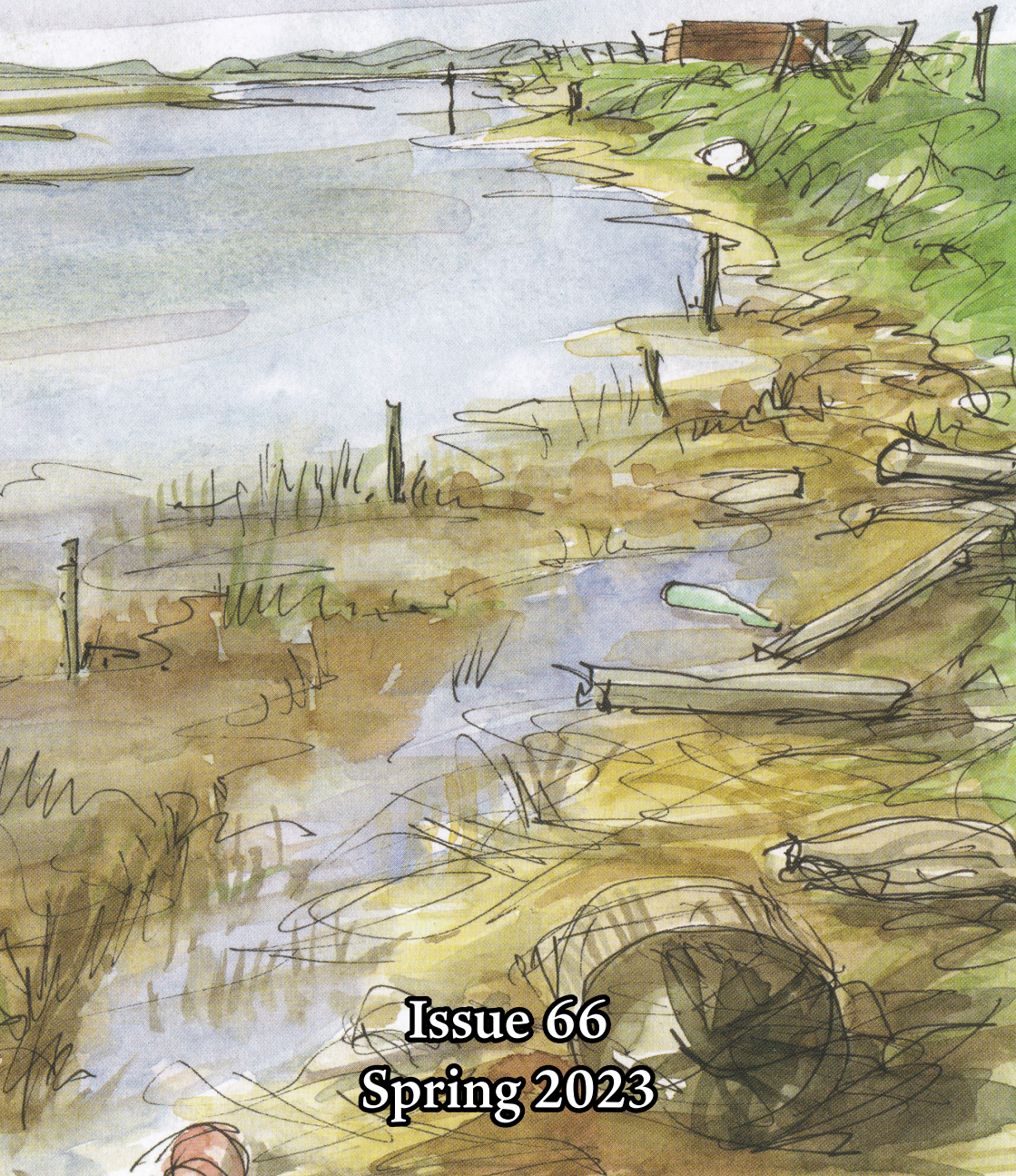


The Deben



Issue 66
Spring 2023

Some of the places featured in
this issue of The Deben magazine:



RIVER DEBEN

Readers may wish to refer to
Robert Simper's sketch of the
river in Anglo Saxon times
(circa 625 AD) on page 14.



The Deben, Spring 2023

Editor's Introduction	4	Living with Purpose	29
Deben Butterflies: Then and Now	6	Katie Teesdale-Ward	
Guy Padfield		Obituary: Richard ('Dick') Larkman	30
Calculating the Tides	13	Fred Larkman	
David Bailey		Obituary: Peter ('Pete') Clay	32
Our Little Bungalow on the Mud	10	Hugh Browton	
Emma Foot		Reviews	34
Profile: Margaret Wyllie	12	Getting Involved: Felixstowe Rowing Club	35
Claudia Myatt		Lyn Gameson	
Anglo-Saxons Landing on the Deben	14	Getting Involved:	36
Robert Simper		Felixstowe Ferry Sailing Club	
A Circular Walk from Hemley Church	16	Charlotte and Henry Logan	
Sue Ryder Richardson		Getting Involved:	37
Martlesham Wilds, Suffolk Wildlife Trust's New Nature Reserve on the Banks of the River Deben	18	Bawdsey Haven Yacht Club	
Sally Westwood		Robert Simper	
Martlesham Wilds	20	News from the Hards	39
Sarah Zins		Colin Nicholson	
From Australia to Waldringfield	22	The River Deben Association	42
Hamish Collingridge		River Deben Events	43
Co-chairs' Report	23		
Jane Haviland and Colin Nicholson			
RDA Journal	25		
My Deben	26		
Caroline Peeke			
Who Owns the Deben?	28		
Sarah Zins			



Margaret Wyllie

During the year Margaret Wyllie spent sketching the saltings for the Deben Soundings publication *Flotsam and Jetsam* she found hundreds of solitary shoes.

Cover by
Margaret Wyllie.

Editor's Introduction

Statistically, this winter, we have lived through a period of 'excess deaths' – there have been so many funerals, reminding us of the calibre of those we have lost. Whatever the terminology being used by Office of National Statistics, any death of someone we love or admire is an 'excess death' and we are diminished by it. In this issue we pay specific tribute to Dick Larkman and Peter Clay who have enriched the ongoing life of the river. It was also lovely to hear from the family of Gwen Nelson about what the Deben had meant to her. Guy Padfield, who was living in Woodbridge to care for his late father, the historian Peter Padfield, has now returned home to Switzerland but has left us a wonderful legacy in his expert observation of Deben butterflies, written for this issue.

Everyone reading this will have someone special who is living on in their thoughts, whether they died this winter or previously. If you think that person should also be remembered for the contribution they have made to the life of the Deben, then please do get in touch. Although this magazine is a limited space, we have the *RDA Journal*, published on our website every Friday fortnight, which is building up our archive of experience, knowledge and advice and would be an excellent place to ensure that individuals' lives and achievements are not forgotten. There is of course no need to wait until someone is dead: we were glad to reprint Catherine Lerner's profile of our president Robert Simper which appeared in a recent edition of *Classic Boat Magazine*.

Meanwhile we look to the younger generation to cheer ourselves up. I'd like to thank Hamish Collingridge for his report on the success of the Waldringfield SC Cadets in Australia and his comments on the difference sailing has made to him. Thanks also to Charlotte and Henry Logan for demonstrating the vitality of Junior Sailing at Felixstowe Ferry Sailing Club. Alice Thorogood

offers hard earned advice to prospective dinghy sailing parents in the *RDA Journal* (10/2/23). This is just one of the excellent and varied fortnightly articles we publish online. If you're not a regular reader please go to page 25 to see what you've been missing.

Many river users will be glad of David Bailey's tide times widget which is now on the RDA website. He describes himself as a 'tide geek' and writes briefly about the subject he finds so fascinating. Katy Teesdale-Ward gives us her first impressions of her new job with Anglian Water. Emma Foot explains the functioning of her composting loo as her Felixstowe Ferry home rises and falls with the tides.

On the other side of the river Emma's mother, Margaret Wyllie, has spent years observing the delicate changes in the riverscape around her and highlighting environmental issues through her art. We're very grateful to her for allowing us to use a page from her saltmarsh sketchbook *Between Flotsam and Jetsam* (published by Deben Soundings) as our cover for this issue. Both Sally Westwood and Sarah Zins report on Suffolk Wildlife Trust's major project at Martlesham Wilds, Sue Ryder Richardson takes us on an absorbing ramble at Hemley and RDA Secretary Caroline Peeke explains how her love of walking beside the Deben led her to become an AONB volunteer.

Sarah Zins article 'Who Owns the Deben?' is summarised in this issue but really needs to be read in full in the *RDA Journal* (27/1/23). It's informative, it's thought-provoking and of course it raises the question how can anyone be said to 'own' a river? The river IS. 'Men may come and men may go but I go on for ever,' as Alfred Tennyson wrote in his poem *The Brook*.

Though it's never as simple as that. Tennyson's poem is describing a tributary flowing freely to

join a 'brimming river'. How free-flowing are the Deben's tributaries these days? I'm ashamed that this magazine issue doesn't venture far beyond Wilford Bridge and intend to do better next time. Reports from the River Finn or from the brooks around Debenham will be especially welcome.

Robert Simper focuses on the tidal Deben in the 7th century when a decision to land would be taken for reasons of need or suitability with little expectation of a Private Property sign or a car parking machine. His sketch map shows how the shape of the river has changed. Creeks have silted up; walls have been built.

Our ongoing relationship with the river is an interactive and dynamic one. Thanks to all those past and present who make this better for all.

And here are the last three verses of Tennyson's charming poem.

I slip, I slide, I gloom, I glance,
Among my skimming swallows;
I make the netted sunbeam dance
Against my sandy shallows.

I murmur under moon and stars
In brambly wildernesses;
I linger by my shingly bars;
I loiter round my cresses;

And out again I curve and flow
To join the brimming river,
For men may come and men may go,
But I go on forever.

Alfred Tennyson (1809-1892) often visited Woodbridge's Bull Hotel with his friend Edward FitzGerald. His well-known poem The Brook was first published in 1881.

Editor Julia Jones is a writer and lifelong lover of the River Deben. You can email her at magazine@riverdeben.org.



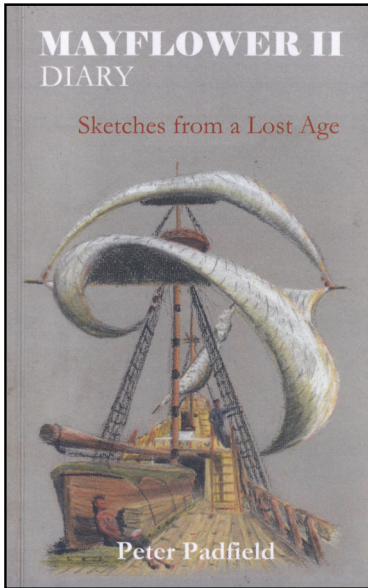
Julia Jones

Robert Hichens is standing 3rd from left. Can you help us identify the other members of his crew?

'Suffolk & the Sea' at the Felixstowe Book Festival 2023

Lieutenant Commander Robert Peverell Hichens DSO*, DFC** was killed in action on April 13th 1943 as he was returning to his base at HMS *Beehive*, Felixstowe, eighty years ago.

His book *We Fought Them in Gunboats*, was unfinished at his death and is currently out of print. A new edition, incorporating tributes to many other people who served with Coastal Forces at HMS *Beehive* 1940-45 will be published at this year's Felixstowe Book Festival June 24th 2023. Help has already been received from Waldringfield History Group and Felixstowe Museum. If you have information about men or women who served afloat or ashore at HMS *Beehive* 1940-45 please contact julia@golden-duck.co.uk.



Peter LN Padfield (1932–2022) was a British author, biographer, historian, and journalist who specialised in naval history and the Second World War period. He was born in India and trained for the merchant navy where he began his career. A turning point in Padfield’s life came when he was selected to sail with Alan Villiers on *Mayflower II* in 1957, recreating the voyage of the Pilgrim Fathers. This experience led to both his first book *The Sea is a Magic Carpet* (1959) and to his last *Mayflower II Diary: Sketches from a Lost Age* (2019). Peter and his wife Jane spent much of their married life in Suffolk (particularly Woodbridge) and sailed a Cornish Shrimper on the Deben. To learn more about Peter Padfield’s life and work visit Guy Padfield’s website: guypadfield.com/ppadfield/main.html.

Guy Padfield

Deben Butterflies: Then and Now

Once in a while, life’s winding path takes you full circle and you find yourself walking in the footsteps of your younger self, revisiting old haunts and reliving old memories. Thus it was that in 2018, following the death of my mother, I returned from life overseas to our family home in Woodbridge, to keep my father company until his death in 2022. These four years were a special and precious time for many reasons, most of which I must keep to myself; the butterflies, however, I would like to share.

East Suffolk in the seventies, when I grew up and learnt the craft of butterfly-watching, was very different from today. More than once,

searching out Silver-studded Blues, I got lost on the then vast expanses of Martlesham Heath, wandering in circles where now there are housing estates and out-of-town supermarkets. Within Woodbridge itself there were woods and grassland where now there are cul-de-sacs and drives. Along the scruffy, unrepaired river walls of the Deben, insects of all sorts flew in profusion. Nevertheless, in terms of butterflies, this was a

strangely barren region. The woods were lovely but no fritillaries or emperors graced their rides. White Admirals, which had been common in the early part of the century, were scarce and Speckled Woods were entirely absent. I was delighted one year to find

Guy Padfield



White Admiral (Rendlesham).

a colony of White-letter Hairstreaks at the end of Martlesham Creek but Dutch Elm Disease was blighting the county and this species, which uses elm as its sole foodplant, seemed set for a bleak future. If things were barren then, you might think, how much more barren they must be now, with the creeping urbanisation and ever rising population. But it is not so. Thanks to the efforts of conservationists and the innate resilience of nature, there are now more species

of butterfly, not fewer, in the region, and my four years of nostalgia were a bonanza of wonderful discoveries. Of course, there is no room for complacency: nature has taken many very serious and potentially devastating blows. But these have not yet proved fatal. There is hope, and precisely because of this it is all the more important for us to redouble our efforts to save and restore our natural heritage

Most thrillingly, the majestic Silver-washed Fritillary now glides along flowery woodland rides throughout the region. In 2022, I even photographed a roving male in Woodbridge itself. The largest of the UK's resident fritillaries, this species disappeared from Suffolk at the end of the fifties and has only very recently made its dramatic comeback. Not to be confused with the now abundant, bright orange, summer form of the comma (form *hutchinsoni*), which can resemble it on the wing, the Silver-washed Fritillary may be found from

the end of June to the beginning of August, when males in particular delight to sup the nectar of Buddleia and bramble.

Alongside these lovely creatures, White Admirals may be seen soaring and gliding masterfully around honeysuckle and bramble in many of our woods. To be fair, they began their revival in my youth, but they have since gone from strength to strength. In 2022, my last summer in

Woodbridge, I finally managed to locate a caterpillar and follow it into hibernation, tucked up in a sewn pocket of honeysuckle leaf. As you read this it will, I hope, be emerging into the bright light of spring and taking its first taste of fresh, new leaves.

The Speckled Wood, now a ubiquitous woodland and even garden butterfly, was entirely absent from East Suffolk as late as 1986, when Howard Mendel and Steve Petrowski published the *Butterflies of Suffolk*. I am not sure what enabled its expansion, but it is an especial delight, not least because it flies in three broods from early spring until the autumn. Simultaneously with its rise, another former denizen of the West Suffolk Brecklands, the tiny, jewelled Brown Argus, spread eastwards into the Deben Peninsula. Here, the cause seems to be established: it increased its range of foodplants to include common plants like Dove's Foot Cranesbill. It too may now be found almost anywhere, though you have to be more observant to notice it.

Guy Padfield



Silver-washed Fritillary (Rendlesham).

Guy Padfield



Speckled Wood (Rendlesham).

Guy Padfield



Brown Argus (Woodbridge).

Of the local blues, the Silver-studded – found only on our ever-diminishing heaths – is the most threatened, but even this is making a valiant effort to survive and deserves our unflinching support. Regular, devastating fires afflicting its habitat have not crushed its spirit, nor has the invasion of the supermarkets. I photographed a fresh male in 2020 not 200m from the Tesco car park.

Guy Padfield



Silver-studded Blue (Martlesham).

Hairstreaks – small, elusive butterflies related to the blues – have thrived since my childhood, taking advantage of whatever corners of habitat are left for them. In 2019, I discovered White-letter Hairstreaks now flew in the heart of Woodbridge, just two minutes' walk from my home, using the blight-resistant Siberian Elm as hostplant. I also found them in many more places along the river. Indeed, near Kyson Point there is a sheltered spot with elms, oaks and brambles where Green, White-letter and Purple Hairstreaks all fly – the first in May and June, the last two in July and into August. These butterflies are difficult to spot and I cannot swear there are now more than in my inexperienced youth. There is no doubt, however, that all three are doing well, and I predict that before long they will be joined by a fourth, the beautiful Brown Hairstreak.

Guy Padfield



Green Hairstreak (Bromeswell).

Guy Padfield



White-letter Hairstreak egg (Woodbridge).

Guy Padfield



Wall (Iken).

This autumn butterfly feeds on blackthorn – abundant throughout our area – and has recently become established (following an introduction) in Ipswich.

The one species that has suffered a truly dramatic decline since my youth is the wall. Then common on grassland and farmland throughout the county, especially near the coast and along the banks of the Deben, it is now a rarity and considered endangered. During those last four years I saw not a single individual, and in the years prior to that I saw just one, near Iken church in 2017. If I had a dream for the East Suffolk butterflies it would be for this lovely creature to come back and fly again where it belongs – for this should be its home.

When my father died, I returned to my adoptive home in the Alps and may never again have the opportunity to cycle the woods, heaths and meadows of the Deben area at leisure. But I look on those four years with great fondness. They taught me that where all is not lost, there is hope. That is why we must cherish, protect and nurture what little wilderness is left. Pessimism is a poor motivator. Nature needs us all to be motivated, energetic and hopeful.

Learn more on Guy Padfield's European Butterfly Page: guypadfield.com.

David Bailey

Calculating the Tides

My fascination with tides began when I was completing my Coastal Skipper course. Most people dreaded the idea of calculating the correct heading for a double high-tide mixed with a strong onshore wind. But I loved the idea of having to plan your journey around those forces of nature, not fighting them but embracing them.

The most important thing to know about all tide tables is that they are predictions, not absolute facts. They can't take into account local weather conditions on the actual day, when strong winds or high temperatures can make a significant difference.

All tide predictions should be based on official Admiralty Tide Tables from the UK Hydrographic Office. These are big, expensive books that provide tidal predictions for a limited number of "standard ports" and then tidal adjustments for a larger number of "secondary ports".

On the east coast of England, for example, Walton-on-the-Naze and Lowestoft are standard ports, while Woodbridge and Southwold are secondary ports.

If you're looking for tidal predictions for a standard port, then these are easy to find in the Admiralty Tide Tables (although it's not exactly a pocket-sized publication). If you're looking for tidal predictions for a secondary port, then you're going to have to do some calculations.

Advanced navigators in complex situations use interpolation to calculate the exact difference in tide times and heights between a standard port and a secondary port. However, most people can rely on an easier method that uses an average difference. So, for example, high tide times for



David Bailey

David Bailey.

Woodbridge will occur (on average) 36 minutes after high tides at Walton-on-the-Naze and will be (on average) 20cm lower.

Tide books and websites sometimes use different averages to calculate their tides, which is why you might see differences in times or heights. However, these differences are usually not significant when you consider how much tides can be affected by local weather conditions.

If all of the above sounds complicated and painful, then fear not but simply visit www.suffolk-tides.com for your local tide times. And if you'd like to learn more about the wonders of the tides, then *Tides: The Science and Spirit of the Ocean* by Jonathan White comes highly recommended.

David Bailey lives with his family in Blakeney, Norfolk. He's a bit of a tide geek and created the website www.waiting-for-the-tide.com to help people check their local tide times and heights.

[Editor: Closer to home, David Bailey's tide tables for River Deben favourite places, that we can now refer to as 'Secondary Ports', are available on the RDA website under the 'River Deben' heading.]

Our Little Bungalow on the Mud

Emma Foot



On deck.

I was born in Suffolk and, for much of my childhood, lived on a smallholding – a lifestyle I loved. Having spent my 20s living elsewhere I gravitated back to Suffolk and ended up in Felixstowe, a lovely place to bring up a family.

I moved on to my houseboat 4 ½ years ago, after splitting up with my husband. I had no idea what my next step was and, whilst scrolling through Rightmove, seeing how depressingly expensive everything was becoming, up popped a houseboat for sale at Felixstowe Ferry. I found myself unable to stop thinking about it... Could I make it work? Could I really fit myself, two rapidly growing pre-teen boys, a large dog and an elderly cat onto it? Could I convince my family that I wasn't mad?

I don't know what gave me the courage to go for it – perhaps it was the excitement from my sons, or the thought of proving I could make a life there, but, I did and it was one of the best things I've ever done! She's a wide-beam canalboat, moored up against the boatyard, in a lovely sheltered spot on the saltmarsh. We have beautiful, uninterrupted views over the river, the sunsets are spectacular and it is equally wonderful to be snuggled up inside listening to the wind howling through the halyards of the boats in the yard.



Down below.

Now, I don't really think of what we have as 'proper' boat living – I refer to her as our little bungalow on the mud as we have mains water and electricity and she only floats at high tide. We even have a bath! She's a wide-beam canal boat and, as such, is 12' wide with lovely large windows and lots of headroom.

I have had fun remodelling much of the inside – far easier to move walls around than in a house. It was important to me to be able to feed and entertain family and friends, so our open plan living area now has a full kitchen and a dining table which will comfortably seat 6... Although I fed 10 people in here once!!

There are compromises, of course – I've squeezed in 3 tiny bedrooms and tried to be clever with storage but space is very definitely at a premium and we're not a naturally tidy family, so it can get out of hand very quickly! Although there was a flushing loo when we arrived it had to be pumped out into the river and I really hated doing that. So, I replaced it with a very swish Swedish composting loo, which is amazing and even has an extractor fan! I have no garden in which to compost the waste, but do have an allotment and can attest to the fact that human poo makes very good 'humanure' (although I'll probably use it on the soft fruit bushes rather than the root vegetables!) Emptying the appropriately

Emma Foot



Above: Sunset.

Right: At low and high water.

named 'bucket of Hades' is obviously not for everyone, but it's fine once you get used to it.

The multifuel stove makes it cosy – sometimes too hot, whereupon I have to open the windows and front door! For the purposes of efficiency and keeping the fire in overnight, I use ECoal, a (relatively) more environmentally friendly version of smokeless coal, made partially from crushed olive stones.

Initially I was worried that I may miss having a garden, but, the river wall offers so much more! I recently made sloe gin with fruits picked from the hedgerows right outside the boat and we twice saw otters in the ditches up near Kingsfleet last summer.

I love wild swimming and one of my favourite things to do is to turn right from my jetty, walk up the river wall past Kingsfleet to the waterski jetty, plop in the water and let the tide carry me back down to the boatyard!

I also enjoy messing about on the water in my little rowing dinghy – several times last summer my partner Simon and I rowed up to the Ramsholt Arms and back with the tide for a couple of pints.

There aren't very many boats down here, far fewer than at Woodbridge, but it's a lovely community and the hamlet of Felixstowe Ferry is full of wonderfully interesting people. The Ferryboat Inn even has a reserved 'locals' table on Friday evenings!

Emma is a self employed mother of two who is happiest around water, or in the mountains and loves making things out of other people's cast-offs.



Claudia Myatt

Profile: Margaret Wyllie

The Sketchbook Habit

It was at the Southampton Boat Show about 20 years ago that I first met Margaret Wyllie. I was one of several authors signing our books for the public on the busy Bookharbour stand and next to me was Jim Wyllie with his 'Cedric the Seahorse' series of children's books, illustrated by his wife Margaret. Our paths crossed only a few times since I moved back to Suffolk in 2013, until I came across her River Deben sketchbook 'Flotsam and Jetsam', published as part of the Deben Soundings project. Being asked to write a few words about Margaret for this magazine gave me a good excuse to get to know her better – but it took two visits as we were so busy chatting I kept forgetting to write things down!

Sketching has been a lifelong pleasure for Margaret, an instinctive response to a new place, the best way to spend a few free moments. But

she had to wait a long time to follow her dream to study art and become a full time artist. In early life she was encouraged to train as a teacher – a far more suitable career path than artist, she was told. Later, she faced the challenges of raising a family alone, struggling financially and moving to Corfu for a while where she was able to live a simple life with the children and sell a few sketches of local landscapes to pay the bills. Finally, in her fifties, married to Jim Wyllie and living in a farmhouse near the coast at Hollesley, she was able finally to follow her passion and study art at University of East Anglia in Ipswich, where a foundation course was followed by a degree in Art and Design.

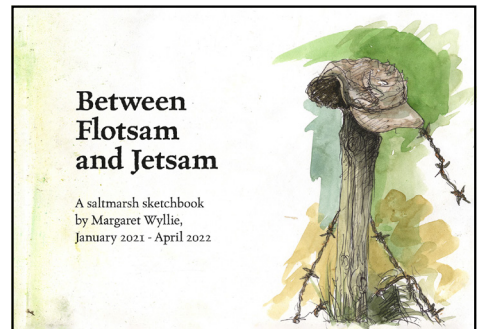
Having been sketching all her life, how did she find being an art student? 'I thoroughly enjoyed it', she told me. 'It opened up new ideas, gave me the chance to explore different disciplines and media – life drawing, illustration, print making, installations, and so much more.'

Since then her creative work has taken many directions. As well as illustrating Jim's books, she was developing her abstract style, experimenting with all kinds of media. No materials are off limits – one of her pieces of work featured a tablecloth crocheted from pages of the Tesco recipe

Flotsam and Jetsam is a reproduction of all the pages in Margaret's saltmarsh sketchbook, from Bawdsey to Ramsholt. She sketches the mundane as well as the sublime; discarded litter, lost shoes, man made objects, timeless landscapes and big skies, ebb and flow of the tide, wading birds and plants.

Published by Deben Soundings, £14.99. Available from Browsers in Woodbridge, or online at simonread.info/between-flotsam-and-jetsam.

Exhibition at The Craft House Gallery, Woodbridge, 29th March – 4th April 2023: Margaret Wyllie, Susan Bowerman and Janet Watson. Contact details: margaret.wyllie@outlook.com



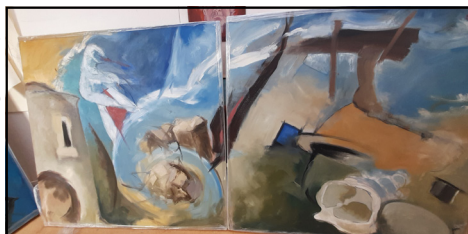


An outdoor installation: *Endangered Species 2006*
– fur fabric, rotting groin bandaged, Bawdsey.

magazines and she has also used waste plastics and fabric to create striking installations to highlight environmental issues. She has also been involved in running workshops for Suffolk Artlink and Suffolk County Council. As an exhibiting artist she is a member of Ipswich Art Society.

She feels she is always searching, stepping into the unknown. The sketchbooks are her starting point, and their style is accomplished, full of personality and quirky observations. But in her garden studio at home in Alderton, the challenge is what to do next. Her work has to be meaningful, to present familiar objects in an unfamiliar way, to make people think. 'I have to get to the essence of things,' she told me. Themes like the environment, the fragile coastline, human stories and history run through her work.

She paints striking abstracts, many of them quite large, but she feels they do give her the problem of what to do with them all, especially now she is less focussed on gallery exhibitions. There's



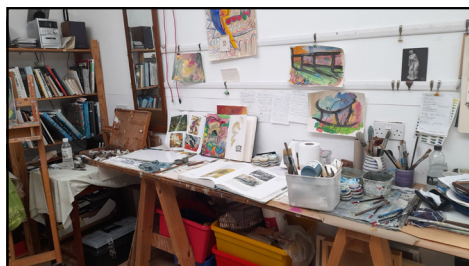
A big abstract work (untitled).

something very permanent about a painting, but ephemeral art – like the thought provoking outdoor installations – can be very exciting to create. Especially as, for Margaret, the process of making is as important as the finished product – 'I get a sense of loss when something is complete!'

The garden studio is important for Margaret; she calls it her safe creative space, where she can spend time with art books, play with ideas. Sketchbooks are always the starting point for her creative process. When I visited, the workbench was full of colourful notes, sketchbooks, reference books and paintings in progress all connected to themes around the Sutton Hoo and Staffordshire Hoard, the focus for an exhibition coming to Craft House in Woodbridge in March.

The sketchbooks she uses are made by local bookbinder Janet Watson. They are beautifully made hardbacked books that open flat so you can paint across two pages if you want to (as a paid up member of Sketchbook Hoarders Anonymous, I know that there's nothing more frustrating than a sketchbook that won't open fully!) There were new sketchbooks on her table, waiting to be filled. What's next? I asked. 'More River Deben sketching,' she replies. 'I'm going to turn right at Ramsholt and begin drawing. I love sketchbooks, they don't ask anything of anybody.'

RDA member, artist, writer and musician Claudia Myatt is currently working on her own new sketchbook publication – impressions of Antarctica.



Margaret's studio.

Anglo-Saxons Landing on the Deben

Professor Martin Carver is researching the whole Deben in the Anglo-Saxon era to further the knowledge of the river around the time of the Sutton Hoo ship burial. Using mixture of little local knowledge and pure guess work I have suggested twenty places where boats might have run up on the beach around the time of the Sutton Hoo ship burial. Quite where the tidal River Deben was in this period is again difficult

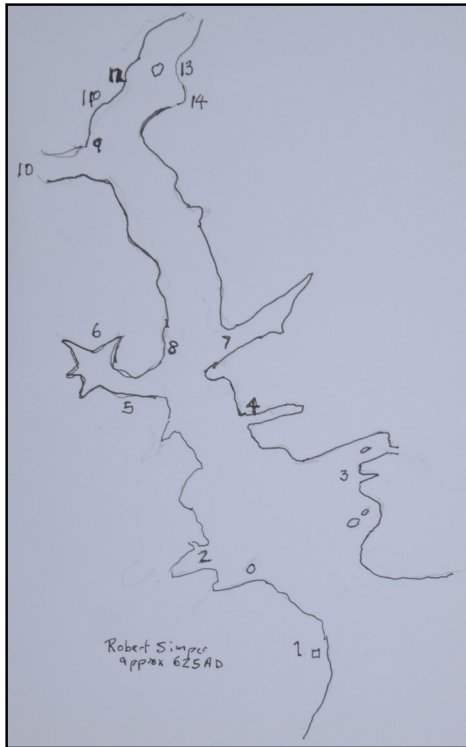
to definite because clearly it has moved around over the centuries.

In the early Anglo-Saxon period there were unlikely to have been any quays or jetties for a craft to berth on. The Anglo-Saxon longships with their long extended bows and stern were clearly intended to run up on open beaches which were hard enough to walk on, because those were the only landing places. This narrows the landing place down considerably and the other point is that a reason for landing is needed. This must have been to take part in trading visits and settlements on the river.

The King's Fleet on the west shore and Bawdsey Fleet on the eastern side were probably dotted with landings however the first obvious place is Broom Hill field just to the west of Ramsholt Church. This was where the village of Ramsholt stood in the Anglo-Saxon period. The Dock Marshes just below this field must have been beside a small creek then and a great many small coins have turned up at the bottom of the field suggesting a market place.

The top of Kirton Creek, now walled off, might have been a place where early ships landed. Mike Williamson has found that Newbourne

Robert Simper



Possible Anglo-Saxons Landing Places:

1. Walton Castle; 2. King's Fleet;
3. Bawdsey Fleet; 4. Broom Hill, Ramsholt;
5. Kirton Creek; 6. Newbourne Church;
7. Shottisham Creek; 8. Early Creek; 9. Kyson Creek;
10. River Finn; 11. Quay Street, Woodbridge;
12. Lime Kiln Quay, Sun Wharf; 13. Hackney Hole;
14. Sutton Hoo.



The Broom Hill looking down towards the Dock Marshes at Ramsholt.

Robert Simper

Church was built on stone which came from Scandinavia. perhaps by merchants to an existing landing. Across the river was a very small settlement near Sand Pit Cottages in Shottisham and there might have been other landings in Shottisham Creek. Across the river on the Hemley shore Early Creek, now almost silted, up appears to have also had an early settlement at its head.

Then there is Kyson Point at the mouth of Martlesham Creek. Nothing much Anglo-Saxon seems to be turned up here, but the Anglo-Saxons settled along the River Finn above Martlesham Creek so that Kyson Point, which was part of Kingston, would have been a good place for a royal market or meeting place although no proof has been found so far.

In Woodbridge the lower end of Quay Street is the most likely original landing for the area. A warrior's grave has been found in Woodbridge, but no large settlement, the town started much later, but it seems medieval ships did come up to a quay to in front of the 'Anchor Inn.' Up river at Sun Wharf, just over the railway crossing, the an area now built over. The river bends in close to the shore, making it the best for launching a boat and this was later the main ship building yard in Woodbridge so that the area might well have been where the Anglo-Saxon shipwrights constructed craft. Another recent suggestion for the birth place of the Sutton Hoo Ship is

up river at Rendlesham where the kings of East Anglia had their Great Halls. Here in the Anglo-Saxon period the fresh water River Deben appears to have been 30m wide and 4m deep and there is even a dip in the bank which just might have been a slipway.

There is no obvious landing site for the Sutton Hoo burial field on the hill top, but a sharp bend in the channel at Hackney Hole is now a good landing place. The Anglo-Saxon meaning of Hackney is a 'marsh island' and there seems to be a piece of slightly high ground on the Melton shore. Some experts believe that the sea level was much lower in the Anglo Saxon period and Hackney Hole area might have been a limit of navigation for sizeable craft. The annual sea level rise appears to have been much the same ever since Britain was cut off from Europe. It has just stayed roughly the same every year, while global warming appears to have pushed temperatures up greatly.

Local historian, farmer and sailor Robert Simper is President of the RDA.



Robert Simper

The Sutton Hoo ship replica *Sae Wuffling (Sea Wolf)* at Woodbridge.

A Circular Walk from Hemley Church



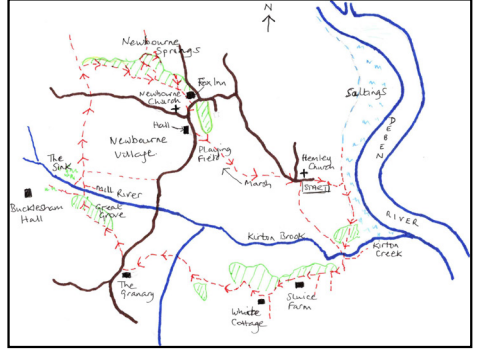
Hemley Church.

Walked in that no-mans-land of time 'twixt Christmas and New Year, when weather can be as tiresome as the turkey left-overs, but on this day the sun shone, the west wind blew sharply into our faces, the dogs ran, and the tide was low.

We started at Hemley Church (OS Ref: 286424). The road became a track passing through a small cluster of houses and a farm before heading downhill towards the Deben. Clearly signed, it wound through bramble banks to reach the river wall, where we turned right. A left turn would in the past have taken you to Waldringfield, but latterly the tides have eaten away the path, leaving it a quagmire of river mud and so has been closed.

Our route fares little better. Wear boots and check there is no risk of a spring tide for the narrow track wanders through the saltings, rising occasionally over tussocks of reeds and grasses. Small runs lead down to the water's edge, and everywhere there are birds, wheeling in the sky, standing single legged in the shallows, pecking at the worms and shellfish buried in the mud.

The tide was at its lowest when we reached Kirton Creek. The path slipping alongside the landscape



The walk – this map will be available in the *Journal*.

of mudbanks, tinted blue and purple by the sky above, and peppered with a myriad of waders, making the landscape an animated fabric of light and life shifting gently over the undulations. The Kirton itself a mere trickle weaving amidst the hummocks of mud on its way to the mother river.

Steep steps take the path up to the river wall, then across a narrow causeway over the Kirton brook. Keep ahead on the track up the ridge away from the river, at the summit turn right and keep on through Sluice Farm, ignoring the two footpaths that turn to the left. The track passes by woodland alive with pheasants, then on reaching White Cottage keep ahead on the bridleway to the right of the house.

This narrow path swings through a hedge to join a track that winds sharply downhill, passing Low Wood. There are a surprising number of hills for a Suffolk riverside ramble: small ascents and descents through the sandy landscape. Keep to the bridleway as it takes a right before descending downhill past Broom Hill Cottage and over Kirton Brook. We watched from the water-meadows as a heron languorously lifted its wings and took off in effortless wide sweeps

over the valley. From the bridge continue up hill to reach the small lane at The Granary. Turn right and shortly after the road bears right take the well-marked footpath left down a track, there is a shortcut for walkers straight ahead as the track turns left, over a wooden footbridge, to meet the route on the further side. Keep to the sandy path as it climbs beside Great Grove wood, then bears right to cut through the trees and on down a steep hill to the Mill River.

Once over the river there are many paths, our intention was to take a path left and head towards Bucklesham Hall, the land however, had other ideas. A hint of this lay in the map. The footpath crosses a meadow named 'The Sink', and sink it was. A flatlands of marram grass and bog, and despite being well booted, wisdom prevailed, and we continued ahead along a narrow path between fencing towards houses.

The route follows a straight path alongside fields behind Newbourne village. Once across the small lane, continue ahead and take the first footpath right after a descent towards the Nature Reserve. Sadly, the first part through the alders and willows is narrow and harshly fenced, it felt an unnecessary intrusion in this rural landscape. The caravan park to the right scarcely seemed vulnerable, but they may know otherwise. But it was worth persevering and once up some steep steps a small track reaches the Nature Reserve.

Newbourne Springs — designated SSSI managed by Suffolk Wildlife Trust — is a delight and certainly worth a detour. Even in the depths of an English winter it was charming. Alongside the path were the eager leaves of early primroses, so by March it will be filled with flowers: primroses, dogs' mercury, celandines, catkins. Further on, as the boardwalk circuit turns, beyond the foxglove whorls that grace the path, the 'Springs' become apparent, and we watched as the waters bubbled up to become a small stream. Shortly after, take a gate that leads over a water meadow. Turn left

onto a track to reach Newbourne Village. The Fox Inn with its delicious food is a very welcome sight.

Newbourne Village itself is worth a mention. Like many of the small villages and hamlets along the banks of the Deben, its importance will have been far greater when the river was a great thoroughfare for traffic and goods. It is recorded in the Domesday Book, but by 1881 the population had fallen to 141, and by 1931 scarcely existed with only 81 registered. In 1934 it was part of the experimental Land Settlement Association scheme, whereby unemployed from northern industrial areas could apply for agricultural training and in return were given a smallholding and livestock. Newbourne remains a centre for nurseries and smallholdings, although these are decreasing.

The grade 1 listed St Mary's Church is medieval in origin with the nave and chancel dating back to the C12th. Perhaps most intriguing are the graves of two brothers, George and Meadows Page, known as the Newbourne Giants at 7 ft 7 and 7 ft 4 respectively, they lived in Giants Cottage next to the Fox Inn and were part of a travelling circus. We can only imagine what that might have meant.

Returning to the walk. Turn right from the Fox Inn and follow the road ahead round the left-hand corner, allowing time to take the side road to the church. Pass the C14th Newbourne Hall on the right and then take the signed footpath left alongside the village hall, over the playing fields, descend to the boardwalk across a marsh. Keep ahead up a sharp rise and keep to the path towards Hemley church – which is also worth a visit – turning right onto the lane.

Total walk approx. 6.5 miles. Walked 28/12/2022.

Sue Ryder Richardson was born in Suffolk and has explored the county on foot for as long as she can remember. This article will be published in full in the RDA Journal on 24th March 2023 to enable those who wish to follow the detail on their mobile phones.

Sally Westwood

Martlesham Wilds, Suffolk Wildlife Trust's New Nature Reserve on the Banks of the River Deben

A Conversation with Michael Strand

Suffolk Wildlife Trust and Michael's job

Suffolk Wildlife Trust (SWT) is Suffolk's nature charity for the whole county and all wildlife. SWT's mission is to 'Bring back nature to Suffolk' demonstrating its impact by restoring 30% of land in Suffolk for nature and engaging more people (1 in 4) with nature. Michael said SWT has bold ambitions, sets goals and believes that declines in nature can be reversed.

Suffolk Wildlife Trust



Michael Strand, Community Fundraising Manager

set up fundraising activities to help towards the fund. Donations are most welcome either through suffolkwildlifetrust.org or by calling 01473 890089 and any fundraising ideas are also welcome.

The new Nature Reserve on the banks of the River Deben

SWT has a land acquisition policy and procedure to trigger an approach to buy land for nature.

Michael and the SWT have spent considerable time working on the new campaign of seeking funding for SWT's newly acquired land, the nature reserve 'Martlesham Wilds'. His job is 'multifaceted' which currently involves focusing on the various local stakeholders of Martlesham Wilds, including organisations and individual members of the public; and galvanising support for the new Nature Reserve, not only in terms of financial contributions to help repay the £1 million loan to acquire the land but also through the spreading of information about the Nature Reserve, including wildlife, history and local people.

As a part of his fundraising campaign Michael said that Martlesham Wilds is an asset for Suffolk for ever and everyone can do something to make it a reality. It is possible to contribute or

When the opportunity to acquire the 289 acres (120 hectares) parcel of land, which lies on the banks of the River Deben, arose, a team from SWT assessed the quality of the land and potential for changing back to a wild state, and providing multiple benefits for nature and visitors. The land fulfilled both of these conditions. Michael described the location of Martlesham Wilds as the 'shoulder of land that



Curlew.

Sally Westwood

wraps around the Deben where it meets Martlesham Creek north of Woodbridge. Michael mentioned that the land itself is an iconic part of the River Deben. The land was previously owned by a farmer and long-standing SWT member.

Funding for the land

SWT received a legacy which went towards the cost of the land and an interest free loan of a million pounds to secure the land. Michael said SWT was on course to hitting their fundraising target with a quarter raised, after only three months since the appeal was launched. Leaflets were delivered to households in October 2022 letting people know about the new nature reserve, inviting people to make contributions or raise funds through activities.

Changes after the end of farming may bring increased or new species

Michael mentioned that waders, such as Redshank, Black-tailed Godwit and Curlew, and wintering wildfowl may increase on the saltings and mudflats after the changes that occur after the end of farming. Diverse and interdependent habitats will emerge for pollinating insects. These may provide rare a food source for farmland species, such as Yellowhammer and Turtle Dove, as well as stag beetles, and Harvest mice.

Access to Martlesham Wilds

Martlesham Wilds is open to the public. The network of footpaths enable walkers to have a leisurely walk of about two hours or a brisk walk can take roughly forty minutes. The reserve is not suitable for those with motorised buggys or wheelchairs. Dogs are welcome on short leads.



Martlesham Wilds.

The nature reserve has a car park at St Mary's Church at Martlesham.

Uniqueness of the land

I asked if the Martlesham Wilds offered anything different to other nature reserves. Michael said, yes, the land was unique. It was ex-farmland, and it will 'wild' up naturally and it was ex-organic with an existing seed-bank in the soil which would benefit nature. Each season it will change, and changes will be apparent. Each change will be shaped differently. Baseline surveys will be carried out and monitoring will be undertaken annually to determine how effectively wildlife is benefitting from the changes, to determine the best course of action. Michael said, 'this is a rare chance to give nature more space to thrive by allowing nature to take the lead'.

To be further inspired to support Martlesham Wilds, 'Discovery walks' may be booked online at suffolkwildlifetrust.org/events and type 'Martlesham' into the search bar. For 'bespoke' ways to help the appeal please contact Michael at michael.strand@suffolkwildlifetrust.org.

Bird Photographer Sally Westwood has already booked herself onto one to the Discovery walks and will be reporting back for the RDA Journal.

Sarah Zins

Martlesham Wilds

A Conversation with James Alexander

Sarah Groves



James Alexander, MBE, Chair of Suffolk Wildlife Trust.



Steve Aylward

Martlesham Wilds saltmarshes.

Sarah: May we discuss SWT's purchase of the land at Martlesham Creek. My initial reaction was jubilation, as it is a wonderful piece of the river landscape, but on later reflection and discussion, I feel ambivalent about high-yielding organic farmland being taken out of food production.

James: I can appreciate your concern. Stepping back, we need our farmland to continue to produce food of course, but given our climate and nature crises, we also need it to sequester carbon and produce more nature. So we need farming practices to evolve, including farming far more sympathetically for wildlife as the Government's newly updated Environmental Land Management Scheme is demanding. The Trust's nature reserves are only part of our work, and we have a significant team of advisors working with farmers across the county who wish to farm in ways that help wildlife. We are working on conventional farms which are simply making more space for wildlife, with farmers adopting new approaches such as regenerative farming or agro-forestry that

are intrinsically better for wildlife and address the climate crisis, and through collaborative landscape scale approaches with farm clusters, including in the upper Deben.

Sarah: But this farmland was organic, which is still quite rare in the UK and it takes many years to earn that status.

James: If the Trust hadn't bought it, there is no guarantee that it would have stayed in production, let alone continue to be farmed organically. One of the biggest challenges for nature in Suffolk is the paucity of land managed with nature in mind. We estimate 72% of the county's land area is under arable production, 13% is under other farming regimes including pasture and orchards and a meagre 2% is nature reserve. Our county is so nature depleted, we need to restore areas of high bio-abundance within the wider farmed landscape and create the connectivity for species to disperse and recolonise areas where they have been lost.

Sarah: So why was Martlesham Wilds so special that it was worth taking that particular area out of food production?



Martlesham Wilds field to return to nature.

James: The location of Martlesham Wilds is what sets it apart. Land adjoining a key Suffolk estuary very rarely comes to the market – it provides vital habitats along the estuary fringe and connectivity to the wider landscape, so is an area where nature should be given precedence. Suffolk is already one of the driest regions of the UK and we know farming in a more extreme climate is going to get ever more challenging, so it is right to question the sustainability of a highly irrigated regime alongside an estuary of international importance for wildlife.

Sarah: So can the food production that it lost be replaced elsewhere in our county?

James: While there may be different approaches, there does seem to be consensus that we can grow enough food profitably and sustain an environment where wildlife can flourish. It



Martlesham Wilds oak trees.



Martlesham Wilds river wall.

would only require 3% of Suffolk's arable land to create 70 Martlesham Wilds nature reserves. We once had 15% set-aside – equivalent to 350 of such reserves. And we must also learn not to waste food – currently 7.2% of all harvested crops (3.6 million tonnes) are wasted for one reason or another. The Government has set itself a target to ensure that 30% of UK land is well managed for nature and the Trust wants to help ensure that this target is achieved.

Sarah: Thank you James, I think that I am won over. And I will certainly enjoy being able to have access to such a special part of the estuary and seeing the return of wildlife under SWT's stewardship.

Former RDA Chair Sarah Zins enjoys the Deben in all its forms – swimming in it, sailing her Topper and rowing her tender on it, and walking by it.



Martlesham Wilds scrape.

Hamish Collingridge

From Australia to Waldringfield

When I first started sailing Cadets at the age of 6 I never imagined 10 years later I would be given the opportunity to go to a world championships in Australia as a helm and represent my country. When I found out I had been selected I was thrilled and could not wait for the experience.

Whilst the result I achieved with my crew Rhona was a good result, it was unfortunately not what we had to set out to do. However, the competition was an extremely valuable experience regardless and I will never forget it.

The sailing itself was spectacular, we were lucky enough to sail in a variety of conditions making it very competitive racing. The scenery surrounding the racecourse was also very different to Britain. Normally, we are surrounded by farmland and grey skies, but in Melbourne, we raced with the city surrounding us and not a cloud in sight.

While we were there I met loads of amazing people from all around the world and I hope I can stay in contact with them. Also, it was

awesome to see another part of the world that I had never seen before. I was staggered by how different it was, from the food they had or the extreme temperatures and UV.

It was a very special way to finish my time sailing Cadets but also it is very sad to leave. I want to emphasise how valuable sailing has been for me. It taught me many important life skills and values such as teamwork and sportsmanship and most of all was always an insane amount of fun.

I would recommend sailing to anyone with the chance, it gives you friends for life and is a sport like no other.

Hamish Collingridge and Rhona Enkel achieved 5th place in the 2022 Cadet World Championship which was won by Toby Bush and Kimmel Thorogood, also members of Waldringfield Sailing Club. This was Hamish's final competition as Cadet sailors have to 'retire' as they approach 17. Hamish is now studying for his GCSEs but will, of course, still be sailing dinghies at Waldringfield.

He's the youngest of Neil Collingridge and Sarah Northey's four children. We must thank them all for their contribution to the high standards of competitive sailing at WSC.

Neil's account of the Cadet team training can be found on the RDA Journal site (21/10/22) and his regular articles for Yachts & Yachting offer vivid insight into the triumphs and disasters of race days.



Hamish Collingridge and Rhona Enkel competing in Australia.

Co-chairs' Report

In contrast to the steaming weather when I last wrote a report for the Deben Magazine we are now coming out of a cold wet, windy winter; the snowdrops and daffodils are beginning to brave the elements and bring us spring hope!

The last CC report focused quite heavily on the impacts of climate change. This was in advance of the proposed talk by Lord Deben who was scheduled to present at our Autumn talk in December. Unfortunately, due to a decision by the UK Government to permit a coal mine in Cumbria, he had to be at the House of Lords (at short notice) to take part in the parliamentary debate and defend the objections to the proposal put forward by the UK independent Committee for Climate Change. Sadly, therefore, he was unable to attend our meeting for the very reason we had invited him to talk – to defend the position of the UK Independent Committee on Climate Change in vying to combat the effects of climate change and to encourage the government to take the appropriate action towards achieving net zero carbon emissions.

Thanks to Lord Deben, however, we were lucky enough to host Cllr Richard Rout, Deputy Leader of Suffolk County Council. He came at extremely short notice – just before lunch he received a call from Lord Deben! He was a perfect 'understudy' (his word) and gave us a thorough and informative talk about what Suffolk County Council is trying to do as part of the Climate Change Emergency.

Key messages were solar together, plug in Suffolk, biodiversity and nature recovery networks, enabling people to heat their houses more affordably, planting just under 200,000 trees in the last two planting years, passionate

about wanting to achieve more welcoming challenge from Suffolk residents to help drive progress to achieve this. There will be more details on the RDA website in the coming weeks. Thank you Cllr Rout.

Back to other activities of the Association ...

RDA members will have no doubt picked up some activity, through the Bits 'n' Bobs messages that we have been successful in obtaining Interreg funding for the Plastic Prevention Project in partnership with the Essex and Suffolk Rivers Trust, (the lead partner) and the River Gipping Trust. At the time of writing we have had the first of three litter picks along the Melton side of the River Deben. This first outing commenced at the Riverside Car park in Melton, on Sunday 29 January. We had a tremendous turn out of over 30 volunteers and collected over 30kg of



Julia Jones

Councillor Richard Rout.

litter (excluding tyres and domestic appliances!). Enthusiastic members, brought friends and family, including the four legged ones, to join in the litter clearing activity. We recorded the different classifications of plastic rubbish that was found, the possible sources (including food related, industrial etc) with a view to contributing to a Rivers Trust data base of plastics carelessly disposed of. We hope this will lead to developing ways to reduce the amount of plastic waste that gets chucked away and hopefully the amount of plastic waste that gets produced in the first place. By the time you receive this magazine, subsequent sessions will have taken place at Felixstowe Ferry and Waldringfield.

We have also requested litter pickers (grabbers) for the kayaking community. We anticipate that these will assist kayakers to collect the numerous cans and bottles that get lodged in the reed beds and mud flats within the river catchment.

The Fish Surveys, being led by Richard Verrill in association with Stephen Colclough of the Institute of Fisheries Management and RDA volunteers, are well underway. The first survey took place in 2022 (after training). Richard has reported the outcomes in both the Deben Magazine and the *RDA Journal*. Furthermore, Stephen Colclough has recently sent us his scientific interpretation of the survey work and this will soon be on the *RDA Journal* for your information. The work has attracted a lot of interest from a number of organisations, in particular Natural England. They have granted some funding for the project which will allow the RDA to continue these surveys at least for the next two years, with the valued support of Stephen.

We have been working with Nicky Rowbottom (co-ordinator of the Suffolk Otter Group) and Penny Hemphill (independent ecologist) regarding setting up training programmes for otter spotting on the River Deben. We will be benefiting from lessons learnt from the project

undertaken in the River Blythe. In addition, to assist the project, we have purchased two wildlife cameras to be installed at specific locations on the river with a view to managing and tracking otter activity. We will learn more about their habits on our river, looking at their spraint, what they eat, as well as other activities. A very generous donation from the family of the late Gwen Nelson has enabled us to buy one of the cameras and we hope to seek funding to enable us to buy at least two more to further the study. As you know otter are indicators of river health and we hope to be able to report some positive activity over the next few months

The Committee has been liaising with Suffolk Wildlife Trust (SWT) to set up a volunteer part of river monitors. We referred to them previously as river wardens, but realised this may create confusion with the river wardens that are working with the Suffolk Coasts and Heaths AONB – our committee secretary Caroline Peeke is one of them. Several volunteers have come forward to learn more about how to monitor water quality as well as undertaking invertebrate surveys. Undertaking training from the SWT to take water samples for analysis will be invaluable to helping gain more data to enable a better understanding of the river water quality. Doing invertebrate surveys will complement the water quality work as they are (like otter and fish) indicators of water quality. Thanks go to the SWT in supporting us with these activities.

The committee is keeping abreast of the developing conversation about dredging. The needs of the river and community differ depending on location and activity. There are several issues that are being considered which include understanding the different reasons for why dredging may be necessary, the process involved in applying for a dredging licence, costs and the potential complexity of applications. There are a number of parties who are interested

in this issue and the RDA hopes to be able to assist in facilitating the conversation to move things in the right direction for the benefit of the river, wildlife and river users. Interested parties we believe are Woodbridge Town Council, Kyson Fairways Committee, Tide Mill, Melton Boat Club and Melton Boat Yard, Woodbridge Boat Yard and Deben Yacht Club. There may be others – it would be great to establish a working party to gain consensus about next steps.

Our Co-chair Colin is working with Anglian Water in getting a better appreciation of the issues of combined sewer outfalls, and we are all awaiting the outcome of Save the Deben's collective application to DEFRA for Bathing Water Status.

That's it for now, but please be mindful of river speed limits, the upcoming bird nesting season, and taking care on where we paddle.

We look forward to welcoming John Patrick, founder member of Felixstowe Hydrocycle, as

our speaker for the AGM on 26 April and to seeing you there.

Welcome to our new members and thank you to all of the organisation who are working with us and supporting us in our aspirations to fulfil our constitutional objectives for the River Deben. Thanks also to our growing number of volunteers. If you're interested in doing more, please make enquiries – volunteer@riverdeben.org.

Jane Haviland is Co-chair of the RDA. She is a solicitor specialising in environmental law and has a keen interest in photography and rowing.

Colin Nicholson is Co-chair of the RDA. He had a varied career in the international pharmaceutical industry. More recently, Colin worked in sport, as Chief Executive of an Olympic National Governing Body, organising participation in the London Olympics and three Commonwealth Games.

RDA Journal

The *RDA Journal* is published fortnightly on our website: riverdeben.org/rda-journal. It offers space for RDA members with particular interests and knowledge to write at length about subjects which interest them. This is building up a significant archive of expertise. Recent contributions have included:

<p>23/09/2022 Deben Fish Survey August 2022 Richard Verrill</p>	<p>04/11/2022 The Cormorant Sally Westwood</p>	<p>12/12/2022 Robert Simper – A life by the Deben Catherine Larner</p>	<p>27/01/2023 Who owns the River Deben? Sarah Zins</p>
<p>07/10/2022 Nancy Blackett and the River Deben Peter Willis</p>	<p>18/11/2022 Water Quality on the Deben – some current issues Colin Nicholson</p>	<p>16/12/2022 The Twelve Books of Christmas Julia Jones</p>	<p>10/02/2023 Advice for Newbies Alice Thorogood</p>
<p>21/10/2022 GBR Cadet Sailing Team Training at Shotley Sailing Club Neil Collingridge</p>	<p>02/12/2022 Avian Influenza and the Wild Birds of the Deben Sally Westwood</p>	<p>13/01/2023 East Coast Shrimper Rally 2022 to the Medway Robin and Gillie Whittle</p>	<p>24/02/2023 Learning more about Transition Woodbridge Julia Jones</p>

Caroline Peeke

My Deben

The estuaries of Essex and Suffolk are all stunning and I have always enjoyed them. I've been fortunate to live close to the Deben for just over 5 years now and I walk my dog by it most days. Usually I walk at one or other end of the estuary, although occasionally in between. However often you walk in the same area, it is always different. The combination of tide, weather and time of year or even time of day are guaranteed to provide something that catches your eye.

Most days I walk upstream of Woodbridge where you tend to see far more mud than water but that also means lots of birdlife. When the tide is in, the water is fairly slow moving and very muddy, so it is a great contrast to go to Bawdsey and watch the fast flowing mouth of the river.

In winter the river can look bleak, especially with a strong wind and driving rain or when we get a cold snap and there is ice or snow.

But gradually the days lengthen and the air softens. The plants by the path show some new growth, then before you know it there are ducklings and goslings and the cuckoos have returned. Then the cow parsley grows like triflids and the burdock and teasels flower. Soon all the paths need cutting back and we can enjoy the long days of summer.

As we move into autumn, the sunrises can be spectacular and look equally dramatic over water or mud.

I am a Coast and Estuary Warden for the local Area of Outstanding Natural Beauty (AONB) for one of the walks I do regularly.

Wardens provide on the ground support to the AONB team. They walk and survey the footpaths and shores along both the coast and

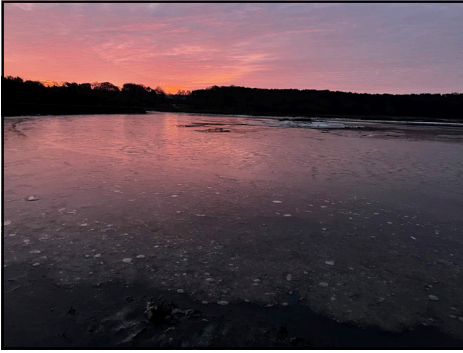
estuaries and report any problems such as litter, pollution, bait digging, disturbance, dog fouling, issues with signage etc.

The AONB is always looking for new wardens. You would need to attend an Induction session. This is very informal, providing a background and overview of the AONB and its work, and focussing on what the scheme involves, what the AONB ask of you and how the recording process works. That makes it sound rather more officious and complicated than it is! The AONB are very conscious that Wardens will often be working in isolation, so induction also gives new recruits the opportunity to ask questions and for the AONB to go through Health & Safety issues, and the 'do's and don'ts' of the scheme. Inductions are organised as demand dictates and they take place online at the moment.

The AONB hope that Wardens will survey 1 or 2 sections of coast/estuary *as close as possible to where they live*. They need to submit at least two reports each year, detailing observations of visits to their sections. Some people do a little more, others do a lot more; it varies from person to person and as individual circumstances change. The AONB are grateful for all contributions!

Wardens report issues via an online form as well as reporting them direct to the appropriate organisation. The AONB Team does not have the powers/resources to act on every issue that is reported by our Wardens. If this is likely to frustrate then Coast & Estuary Wardening is probably not for you. This is not a policing role, purely observational, acting to resolve simple issues and reporting. The AONB asks Wardens not to do anything that would put them in any danger or compromise safety.

Caroline Peeke



Caroline Peeke



Caroline Peeke



Caroline Peeke



Winters can be bleak...

Caroline Peeke



Caroline Peeke



...but sunrises and sunsets can be spectacular.

Wardens are covered for insurance purposes only when they have registered had an induction and received a Warden Pack.

For more information on Coast & Estuary Wardens or any of the volunteering opportunities & roles within the AONB, please contact Countryside Project Officer Neil Lister: neil.lister@suffolk.gov.uk.

Having grown up by the River Stour, Caroline left the area and spent 35 years working in the banking software industry, however she has always visited regularly and spent lots of time on and around the rivers of Essex and Suffolk.

Who Owns the Deben?

Few people stop to question who owns the river. The answers are complex and fascinating.

Most of England's rivers are owned by the monarch, but since 1760 the revenues of the Crown Lands have been ceded to parliament in return for the Sovereign Grant. The maintenance of the Crown Lands was given to The Crown Estate whose profits go to the Treasury. It owns almost all of the territorial seabed around England, Wales and Northern Ireland to 12 nautical miles and manages around half of the nation's foreshore, which is the land between mean high and mean low water mark, as well as the beds of many tidal rivers. The river activities explored below often need a licence or permit from the Crown Estate but its permission is not required to navigate or to catch fish.

Marinas and Reclamation: The Crown Estate is not a regulator so is only involved in licensing developments which encroach on its foreshore. Many other regulators, though, are required to consent to changes to the river and its environs.

Pipelines and Cables: The recent East Anglia One cable laid under the Deben between Bawdsey and Falkenham required The Crown Estate's consent, as well as the affected landowners'.

Outfalls: All outfalls – whether from sewage treatment plants, such as Anglian Water's at Melton, Martlesham and Alderton, or private septic tanks – require consent from the Environment Agency, and permission from The Crown Estate for pipes on its land.

Moorings: There are over 1000 moorings on the River Deben. Their regulation is mostly outsourced to four fairways committees along the River Deben – Kyson, Waldringfield, Ramsholt and Felixstowe Ferry- whose aim is to preserve a

fairway for navigation by controlling the position of moorings. Some of the Fairway Committees work hand-in-hand with a harbour master, who may be tasked with approving mooring tackle etc.

Houseboats, Pontoon Berths and Access Structures (jetties etc): Any houseboats, pontoon berths or other structures which are on its foreshore need a licence from the Crown Estate.

Channel Buoys and the Channel: Trinity House is responsible for ensuring that the marker buoys for the mouth of the river are in the correct position. The channel markers from the Rocks and upstream are the responsibility of the Fairway committees, but are inspected annually by Trinity House.

Wildfowling: The Crown Estate grants sporting leases for wildfowling on its foreshore – the Anglian Wildfowling Association holds the licence to shoot on the Deben.

Privately Owned Land: The river above tidal waters (roughly a line between Ufford Park Golf Course and Bromeswell) belongs to the landowner on which the river is situated. There are other areas on the Deben which are privately owned, including a small area next to Bromeswell village; Spinney marshes and land opposite the Tide Mill Marina which is owned by the National Trust; some of the saltings from Hemley and downstream which are owned by local landowners; an area north of Felixstowe Ferry jetty owned by the Felixstowe Foreshore Trust and the knolls and coastline to Felixstowe which were part of a manorial estate.

So next time you set sail or walk the dog, you may view the river with fresh eyes.

The full version of this article (RDA Journal 27/1/23) contains more detailed information and maps.

Katie Teesdale-Ward

Living with Purpose

Pivot. That's the word for what I've done. In October, I joined Anglian Water as Get River Positive Communication and Engagement Manager; I pivoted from a 20-year career within the photography and technology industry. Most recently, I was running my small PR and Marketing business, working with brands such as Fujifilm, Nikon and Lexar and collaborating with creatives, storytellers and photographers worldwide.

Katie Teesdale-Ward



Katie Teesdale-Ward.

Working for yourself has many advantages, but after COVID, I, along with many others worldwide, found myself re-evaluating what I wanted to do in my work life. Throughout lockdowns, my favourite part of each day was taking the kids out for a walk along the River Nene. They would climb trees, laugh, argue, and play tag, and I would breathe huge sighs of relief at being able to ignore homeschooling and enjoy being out of the house. At some point during these walks, I relaxed and found space to think and reflect. I realised that what was important to me was a connection, living and working with purpose. And that I needed to move out of my comfort zone.

I had heard from friends that Anglian Water was an excellent company to work for – they valued people, they were innovative, and the work was challenging and varied. When I saw the Get River Positive initiative and the role advertised as Communication and Engagement Manager, my interest

was piqued; I am, by nature, positive, and my whole life has been based on how to best communicate with people.

I'm almost five months into the role, and I have to admit I underestimated how much there was to learn about this industry. It's vast, complicated and fast-moving. But I have come to understand very quickly that every person I have

interacted with is whip-smart, passionate and does more in their day jobs than just the 9 to 5.

Working on Get River Positive is my opportunity to work with a purpose, to help others understand the massive efforts we are making to improve river health and to share the stories of people who enjoy the waterways.

More details about Katie's now job, and the commitments Anglian Water are making, can be found at anglianwater.co.uk/environment/get-river-positive.



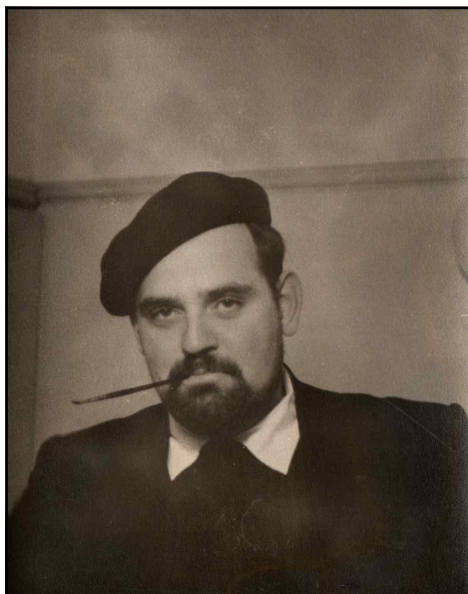
Katie Teesdale-Ward

The River Nene.

Fred Larkman

Obituary: Richard ('Dick') Larkman

The Larkman Family



Dick Larkman.

Dick was born in 1932 and lived in Ipswich with parents John Kenneth, Dorothy (Dotty Dear) and sister Pat.

He was educated at Ipswich School and enjoyed swimming, diving and rugby. The family spent most summer holidays in their beach hut at Felixstowe. Dick's love of sailing started on the Orwell in a wooden clinker sailing boat called *Yankee Doodle*.

He left school and commenced an apprenticeship in 1947 at Whisstocks Boatyard in Woodbridge, but this was interrupted by National Service. He did 3 years of service in Air/Sea Rescue serving at Calthorpe and Grimsby before returning to complete his training at Whisstocks. He worked on the construction of a number of Deben Four Tonners for customers and in his free time built *Item Smut*, his own Deben Four.



Item Smut, a Deben Four Tonner.

He sailed and raced *Smut* on the Deben and the Alde, with his friends George Goddard and Felix White. When his crew retired from sailing Dawn was tutored in the ways of yachts and spinnakers and navigation, having mainly been a dinghy sailor.

As time moved on and they got married *Item Smut* became their home for 3 months before they moved to a cottage in Hemley that overlooked The Rocks.

It was around this time that Dick moved from Whisstocks to Nunn Brothers to replace his friend Trevor Moore, who was moving to Felixstowe Ferry. At Nunn Brothers Dick worked alongside Harry Nunn building Dragons and a variety of sailing & motor boats and dinghies.

The Larkman Family

In the early 1960's Dick decided to start his own business and rented a small shed from "Pop Hawkes" at Waldringfield where he built Kestrel yachts, Cadet dinghies and racing masts. The dragonfly was a popular sailing dinghy at Waldringfield at the time and kept the yard busy on maintenance work and storage.

In 1966 a search for larger premises led to the purchase of the shed and 100 feet of land at Melton. A 6 ton mobile crane was also purchased and winter storage commenced, with 5 yachts laid up for the first season.

Starting from small beginnings was hard work and but there was occasional family time sailing his yachts *Smut*, *Freelance* and *Kiley* and he did go on holiday twice, once in 1959 with Tony and Margaret Howard and around 1974 for two weeks in Holland with Dawn and his sons.

During the 70's Dick branched out operating plant mainly for Elliston Steady and Hawes, driving his crane, diggers and drott machines on some large building projects as well as running the boatyard. He returned to boatbuilding full time and as well as maintenance and storage a number of yachts were fitted out from bare

mouldings, including several Van de Stat Legend 34 vessels.

Gradually the business expanded to its current size storing 200 yachts. The business has always been family run with Dick and Dawn at the outset, Dawn's brother Mick for around 25 years and Steve, Fred and Yvonne joining as things expanded. Dick's granddaughter Clare has continued the tradition and can be found brush in hand most days at the yard.

Dick phased his retirement over some time developing into a form of consultant always willing to have a chat and give an opinion but did become a more private person in later life and tended to immerse himself in his passion for music, navigational equations, world affairs and history.

He spent most of his life doing the things he wanted to do and if you can say that it can't have been all bad.

Dick Larkman passed away on September 29th 2022, suddenly but peacefully, aged 90. His family continue to own and run the boatyard which he and Dawn established from 1959.



At work...



...and at play.

Hugh Browton

Obituary: Peter ('Pete') Clay

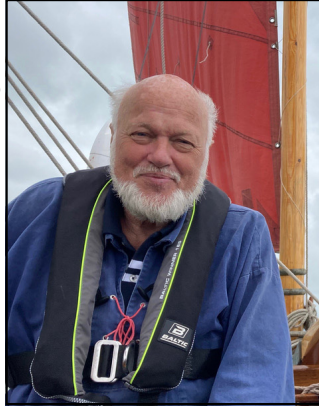
Peter ('Pete') Clay (1947-2023) is the finest sailor I have met, and the best one to sail with.

We started sailing *Nirvana* together fifteen years or so ago when, as is so often the case, a skipper asked another sailor to crew for him/her – “because you probably know which way the pointy-bit points.”* We had been friends for a while before that sharing a religion (Christian Science), and sharing singing with the Woodbridge Choral Society. And thus started a wonderful time for me – sailing his beloved *Nirvana* (a gaff rigged, Albert Strange-designed, 1925-built, canoe-sterned yawl†, 44 feet overall), both here on the Deben (always a delight to him), and along the east coasts of England, and several times across the North Sea to Scandinavian waters, via the Netherlands and Germany. In contrast, many times he and I would go out to *Nirvana* by tender, raise sail, sail away, pick up a mooring anywhere (or anchor), put the kettle on for coffee, and just enjoy sitting in the cockpit, enjoying being on the water, enjoying the wildlife, and calling out to other sailors who passed by. So now, it feels like my skipper has slipped the mooring, raised just the jib in a favourable breeze, and left on the ebbing tide, without me!

Following university, Pete trained as a violin maker and his instruments survive him, being played actively by musicians. Music was one of the several loves of this big-hearted man. He joined a choir wherever he lived as a respected bass voice. After living in Lincolnshire, Buckinghamshire,

Switzerland, and Germany, he and his wife settled in Woodbridge – to the town's great favour.

Hugh Browton



Pete Clay.

Pete's skill with wood was not restricted to the exquisite musical instruments he made – recently he replaced (with help) the gaff of *Nirvana* in less than a week by re-purposing an old mast of suitable size. And earlier he re-built the interior cabin of *Nirvana* when he was living in Switzerland and brought it back to the UK in the back of his car for installation.

Locally Pete was a trustee for the Woodbridge Riverside

Trust and the Sutton Hoo Ship's Company, was a member of the River Deben Association, the Woodbridge Choral Society and our church in Framlingham. Further afield he was a key member of the Albert Strange Association, the Old Gaffers Association, The Cirdan Sailing Trust, and the Sea Change Sailing Trust. There will be other groups he helped.

For over 20 years, Pete was keenly interested in what was once the derelict Whisstocks boatyard site. He was one of the first people to campaign for the area to retain a maritime theme which he carried through by becoming directly involved in the Sutton Hoo Ship's Company who are building a reconstruction of the ship that was buried at Sutton Hoo. Pete had a keen interest in the Anglo-Saxon era, and the experimental archaeology approach as exemplified by the reconstruction of the the Viking *Sea Stallion* project in Denmark. That build, was led by the research carried out at the Vikingskibs Museet



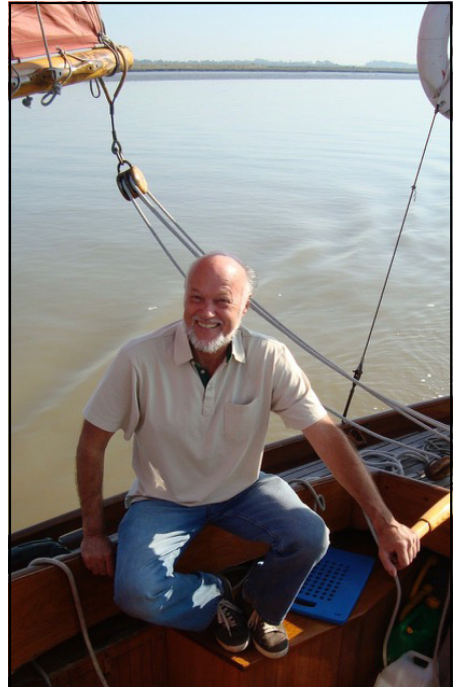
Hugh Browton and Pete Clay on board *Nirvana*.

in Roskilde, where he and I visited several times and made good friends of people there. The opportunity to do in Woodbridge what has been achieved in Roskilde is a part of Pete's legacy to the town, and to his beloved River Deben.

Pete is survived by his wife, daughter, two grandchildren, and an extended family. And by his friends, and by the several crew of *Nirvana* – who will miss him greatly. He was such a great skipper. He honoured me by calling me his bosun – and I am honoured by being his friend, and shipmate.

* in fact *Nirvana* is “pointy” at both ends!

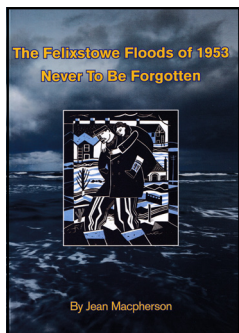
Peter Clay's death was announced on Jan 20th 2023 and his funeral took place at Seven Hills Crematorium on February 9th. His family asked for any donation in his memory to be made to the Sutton Hoo Ship's Company (saxonship.org): justgiving.com/campaign/PeteClay.



Reviews

Never To Be Forgotten: The Felixstowe Floods of 1953

Jean Macpherson



Of the 46 people in Suffolk who perished in the 1953 floods, 41 lost their lives in Felixstowe. Jean Macpherson's carefully researched book tells all their stories – including that of Vera Broom (43) who was living

with her uncle Henry Newson at Senorita Cottage (now Knole Cottage) at Felixstowe Ferry. Ferry residents Freddie Pearce and Harry Howe heard Vera screaming for help. They got her out of the cottage to the Ferry Boat Inn. Later she was transferred by boat to the golf clubhouse and then by ambulance to Felixstowe Cottage Hospital where she died 12 days later.

Current Felixstowe Ferry residents Felix Newson and John and Ann White were survivors of their night and have contributed their memories. David Adams from Marsh Lane recalls how he and his cousin Bernard struggled to save their ponies, with the help of boatman Ted Newson.

The worst of the flooding and most of the deaths took place towards the west end of Felixstowe, especially in the Langer Road area which is where today's memorial is sited. All profits from book sales will be donated to Langer Primary Academy to set up a health and well-being project.

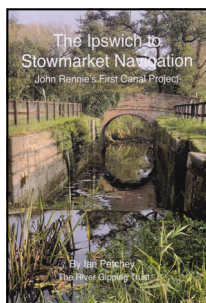
£18

felixstowefloods1953@gmail.com

The Ipswich to Stowmarket Navigation: John Rennie's First Canal Project

Ian Petchey and the

River Gipping Trust



This is something of a specialist book which will appeal to those interested in industrial archaeology and the development of the canal system. The canalisation of the River Gipping from Stowmarket to the

Ipswich Tideway was the first project of the Scottish Civil Engineer John Rennie the Elder (1761-1821). 15 locks were built with Rennie insisting that brick should be used whenever possible in preference to the older practice of using timber. The 16 miles of canal were opened in 1793 and was navigable by barges with a draught of 1.02 metres. There was some development of industry along the canal but by the end of the c19th some sections of the canal were no longer usable and many of the locks and bridges have now been lost. The book also covers water mills and swimming places and there's certainly enough information to make this book a valuable acquisition for those interested in exploring the upper reaches of our neighbouring river. The River Gipping Trust has an on-going programme of restoration. Learn more at rivergippingtrust.org.uk.

£10

anythingssuffolk.co.uk/shop/the-ipswich-to-stowmarket-navigation-by-ian-petchey



Lyn Gameson

Getting Involved: Felixstowe Rowing Club

The Felixstowe Rowing Club (FXRC) looks forward to its second-year anniversary in April 2023.

Our frequent trips out to the estuary (where the Deben meets the North Sea) always bring a sense of wonder as we observe the ever-shifting series of shingle knolls that comprise the Deben Bar. Our Cornish Pilot gigs have a lower draught than many boats, but grounding is an ever-present risk, and we have full respect for the estuary. I can truthfully say that of all my lessons in school, the lesson on 'longshore drift' some 45 years ago is the one of which I am most frequently reminded.

Cornish Pilot gigs have a Pilot seat at the front, which traditionally was used to take a 'pilot' (someone with good knowledge of the local waters and hazards) out to a ship to help guide it safely into harbour. We were delighted that on one of our recent outings, Felixstowe Ferry

Catherine Bond



Harbour Master, John White, took the pilot seat to come out and take some depth soundings in the estuary.

So far this year, we have rowed to Shingle Street and also to the Rocks. Next, we plan to have a few 'endurance rows' up the river to Woodbridge and beyond Wilford Bridge.

We are also looking forward to having a joint event with the Deben Rowing Club later this year, where we will meet in Waldringfield and the clubs will have a chance to try each other's style of rowing. In rowing parlance, this will be the meeting of 'fixed seat' and 'slidey seat' rowers. It will be fun.

Lyn Gameson is the FXRC Captain. Find out more at fxrc.co.uk, and email rowing@fxrc.co.uk to book a free taster session.

Above: Felixstowe Rowing Club.

Left: John White, Felixstowe Ferry Harbour Master.

Charlotte and Henry Logan

Getting Involved: Felixstowe Ferry Sailing Club

Kate Logan



Charlotte and Henry sailing their Laser 2000.

Our family has been mucking about in dinghies on the Deben since the late 70s but mainly from the northern side either at Ramsholt or Bawdsey. However, since we discovered Felixstowe Ferry Youth Sailing (FFYS) one sunny summer's day in about 2017 we have not looked back. FFYS kindly agreed to pick us up from the Bawdsey side and now others come across with us, so the club really can say that it provides sailing for anyone aged between 10-18 at the mouth of the river.

We are twins, Charlotte and Henry, and have come up through ranks at FFYS. Now, at soon to be 15, we will start this season in their Performance Group, enjoying getting ready to take out Darts and Lasers. The club has about 40 children enrolled each year aged from 10-18, most who come regularly, from the end of April until the end of October. They join five different



Kate Logan

Things can get spicy!

levels starting in Wayfarers with an instructor like our mum, who helps to teach the beginners and then graduating to Picos, onto Fevas and then into Laser 2000s, before trying out the Darts and Lasers. Most of the instructors have children who once sailed with the club which started in the early 90s, often the reason they got involved in the first place, but whose children have long since flown the nest!

In fact, we probably have as many volunteers to run the club as we do students and when the wind is frisky we need all hands on deck! Adults help with registration and launching boats, our land lubber Dad being one of them, through to making sure the five safety boats are at the ready and instructors for each of the levels are available. If you think you can help, please come down to the ferry to chat with the organisers.

Last Autumn, the winds seemed to be up every week which was great fun for us students, as every Saturday morning the wind seemed to whip about. As we delighted in the prospect of how many times we might capsize, the instructors and safety boat teams made sure that we were safe, ribs were piloted and the coastguards knew how many children we had out on the river, a roll call we do every week, just in case things get spicy.

As we enjoyed capsizing or slipping out of the back of the boat as the spinnaker gave us an extra boost we weren't quite ready for! The safety boats are always close at hand but only if we need them – letting us practice our man overboard as we cry with laughter! The instructors are great at giving us the confidence that we can do it ourselves, so they instruct with a clear but light touch, letting us find our own way.

Each week we are likely to sail in a different location depending on tide and wind – it could be up-river or out to sea, giving us loads of experience of the challenges of the mouth of



Spinnaker fun.

the Deben. There is always something fun to do, be it practicing our rudderless sailing or sailing backwards through to fleet racing or team games – they always keep us on our toes teaching us new tricks, while we just think we are having fun!

The instructors are always telling us that if you can sail at the mouth of the Deben, we can sail anywhere in the world – so we look forward to taking it on!

Robert Simper

Getting Involved: Bawdsey Haven Yacht Club

RAF Bawdsey, overlooking the River Deben entrance, was started in about 1936 as a place to develop radar. It continued to be important until the end of the Cold War when it closed. The whole RAF Bawdsey site stood empty for some time before a buyer was found. The new owners opened an international language school where young people came to learn English and at the time the owners had no use for the yacht clubhouse and landing Hard. We were invited to turn it into a sailing club and the first meeting of the Bawdsey Haven Yacht Club was held on March 21 1995. We formed a committee and shortly afterwards

started to repair the clubhouse and pay the bills. There was a grand opening of the Clubhouse on May 21 and by then we had 30 members.

The RAF gave us a 40ft container from Bentwaters and this was lifted into place on to a prepared space on the sandy ridge. Later the Language School announced it was going to have the container for a sailing school they were starting. They also decided to take over our boat park in front of the clubhouse, but let the club have a new boat park the other side of the quay. Later they turned the clubhouse into a cafe, although BHYC used it in the evenings.

Because the clubhouse is not large enough for the winter talks these are held in the Bawdsey Village Hall and social events take place in the larger Alderton Village Hall.

From the start the new Bawdsey Haven Yacht Club agreed it would not have anything to do with racing, but cater for people on the Sandlings peninsula who like pottering about in sailing craft. It has attracted members for its low subscription and because of the landing hard, the only other hard on the peninsula is at Orford, The membership has stayed around 75, but a membership is for a whole family so that is at least 120 people who are involved. At moment there are 37 boats in the boat park and a number of canoes and paddle boards.

Originally there were cruises along the coast to Orford or Mistley and this is being restarted but there has been cruises up the river which in the past went to Stonner Point, but more recently has switched back to the beach in the Rocks Reach.

The Language School mainly had teenagers, but PGL the latest owners of Bawdsey Manor, have events of school children and have wisely decided to stay away from the highly dangerous stretch of tidal water in front of Bawdsey Ferry. This means they are happy to continue to rent out the water side area to BHYC as they have



Robert Simper

Members of the Bawdsey Haven YC visit The Rocks.

constructed an impressive boating mere on the Dairy Farm grazing marshes.

Because of the very strong tides at the entrance of the River Deben the area of beach that the club is interested in is constantly shifting. In the opening years of the BHYC it looked as if the landing Hard was going to be lost under shifting sand. Regular working parties were needed to keep shovelling the sand off so that boats could be pulled up and down. More recently the tides have started to sweep away all the sand, This has meant club members have had to cement the up river side of the Hard to stop erosion tunnelling under the Hard.

When the Club left the clubhouse and took over the boat park near the beach it had to create a new road on the shingle for cars towing trailers. This was done by having plastic mesh laid and has been very successful.

Cementing the Hard.



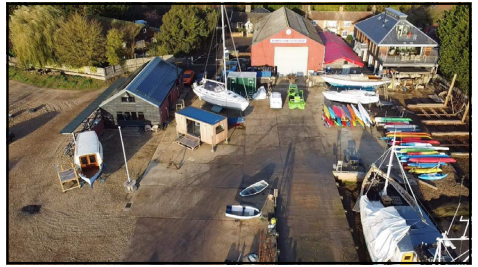
Robert Simper

News from the Hards

Bustling Spring activity as the Deben gets ready for the Summer Season.

Larkman's Boatyard is pretty full and **Melton Boatyard** is currently working weekends to get its dredger ready for the 2023 three-week programme which begins towards the end of February and has the benefit of strengthening the bank opposite. **The Deben Café and HMS Vale** are undergoing her annual checks and maintenance and is open for 2023 business with new Spring menu desserts on Thursday 9th February. There is a smart new toilet block for HMS Vale customers.

Robertsons Boatyard is much expanded after this first winter with its new reclaimed hardstanding area used to full capacity. The large flat and stabilised gravel area sits higher than the rest of the yard, so offers greater protection from flood tides. There are metered electrical points and water standpipes all around the area and plenty of space for customers to park close to their vessel. It's been a long but successful



Robertsons Boatyard

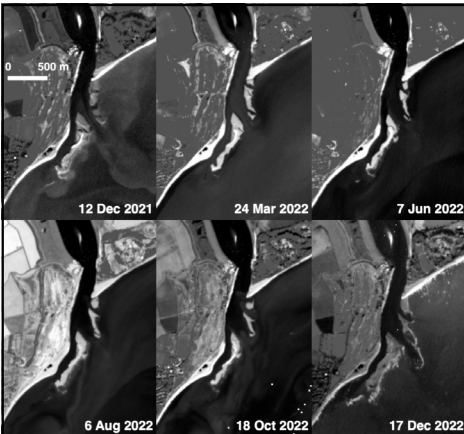


Aerial views of the new hard standing areas at Robertsons Boatyard.

journey getting to this point, moving through the numerous licences and restrictions required to comply with environmental and conservation requirements. A new mobile pump out facility is working well which, although primarily for Robertsons barge harbour residents, can offer a pump out service (500ltr capacity), by appointment only, to non-resident vessels pulling up along the quayside, already used by Tidemill Harbour vessels. Please contact Robertsons' office for further information.

Change in the Deben Estuary entrance since December 2021, analysed from Sentinel-2 satellite data [ongoing research, Prof Helene Burningham at UCL].

Helene Burningham



Latest news from *East Coast Pilot* (February 2023) is that their website, eastcoastpilot.com, has been completely updated, including the Deben Entrance chartlet. Currently the entrance is very similar to last year but with the same firm advice issued in December to call the HM if you want to enter or leave the Deben at the moment.

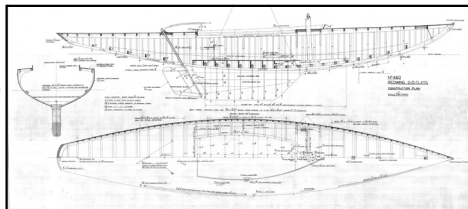


La Mouette. (A detailed account of this project will appear in the *RDA Journal* on 10th March.)

Tidemill Yacht Harbour is ready for the new season with significant over-winter embankment works successfully completed at the entrance.

At **Ferry Quay Dock** there have been routine repairs to the jetty and the Woodbridge Quay Company has achieved planning permission to replace the Café caravan with a permanent building more suited to all-year round use. The caravan is kindly being donated to the Rendlesham Scout Group.

Woodbridge Boatyard is busy as ever with a growing number of boats in the yard, projects in the workshops and people on the team, (now up to ten, including five experienced boatbuilders).



Plans for the Bembridge Redwing class.



Osborne Eagle *Helinda* in Bristol Harbour in 2018, now at Woodbridge Boatyard for works.

The project boats are, as ever, wonderfully varied; a Halberg Rassey having her teak deck replaced, a 1939 42ft motor yacht, *Helinda*, needing plank repairs, a new deck, engine works and a full paintjob amongst other things, a new electric boat, a 1935 Bembridge Redwing from the south coast is in for replanking and several wooden spars needing repair or making new. Annual work has already been carried out to service our moorings with more planned before boats are relaunched. *La Mouette*, an 11ft clinker dinghy built in 2022 to an old Everson design has also been shortlisted for the New Sailing Vessel category of this year's *Classic Boat* magazine for which voting (do take time to vote!) closes on 20th March with the winner announced in April.

Back in November 2022, the yard collaborated with the **Deben Yacht Club** to organise 'Deben Cherub' racing for the first time in many years. Following a successful first race, the plan is for four more races during 2023 with a 'Deben Cherub' class and an Open Class for any classic and traditionally-rigged boats to race in. For details contact the boatyard or DYC.

Martlesham Creek Boatyard is in an area of increased activity with the recent purchase by Suffolk Wildlife Trust of the 289-acre Martlesham Wilds, accessible by road just past the boatyard.

Waldringfield Boatyard's diversification under the trading name 'Deben Cruises' is in full swing with 2023 bookings already above pre-Covid levels for its 38ft MV *Jahan*, licensed to carry 54 passengers.

Felixstowe Ferry Boatyard is fully into winter maintenance, having worked through the list as far as servicing the moorings at Orford.

Good Friday until 30th April – 10:00 to 17:00, weekends only.

1st May to 30th September – The Ferry will run from 10:00 to 17:00 daily.

October 10:00 hrs to 17:00 hrs, weekends only.

NB: The above times are weather permitting.

Foot passengers: £3.00 Single, £5.00 Return.

Children: £2.00 Return or Single.

Cyclists: £4.00 Single, £6.00 Return.

River Taxi Service: £3.00 each way.



Tracey Honeywood

And out on the water... The **Kyson Fairway Committee** has its Annual Public Meeting at 7:30pm Friday 14th April 2023 at Woodbridge Cruising Club.

At Waldringfield there is a high demand for moorings and a number of regular wild water swimmers who continue throughout the year. A charity swim took place at Waldringfield on Boxing Day, with all monies raised donated to

“The Woolverstone Project” which provides sailing opportunities and tuition for those with disabilities with sailing throughout the year at Alton Water and during the summer months at Woolverstone on the River Orwell. The project has a fleet of 25 specially adapted boats enabling anyone on the water, whatever their disability, offering sailors freedom from their disability.

And finally, at the entrance to the River Deben, there has been some drama with the ‘Mid Knoll Buoy’ going walkabout last December – ending up on the beach in Belgium. The passing buoy must have caused a few scratched heads whilst in mid-channel. Trinity house have since replaced it but the buoyage is not to be relied on as the channel is moving more to the West and getting shallower. It may be that the ‘Fisherman’s Swatch’ will become the new channel in future. Anyone wanting to use the channel should call Harbour Master John White or his assistant for guidance.



Woodbridge Boatyard

Racing Cherubs.

The River Deben Association

Gwen Nelson, 1936-2022

Gwen loved Woodbridge. She discovered it in the late 60's and was fortunate enough to move here in the early 80's. When she went away she was always so pleased and relieved to get back to Woodbridge!

She was a very sociable character and had many friends in the town. The River Deben always meant so much to her, she had a kinship with water throughout her life. Whether as a place of quiet beauty and solace or a place of excitement and community. She spent a lot of time wandering along the banks of the Deben thinking and chatting to passers by. She loved watching her grandson's sea scout activities; sailing, kayaking, swimming and general larking about with great joy.

She would be absolutely thrilled that the money donated in her memory is being used to observe otters. Wildlife and nature were very important to her.

Committee

Robert Simper	President
Jane Haviland	Co-chair
Colin Nicholson	Co-chair
Liz Hattan	Vice-chair
	Conservation
Caroline Peeke	Secretary
Moray MacPhail	Treasurer
	Membership Secretary
Matt Lis	River Businesses
	Social Media
Sue Orme	Planning
Caroline Matthews	Riverside History

Annual General Meeting: 26th April 2023, 6:30pm

At the Woodbridge Community Centre, IP12 4AU. The AGM will be followed by a talk from John Patrick, founder member of Felixstowe Hydrocycle. Wine and soft drinks will be available from 6:00pm, please do join us.



Felixstowe Hydrocycle

Felixstowe
Hydrocycle.

Danielle Nelson



The RDA would like to thank the family of the late Gwen Nelson for the donation in her memory that will be used to purchase an otter-spotting camera.

Contributors

Julia Jones	Publications Editor
Alan Comber	Website Manager

Contacts

Membership	membership@riverdeben.org Moray MacPhail, Riverside, Fayrefield Road Melton, Woodbridge, IP12 1NX
Magazine	magazine@riverdeben.org
Volunteering	volunteer@riverdeben.org
All other matters	chair@riverdeben.org

Looking Ahead: The Deben and Beyond

Transition Woodbridge have invited us all to join with them in the Great British Spring Clean (17th March to 2nd April). Their website offers plenty of opportunities for litter picking either in company or individually via the 5 minute litter pick project. They also remember to thank the refuse collectors and recycling workers from East Suffolk Norse who collect our wheelie bins and empty the town litter bins each week. RDA and other volunteers have already been out via the Plastic Prevention Project and this will be ongoing.



Transition Woodbridge

But spring and summer offer more than litter picking. There's a coronation to come and then the return of the new, green-themed Woodbridge Regatta (18th June). All river clubs and organisations are invited to send details of their forthcoming events to RDA membership secretary Moray MacPhail for inclusion in his regular mailings to members.

The Deben is well known for many beautiful traditional boats. This summer some of them will be taking part in the Old Gaffers Association 60th Jubilee Round Britain Cruise.

So wherever you are in the country this summer, you need never be far from the Deben.



Old Gaffers Association



Caroline Peckle



Bertie Wheen



Sue Ryder Richardson



Corinne Whitehouse



Bertie Wheen

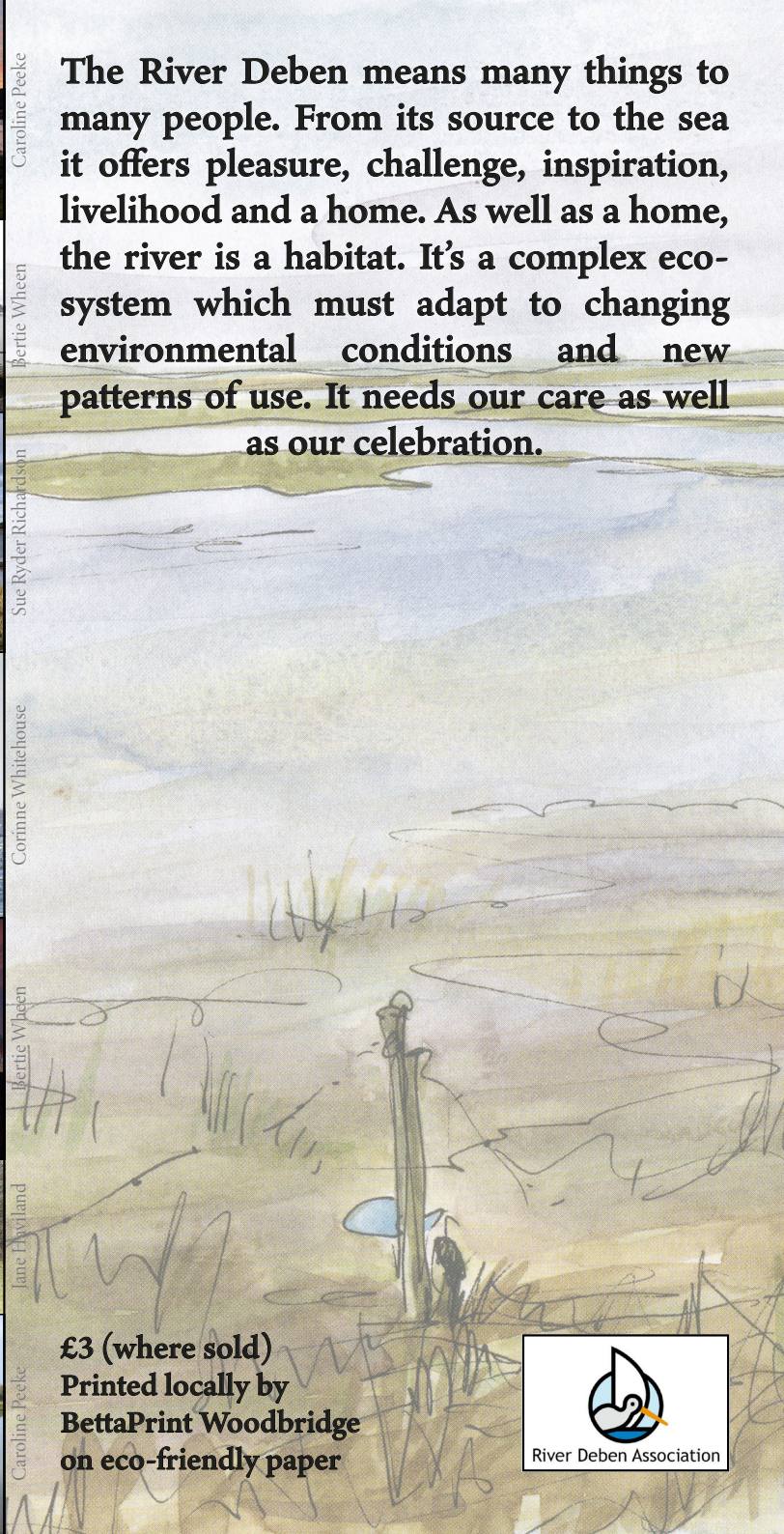


Jane Hayward



Caroline Peckle

The River Deben means many things to many people. From its source to the sea it offers pleasure, challenge, inspiration, livelihood and a home. As well as a home, the river is a habitat. It's a complex ecosystem which must adapt to changing environmental conditions and new patterns of use. It needs our care as well as our celebration.



**£3 (where sold)
Printed locally by
BetaPrint Woodbridge
on eco-friendly paper**

