

The Deben



56 Spring 2018

The River Deben Association

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March 2018

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Cover: 'Mudbirth' Honor Surie



Editorial

Curiosity

Hugh Aldersey-Williams, in his book 'The Tide' recounts a time when he set himself up near Blakeney Quay and spent 13 hours observing two tides; first the ebb and then the flood. He observes in the minutest detail everything he sees from the wavelets on the receding water, the mud emerging, the different sea weeds, their colours and shapes, the crabs and the worms; how different birds adapt to the changing land and seascape and how the few people that are around use the changing environment.

'The stratum immediately below is wetter and covered with Prussian blue algal bloom. Then comes a band of apparently vacant mud, and after this the proper seaweeds. Dark wrack clings to the wooden bridge supports, straggling down-channel where the receding tide has left it.' (Page 17)

While this may not be everyone's favourite pastime, it reminded me of the importance of absorbing what is before us. - whether we call it 'mindfulness' or just 'noticing' the detail of the river and the sea; for me it is important to stop and seize the moment amidst all the business around us. Perhaps it is also about being curious, wanting to explore and to know the detail.

As the owner of a 'plastic' boat I have always been in awe of the intricate construction of wooden boats and the skills of the shipwrights. I have been talking to John Krejsa whose restoration of *Mist* (The Deben 54) is a celebration of these skills. I was intrigued by JK's account of his formative influences and what goes into the making of a shipwright. The craft skills of producing wooden yachts is illustrated in the detail of the drawings and plans produced by William Maxwell Blake, who was closely associated with Whisstocks and Robertsons, and these will be exhibited in the future in the Longshed. Frances Matheson, his granddaughter, reminded me of an article she wrote in the Spring 1998 edition of the RDA magazine, painstakingly archived by Alan Comber.

I have driven past the site of the 'drilling' at Bawdsey many times, never quite able to see what was going on down by the river. So I followed my curiosity and hence the article, 'Drilling under the Deben'. Richard Verill in the second of his articles about the natural life of the river provides the background to the maintenance of Bass stocks in the river. Jeff Coleman recounts how publicity of

the Zeppelin raid on Woodbridge was banned at the time of the event.

Our 'Boat of the Deben' is *Clytie*, the oldest and longest resident on the river. Jo Masters recounts the history of *Clytie* and her family's ownership over the years. Pete Clay, who has returned in *Nirvana* from Scandinavia, has discovered an archived article of a visit to the Deben, which even precedes the launch of *Clytie*.

Honor Surie is our 'Artist of the Deben'. Her pictures evoke the seascape of Suffolk and the rivers of the East Coast. They demonstrate how an artist can internalise what they see and experience in the landscape and then, create a synthesis which promotes a fresh experience for the observer.

So I hope there will be enough 'detail' in this edition to satisfy your curiosity.

Hugh Aldersey-Williams (2017) 'Tide' Penguin Books.



Kyson Point - Anne Moore



River Deben Association

Chair's Report

I am writing this in the February snow, with many schools and offices shut and hardly anyone braving the roads. I hope that by the time you receive the magazine, the weather will be much warmer and the winter a distant memory, so I am putting in a photo of a snowy river Deben to remind you of the wintery days of February.



Committee

If you are an eagle-eyed reader of the magazine, you may recall that I put in a request for a Secretary for the Association, and it gives me enormous pleasure to report that my plea was answered. Jane Alexander has now joined the committee as secretary and I am delighted to welcome someone with her extensive professional experience to this role. Jane is a keen sailor and has sailed on the Deben since childhood.

Membership

Our treasurer and membership secretary has e-mailed members with details of the AGM, but has found that he is missing email addresses for about a quarter of the membership and has incorrect details for another 30 or so. If you have not received an email about the 2018 AGM, please send your details to Jim Goldsworthy on riverdebenmembers@gmail.com - just to remind everyone, that subscriptions are due on 1st April, 2018 and, could I ask you to check that your standing order is for the correct amount, £4.00 for individuals, £6.00 for couples and £15 for organisations.

Planning Applications

I reported in the Autumn edition of the magazine that, notwithstanding objections from the RDA and more than 320 others, Suffolk Coastal District Council's planning committee approved an application on 13th October 2017 for the development of 100 residential units and other buildings on the site of the former council offices at Melton Hill. The approval was however, conditional on resolving parking and affordable housing issues; but the latter has apparently proved problematic and no solution has currently been proposed. Rumours abound as to the withdrawal of the application, but no statement has been issued by SCDC at the time of writing.

Deben Estuary Partnership and River Defences

Since the Autumn 2017 magazine was published, the Deben Estuary Partnership, (DEP) of which the RDA is a member, has met twice: on 27th November 2017 and 9th February 2018. Suffolk County Council (SCC) updated the November meeting about the ground-breaking work being undertaken to set up a **holistic water management plan** (HWMP) for the Deben Catchment area. The idea was conceived after two years of dry weather followed by a period of rain and surface flooding.

One of the elements of the project is located in the Felixstowe Peninsula and seeks to create opportunities to store and use water for irrigation that is currently pumped over the sea wall into the estuary. The work has recently been designated a national pilot project by DEFRA and the plans are, to pipe surplus water from the Kings Fleet and associated drainage networks, to a number of landholdings for storage and crop irrigation. There is also the potential to supply to Anglian Water for domestic use. As a bonus, reducing the strong water flows coming out of the Kings Fleet sluice will prevent further damage to the saltmarsh. SCC is working in partnership with landowners, the Internal Drainage Board, Anglian Water, Environment Agency and others and hopes to complete the work in 2019. Further information about this and other elements within the HWMP can be found on <http://www.greensuffolk.org/flooding/hwmp>.

As you would expect, there is considerable focus in the DEP meetings on flood

ences. The most pressing requirement is to improve the flood defences at the Bawdsey Marshes, (known as Flood Cell One) and the DEP steering group agreed steps to take forward the feasibility of doing the necessary work. The Environment Agency have assessed the low spots in the river walls abutting Shottisham Marsh, and these turned out to be more extensive than originally thought and consequently more expensive. They have been working closely, however, with the landowner on a local source of clay, which could reduce costs to a more acceptable level. If an economic project can be designed, construction teams will be on site in 2018.

Saltmarshes

Suffolk Saltmarsh Group (SSG)

The SSG exists to share best practice from the work being done with saltmarshes across Suffolk. At its meeting on 19th February 2018, several working groups were set up to look at funding; licensing and consents; evidence, data, monitoring and analysis; delivery and procurement and engagement and communications. The RDA has volunteered to work on those groups where it feels that it can add value.

The Environment Agency was granted £90,000 to test the efficacy of saltmarsh in reducing its maintenance cost on estuary walls and is working closely with the saltmarsh groups on the Deben and the Alde and Ore, to design projects that will meet the rigorous national criteria. Kyson Point is their selected site on the Deben and work on the saltmarshes will take place this summer and autumn.

England Coastal Path

As part of their work on making a coastal path around England, Natural England is now visiting all the land on the stretch of coast between Felixstowe Ferry and Bawdsey, that is likely to be affected by their proposals and discussing the options in detail with people who own or manage the land, as well as relevant local and national organisations. Their proposals will be published in a report to the Secretary of State for Environment, Food and Rural Affairs which is expected to take place in 2018. Once published, the report will be available on GOV.UK and advertised in the local press. As and when we hear more, we will put details of their proposals on our website.

Website

After various hiccups, for which my apologies, our updated website is up and running and is now compatible for use with phones and tablets. You can apply for membership online, as well as email me, so do please let me know if you have suggestions for items you would like to see included. We have expanded the links to other Deben-related websites, but if you have others to add, let me know. My grateful thanks to Alan Comber, our website administrator, who has battled hacking and other issues and has now given us a much-improved website. He has also put ALL the back issues of The Deben onto the website, so you can search

for articles on boats, artists and other subjects, right back to our first edition in the summer of 1990. If you happen to be a budding archivist, it would be marvellous to have the more important articles catalogued – any volunteer would be welcomed with open arms!

Annual General Meeting

Our AGM will be held on Tuesday 24th April 2018. Please note the starting time of 6.30 p.m. – we will do our best to finish the evening by 8.00 p.m. As the Woodbridge Community Hall is now almost fully booked for regular events, the meeting will take place at The Abbey Hall, Woodbridge. There is parking in a car-park accessed from Cumberland Street at IP12 4AD (this is a one-way street and the entrance to The Abbey car park is on the left about 100 yards after the turn-off from Ipswich Road). The AGM will be followed by a talk from an officer from Wardell Armstrong on Archaeological Finds on the Deben from East Anglia ONE. Up to 400 archaeologists have been involved in the work since February 2017 and the dig has revealed new insight into past settlements and land use activities in the region. So far evidence from the Bronze Age, Iron Age, Roman period, Anglo-Saxons and into the medieval period has been found. As well as evidence of residential dwellings and places of work, a wide range of pottery fragments has been discovered, alongside tools, coins and other pieces of interest. The talk should provide a fascinating insight into the lives of Deben dwellers back to the distant past.



Sarah Zins
28 February 2018



News from the Hards

There are some historic boats being renovated this winter in the Deben boat-yards. Robertsons Boatyard is giving a general overhaul to two boats previously owned by Arthur Ransome, the well-known *Nancy Blackett* and *Lottie Blossom*. *Nancy Blackett* was apparently Arthur Ransome's favourite yacht and is now owned by the Nancy Blackett Trust. She is a Hillyard 7-tonner, 28 feet long, excluding her bowsprit and built in 1931. *Lottie Blossom* was also built by Hillyard of Littlehampton, and first went to sea on 19 April 1952 but was sold that same year with the proviso that her name should be changed, becoming *Ragged Robin III*. Robertsons have been running a series of practical workshops throughout the winter, from 3-5 p.m., with the next one likely to be held on 2nd May – look at their website for details.



Rohaise II was commissioned from Eversons in 1931 and is now being overhauled for the son of the original owner. It is one of only 17 Deben Cherubs built by Eversons in the 1920s and 1930s. These 21 foot, three-ton cruisers were designed by Mr A. Curjel of Woodbridge and are believed to be the first cabin class built on the east coast. As part of the overhaul, new decks, cockpit and bulk-heads are being fitted and new splines inserted where the planks have shrunk and caulking has been raked out over the years. A later classic boat, *Ellendorra* built by Frank Knight in the 1970s, is also having an overhaul.



At Felixstowe Ferry Boatyard, Andrew has just finished building a new 26 foot GRP Kingfisher as a fishing boat for himself with a 90 horse power Cummins inboard diesel engine. The boatyard is overhauling its moorings for the coming season and has a few swinging moorings available for boats up to 36 feet in length.

At Waldringfield Boatyard, Mark is busy getting boats ready for Spring, and from April to October his wife, Emma, skippers *Oyster Catcher* for daily scheduled river trips, as well as for charters to bird watchers, photographers and other groups.

Larkmans are doing plenty of general repairs and maintenance. They have several of the classic wooden clinker fourteen foot Dragonflies in for renovation at the moment in readiness for the new racing season at Waldringfield Sailing Club. These boats were first built and sailed on the River Deben in 1949, with around 40 boats being built over a period of 15 years.



Next door at Melton Boatyard, barges seem to be the flavour of the month, with the 65' Dutch Barge *Japi* arriving by transport for launching and towing to Woodbridge, a live-aboard barge being made ready with shot blasting, epoxy coating, preparation and finish to hull and topsides and *Blackthorn* undergoing winter repairs after a successful barge-racing season.



The Woodbridge Maritime Trust

"After all manner of delays, the freehold of the community parts of the former Whisstock site has been passed to the Woodbridge Town Council. The Woodbridge Riverside Trust will sign a lease with the WTC as soon as they can be guaranteed access across the public open space on to the slipway. This is expected sometime in March.

The long awaited acquisition of the longshed keys will no doubt warrant an appropriate celebration!" - Pete Clay

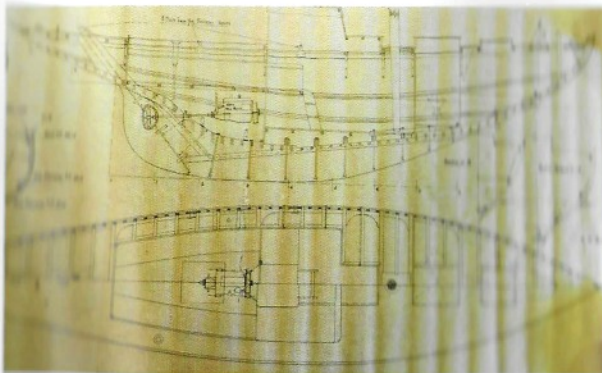
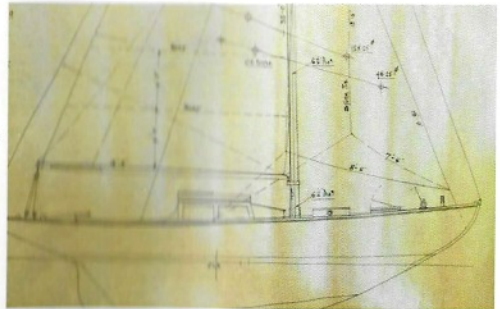
David Bucknell

The William Maxwell Blake Collection

William Maxwell Blake (WMB) was a yacht designer who was closely associated with the River Deben and with the boatyards of Robertsons and Whisstocks. Frances Matheson, his grand daughter, has a collection of 80-90 plans of the boats he designed and associated projects. They are a wonderful testament to the craft skills that were needed in the design and building of wooden yachts. In the future these will be the subject of an exhibition in the Long Shed. This is an introduction to the life and work of WMB.

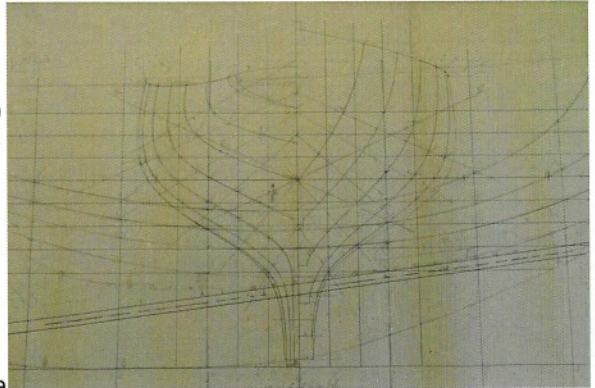
WMB was born in 1874 in Shadwell Heath East London where his father William Aston Blake was Rector. Eventually his father moved to St John's Road in Woodbridge when Aston Blake was appointed as chaplain to St Audrey's mental hospital. WMB attended Woodbridge School. He was always fascinated by the Deben and spent much of his youth sailing various craft and getting to know every part of the river. At the age of 16 he was apprenticed at AV Robertsons boatyard. In order to become a naval architect WMB had to study engineering and he moved to Wivenhoe where he met his future wife Gertrude Bartlett.

After he qualified WMB was employed in Singapore as a naval architect. He returned to England in 1906. In 1912



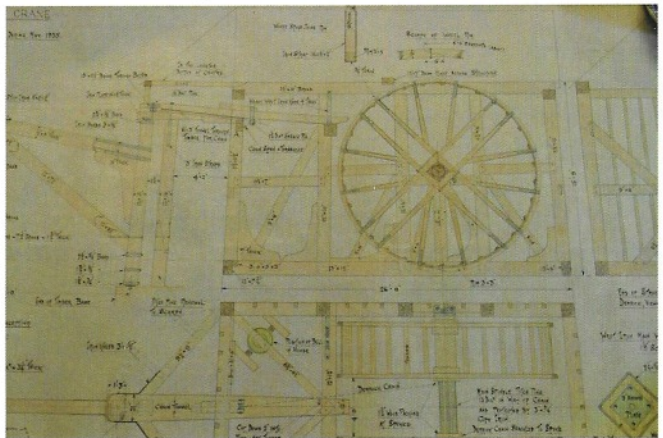
he returned to Singapore to manage a shipyard and sawmill at Tanjong Rhu for a firm Riley Hargreaves later taken over by United Engineers in 1914. After the First World War he helped found the Singapore Yacht Club and created a fleet of One Design yachts called the A Class.

He visited England in 1920 and 1925, sailing a yacht *Monsoon* at Cowes, which had been built in Singapore and freighted to England. In 1929 after a slump in the economy, many top men including WMB, were replaced by men on lower salaries and WMB returned to Woodbridge to be close to the Deben. Unfortunately his wife did not settle in Woodbridge and they moved to Felixstowe.



During this period WMB designed many yachts. As yet his plans have not been archived but we know that he had a close association with Claude Whistock and designed many yachts built at Whisstocks. One of the last boats Whistocks built was *Mirelle* and this is the subject of a film made by Classic Yacht TV. The film is narrated by Dennis one of the last shipwrights at Whisstocks and has shots of *Mirrell* being built in the Whisstocks sheds. It is of interest to readers of *The Deben* that while at Felixstowe he met the Newson brothers of Felixstowe Ferry (See *The Deben* 47 and 48) for whom he designed the pleasure boats the *Deben Viking* and the *Orwell Viking*. The Newsons ran pleasure trips up the rivers in the summer and used the boats for fishing in the winter.

In his later years he was commissioned by the Lake Windermere Authority to make plans of some of the old boats and wrecks that line the shores of Windermere. One of his more unusual commissions was to make working drawings of the crane at Harwich.



In 1939 WMB became ill and died of cancer in June 1939. He left behind a remarkable collection of plans and drawings, which demonstrate the skills of the naval architect. They are all meticulously drawn with the beautiful stylised handwriting, which articulates them. It is difficult to do them justice in photographs because the rolls make them uneven when laid out.

WMB is buried in Woodbridge Cemetery and one artifact of his legacy is a cup presented to the Deben Yacht Club.

The Making of a Shipwright

Those of us who have seen *Mist* close to, realise the consummate skill and craftsmanship of John Krejsa. In 2017 I talked to John and was intrigued by what he said about his background in boat building. What follows is a transcript of part of our conversation.

DB: Did you always work around ships?

JK: Water fascinated me; the way cars went through the water and the way it splashed up. We lived at Bersted, where there were loads of streams coming out of the hill and flowing down through streams to the river Len which flowed eventually into the river Medway. One at Harrietsham where my grandfather lived. I wanted to find out where it came from. As my mother was a teacher she said 'Right we are going for a walk.' So we took plenty of food and we followed the stream up and we trekked through an old watercress field and came to the dip slope of the North Downs, and there bubbling out of this hill was water.. it was a lovely taste, fresh and freezing cold. This is where it comes from, the middle of the earth.. As a young boy you start to see things differently. It intrigued me and by that time we had already brought some matchstick boats and we threw them into the stream and followed them back down again to where we had had our picnic

My grandfather was the local wheelwright and carpenter and his father ran traction engines before the First World War. My grandfather..ran the forge and he made ladders for all the orchards the cherry orchards in Kent...big gates for the farms and the barns in the area. So I loved going over there, because I get the job of clearing the place up and finding his tools. He was always losing his tools in the shavings. That was my job Saturday mornings, clearing and grinding the paint. Because you didn't get paint in tins like you do today. So he would put the paint in the grinder and I had to grind the paint. Or I had to pump the bellows to get the forge going.

DB: How did you get into Whisstocks?

JK: From the age of five, after the war, you couldn't go to the beach because it was all barbed wire. But we had Aunties down at Whitstable. They had beach huts, one on the North Shore and one on the Harty Ferry side at Seasalter. So I got used to the sea, swimming and when we were hungry we took rakes down onto the beach and found cockles.

We had relatives that lived in Deal, the Couchman's. My Dad always had a joke

and being professional people they had a car before and after the war. Dad would say 'shut your eyes'; which we did, going through housing estates where everything was vertical: telegraph poles, and Victorian houses. We would go up a shallow incline and he would say 'Open your eyes ' and there was this whole horizon of the world in front of me. There were steamers hacking up and down through the Downs; and there was a beautiful square rigged sailing ship 'full and bye' with all sails set, heading off down Channel. She was fairly close inshore; and just seeing that, I have never forgotten it. And of course I was interested in sailing ships and had seen pictures. But when you actually see one, with men climbing up the mast, and getting sails pulled up, and the press of the wind in the canvas and the bow wave; and the silence of it all, as well, at the same time - quite impressed me

DB: You told me something about watching model boats on the Round Pond in Kensington. .

JK: Yes that is another thing. My father's parents who were Czech, they lived in London and had a big house in Clapham. My father drove me up to London. We went there once a month. When we got there what do you do. So we went to Streatham High Road and caught the tram to Kensington Park, Hyde Park and those areas, and watched the horses galloping around and watched the yachts on the pond. And being a young lad one was very handy at rescuing these very fast racing yachts, which would sail as fast as you could run; and they had proper vane steering gear, which was later copied by Blondie Hasler and Francis Chichester.

DB: You said something about them crashing into the side and you ending up repairing them.

JK: Well my father noticed how I was with these boats and I did take a great interest. So my father said ' Well, go up into the loft in grandfather's house and see what you can find. ' I found a lovely little yacht my grandfather had made. Apparently he had come over from Czechoslovakia before the 1st World War but in the Second World War anyone with a German name got interned. He was a bit put out by this and in internment he had time to build models. Using marquetry and very delicate skills, which my brother and I had inherited. So we had skills from both sides of the family. So I thought if granddad can do that, so can I.



DB: After school, what ideas did you have then about boating?

JK: Well it is difficult because what do you do with the 11 Plus. Having professional parents. My mother was a teacher and she had been to Goldsmiths College, father was an architect with Kent County Council. So they were 'top of the range' and very good. Mother taught very well and she always had a job and so did my father; and they were very interested in the jobs. But of course they had two sons who filled their time as well and lots of friends, so come to the point of what do you do with the 11 Plus. I was more of a physical 'hammer' man than wanting to go off to grammar school, which is more learning and deep-seated learning and that sort of thing. So I decided to miss the 11 Plus and go to secondary school; because we'd had a day out with the grammar school and I didn't like it there. I had a day out at the secondary school which was brand new and they had workshops for everything, agriculture built in the field, woodworking, engineering, science, domestic science. They were all interesting; so I got involved and did all right there. I was building these yachts then. I'll show you.



JK: When I had finished, a recruiting officer came and asked what I wanted to do. I said 'I want to build boats.' There was no boat building in Maidstone, nothing at all. The nearest place was Whitstable and they were building barges, barges for the Thames and I didn't want to build barges, dumb barges and tugs and things like that. So my mother said you have a craft, so try the local art college. I went there with one of my models. They wanted me there and I completed a boat-building diploma.

DB: Did you do any sort of apprenticeship in boat building?

JK: Yes that came a little later. When I was at school my parents saw an advert in the Kent Messenger and it was to start up a sailing club, the Maidstone Sailing Club. So went along to the town hall and signed up. So we were founder members of the Maidstone Sailing Club. After that my mother bought me a racing dinghy - an Enterprise; which I raced at Mote Park and Whitstable. That's what I did all the time. And I was pretty good at it.

DB: And where was this?

JK: This was at Maidstone at Mote Park. Mote Park was owned by Lord Bersted who started the Shell oil and petrol company. That was his estate. And the river Lens flowed into Mote Park and out through Turkey Mill; that is where art paper is

made. So through sailing the dinghy, obviously I was recognised by other people who had yachts and I was invited to do bigger boat sailing, which I took up with great interest; and of course with my practical thing of handling tools and knowing what to do with them when things went wrong, I got called in to make the repairs.

After completing a National Diploma in Boat Building Design at the Maidstone College of Art, JK worked for an advertising company Benton and Bowles in Knightsbridge. But although he took pride in the 'flying pig' advertisement for Danish Bacon, working in an office, with the same routines was ultimately not for him.



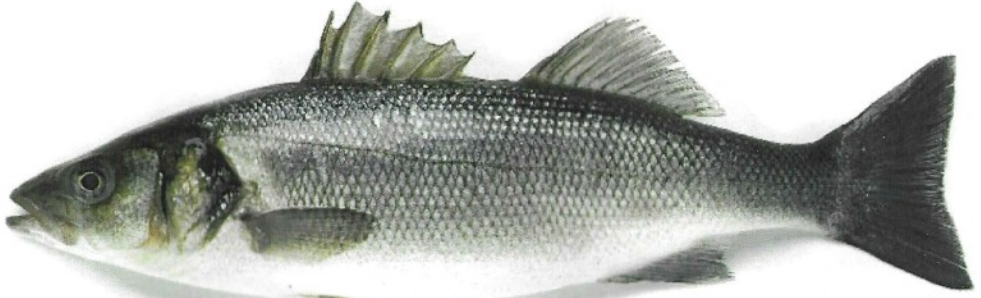
JK got to know Woodbridge while working on a boat in Ipswich Dock, and when a crewing job on a classic yacht in the Tall Ships race failed to materialise, as the tide did not float the boat out of its mud birth in Brightlingsea, JK visited Woodbridge and asked Claude Whisstock for an interview.

JK worked for Whisstocks between 1966-91. He was the last one in the business, when George threw him the keys, saying he was not coming back. JK continued to work with George in the design office.



Deben Sea Bass

For decades the Sea Bass has been the prize angling fish in the Deben and many other East Coast rivers and shorelines. In the last 20 years Bass stocks have become under increasing threat. What has caused the problem with the Bass stock?



Description

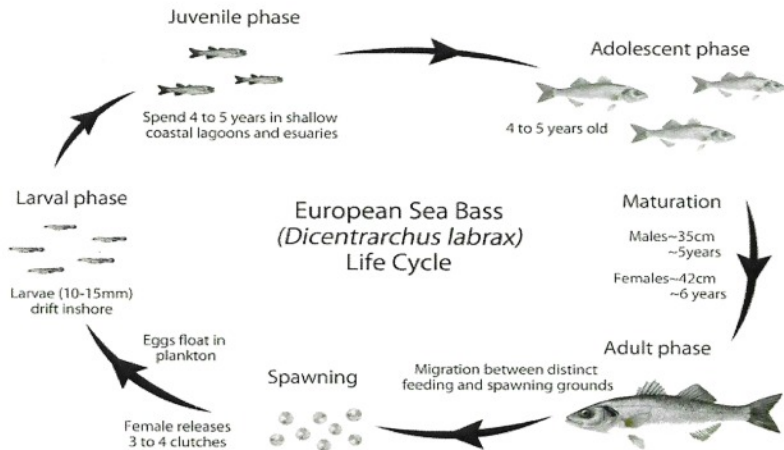
The Sea Bass has a sleek streamlined body with distinct silver scales and straight lateral line. The first dorsal fin contains sharp spines (as do the gill covers), the second dorsal fin is smaller with no spines. The colour can fade into black/blue on the back. There is a distinctive black mark on the gill cover.

Lifecycle of the European Sea Bass

The Sea Bass lifecycle can be split into four Phases: Eggs and Larvae, Juvenile, Adolescent and Adult. Sea Bass are a slow growing species and take between four and seven years to mature; by this time they measure between 35 and 42 cm. Male and female bass grow and mature at different rates, the female maturing at a greater size and age than the male. Bass may continue to grow up to 120cm and weigh as much as the British shore caught record of 9kg.

Unlike some fish, such as Salmon, Bass do not spawn in rivers. Mature Bass migrate from coastal feeding grounds usually in October, it is thought that this is prompted by a reduction in water temperatures. They then proceed south westwards down the English Channel and congregate in large numbers around the western approaches. In March and April fish will return from their migration and spawn a number of times on their journey. Bass will usually return to their original feeding grounds and tagged bass have been reported to have been caught from the same spot that they were originally tagged some years before. After spawning fertilised eggs float in plankton. Juvenile Bass develop approximately two months after spawning and are then transported inshore by currents into post-larval habitats in estuaries and shallow coastal waters, where they arrive at a total length of around 10 – 15 mm. Juveniles will then grow in

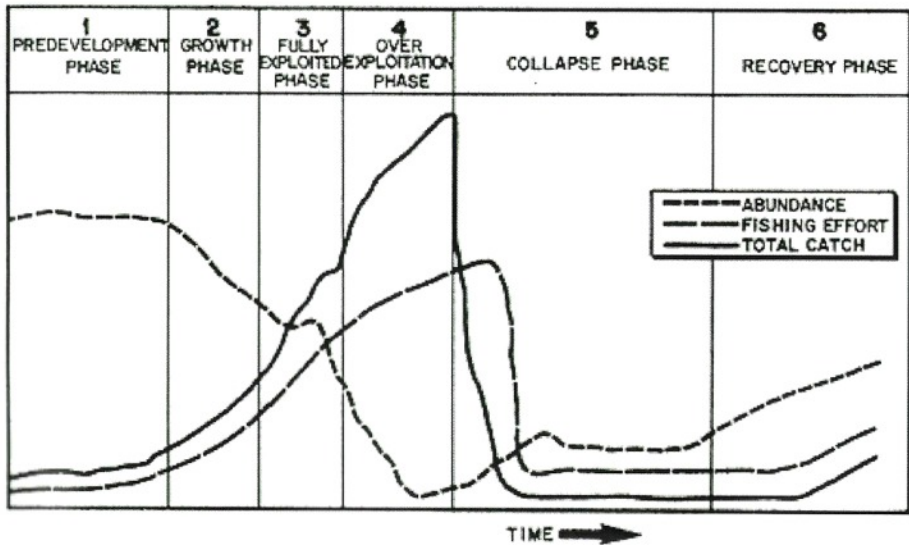
the protection of these sheltered shallow areas such as the salt marshes found along the Deben. Small Bass may congregate into large shoals (school Bass) in estuaries and feed on crabs, sand eels, prawns and shrimp. With increasing size they will feed on other fish.



Sea Bass Stocks

In the 20th Century the Sea Bass became a favourite target for sports fishermen using rod and line. Sea Bass were seldom targeted by commercial fishermen until approximately 1970, when commercial catches started to grow in response to the popularity of Sea Bass as a fine eating fish. By 1985 the International Council for the Exploration of the Sea (ICES) reported landings of 1,000 tonnes of Sea Bass in Europe, by 2005 this figure had increased to 4,000 tonnes annually. This catch rate continued over the next few years but since 2013 has shown a marked decline. Fish surveys have found that the cause of this catch reduction is a dramatic decline in Sea Bass numbers.

In recent years there have been repeated concerns about over-fishing and we have seen the decline of various fish stocks. There appears to be a cycle of overfishing leading to stock decline then followed by legislation to introduce quotas. There is continued discussion within the EU about how many fish can be removed from our seas before there is a significant decline in the population. If action is delayed fish stocks tend to go lower and so the time to recovery is prolonged. Bass are both slow growing and slow maturing and as a result are less resilient to over-fishing. While it is suggested that fish numbers go up and down and stocks always recover there are good examples in some fish species to demonstrate that this is not necessarily correct. On the Grand Banks off Newfoundland, cod fishing remained largely unregulated until 1990, when the Canadian Government finally put quotas in place. Unfortunately this proved to be too little to late, the Grand Banks Cod population had declined by an estimated 99%, and even now, has still not recovered.



In 2013 ICES reported that European Bass stocks were at their lowest for 20 years, but it was not until 2015 that pair trawling for Bass in their spawning grounds was banned. Since then, increasingly stringent quotas and an increase in the minimum landing size have been put in place.

It is estimated and often disputed that 25% of all Bass are taken by anglers. In 2017 anglers were banned from keeping any Bass caught between 1st January and 30th June. From 1st July 2017 anglers were allowed to keep one Bass per day provided it was at least 42cm (16.5 inches) long.

2018 Bass Regulations

In January 2018, the UK Government and the EU further tightened the regulation of Bass fishing, making it illegal for anglers to keep any Bass caught at any time of year. Some commercial fishermen have however been given licences to continue Bass fishing.

There has been much discussion about Bass stocks, but it is generally accepted that the decline in Bass numbers is as a result of over fishing; I fear that the new regulations may prove to be too little too late. It is likely to be a considerable time before we might see any recovery in the stock, and the ban on anglers taking Bass may extend for some years. Continued Bass fishing by commercial fishermen is likely to be re-examined.

Meanwhile, Bass remains a popular fish on our plates. As a result of the decline in the wild catch and the consequent increase in price, it has now become economic to farm Bass and there is a growing industry, farming European Bass in the warm waters of the Mediterranean where they grow more rapidly. Most of the Bass for sale in our local supermarkets is now farmed; only time will tell if the wild Bass stock will recover.

Drilling Under the Deben

Bedecked in my 'hi viz.' jacket, helmet, goggles and steel toe capped boots, I was accompanied on to the Falkenham site, on a cold and blustery day, by Sophie Fraser of Pier Marketing and Mat Clawley Site Manager for Scottish Power Renewables.

The first thing that struck me is how small and compact the 250 ton drilling rig is. Hydraulically powered it generates enormous power, drilling over a length of 770 metres under the Deben. It even has its own set of wheels, so it can be packed up and transported to another site.

The drill itself, works by pressurising Bentonite, a mix of water and specialised clay, made from volcanic ash and tufa and other minerals, through



The Drilling Rig

a drill head, on the end of a five metre drill rod. The end turns gradually, but it is the Bentonite mix which creates the bore hole with the serrated end of the drill head breaking up the material. (Fig.2) Waste material is then brought back along the pipe. As the drill rod cuts through the ground, so other drill rods are connected to form a continuous set of rods under the Deben, the 'drill string'.

The 'drill profile' is based on the bore holes (See The Deben 51), that have been made to identify the various strata of the river bed and the safe distance under the river bed; generally about 15 metres at the deepest point, together

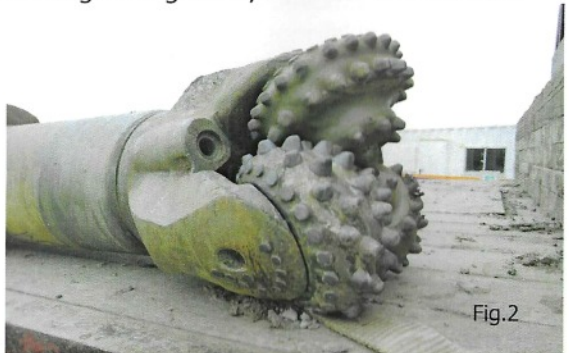


Fig.2

with the safe entry and exit points on the banks. The drill profile is programmed into the machine's computer. As Mat reminds me, 'every metre is costed' and the construction has to meet the design specification.

The drill, which is 100 mm in diameter, is controlled by two operators who sit in a portacabin overlooking the drill, peering into six screens with dials feeding back relevant information from the drill head. One controls the direction and depth of the drill rod and the other controls the pressure at the drill head, which has a GPS sensor. Both the entry and return pressure are monitored and a sudden drop would indicate a fracture or void in the bore.

Fig.3

The initial drill is the pilot / 'steer' drill. The operators can see exactly where the drill head is and whether it is on track with the design specification. Much of the drilling has been undertaken without incident but in the later stages the drill has met with flints which were not expected. If the drill gets stuck there are



various ways the operators can unstick it, but if necessary the drill has to be withdrawn and a drill is commenced from the other side of the river.

The pressure at the drill head forces the Bentonite mix, together with the sand and shale from the river bed, back along the outside of the pipe to the recycling plant at Falkenham. (Fig. 3) The Bentonite is recycled and used in the drill again while the sand, shale and clay is separated out and used in other applications.

In the second phase of the operation, once the pilot has come out on the pipe side (Fig.4), the pilot part of the drill and the drill head is removed and a 'fly cutter' attached. The drill 'strings' will be drawn back, opening up the hole. As the pipe is withdrawn, pipes are added to the pipe end, so it ends up with a drill string from one side of the river to the other. Reamers (Fig.5) are added to the drill pipe to enlarge the bore to the right size.

Fig.4 Pipe Side



In the next phase the drill pipe is withdrawn, pulling the high density polyethylene (HDPE) plastic product pipe back through the bore. (Fig.6). These are 6 x 225 mm od. for the EA One AC Circuit and 2 x 400 mm od. for the EA Three DC cir-

cuit. At the time I visited the site, five ducts had been completed, with three more ducts (product pipes) to complete. (Fig.6)

In the final phase a rope is blown through the product pipe and attached to a wire, which is drawn through the product pipe. This is used to pull the HVAC cable, which is jointed to the offshore cable at the transition point. This will carry the power from the transition point at the Landfall site at Bawdsey. The cable installation operations will be started shortly.



Fig. 5

The Site Manager’s Story

The drilling is being undertaken by a UK company, VolkerInfra which is a sister to the Dutch company. Mat Clawley is the Site Manager employed by Scottish Power Renewables. He is responsible for all the CAT 1 drills (250 and 100 tons) on the sites. His role is to make sure the design specification for the project is followed. Mat will continue on the project after the drilling is finished and will supervise the installation of the cables.

Mat comes from Manchester but lives in Colchester during the week, returning home at weekends. He spent 25 years in the army, where he worked in different parts of the world and was involved in a range of projects including roads, bridges, reservoirs and water supplies. En route to his role with Scottish Power Renewables, he was a racing driver of saloon cars and managed the race team for a number of years. Mat enjoys the history of the projects he works on and is currently trying to find out more about the former missile site at Bawdsey. He told me that on one of his jobs at Shotton, the engineers were



Fig. 6

puzzled by the amount of water they encountered. Research into the history of the area indicated that the area was land reclaimed from the River Dee in the 1920’s for J. Sumner and Sons steel works on Deeside, later to become British Steel.

Woodbridge - Thursday 12th August 1915 10.30pm

In October 1915 Arthur Fairweather, the editor /owner of the Woodbridge Reporter wrote a report for the newspaper about the Zeppelin raid on Woodbridge. The publication was suppressed, however, by the Ministry of Defence, to avoid the spread of alarm amongst the populations of eastern coastal towns. This is the transcript.

'The reality and horrors of war were bought home to the inhabitants of one town in August, when it was visited by a German Zeppelin from which a large number of bombs were dropped, causing the deaths of six persons, severely injuring others and causing considerable destruction of property.

About 10.20 pm the peculiar noise associated with a Zeppelin was heard and soon the huge craft said to be 900 feet long appeared over the town; to the naked eye, as one observer said, it looked like a "big cod fish".

The first bomb fell on a concrete path on the left side of St Johns Hill (leading up to St Johns Church), close to the house owned and occupied by Mr Harry Welton. It smashed the concrete path making a great hole while the explosions and flashes were heard and seen throughout the whole town, the effects proved to be



deadly destructive. The houses on either side were demolished and premises in adjacent streets within an area of more than 100 yards had their windows blown out and otherwise badly damaged.

Among the human victims was a young married couple, the circumstances surrounding their deaths being most distressing. They were apparently partaking of their suppers when hearing the noise of the Zeppelin, they hastened to their front door to look at it. At that moment the bomb fell on the opposite side of the street and they were both killed in their own doorway. Their three young children (the youngest being only four weeks old) were peacefully asleep in an upstairs bedroom and miraculously escaped although the house was severely damaged.

A pathetic incident in connection with the death of another woman, was that two mornings afterwards her two soldier sons, one having been at the front for nine months, returned home by the early morning train only to find their home in ruins and to learn of the sad fate which had befallen their mother.

Another of the victims was a member of the local fire brigade; anticipating a conflagration and having put on his fireman's uniform was hastening to the fire station, passing the fateful spot when a bomb fell. He was killed by shrapnel, just opposite the butchers shop of A R Smith in New Street. His little son following him was seriously injured, subsequently having to have his right leg amputated and losing all power and use of his left hand and arm.

Another lad, James Edward Marshall, 16 years of age, was in his home opposite St Johns Hill. He preceded his parents and little sister across the street to get out of danger but ran



immediately into the danger zone and was killed. His parents and sister who also crossed the street escaped injury.

A railway porter whose home was near the scene was also killed.

In Castle Street another bomb fell in a market garden about hundred yards from the scene of the first, making a hole 30 feet in diameter and five or six feet deep. An apple tree was uprooted and part of it thrown about 30 yards distant.

In the adjoining market garden five further incendiary bombs fell, one having ignited a large pig sty and killing three pigs. Large glass tomato houses standing in the garden suffered considerably. The roof of a large malting was badly damaged; adjoining was the Police Station garden in which five bombs were dropped. Jones Mill Yard, and the recreation ground in Seckford Street, were also affected. Another explosive bomb alighted on the stables and out buildings situated at the back of The 'Waggon and Horses' in Bredfield Street, a public house; completely demolishing them and killing a pony.

The centre of the face of the clock on St John's Church tower was knocked out, while the numerals and hands were left pointing at 10.30 pm.

Altogether, about 30 bombs were dropped in and about the town, but no further damage than that mentioned was done.

Next morning a German cap bearing the name of an aircraft section on it was found.'

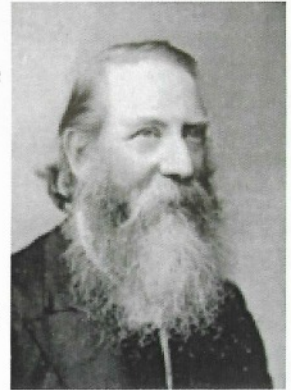


St Johns Hill

The Lambert Family Almanack

Reporting events in East Suffolk 1858-1917.

Robert Lambert (1835-1911) lived in Framlingham, throughout his life. Some seven years after completing his apprenticeship he managed to acquire a Framlingham printing firm from Richard Green and at the beginning of 1858 published the first known edition of his Almanack.



During the years that followed the annual circulation, of this 1d publication, rose from 750 in 1858 to 10,000 by 1896 when the business was transferred to Messrs Maulden and Sons, Framlingham.

In 1877, at the age of 14, Arthur Fairweather entered into an apprenticeship indenture with Robert Lambert and in 1889 he married Patty Lambert that gentleman's eldest daughter. However, by 1901 the

Almanack was being published by Arthur Fairweather who had established a printing firm in Church Street, Woodbridge, from where he continued to publish the Almanack until 1917.



The Woodbridge Reporter was also published and printed by Arthur Fairweather, and this was continued after his death in 1934. His eldest son Arthur Robert Fairweather continued running the Woodbridge Reporter until his retirement in 1962.

Artist of the Deben

Honor Surie

I have always made images for as long as I can remember; at school I covered the inside of my desk lid with little sketches.

I studied graphics and worked in advertising until I started a family. I was able to paint with the children at home. I went to a pottery evening class and got hooked on ceramics, so when we came to Suffolk I set up the Butley Pottery, and ended up painting pots.



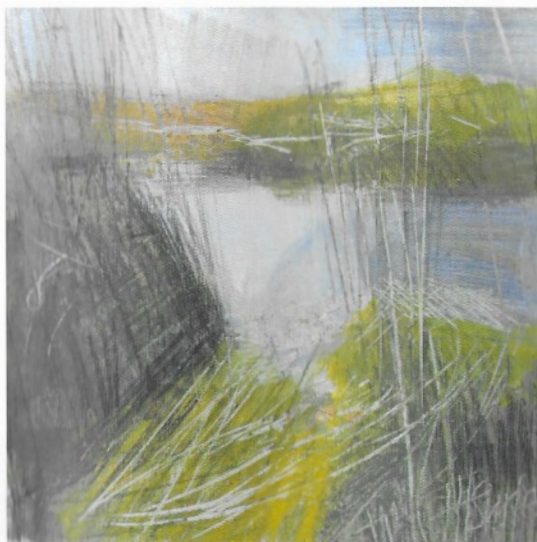
Woodbridge Dock

I have visited Suffolk since the age of twelve, sailing on the River Orwell in a dinghy, exploring the Stour and up and down the East Coast. I used to take part in the 'Deben Week' dinghy races, eating fish and chips at the Ferry cafe, then eating at Waldringfield at the Maybush Inn - Woodbridge just seemed muddy.

Later we had a fishing boat and while we trawled I drew the waves.

When I moved to Butley in Mill Lane, I had the end of the Butley River at the Mill. We cut the reeds to thatch the showroom.

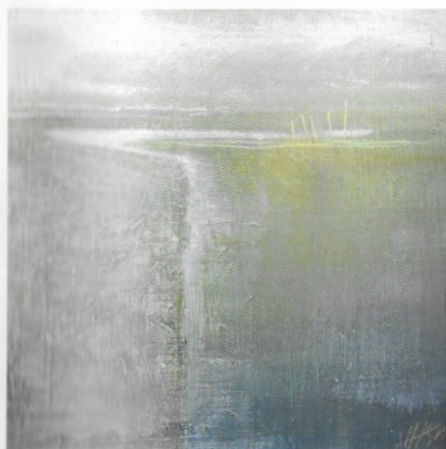
I spent so much time on the sea, around reeds, water, sunrises, sunsets and reflections, even on the low tide mud flats, that I keep coming back to this theme in my work. I try to paint what I feel about a place, it can be figuratively or abstracted.



I began painting in oils, but in 2000 while doing an MA at Norwich I had to paint in my bedroom, so battled with acrylics. Having mastered them, I now use both or anything that achieves the desired outcome.

Reeds near Snape

Butley Dock



Moonlight



My work will be on exhibition at:
Art for Cure - Glenham Hall Suffolk
IP13 0BT 5th – 7th May 2018.

For more details: www.artforcure.org.uk

My work is in the Summer Exhibition at Snape Maltings.

I have open studios in June on the weekends of 9/10 16/17 23/24

Also an exhibition in The Woodbridge Art Gallery in October.

www.honorsurie.co.uk

'Boat of the Deben'

Clytie

Jo Masters

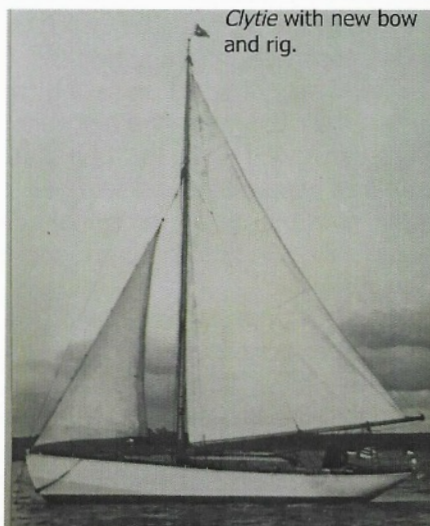
Clytie is the oldest longest resident boat on the river: a claim not easy to beat, seeing as she has 'lived' here since 1922.

Sir Clifford Paterson commissioned *Clytie* to be built by Everson and Sons. This was to replace a day boat he had, also called *Clytie* and strictly speaking, this larger boat was referred to as *Clytie II* but only for a short while. Since the smaller boat didn't survive, the II was dropped.

The story is that Clifford rigged up chairs in his drawing room to determine the rough measurements and her lines, and these were interpreted by Mr A Curjel of Woodbrige and built by Eversons. She is said to be the precursor to the Cherub class – many features are similar, but *Clytie* has a counter stern. Originally, she had a high-peaked gaff and jib and a lifting centreboard.

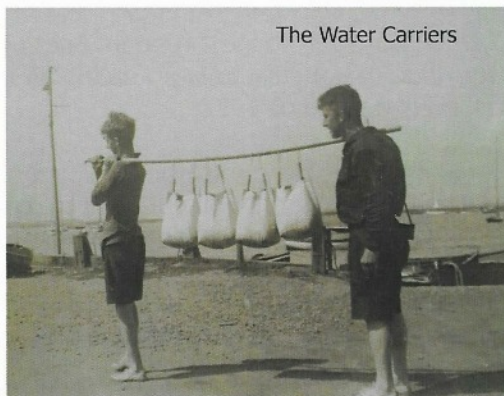
In the summer of 1922, Clifford and Daisy, my great grandparents, 'arrived at Woodbridge at 12 o'clock and took over *Clytie* from the builders – Messrs. Everson.

'A two-day trip at Whitsun had given a foretaste of her excellent sailing qualities and the convenience of the internal arrangements.' Daisy had a wonderful way with words and kept a diary/log of all their sailing activities. These are very precious to me and they give an interesting window into a different era of sailing and all the trials they endured. One photo that illustrates this well was the method of transporting water onboard i.e. before the advent of plastic.



Cooking was on a primus stove and they had no refrigeration. Oilies were the yellow fisherman's variety with wool sweaters underneath – no fleeces. Sleeping arrangements involved basic mattresses with wool blankets, all prone to damp and cold and the crockery was cheap ceramics and aluminium saucepans. Engines were only introduced to *Clytie* and the tender several years down the line, so their seamanship was tested every time they travelled. Having said that, there were very few boats on the river then and they didn't have to negotiate long trots of moorings under sail.

Clifford and Daisy sailed her from 1922 through to the beginning of WW.II. They explored the East Coast rivers from the Crouch and the Blackwater (where they had family); and particularly liked going up the rivers Alde and Ore up to Iken. But that's another story! The logs were made more interesting with the comments that, in 1939, Clifford occasionally went ashore to Bawdsey Manor to see the scientists involved with radar. Back home in London, he was heavily involved with the development of this war-winning technology. Their three children grew up sailing *Clytie* and the family enjoyed five weeks every summer cruising the East coast, along with other weekends, often inviting friends along.



The ownership of *Clytie* has not always been in our family. Daisy had family in Waldringfield – her parents, William and Elizabeth Ogden, moved there and Daisy's Aunt Beaky lived near them. *Clytie* was laid-up during the war years like most other yachts after which their son-in-law and daughter, Fred and Joan Brown, took her on. They had two children who learnt the art of sailing and Fred took many friends on sailing trips; for some this was the start of their sailing career. Their daughter and her husband, Jan and Ian Lee-Smith, with their young family, borrowed *Clytie* for their summer holidays. In 1976 when Fred became too old to manage her, he sold her to a local man, John Chapman, who kept her on the river but made occasional longer cruises often to Holland. Jan instilled her love of sailing in their children, one of whom is me.

In short, my brother, Roger, and I bought back *Clytie* in 1989. By this time, her timbers were needing replacing. After I got married, we decided to transfer ownership to my husband and me, Paul and Jo Masters. We had her rebuilt by Sean McMillan and the late Mick Newman (of Spirit Yachts fame). We relaunched her in 1993 and we now have three children enjoying the love of cruising particularly on old wooden boats! They are the 5th generation to enjoy *Clytie's* magic. We have also cruised the East Coast and enjoyed several trips to Holland.

For the sailors among you, her design has changed over the years. In the late '20s or early '30s, the centre board was replaced with a long keel. She had a Bermudan rig fitted with a long overhanging boom and this contributed to her constant weather helm. She then had an extra six foot added to her bow, to replace the short bowsprit with, the aim of improving her performance in the coastal chop: carry her way and help her tack better. It was added between tides on the bank outside Eversons; the old bow was barely disturbed and could be seen when a deck locker was opened.

She remained like this until her rebuild, when the hull had the six feet of bow removed and a six foot bowsprit added. She returned to a high peaked gaff, meaning she doesn't carry a topsail, and a cutter rig with two head sails. Although *Clytie* is now well balanced she will always need at least two crew to manage her.

Things have changed considerably in nearly a century of yacht cruising but, in other respects, time stands still. We still have to cook, wash up, swim, sail, row and use a dinghy. The following is an extract of a day in 1926 written by Daisy.

'August 22nd Sunday. A very red sunrise caused gloomy forebodings, but the morning was lovely, and although there had been much wind, we have had no rain. Went to church this morning and after lunch we reefed down heavily and sailed to Bawdsey with a strong westerly wind.

There was no buoy available so we anchored and put out the kedge – then went ashore on the N. beach for bathing and paddling. The wind was chilly and on the way back, the thought of a warm cabin and an omelette tea, was peculiarly attractive. It is a wonderful night – full harvest moon and lovely sunset, but we are blind to their blandishments and are forsaking them early in favour of bed.'

I have tried to continue the tradition of log writing for future generations to read. She is very much part of our family and heritage and I hope that her adventures continue in good hands.

Clytie - LOA 36', LOD 30', Draft 5.2'



Ed. *Clytie* - In classical mythology, *Clytie* was an ocean nymph in love with *Apollo*. She was deserted by him and changed into a *heliotrope* or *sunflower*, which traditionally still turns to the sun, following him through his daily course.

A SAILING HOLIDAY AT WOODBRIDGE

By
HERBERT J. ASHCROFT

The owner of a small yacht is sometimes faced with a difficult problem when he has to settle the venue of his summer holiday. He is hampered in many ways: he must keep within reasonable distance of home waters ; he must find a sheltered cruising-ground with snug anchorage; and it is also desirable that the shore aspects of the locality shall be agreeable to him and his family, and that accommodation suitable to his taste shall be available. Many times has the problem caused me anxious thought.

This summer the matter was settled with less discussion than heretofore, because there happened to be one spot within the zone of our usual cruising-ground that promised well, and had not as yet been visited by us. The place was Woodbridge, and, as I had left my boat after last year's holiday at Aldeburgh, there would be no difficulty in getting her brought round to the Deben.

The experiment proved most successful, and I venture to think we were more fully satisfied with Woodbridge, the Deben, and the surrounding country than with any of the localities on the south-east coast, where we had formerly sojourned.

Let me preface my remarks with a word or two about our boats. We had two with us, both designed and built by myself - the *Au Revoir*, a little decked cruiser of 2 1/2 tons, and a 12ft. sailing dinghy I had recently launched and named *Mimsey*. Of the former I need say little here. Sufficient that she proved herself an ideal boat for such a river, her light draught making the navigation of the upper reaches comparatively easy, and her good seagoing qualities rendering her dry and comfortable in the lower and more exposed waters as well as safe and sure in the open sea outside Bawdsey Haven.

Her cabin, too, proved a valuable asset, and many times I congratulated myself on departing from my original plan of making her only a half-decked boat.....

.....It may possibly interest many to know that this 12ft. dinghy, weighing, with mast, spars, sail, anchor, etc., 2 1/2cwt., was conveyed from Elstree Station (M.R.) to Woodbridge Station (G.E.R.) for the sum of 6s. 1d. [just over 30p.]

With these two boats we spent nearly the whole of our time on the river, and I think we have rarely had more enjoyable sailing. The boats proved themselves good boats, and the river we discovered to be charming.

It would be difficult to say in what exactly the charm of the Deben lies, but it

does seem to appeal to one as none other of the Essex and Suffolk rivers does. All one can do is to mention some of its chief attractions. Its banks are pretty and well wooded, and it affords rather unusual facilities for landing at various points- at Kighton [Kyson], half a mile below Woodbridge, Where there is a shingly beach on which one can land at all states of the tide; at Methergate [Methersgate], a mile and a half lower down, where there is a wharf (apparently rarely used) and a "hard"; at Wadringfield, where there is quite an extensive beach and a jetty at the cement works. Again, at Hemley there is a private hard, but the "public " (in a very restricted sense, for the Deben is not overrun by the populace) can land there and, lastly, there is the wharf at Ramsholt. At Bawdsey Ferry you can run the nose of your yacht on the steep shingle banks and jump ashore.

The water in the Deben is wonderfully clear. I do not think I have ever seen such pellucid water anywhere in the Essex and Suffolk creeks. Off the jetty at Woodbridge the bottom can be seen through at least 10ft. of water, and in navigating the upper reaches it is only necessary to look over the side to see whether you are shoaling your water.

The river continues to run between undulating and well-wooded country right down to the sea, and so has none of that dreary marshland environment, such as one meets with in many east-coast rivers before they debouch into the sea. Bawdsey Haven is charming. It is a real and perfect little haven, and it is delightful, to come upon it, whether from the sea or from the river. I cannot help comparing it with Orford Haven, a few miles farther north, than which a more dreary and God-forsaken spot it would be difficult to imagine.

The sail down from Woodbridge to Bawdsey and back, with time for a walk ashore either on the Felixstowe or Bawdsey side, makes a pleasant day's excursion, but the trip can be extended in fine weather by a run out to sea. Though formidable, perhaps, for a 7ft. or 8ft. draught, the bar offers no difficulties for a boat such as mine, and we passed in and out at low water without the least trouble or anxiety.

It must be remarked that Woodbridge itself is not the place for deep-draught vessels, as it is impossible to lie afloat in such off the town, but it is a capital place for small craft, for day boats, whose owners live ashore.

There may be some difficulty in getting away at low-water spring tides, but this can be overcome by taking the boat down to Kighton [Kyson] , and walking to and from here along the well-kept river wall. One advantage of Woodbridge I must mention, as it is one that adds to the comfort of sailing people, and that is the means of getting on and off your boat with clean shoes. There is no muddy causeway to be traversed; there is no " hard" full of soft muddy holes; you embark from and land on a wooden jetty, and so the boat-owner is spared the annoyance of so many muddy shoes invading the sacred spotlessness of his deck or cockpit floor.



AU REVOIR AND MIMSEY ASHORE.

Above the town, and especially above Melton Bridge, the river takes more the character of an inland stream; it is pretty, and there is said to be good fishing to be had there.

We spent two most enjoyable days in giving the *Au Revoir* a refit. She had been lying at Aldeburgh all the winter, and had no fit-out to speak of, so we put her ashore on the "hard" in front of Everson, the local boat-builder's shops, and with the assistance of one of his lads made the boat look quite spick-and-span once more. With regard to the town itself, and the surrounding country, I can say of the former that it is one of the dearest, old-fashioned, primitively beautiful towns imaginable, and of the latter that it is completely satisfying and quite comes up to one's ideal of simple English rural scenery. Fond as I am of the water, I must say that in my holidays I do like to find the shore aspects of my resort attractive, and the surrounding country to be real, satisfying country. 'The walks about Woodbridge are attractive and have this advantage, that they are close at hand, the town being too small to have disagreeable purlieus which have to be traversed before the open country is reached.

For driving and cycling the district offers rare variety of interesting routes. I am told that the shooting is good during the autumn and winter, and I can quite understand that it should be so, for the Deben gives one the impression of being one of those quiet, undisturbed rivers wherein the fowl delight to congregate.....

Edited by Pete Clay - Can we hope such an accolade might apply after another 110 years? Clean shoes and "pellucid water"?

For Sale - Houseboat



Marquitta in Pin Mill

© J. Mason

3,500,000 Euros

"I was tenant and then owner of *Mariquita* from 1967 to 1973 when she was in a mud berth at Pinmill on the Orwell. The story I heard was that *Mariquita* was laid up on the Deben during the 2nd World War, then afterwards towed round to Pinmill and put into a mud berth just down stream of the Butt and Oyster pub. There was then and still are in 2008, a quantity of "houseboats" in berths here."

"*Mariquita* was bow in to the river bank, moored with chains and supported between four very large posts. At high springs she would float, settling again, not always level, as the tide went down. It was from Pin Mill in 1991 that Fairlie Restorations rescued *Mariquita*; she was taken round to the Hamble in a Thames lighter. Work started on the restoration in 2001." Tony Beckett (See also The Deben 44 Spring 2012)





River Deben Association

Annual General Meeting

Tuesday 24th April 2018

6.30 p.m.

The Abbey Hall, Woodbridge
(Parking off Cumberland Street IP12 4AD)

The AGM will be followed by a talk:

Archaeological Finds on the Deben from East Anglia ONE

By Andrew Peachy

Scottish Power Renewables are constructing a 37km underground cable to connect 102 turbines from the East Anglia ONE Offshore wind farm to a new electricity converter station at Bramford. As part of the cable laying project, Scottish Power Renewables funded Wardell Armstrong to undertake archaeological works across 60 hectares of Suffolk countryside, working closely with Suffolk County Council. Up to 400 archaeologists have been involved in the work since February 2017 and so far evidence from many periods has been found. Andrew will focus his talk on new insights into life in and around the River Deben from the digs.

Andrew Peachey (Archaeological Solutions) has been an archaeologist in East Anglia for the past 15 years and is a specialist in prehistoric and Roman pottery. He has worked on a variety of kiln sites across the region, as well as large-scale rural occupation, cereal processing and trading sites that characterise the development of settlement in river valleys. The East Anglia ONE projects have produced a vast array of artefacts and opened a new window on life along the valley, spanning early Iron Age roundhouses, Roman barns and settlement, continuing into a Saxon hall and village. Andy regularly delivers talks across Suffolk and looks forward to opening a new chapter in the narrative of the Deben and placing it into the context of the region.