below a cloud bank a full hand width above the horizon. Ahead the prospect was grey and uninviting. It was time to turn for home. The light following wind, and the flood tide, made for peaceful, but satisfactory progress. Just after Ramsholt we watched - to port - a large orange sun slip below his cloud and sink gratefully into the horizon, his days work done. Ten minutes later we saw the moon rising to starboard, while the various birds called gently from both sides to the accompaniment of a lamb bleating near Ramsholt.

At the just discernible entrance to Kirton Creek (which actually goes to Hemley!) we saw a solitary heron fishing with single-minded concentration. Dipper altered course to starboard to save disturbing him. At The Rocks we altered course again to hug the shore opposite to reduce our awareness of the barbecue. The light was almost gone now, so we hoisted Dipper's 'All-round-white' lamp on the spinnaker halyard, in deference to the number of boats we expected to be on the move in the darkness.

The wind was now very light and, with the strong flood current, steering through the Waldringfield moorings required close attention. Soon we were overtaken by the noisy returning flotilla of launches, RIBs, and other motor boats which left Dipper rocking gently in their wake. A little breeze filled the sail just sufficiently to help Dipper to land just short of the Maybush.

Altogether a most delightful and unexpected evening.

Geoffrey Osborn

FROM KYSON TO ST KITTS

The following snippets come from the researches of Alexander Croal who has taken a particular interest in one of Suffolk's and the Deben's more

successful sons.

'From Kyson to St Kitts' has a nice ring to it, and it sounds a highly desirable voyage to undertake. However it was in (the year of Our Lord) 1622 that Thomas Warner of Parham sailed from Kyson, with thirteen others from Suffolk, for Virginia. Warner seems to have explored the Caribbean Islands, and indulged in a certain amount of warlike actions against the Spaniards who were of course well established in the Caribbean. He rejected Barbados because of the lack of water and went on to St Kitts where he landed and founded a settlement in 1624. Warner is recorded as being the coloniser of the first British West Indian Islands. He seems to have crossed back and forth across the Atlantic many times, a no doubt hazardous journey in those days, and on one of his return trips to England, he was knighted and was made Governor and Lieutenant General of the Caribbee Islands.

THOUGHTS ON THE DEMOLITION OF THE BAWDSEY RADAR MAST

In this flat land of forgotten conflict
Where is that eye that never slept,
And those boy pilots squinting in the sun
Hearing its casual drawl: "Bandits, Tiger leader, Angels one-five"?

In this flat land of painters and poets
Where now the vertical to draw the eye,
Our point of reference?
And Deben sailors; where the mark that tells them, "Nearly Home"?

Bill Hancock

WOODBIDGE ART CLUB

The Old Granary, the home of Woodbridge Art Club in Tidemill Way must be familiar to sailors on the river Deben and to Woodbridge townfolk alike. Apart from the thrice yearly exhibitions of members work in the clubhouse how many people are aware of what goes on there several times a week?

There are three categories in the club

membership - the artists, the potters and the lace makers - who all make regular use of the building. The work from all three groups is shown in the exhibitions. The pottery studio sports a new wheel and kiln from which many unusual and attractive works are produced. The lace-makers intricate and delicate items are a joy to behold and the artists work is in watercolour, oil, pastel, acrylic mediums or even on silk - the latter in increasing use in the present day.

Most Wednesday evenings during the year artists meet to hear speakers on a variety of subjects. Or there are demonstrations and activities such as life drawing, still life and social evenings. There are also coach trips on summer evenings and trips to London or elsewhere to visit exhibitions.

Weekly art classes are tutored by Angus Stirling and occasional weekend classes by a variety of local artists. Most rewarding of all are classes for the disabled and during school holidays 'hands on days' for children. This last summer a millennium competition for children was very popular with over 120 entries.

Membership of the club is approaching the 200 mark and now is restricted to people in the Woodbridge postal area. We regret that in the Artists and Pottery sections there are waiting lists for potential new members.

The club is here to encourage everyone interested and to promote the education and interest in the 'Arts'. Although the Club is limited as far as new members is concerned, visitors are welcome, especially when exhibitions are being held.

The Easter exhibition opens over the Easter weekend and will be open for the following few weekends. Our Summer exhibition will open in May, and is then open through most of the summer weekends.

WHO'S WHO at the RIVER DEBEN ASSOCIATION

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**RIVER DEBEN ASSOCIATION
INCOME & EXPENDITURE ACCOUNT
FOR THE YEAR ENDED 31 DECEMBER 2000**

<u>Income</u>	Notes	2000	1999
Subscriptions	1	1524	1438
Donations	2	162	3619
Other income	3	1005	29
Bank interest		191	100
		2882	5186
 <u>Expenditure</u>			
Postage	4	114	181
Office services/stationery	5	190	457
Newsletters	6	572	724
Hire of hall/meeting room		60	55
Insurance		157	156
Projects/Bentwaters activity	7	1165	2201
Computer systems support		nil	nil
Miscellaneous		15	5
		2273	3779
 <u>Excess of income over expenditure</u>			
		609	1407

BALANCE SHEET AS AT 31 DECEMBER 2000

<u>Assets</u>			
Bank accounts	8	10,984	10,375
<u>Liability</u>			
Advance subscriptions		56	56
<u>Net assets</u>		10,928	10,319
<u>Accumulated fund</u>			
Balance brought forward		10,319	8912
Excess of income for the year		609	1407
Balance carried forward		10,928	10,319

David Mace

David Mace (Hon Treasurer)

28th. January 2001

I have examined the papers and vouchers of the Association for the years ended 31 December 1999 and 2000 and I confirm that the above Income and Expenditure Accounts and Balance Sheets are in accordance therewith.

T J Moorby

T J Moorby, Chartered Accountant (Hon. Auditor)
Spinney Hill, Fitzgerald Road, Woodbridge

19th. February 2001

Notes on RDA accounts for 1999 and 2000

1 Subscriptions paid in the years shown include those relating to previous and subsequent years as well as those for the year indicated.

2/3 Donations recorded in each year include amounts in excess of amounts due for subscriptions, made annually by bankers orders. The figures also include special one off donations given in 1999 in response to an invitation to help meet the cost of opposing the 1998 Bentwaters airport proposal. These one off payments were held in a separate Bentwaters account, which is still open.

Payments from the Bentwaters account during 1999 included £500 given to the Friends of the Earth Bentwaters Campaign Group and £1,000 passed to the Alde and Ore association to contribute to finance of a joint legal initiative. This £1000 was not used and has been returned during year 2000. It is recorded in the accounts for that year. (Note3)

The closing balances of the Bentwaters account were £3431 at end year 2000 and £ 2448 at end 1999.

4 Postage costs are the cost of stamps bought during the year indicated. Some were carried forward for use in the following year.

5 Office services comprise telephone calls, purchase of stationery, typing and copying other than that associated with preparation of the newsletters.

6 Expenses of preparing the newsletters include the expenses submitted by the editor and sub-editor as well as the costs of printing the newsletters

7 1999 costs include £1000 passed to the Alde and Ore Association which was refunded in year 2000. (Note 3). Year 2000 costs include a donation of £1000 to the Felixstowe Ferry Trust, which has helped them to buy an option to buy the threatened Millenium Green at Felixstowe.

The RDA operates three sets of bank accounts:-

- An interest bearing account to which subscriptions are paid
- An interest bearing account to which donations in response to the Bentwaters appeal were paid
- A low interest account from which expenditure is paid

ANNUAL GENERAL MEETING

Friday 20 April

7.30 pm

Woodbridge Community Centre

AGENDA

1. Apologies for Absence
2. Minutes of last Meeting
3. Matters Arising
4. Chairman's Report
5. Treasurer's Report
6. Any Other Business

Break for Refreshments

Speaker (to be announced)