

The Deben



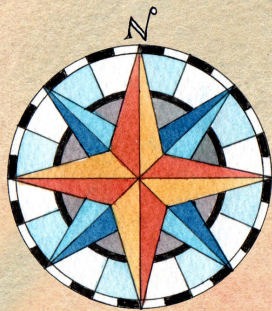
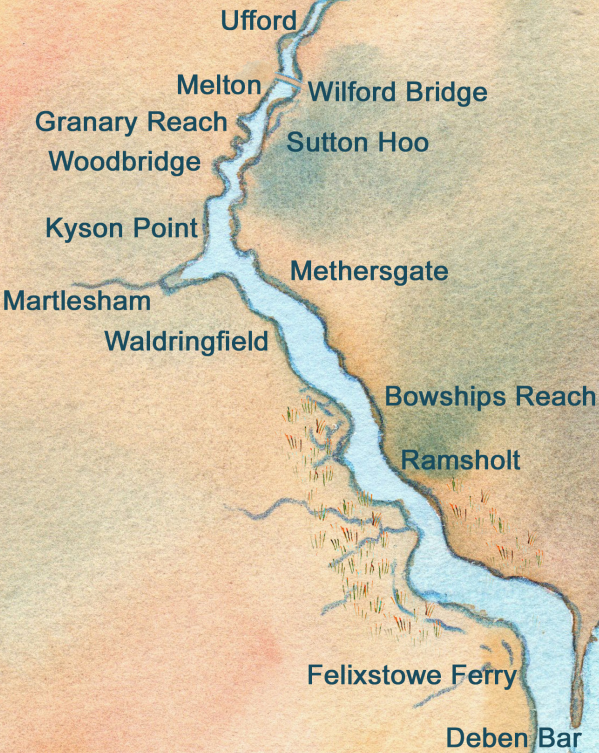
Issue 67
Autumn 2023

- ANTHONY OSLER -

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



RIVER DEBEN



The Deben, Autumn 2023

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Flight across the Moon.



Backwaters Sunrise.

Editor's Introduction

In the summer of 1924, the journalist Arthur Ransome was on his honeymoon. His first wife, Ivy Walker, had finally agreed to a divorce, and he'd married the love of his life, controversial Bolshevik Evgenia Schelepina. Their honeymoon was a relatively peaceful 6-week cruise on the sheltered waterways of northern Latvia. Ransome was writing for the *Manchester Guardian* and couldn't afford to stop work entirely. Instead, he re-conceptualised their yacht *Racundra* as his floating study and spent days at anchor in quiet creeks bashing out articles on Communism & Journalism, Money Reform, the Party Rank and File. *Racundra* was sold the following year to finance the Ransomes' move home but from then onwards AR always included a desk as part of the cabin furniture in the yachts he had built. *Peter Duck* had one which was later removed to make additional room for bunks. I can assure you that her fine qualities as a floating study are undiminished by this change.

Boats—and the changes we make to them as their function changes—offer a sub-theme to this edition of *The Deben*: Phil Boak's research into the re-purposing of flying boats, Sarah Zins' reflections on the hulk of the *Lady Alice Kenlis*, my own thoughts after the demise of the former fishing boat *Goldenray*, Claudia Myatt's music-making trip on the square-rigged *Lady of Avenel*, Robertsons' relaunch of the former lifeboat *Sarah Ann Austin* as a fully electric excursion vessel. Sue Orme and Gwen Thorogood express the joy and



View from the editor's study on deadline morning.

Julia Jones

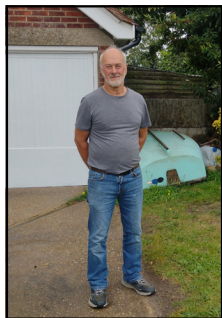
challenge of venturing beyond the Deben either on extended cruises or to compete abroad. Many of us are following the progress of former Waldringfield Cadet sailor Willow Bland as she competes in the Ocean Globe Race on board the yacht *Maiden*.

On *Deben* deadline day (31.8.2023) when all articles for the new issue should be in, I slipped a few hundred yards down river from Kyson mooring 124 to mooring 79,

to check which had actually arrived—and swiftly write my own. It had been a particular pleasure to catch up with my father's old friend Anthony Osler who has provided the cover picture for this issue and used to have a mooring here. Each stretch of the river has its own character—its own pleasures and problems, as Ben Grundy, newly elected Chair of Kyson Fairway Committee explains. I resolved to track down Ramsholt's new Harbourmaster, Ian Moore, and discover how that Fairway Committee is moving into their new era, post George Collins.

Kyson mooring 79 is a sociable as well as a beautiful place. Sally Westwood and Stephanie Perks waved as they passed by on their distinctive houseboat—their well-written and informative

magazine articles are always on time. I looked westward towards Martlesham and north to the Tide Mill. Yes, thank you both Sue Ryder Richardson and Simon Ballard for your welcome contributions and you too, Peter Willis, reading in your secluded cottage. I'd already walked past the Woodbridge model yacht pond (thank you Geoff Lambert) and could imagine Alan Turner and fellow Morris dancers on the



Ian Moore.

Julia Jones

Whisstocks Quay. But what hadn't I got? Almost as soon as I realised there was nothing about paddling, two members of the River Deben Paddlers came by and stopped for a chat. They were midwives on their day off and allowed me to take their photo (on the back cover). There's not really enough about the lower reaches in this issue, though I am grateful to Felixstowe Boatyard for reminding us about the river byelaws. Ben Grundy wonders whether these need revising, so we've printed them on the last page of this issue to see what you think.

There's almost nothing at all above Wilford Bridge and it felt too late to remedy this. Thank you Liz Hattan and Jane Haviland for reporting on the river fly observations being taken near Ufford, but may I ask readers who have things to say about the upper (or lower) reaches of the river to get in touch with me (magazine@riverdeben.org)—ideally well in advance of next deadline day 31.1.2024, when I expect to be snugly at my desk at home.

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

Philip Boak

The Felixstowe Flyingboats

Many readers will be familiar with the operations of seaplanes and flyingboats at Felixstowe over the years 1913–1962, with the former seaplane base now largely occupied by the container port of Felixstowe Docks. On completion of their operational lives, several of the larger flyingboat hulls were taken to the hamlet of Felixstowe Ferry and repurposed as houseboats, providing picturesque, if not cramped accommodation. At least six flyingboats were converted for such a purpose, including a Fairey Atalanta, Fairey Titania, Vickers Valentia, Supermarine Southampton, and two Felixstowe F2A's. Today, only the Southampton is still with us, preserved at

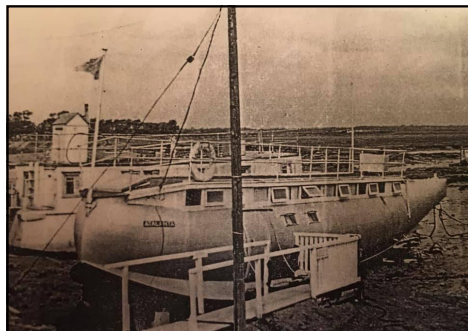
RAF Museum Hendon, as well as a Felixstowe F5 nose section at the Norfolk and Suffolk Aviation Museum. The fate and story of many of the other Flyingboat/Houseboats remain something of a mystery. The author would be extremely interested to hear from anyone with first-hand memories or unpublished photos (swordfish200@aol.com).

Phil Boak is serving as an Officer in the Royal Navy. He has a long-term interest in the flyingboats at the Ferry from visiting his grandparents (Roy and Ulla Brown) in Felixstowe. This article appeared in full in the RDA Journal: riverdeben.org/rda-journal/felixstowe-ferry-and-flyingboats

Philip Boak Collection



The Fairey Atalanta as a flyingboat.



The Fairey Atalanta as a houseboat.

John Smith Collection

Sue Orme

My Deben

Troublesome Reach was truly proving to be troublesome. We had drifted slowly and quietly onto the mud, noticing too late that even the buoy was beached. *Little Windy*, a 19ft wooden boat, began to lean over and we waited patiently to float again. Later, we sailed on up to Woodbridge in the dusk, passing a party in full swing at one of the yacht clubs, with twinkling lights and the sound of laughter much in evidence. This was my first view of Woodbridge and my first ever sail on the sea, having set off from Pin Mill earlier in the day. It felt like an epic voyage to me. Little did I realise that Woodbridge would become my home port. Even my evening wedding celebration, some years later, would be at the very same yacht club.

I love the land, the hills, rolling landscapes and high mountains. This led me to my chosen profession of Landscape Architecture. I've never been so sure about the sea, it can change in an instant, but there's something magical about the far flung places it can take us. Once the journeys have ended the River Deben brings us home, gently taking us along its tranquil winding route, back to the familiar.

The Deben is a pretty river to return to, once over the bar and into the relatively smooth waters, it's time to put the kettle on for a cup of tea back on the mooring at Ramsholt. There's a good chance there will be familiar yachts and crews to wave to on the way back to the mooring, which is always a delight and of course, until very recently, a chat to George. The gentle valley sides and salt marsh makes a unique and beautiful rural landscape, which we are so very lucky to have on our doorstep. It has an intimate feel, as opposed to the wider and more developed Orwell.



My home port.

Our first mooring was just before The Cut, where we kept our *Westerly Centaur*. The next mooring was for *Aliz Motte*, a Rival 34 near Methergate. We sailed *Aliz Motte* to Corsica and Sardinia through the French Canals, with our children then 4 and 7. When they were 7 and 10 we took them further, travelling the East Coast of America up to Nova Scotia and back down the east coast to The Bahamas in our Rival 41 *Tabitha*. We thoroughly enjoyed exploring with the children in our floating home. We were amazed that something happened nearly everyday to open our eyes to the natural world or to be thankful for human kindness and community. Our older daughter wrote a story with a daily update to keep us entertained and our younger daughter drew a wonderful series of pelican drawings, this bird so prevalent in Chesapeake Bay. Home schooling was a large part of the day and this helped us settle into a daily routine, even if we didn't always look forward to it. We travelled a few rivers in the States with fantastic names, such as the Alligator River, Pongo Canal and the Dismal Swamp, fascinating and beautiful places, but none as pretty as the Deben.

Last year, I joined fellow landscape architects on a tour of Sutton Hoo. We pondered how people would have felt, in Anglo Saxon times, returning up the Deben, the natural highway of the time and where their ships had taken them. We walked the likely route of the burial ship. Would they have recognised the river today? Also, from our vantage point on the viewing tower, we wondered what secrets the Deben has yet to reveal. As landscape architects we like to understand where existing features have come from and how they have arisen. We enjoyed the latest iteration of the National Trust Sutton Hoo site, observing how visitors use and move through the site. As a collective group we can't help but undertake a peer review! In the future, maybe more visitors will arrive by water and how will that change the experience?

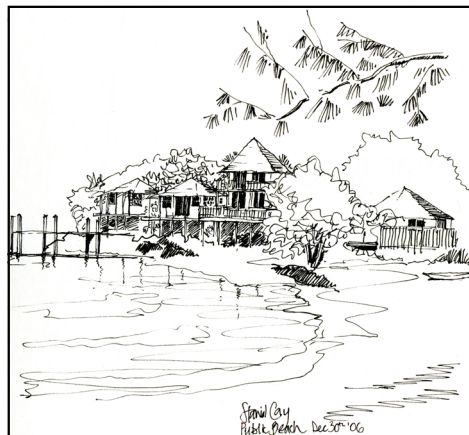
Things have come full circle and we recently met my older daughter and her crew for a meal at Pin Mill. She was enjoying a few days on her own boat and would be returning to her mooring just below Troublesome Reach the following day.

Sue Orme, a member of the RDA Committee, maintains a watching brief over all planning applications affecting the River Deben and the landscape through which it flows.

Sue Orme



Great Duck Lighthouse, Maine.



Stanial Cay, Bahamas.



The Deben.

Sue Orme

The Woodbridge Tide Mill

Educating Young Eco-warriors

What can Woodbridge Tide Mill Museum do for the River Deben?

Since at least 1170 (the earliest record) Woodbridge Tide Mill has been exploiting the River Deben. It has been using its tides to turn the ancient machinery and grind local grain into flour to sell for a profit. If the Deben was sentient, it should demand some form of compensation. Better water quality to support fish and other wildlife. Perhaps regular cleaning and wetland maintenance. But it doesn't. We, like the RDA, recognise that we must respect and care for the River Deben, or we may lose it.

Today the Tide Mill Museum is repaying years of faithful service by the River Deben with the resources at its disposal. As a Charity, dependent on grants and the donations of visitors, the most valuable repayment we can make is awareness. Awareness of the River Deben, its history, wildlife and all-round importance.

The Tide Mill Museum provides a model for energy produced by the tides in a natural way, without pollution. It often staggers our many visitors that it has been producing food for



Simon Ballard

The Tide Mill pit wheel.

around 850 years without a single fossil fuel being used. This has been recognised by a Gold Suffolk Carbon Charter over recent years and fits the growing worldwide imperative to change attitudes towards the planet.

The Mill is a wooden building and the River Deben's salty tides mean that, from time to time, like Trigger's broom in *Only Fools and Horses*, it needs bits replacing. Major donors like the National Lottery quite properly require that we educate in return for funding. The Mill uses its history, engineering, and local 'celebrity' to attract school visits and, in its demonstrations,



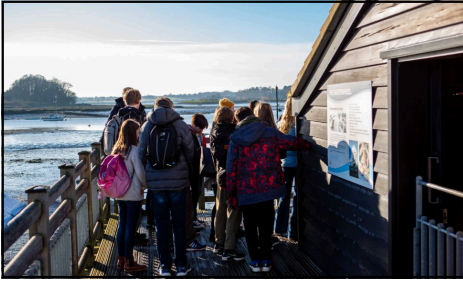
Steve Molyneux

The Tide Mill's Education Lead, Tassa Deparis, talks to Stradbroke Primary Years 4 and 5.



Simon Ballard

Connecting old and new: The belt drive that the Tide Mill uses to power its new micro generator.



Eco-Warriors Workshops.

tours and displays, champions the River Deben and its role in the history of the area.

To emphasise the power of the Deben's tide, the Tide Mill Museum recently installed a micro generator, with the help of Coast & Heaths Area of Outstanding Natural Beauty (AONB). Perversely, we have powered a modern generator from the Mill's Lay Shaft to generate electricity. Free electricity! It charges mobile phones and other trappings of a modern school pupil's life. Showing the power held by the River Deben in this manner is perhaps clearer to a school pupil than grinding wheat.

In another initiative, designed to build awareness of the Deben, and with support from Suffolk County Council, we have installed a Weather Station. Now visitors, online and in person, can see data and trends about weather, river temperature, tide height, humidity, air quality and visitor numbers. The readings are available



under Weather Station on the Learning tab on our website woodbridgetidemill.org.uk. This is River Deben awareness at its most basic. Next stop perhaps an up-river webcam?

The Mill's education program has recently initiated a series of Eco-Warriors Workshops, with the help of a grant from SHARE Museums East supported by the Art Fund. This has allowed us to establish an environmental student group which is interested in environmental issues—many of which feature the River Deben. Woodbridge Tide Mill's Education Lead, Tassa Deparis, who is driving the initiative, says: "The workshops encourage young eco-warriors in the issues that matter to them. We want the legacy, the location on the Deben and the active role Woodbridge Tide Mill plays today to inspire them to take the opportunity to lead and have a voice in their community."

Woodbridge Tide Mill Museum is the latest version of an 850-year-old institution. Although it still mills flour (on sale at the East of England Co-op and other fine outlets) it relies on donations and grants to keep going. Like the River Deben we are constantly short of investment and volunteers. We may not have such a long history, but we've been together a long time and have a shared interest in supporting each other. As long as the River Deben drives our wheel, we will continue to sing its praises.

Simon Ballard is a volunteer at the Tide Mill with responsibility for PR, marketing & social media.



A display explaining the process, with an integrated voltmeter and cables for charging phones!

Sally Westwood

Birding on the Deben 'Anything About?'



Sally Westwood

Juvenile Barn Swallows.

If you come across an individual with a pair of binoculars and a telescope you could ask them the regular birding question, 'is there anything about?' A long, well detailed and enthusiastic conversation about recent sightings, and sometimes missed sightings usually follows. The conversation often includes comments about the weather, the state of the tide and hot news of birds in nearby areas, that have 'got to be seen.' This is a good way of finding out about birds present about the Deben. There have been lots of birds about the Deben, as you've probably noticed, there have also been some birds rare to the Deben.

Swallows are a welcome sight on the Deben. They nest in nooks and crevices on houseboats and the ship, HMS *Vale*, known as the Deben Cafe. On warmer summer nights the drainage sluice gate, on the river bank attracted swarms of mosquitoes which in turn, attracted Swallows and Black-headed Gulls. Swallow fledglings have been observed perched on flimsy wires, with what looks like white stripes painted along the



Sally Westwood

A Juvenile Barn Swallow.

sides of their beak. This is thought to clearly show the adults the beaks that require food. Many Swallows gathered and circled together over the marina at Melton, and the marina at Woodbridge a couple of days ago. Now many will be on their migration south for the winter. I noted some pairs were still feeding young amongst the stilts of the Deben yacht club, in the company of resident Feral Pigeons. A friend mentioned that the adult Swallows in her barn near Framlingham left young in the nest, to fly south, for the second year running. It is not known if the chicks had died



A Spoonbill.

prior to, or after the departure of the adult birds. They may have been immature birds, and failed to allow time for feeding the youngsters.

I counted approximately 150 Godwits on the mudflats, eating snails and insects with their long beaks, several more were dotted along the tideline near Robertson's Boatyard. Approximately 15 Redshanks, currently regarded at risk of extinction in this country, were also gathered close to the Godwits. Black-headed Gulls have suffered particularly badly with the Bird Flu in other regions. Our local Black-headed Gulls seem to have fared well, since many rise up from the mudflats, in the evening to weave their way around the course of the river, towards Woodbridge and beyond, for their night roost.

Indications that autumn is coming, stems from observations of mixed flocks of Blue Tits, Great Tits and Long-tailed Tits, who flock together to forage for insects over winter. Occasionally, a rare Yellow-browed Warbler can be observed in these flocks. They are a similar size to Great Tits and as the name suggests, have bright yellow eyebrows. Birds in these flocks make frequent calls and tend to forage along the edge of trees or bushes, rather than deep within undergrowth or a woodland, making it easier to hear and observe them.

Spoonbills have been introduced and found to be nesting on Havergate Island. The chances of spotting a relatively rare Spoonbill in our



Distant shot of a Grey Plover.

area are high. I saw one on the bend at low tide, near the Wilford Bridge last summer, feeding on small fish and aquatic invertebrates. They have also been seen elsewhere on the Deben, at Martlesham Creek.

Earlier in the year I saw a Curlew Sandpiper and a Spotted Redshank, both relatively rare to our area. A Curlew Sandpiper is the same size as a Dunlin, roughly about the size of a Starling, and it has a downturned, black beak, longer than the Dunlin. A Spotted Redshank has a spotted chest and resembles a large Redshank, with similar orange legs. The Redshank tends to follow the tideline of the river looking for insects and molluscs, whereas the Spotted Redshank wades in slightly deeper water, foraging for shrimps and other crustacea. Another rare bird spotted on the mudflats was a Grey Plover. It is a similar size to the Lapwing, which is also a species of plover. The Grey Plover overwinters in large muddy areas in England, eating mud worms and shellfish. (Apologies for the distant shot, just included to give you some idea of the bird.) When the male of this species is in full summer plumage, it is striking with its black chest, face and beak, with a silver crown to side of head and neck. Talking of rarities, if you spot a lady clad in green, on a bicycle with binoculars, say hello, it just might be me.

Sally Westwood is a Psychologist, works as a researcher and is a professional bird photographer. She lives on a boat on the Deben and loves its birds.

Stephanie Perks

And Now, Time for Flies 'Bitey Beasts' of the Banks of the River Deben

As you can see from the photograph below, flies vary in size, not according to their age, but according to their species. Below are a couple of house flies and some assorted bitey beasts.

Stephanie Perks



Flies.

When dinosaurs walked the earth and I was young, the appearance in standing buckets of water, of creatures that resembled small fish, was a complete mystery to me. Did they fall out of the sky? If so, why did they end up in my bucket? All very strange. These 'fish' resembling little worm type creatures, rested near the surface, and would swim down to the bottom, if disturbed, in a curious looping manner. After watching them for a few days, they would disappear as mysteriously as they had arrived. Coincidentally, thereafter, I would find myself itching from insect bites, but I did not connect the two events.

Flies are incredible creatures and have been discovered to have been around for some 260 million years. Their success has resulted in one in every five invertebrate species, being a fly. In the UK alone, there are in excess of 7,224 different species of fly. That's a heck of a lot, and it is not counting the members of each species.

The species this article will concern itself with, is the *Diptera*, a word comprising of the Greek

for two—*di* and wings—*ptera*. These fantastic creatures have three main very different stages

in their life cycles after emerging from the egg: larval; pupal; and finally, the adult. In the case of my 'sky fish' the fly—a mosquito—lays its eggs as a small raft, that floats across the surface of the water. Interestingly, this water is often found inside waste tyres, lying on the

ground, and forms an ideal place for the little creatures to develop safely. They hatch out into larvae that swim around, coming up to the surface every so often to take in air. They have voracious appetites and will demolish anything that falls into the water. These lively little mosquito larvae, were my 'sky fish'.

The physical structure of these creatures, in their larval stages, is completely reorganised in the pupal stage to become a very different adult living creature. The female fly's body and wings are decorated with coloured scales, similar to a butterfly, and coupled with the bright metallic sheen on her eyes she presents a delicate beautiful creature. Once the female fly reaches this stage, she does not spend much time feeding, as she is too busy attempting to find a mate and a favourable site to lay her eggs. Interestingly, it is the females that need blood (often ours) to ensure egg development,

whereas the chaps are mainly vegetarian, supping on nectar and other plant products. Attracted by the carbon dioxide, odour and warmth of your skin, the female lands lightly to take in a little nourishment for her eggs. She is able to land very lightly, but the sound of her wings beating the air often give her away despite her stealth.

Blood is enormously rich in protein and is essential for growth and the development of the species, but it is difficult to source. Bloodsucking is not very common in insects generally, but certain species of flies, at least fourteen families, have managed to adapt and thrive on this diet.

All adult flies, regardless of their feeding habits, have well developed sucking mouthparts, often long, with a couple of suction pumps to help fluid intake. In the case of some biting flies such as midges (*Ceratopogonidae*), mosquitoes (*Culicidae*) and horse flies (*Tabanidae*), the females have especially long mouth parts—proboscises—and can be sharpened or/and display tiny rows of teeth. These enable the female to pierce the skin of frogs, birds and mammals and reach the goodies stored below.

They do this in one of two different ways:

a) by directly piercing the skin through to a vein, such as in the case of the mosquito; or
b) by slicing through the skin so as to create a pool of blood from which they can lap. This latter method is one favoured by female horse flies which sport hard stabbing mouth parts coupled with sharp blades along the edges. Interestingly, female horse flies (which, if you are lucky, you can spot as you walk along the Deben lurking besides the fields) will spend a considerable amount of time feeding on nectar, prior to needing blood for egg development, so once sighted it is not necessarily urgent to run away. When they land on your skin, you definitely feel them, as they are heavy but are able to sneak up practically unheard, especially

if there is a slight breeze. If left a little longer, you will most certainly feel them.

To both feed on nectar and suck up blood, they are the type of fly that combine two different types of mouthparts. The very long mouth parts can sup up nectar whereas the mouthparts located closer to the head can pierce, cut and suck up blood. The female horse fly has remarkably two different functioning food canals. Her saliva contains anti-coagulants that slow down the clotting of blood, so enabling her to have a good suck before the blood clots.

Differing from the female horse fly, the female mosquito takes little blood, but in large numbers it can add up to quite a lot over a longer period of time. At the other end of the scale, you may be lucky enough to encounter some biting midges or ‘no-see-ums.’ These are small, 1–4 mm, but can pack a good bite, leaving itchy welts in their wake. As they are so small, they often go undetected unless in a swarm, when they are too busy to land anywhere, let alone take a passing munch. They are vital pollinators, for instance, without them we would not have cocoa products. So, when scratching that itchy welt, just be glad and think of chocolate?

Apart from wearing considerable amounts of repellent or citronella, you can avoid being bitten by these busy folk if you choose to take your walk along the Deben on a breezy day, as their delicate wings mean that flight can be too exhausting if battling constantly against a wind. If, however, you wish to loiter on the banks, imbibe the still, humid, warm air on a summer's day, then please feel free to do so, but consider that you will probably be feeding lots of hungry ladies.

Dr Stephanie Perks lives on her boat and has swum in, walked by, sailed on and generally admired the Deben for nearly three decades. She is fascinated by any creepy crawlies—insects, arachnids, gastropods, and other such delightful inhabitants of our planet.

Update from the Nature and Conservation Subcommittee

We have had a busy summer including launching two new volunteer projects, both of which help indicate the water quality of the Deben:

1. New Deben Otter Group

A small group of volunteers met with members of the Suffolk Otter Group to discuss the launch of the Deben Otter Project. The good news is that there are otters on the Deben, but since they are very elusive it's hard to spot them. The group are keen to monitor their numbers and whereabouts, and so help to protect them. We have three cameras in place which have picked up footage of individual otters as well as small groups (see the RDA website), and are looking to acquire further cameras to extend the geographical coverage. As well as monitoring via the cameras, in the autumn volunteers will be visiting survey sites to assess the presence/absence of otters along the river valley which we can compare to previous surveys.

2. Riverfly Project

(general information at riverflies.org)

Riverflies, like mayflies and caddis flies,

along with other freshwater invertebrates, are at the heart of the freshwater ecosystem and are a vital link in the aquatic food chain. In August, a group of RDA volunteers met with Ian, who is an expert from the Riverfly Programme, to be trained in how to monitor the presence of riverflies, and so help assess the health of the river. We plan to monitor the sites every month to identify any changes in the number of riverflies, which may indicate a change in water quality. Sites are all upstream of Wilford Bridge which enables us to wade into the water and take samples. Here are some shots from the training day—many thanks to the Suffolk Wildlife Trust for lending us the monitoring equipment and helping us identify the sites:

The intention is for both projects to run for a number of years, since it is the culmination of the data and comparison over time that will be really useful. We'll keep you posted—and if anyone is interested in volunteering for this or any other projects then please get in touch volunteer@riverdeben.org.

Liz Hattan



RDA volunteers.



Monitoring a site.

Liz Hattan

From *Holman Sutcliffe* Hulk to *Lady Alice* Legend

Sarah Zins



Lady Alice Kenlis in the morning mist.

Those of us lucky enough to walk, live or work in sight of the outline of the 123-foot ship below Sutton Hoo will have taken pleasure in using her as a marker for tide, weather and seasons. Her sculptural form has a quiet beauty, and the word ‘hulk,’ while technically correct for a deliberately abandoned vessel, does not do justice to the elegance of her line. And nor did the name *Holman Sutcliffe* seem to have quite the right elan. So it is with enormous gratitude to Charles Payton that her proper credentials have now been established.

Thanks to his research, she has been revealed as *Lady Alice Kenlis*, launched in 1867 and with the distinction of having Hercules Linton, designer and builder of the *Cutty Sark*, as her shipwright. Although launched as *Isabel Andrews*, the ship was shortly afterwards named after Alice Maria Hill, daughter of the Earl of Hillsborough, who married Lord Kenlis, a politician and the Earl of Bective in Ireland, in 1867. Her original trade was between Belfast and ports on the north-west coast of England and Scotland, carrying passengers and varied cargo, but in 1913, when known as the *Holman*

Claudia Myatt



Lady Alice Kenlis in the evening light.

Sutcliffe, she was converted to a dredger and came to East Anglia to be used to dredge gravel from the Deben bar.

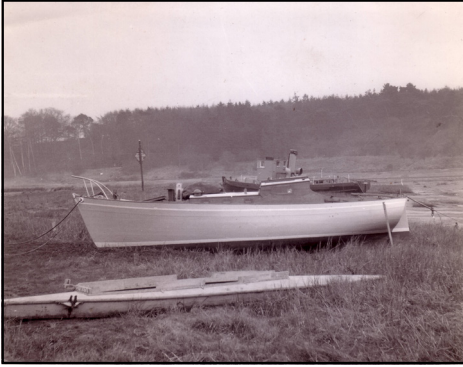
With dogged determination, Charles has spent almost two years seeking protection for the ship, and in August 2023 she was declared a scheduled monument by the Department for Culture, Media and Sport on the advice of Historic England. Part of the interest to historians is that she was designed to use both steam and sail power, as well as being of particularly strong iron build. This good-news story was roundly seized on not only locally but also by all the national broadsheets.

It is not possible to reach the ship by foot, but at high tide you can approach by any convenient craft, although nesting oyster catchers may try to stop you coming too close. And the view from the west bank of the Deben is a constant joy.

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.

No More Boats on the Saltings

Julia Jones



Peter Duck on the saltings.

In my memories from the 1950s, the saltings of the River Deben were inhabited by boats as well as birds. Some people laid their yachts up in the saltings for the winter—the idea being that it was a kinder environment for wooden hulls, as well as being cheaper and a self-help method. Unfortunately vandalism was sometimes a problem and access wasn't easy, even for legitimate owners wanting to do odd jobs or check all was well. Gradually most yachts either came ashore into the boatyards, booked a sheltered space for the winter in somewhere like the Woodbridge Ferry Dock or stayed on their moorings, perhaps coming alongside a quay for a springtime scrub. In Waldringfield some seem to have laid up on the beach, even into the 1960s.

The saltings were also home to boats that had come to the end of their lives. Centuries earlier, when labour was cheaper and materials expensive, old wooden working boats were regularly taken to pieces and any good material reused. However stripping a boat out and taking it to pieces carefully is almost as laborious as building new again. Unaffordable these days. So, boats might be taken out to

sea and scuttled. Alternatively, if they were light and dry enough to be easily broken, they might feed a fire or they might have all fittings removed (or burned), be taken to the saltings, moored and left to rot.

Before that final abandonment, many of the larger boats, no longer seaworthy, could spend many useful years as houseboats. The Deben is full of interesting survivors from times gone by, now offering homes to people: barges, trawlers, motor yachts, redundant navy vessels—flying boats even! But once a boat becomes a house, it's likely to be the beginning of the end. Wooden boats in particular need a good air flow round them. They don't flourish in a confined space—though fortunately deterioration is usually slow and there's a lot to be said for even a short-term home, particularly if you are something of a bodger. The inhabitants of houseboats have usually got several interesting maintenance projects in various stages of completion. Sometimes these offend the tidier members of society.

Eventually the time comes when the effort of repair is beyond the strength (or the means) of the houseboat owner. This happened to us recently with *Goldenray*.

It probably should have happened sooner. *Goldenray* was an elderly MFV (motor fishing vessel) probably built in the later 1940s, possibly on the Isle of Skye. Somehow she had fetched up in the Ferry Dock in Woodbridge—no one is quite sure how long she'd been there. Forty years at least. Utilitarian vessels like *Goldenray* were built with a finite lifespan, intended to last long enough to recover the outlay and make a profit, but not much more than that. Her original materials and fastenings were likely to have been the cheapest that could be expected,

to give an economic return within a relatively short period. Boats like *Goldenray*, fastened with iron nails, grow 'sick' as the iron and surrounding wood experience a chemical reaction.

Re-fastening is possible but horribly expensive—and as people pointed out realistically, 'you have to have something to fasten on to.' As I stood on the mud in a dinghy, shoving putty into her gaping seams and fragile planking, I saw what they meant—shut my eyes and resolutely painted over the top.

That was until this year when I finally ran out of energy and admitted defeat. She was just too old and too big. (I felt too old and too small.) The various contrivances intended to weatherproof her decks all slowly failed—rubberised roof paint, new plywood & epoxy, rolls of roofing felt. As we walked along the side decks, we could feel them sag under us: when Bertie (who lived there) was in his bunk on a rainy night, the water came straight through.

Our greatest dread remained the fastenings, especially those below the waterline that we could not see. For years we had been too fearful to ask for Goldie to be towed up river and put on a slip for survey. We were afraid of what we might find—and uncertain whether she'd survive the trip. She was kept afloat by her intricate array of pumps (thanks, Art Butler) but there was increasingly the lurking worry that if something finally went, the ingress of water would be such that it would overwhelm the system.

What to do? How to manage this final journey? She would have to be stripped out to make her as light as possible, then be towed upriver to Melton.

Julia Jones



Goldenray.

Not to be taken to pieces and re-used, nor to a final resting place on the saltings, where birds could perch on her decaying deck and crabs, molluscs and young fish could make their own homes inside her sheltered, silty space. *Goldenray* would be broken up, loaded into an array of skips and sent to landfill.

I've written elsewhere (<https://authorselectric.blogspot.com/2023/08/goodbye-goldenray.html>)

about the emotional side of this—all those happy family memories accumulated over 18 years of ownership. (I even enjoyed the maintenance, much of the time.) I hope I've also made clear my gratitude to Sam Jennings, for clearing her way out, Tam Grundy for master-minding the brilliantly executed tow upriver and Simon Skeet at Melton Boatyard the final disposal. I didn't go and see her in the skips; I knew that he would ensure that there would be nothing of *Goldenray* that would harm the environment when she was finally tipped.

But there is a wider problem which the boating industry has largely shied away from. What about the GRP boats, now surplus to requirements? Or the metal hulls that cannot be left to decay as elegantly as the *Lady Alice Kenlis*? No more wooden boats on the saltings. Burning them won't do the atmosphere much good. And there is the matter of cost. As someone very wisely wrote, the owner of a boat at the end of its life is likely to be the least economically able to bear the cost of disposal. The only alternative is abandonment—the marine equivalent of fly-tipping. Not something we want on the Deben—however nostalgic one might feel for the sculptural shapes of interesting old hulks on the saltings.

Julia Jones

Interview: Ben Grundy

Ben Grundy, recently elected chairman of Kyson Fairway Committee talks to Julia Jones:

Congratulations on being elected Chairman of Kyson Fairway committee—what made you decide to put your name forward for the job?

Having been on the river since I was in a pushchair and hopefully have the rest of my life on the river it just seemed like a good step forward to be part of something rather than just watching from the outside. I was bought up around the old guys like Frank Knights and Mel Skeet who were large names on the river and they were both part of the Fairway Committees at one stage or another to help shape the river so I thought it seems a good way to follow on.

What sort of tasks do you and the Fairway Committee undertake?

The Fairway Committee holds the lease from the Crown Estate for the river bed and governs the laying of moorings for vessels on the river whilst ensuring there is still a safe navigable channel, it also encompasses looking after the navigation buoys making that channel, Kyson & Knoll actually having the most navigation buoys out of all the other fairways on the river, mostly due to the shallow and windy reaches through its area.

What part of the river are you responsible for?

The Kyson & Knoll fairway encompasses from Methersgate Quay upriver to just above the Tide Mill Marina. Although we are responsible for the fairway Woodbridge actually looks like a patchwork quilt with the river bed either side of the fairway being split up between ourselves, The Woodbridge Boatyard, The Deben Yacht Club, The Woodbridge Quay company, Woodbridge Town Council and National Trust.

Not everyone understands what a fairway is or why it matters. How would you explain this to other water users who don't go sailing?

A Fairway is the safe navigable channel for vessels moving on the river, the majority of the time following the deepest water, in essence it is a road afloat.

In your working life you get involved with all areas of the river. Would you say that different fairway committees have different problems?

All parts of the river have their own problems, the upper reaches from Bowships Reach just below Waldringfield to Granary Reach in Woodbridge most recently has been the increase in swimmers and paddle boarders, and whilst it is extremely nice to see people out there enjoying the river, it can become a concern for many of them being in the channel or around areas where vessels are manoeuvring. Equally, from their perspective, the speed of some of the boats transiting the river and the wash they create is a problem. The last thing anyone wants to see on the river is someone getting hurt or into danger yet neither does anyone want to see policing on the river, so it's a fine line to run, but the use of river has changed since the Byelaws of the river were written in the 80's, and many believe it is time to have a re-write to keep the river a safe place for all users and just to make people aware before we do potentially have an incident.

Do you have any ideas about the river environment that you'd like to share?

The river has changed an awful lot over the years. With modern technology it's relatively easy to monitor it, but one example is that Loder's Cut is 11 metres wider than it was 20 years ago. The saltmarsh has eroded considerably from the



west bank of Kyson Reach. Whether this is down to traffic on the river or just the river changing its natural course, there are a few theories out there. But one certainty is that the river is silting up, and it's not a recent occurrence, I remember Mel Skeet telling me years ago that when he had a job at Waldringfield Boatyard as a boy, a regular job for the yard hands was cleaning the silt off the hard around the quay. That would have been in the early 60's, so it's not just modern mud that's appeared, but equally there are areas of the river that have scoured, like Ferry Cliff opposite the Tide Mill Marina entrance.

Any thoughts on how fairway committees and river businesses can work to address these problems? Can anyone else help in any way?

There are many things that could be done; the majority of them take an awful lot of consultation, time and money. Many yards on the river do suffer with silting in the areas they wish to keep deep for working, so dredging does happen all along the river. One of the biggest subjects that's

Ben racing during Mersea Week on *Polly* MN12.

been discussed in recent years has been saltmarsh replenishment. There is no shortage of mud that can be excavated from the river to make areas deeper to replenish the eroded saltmarsh. One of the recent findings was how good saltmarsh is for the environment, being better at removing CO₂ from the air than an equal area of woodland. Again it comes down to mostly the cost of it: re-charge work requires considerable machinery to undertake the work, but also the licensing required is a long & expensive process. Groups such as the Deben Estuary Partnership are working on long-term solutions for this kind of thing.



Julia Jones

A Dragon boat on Methersgate Reach.

Co-chairs' Report

This issue's Co-chairs' Report is principally written by Jane Haviland, with input from Colin Nicholson:

I write this in the midst of a mini heat wave in the UK after a rather turbulent couple of summer months. I am in fact on holiday in Greece, also soaking up the sun and taking some time out after a busy few months. The time here has reminded me how much I love sailing—particularly sailing on our beautiful River Deben. Not only do I love the sailing on our river but rowing and kayaking too. Indeed, I and two friends, are the proud owners of a coastal rowing boat as well as being members of Felixstowe Ferry Sailing Club and Felixstowe Rowing Club. I feel enormously privileged to be able to use the river as much as I do.

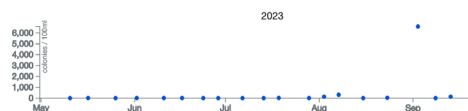
When I am not on it, I am often seen walking my beautiful dog, Amber, on the river banks taking in the sunrise or the light at the close of the day. Heartbreakingly, Amber died at the end of August, so my walks are already very different and much quieter—people talk to you less without a dog I am discovering. I have wondered whether I will still walk the river path or change the morning routine—it is a reminder how much routine we have in our lives and the impact that such fundamental changes can have. After 26 years of having a dog there is a lot to get used to, and my morning routine along the river path without Amber is certainly high up on the list of things I will miss.

Back to business...we have had another busy six months at the RDA which is evidenced throughout this magazine with articles highlighting the various activities, both with the RDA and along the businesses on the river.

Cleaner water

The RDA Committee has robustly supported 'Save the Deben' in its campaign for a cleaner river. You will no doubt have heard that Waldringfield has received Bathing Water Designation which is a rare achievement as this is only the third inland water site and the first stretch of tidal estuary in the UK—to receive this bathing water status. Having this status means that the Environment Agency now has an obligation to monitor the water weekly for E.coli. This monitoring programme is almost complete for the first season and results have been excellent bar one week, which would be interesting to follow up.

Escherichia coli (EC)



Environment.data.gov.uk

The campaign is not stopping and 'Save the Deben' is submitting a second application for Woodbridge on 30th October following two user-counts showing 100+ bathers at Woodbridge over 4-hour periods. We will keep you informed regarding progress, with an expectation of hearing the outcome by May 2024.

Otters

We have linked up with the Suffolk Otter Group as mentioned in the last magazine and have formed a new group called the Deben Otter Group. Three wildlife cameras have been installed and a summary of this activity is provided in a magazine article by Liz Hattan and myself. We look forward to providing further updates as the year progresses and including footage of the otters on riverdeben.org.

River Fly

See separate article by Liz Hattan.

Fish

Finally, we have undertaken another survey of fish in the Deben. This is another group of volunteers, led by Richard Verrill, who have been trained by the SWT and are supported by the Institute of Fisheries Management and Eastern Inland Fisheries Conservation Authority in undertaking fish surveys at three locations along the river. A report will be uploaded to our website when it becomes available.

All the above activities enable us to develop a data base of information which gives us an indication of the changes in river health—for better and worse.

Secretary of State for the Environment—visit to Woodbridge

The River Deben has itself received a lot of publicity over the past few months regarding potential polluting incidents. In August, the Secretary of State for the Environment, Dr Therese Coffey MP, and Minister for Water, Rebecca Pow MP, visited Woodbridge and held a round table meeting with a group of organisations involved in managing water quality and ecology in the Deben Catchment. As part of a series of nationwide discussions, a group of organisations, members of the East Suffolk Catchment Partnership, including the River Deben Association, were invited to join the round table meeting at which water quality and ecology issues were discussed and how these issues impact the SSSI status of the River. The outcome of the discussions will feed into the development of a River Catchment Plan which will help shape the future management of the river. Attendees included representatives



Jane Haviland

Therese Coffey and Rebecca Pow at Whisstock's.

from the Environment Agency, Anglian Water and Natural England as well as the Essex and Suffolk Rivers Trust and the Upper Deben Farmer Cluster.

Further details of this meeting can be found at [gov.uk/government/news/environment-secretary-holds-roundtable-to-drive-forward-improvements-in-river-deben](https://www.gov.uk/government/news/environment-secretary-holds-roundtable-to-drive-forward-improvements-in-river-deben).

Deben Estuary Partnership

The DEP, of which the RDA is a founding partner, is in the process of updating its Constitution and Steering Group. The RDA's Colin Nicholson has been elected its Vice-Chair. With the RDA being a membership organisation based around advocacy for the River Deben, it is a vital partner in the broader stakeholder partnership which is the Deben Estuary Partnership. Once the DEP's structure is on a firm footing, its well-received 'Deben Estuary Plan—2015' will be revised, focusing on 'Change—climate, community and culture'.

Future talks

On 26 October (doors open at 7pm, talk at 7.30pm) Lord Deben will be giving the RDA Autumn Talk. The venue will be the Quay Church, Woodbridge and we look forward to welcoming both Lord Deben and the



A kayaker going through a rainbow.

membership for what we anticipate to be a very interesting talk.

This is my penultimate report as Co-Chair as after 3 years as vice/Co-Chair and over 5 years on the Committee I have decided to step down

at our next AGM and make room for another person to support Colin in taking the RDA forward to its next chapter. Thank you for your continued support for the Association and I look forward to seeing you at the Autumn Talk.

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.

The 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:

10/03/2023

**'La Mouette': a
Seagull's Story**
Matt Lis

24/03/2023

**A Circular Walk
from Hemley
Church**
Sue Ryder Richardson

07/04/2023

Suffolk—A Haven
Nick Cottam

21/04/2023

**A Walk Around
Martlesham
Wilds, with Suffolk
Wildlife Trust**
Sally Westwood

05/05/2023

Working Afloat
Ben Grundy

19/05/2023

**Michael Rines,
Annie Leech,
Stephen Lines**
Peter Willis,
Martin Wenyon,
Andrew Fitzgerald,
Philip Leech and
Sue Sutherland

02/06/2023

**Sustainable Water:
A presentation
by John Patrick**
Julia Jones

16/06/2023

**Help clean up
our beaches**
Kate Osborne

30/06/2023

George on the Quay
Robert Simper

28/07/2023

Geese on the Deben
Sally Westwood

11/08/2023

**Sutton Saltmarsh
Defence Works**
Simon Read

25/08/2023

Protecting the Lady
Julia Jones and
Charles Payton

08/09/2023

**Willow Bland—the
ex-Waldringfield
Cadet who's about to
race round the world**
Alice Thorogood

22/09/2023

**Felixstowe Ferry
and Flyingboats**
Phil Boak

06/10/2023

Martlesham Walk
Sue Ryder Richardson

Obituary: Caroline Page

It is a difficult thing to write about the achievements of your dearest friend when they are no longer there to smile and laugh with you at the memories.

Ruth Leach



Ruth Leach and Caroline Page.

Lacking the clarity of an innocent time, before the lung cancer diagnosis was made, I will try an outline Caroline's role and the positive impact of her actions on the river Deben estuary.

Ruth Leach



Caroline swimming in the Deben.

Every time we go down to Kyson Point and swim, we are reminded of the things that Caroline 'Cro' Page achieved in this wonderful place.

Together, we founded the 'Save The Deben' campaign in March 2022, initially with the express aim of raising public awareness about the state of pollution in UK rivers.

As we learnt about sewage releases locally, Cro's outrage grew, and in May 2022 she proposed a motion to Suffolk County Council requesting a pledge to 'clean up Suffolk rivers.' She enabled me to support her strategy and address full Council during the public question time and the motion was unanimously accepted.

At the invitation of the water company, we visited the House of Commons. Patrick; her husband, carried the oxygen cylinder on which she had become completely dependent, while

I pushed her wheelchair. Her courageous effort offered us the opportunity to speak with the Minister of Water and other senior decision makers about the issues affecting the Deben.

From her hospital bed she supported the compiling of the subsequent applications for designated bathing water status at Woodbridge and Waldringfield, the success of which resulted in the obligatory improvement in infrastructure at the Martlesham waste water recycling works and helped me plan the 2023 reapplication for Woodbridge. If successful this will result in similar

structural improvements at Melton and Wickham Market.

In one lifetime it is a commendable achievement to make a measurable difference in the environment. Her wish was that her good work be continued. She would like to be remembered for this; I have no doubt.

She never ceased to raise her voice on the behalf of rivers and when I hesitate, I can still hear her whispering and urging me on to continue to campaign for clean rivers. She believed in the interconnectivity of humans with nature, and just as her ashes were scattered on the river so the river will always be a part of her legacy.

Sue Ryder Richardson

Martlesham Walk

Map: OS Explorer 197. **Map reference:** 250462.

What3Words: [///widget.depending.sourcing](https://www.what3words.com////widget.depending.sourcing).

Distance: 5.25 miles. **Refreshments:** The Red Lion and Black Tiles, Martlesham.

Whatever the season this walk is beautiful. On a cold winter's day when there is a crispness to the air, the marsh can prick with frost and the river, with its mud ridges and shallows, has a sharp clarity. The air echoes with the cries of birds, and waders impervious to the temperature, strut and pick at the banks. This time we walked in late summer and Walk Farm Woods at the outset offered welcome shade as we wandered through its chiaroscuro of light. Too early for mushrooms, or the turning of deciduous leaf, but both poised to promise autumnal glory in the weeks to come.

It is easy to park in the small pull-in car park, and despite its proximity to large conurbations, the myriad paths through the woods are surprisingly empty. A few dog walkers pass the time of day, but otherwise this is a peaceful stroll through woodland and heath, field and river walls. We watched birdlife, the shy movement of a herd of deer, an egret as it pecked at river mud, and flew ahead to perch in a branch and watch. Delightful.

From the car park go through the gate and take the Sandlings Walk straight ahead marked as Dr Brittain's Path. The light is dappled. In a month or two the wood will be filled with the lovely scent of damp autumn leaves, mushrooms and fungi, and light will fall through the coloured patchwork of the canopy. Keep to the wide path ignoring all the small, tempting side routes, and on reaching a road continue ahead for a short distance towards the sharp right corner. It is possible to walk inside the field boundary rather than in the road at this point.



View from Martlesham Church.

At the corner take the footpath left, signed Sandlings Walk. Keep ahead to reach another lane and make a short right and then left onto another footpath. Keep ahead at the first cross path towards Martlesham Church. The route takes a right turn at Martlesham Hall, but we diverted to visit the St Mary's Church (keep on the track and then right through the church gate). The church houses one of the county's largest collections of Arts and Crafts glass depicting a selection of parables. Pictures on the website look wonderful and I was really looking forward to seeing these together with the medieval wall painting of St Christopher and 15th-century font, however, the church was locked. Phone calls to the numbers in the porch provided no response. If anyone is intent paying a visit it might be wise to call the vicar ahead of time.

The path up to the church, did however provide the most glorious view over Martlesham Creek. The imposing position of St Mary's church, high on the river bluff, was one once utilised by Saxon Traders, who established a beacon here on the site of an earlier church, the relics of which have long since vanished.



The stream at Run Meadow.

Returning to the walk. From Martlesham Hall taking a right and left as signed, to reach the broad path down to Martlesham Wilds (suffolkwildlifetrust.org/martlesham-wilds). Follow the path down towards the river, keeping to the field boundary to reach the bank of the Deben, turn left and cross some delightful marshland until reaching the river wall, where short steep steps climb up to the river path opposite Kyson Point. If carrying a flask, this is the place to stop for a coffee. The water from the small Martlesham Creek meanders between mud flats to reach the Deben. Birds fly overhead, or wade, pecking at worms and shellfish in the shallows. Small yachts tack upstream on the tide. The sun catches the white of the distant Tide Mill. It is a peaceful scene broadly unchanged for centuries—although the boats may have less commercial purpose, and the houses are certainly grander.

Turn left along the river wall to follow Martlesham Creek upstream on a path meandering through reed beds. Continue through a field and turn right at a “T” junction of paths back towards the



Martlesham Creek Boatyard.

river wall. Keep ahead through the boatyard, clearly marked by footpath signs, and into a small copse. On reaching a broad footpath turn left and immediately right through woodland.

At the School Lane, turn right and cross the main road to Bealings Lane beside the Red Lion PH. After a few hundred years take the left footpath just over a small bridge. This rises gently through Run Meadow alongside a small tributary to the River Fynn. It is a beautiful spot of light woodland, abundant with wild flowers following a clear stream full of watercress. Pass over meadows and through several metal gates, then on reaching the cross paths, at another metal gate, turn left uphill towards houses and Bloomfields Farm. Pass through the farmyard and various new builds, on up the drive to reach the road. Keep ahead on the pavement past the Black Tiles PH. Cross over the main road onto the marked footpath through trees, bearing very slightly right as the paths diverge.

Follow this path onto common land—another lovely area, unspoilt despite its proximity to large housing estates. Keep to the left as the path curves behind housing, then right at the Sandlings Walk sign to pass behind the Community Centre car park and reach the road. The starting point car park is opposite.

Sue Ryder Richardson was born in Suffolk and has explored the county on foot for as long as she can remember. For more photos and a map of this walk, see riverdeben.org/rda-journal/martlesham-walk.

Julia Jones

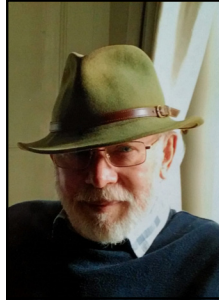
Profile: Anthony Osler

Indigenous East Anglian

Tony was born in Ipswich in 1938. His father was a Fenman from Southery (between Downham Market and Ely) and his mother's family came from the Reedham Ferry area (River Yare). Looking back through his family history to 1701 Tony realises that he doesn't have a single relative who wasn't born in Suffolk or Norfolk. 'I reckon that makes me indigenous,' he says.

This also made for an early introduction to boats and rivers. Tony's father worked for R & W Paul in Ipswich and took Tony with him when he went to talk to the bargemen in Ipswich Dock. Towards the end of the war and for several years afterwards the family used to holiday at his great aunt's smallholding on the River Yare at Reedham where they had a sizeable rowing boat. 'My Dad made a makeshift mast and sail for it, and we sometimes sailed as far as St Olaves up the New Cut where I was treated to a Vimto in the pub—wonderful days for a nipper!' As a teenager he joined the scouts and enjoyed Hallowtree Centre near the River Orwell. This inspired him to build his own canoe.

As Tony grew up he developed a longing to do something with boats or with farming. He went to Chadacre Agricultural Institute at Hartest for two years, though only the winter months were spent in the college. During the summers the students were expected to go back to their home farms and work. Tony's family didn't have a farm, so he went to work as a junior shepherd on a big estate near Driffield in the East Riding of Yorkshire. He was paid £3 16s 1d a fortnight plus



Tony Osler.

board and lodging and discovered that his small dextrous hands were a useful asset when it came helping ewes who were having difficulty giving birth. He took his canoe to Yorkshire, exploring the River Hull, and also found opportunities to sail on Hornsea Mere.

Subsequently Tony spent a year on the staff at Chadacre, then managed a farm near Bury. He had a dinghy at Wrabness and then achieved his great ambition of a little boat you could sleep on. This was *Sandpiper*, a small two berth cabin cruiser, in which he could circumnavigate Norfolk. The farm wasn't such a happy place, however, and when he was looking around for a new job in agricultural education, he unexpectedly applied to join the Probation Service. He was there for 28 years 'the most interesting job in the world'. After initial training at Southampton University he was posted to Portsmouth—where he was also lucky enough to meet a magistrate in need of a Saturday afternoon crew for his Victory Class keelboat. He also married and had two daughters (both of whom now work in the probation service).

One wet day in Portsmouth Tony was sheltering in WH Smith when he noticed a book by Rowland Hilder *Starting with Watercolour*. Tony's father used to paint... 'I wonder whether I could do that,' thought Tony, buying paper, paints and brushes as well as the book. He also found he enjoyed working with pen and ink.

Promotion in Portsmouth was slow and the call of Suffolk was strong. Tony took a job at HMP Blundeston and moved back. The work was

fascinating, ‘What a bunch of wasted human lives!’ Tony saw so many people who could have done so well if they’d managed to direct their energies in the right direction. He and other staff did all they could to ensure that the time in prison was used well but so often, when a prisoner had served his time and left, full of good intentions, ‘there were all their old mates, waiting for them.’

Work in the Probation Service always felt worthwhile but was never highly paid. When he was in Portsmouth he’d grown some flowers and vegetables and drove round the town, selling them; now in Suffolk, looking ahead to Christmas one year, he began to wonder whether he couldn’t try selling his paintings. He called at a gallery at Oulton Broad on his way home from the prison. ‘I’ll buy them all,’ was the response. When Tony was promoted to managing the Ipswich branch of the Probation Service—Ipswich, Felixstowe, Woodbridge, Hollesley Bay—there was the added benefit of driving around this beautiful county, particularly near its rivers and coastline. One day, in Woodbridge, he met my father, George Jones, on board the sailing barge *Thalatta*. George was then appeals secretary for the East Coast Sail Trust (ECST) which specialised in taking children out from the East London boroughs and giving them a chance to experience the Thames Estuary.

Tony and George liked each other at once. As well as a love of boats, painting and an interest in social justice, they discovered they shared the same birthday, though George was twenty years older. Together with fellow artists Winton Aldridge, Roger Finch, Aiden Kirkpatrick and Robin Sterndale Bennet, they founded the East Anglian Group of Marine Artists (EAGMA) which is still in active existence today. Tony became involved with the East Coast Sail Trust. He succeeded George as appeals secretary and eventually became chairman.

Meanwhile his painting flourished. Aged 55 he left the Probation Service and devoted himself



Barge in Moonlight.

to art full time. With regular gallery spaces in Wareham (Dorset), Stamford, Lincoln, Rochester, Clare, Titchmarsh Marina, Snape and Iona—as well as frequent exhibitions with EAGMA and other groups—Tony and his wife Gill always found time to sail. Tony was also an active member of the Society of East Anglian Watercolourists, the Felixstowe Art Group and the Creative Fen Group—where he paints in oils. When Gill died, Tony found it hard to maintain his enthusiasm for sailing and eventually sold the boat where they had spent such happy times. More recently, however he has bought *Selene*, a Fisher 25, which he keeps in Levington and continues to explore the Thames Estuary, either alone, with one of his daughters or with friends.

In 2006 Tony wrote *Where Yer For?: The recollections of Sailing Bargemaster Captain Harold Smy* published by Chaffcutter Books with illustrations by Angus Stirling. He also wrote a book about the Probation Service. Now his ambition is to write and illustrate his own recollections of a lifetime round the East Anglian coast. That’ll be worth looking out for.



Low water.

Peter Willis

Book Reviews and News

We Fought Them in Gunboats (HMS Beehive Edition)

Robert Hichens

When I first read Julia Jones's *Uncommon Courage*, about amateur yachtsmen in World War II, I made a note of the first-hand memoirs I wanted to track down and read. This was one of them. Hichens was attached to the Coastal Forces based locally in HMS *Beehive* at Landguard Point, Felixstowe. Their job was to use 70ft motor gunboats (MGBs) to attack and harrass the German 120ft 'E' boats patrolling the North Sea. Their boats were fast and dangerous—to their crews almost as much as their targets. His vivid, detailed account of exploits afloat and life ashore, with its comradeship and conflicts (as often as not with the Admiralty), now published uncensored for the first time, also reveals intelligence work alongside the naval engagements.

Robert Hichens did not live to complete his book—he was killed at sea in April 1943. Julia Jones picks up the story (Hichens' own account breaks off with a particularly rowdy wake-cum-wind-down following an attritional engagement with the enemy in October 1942) and in her unflinchingly sympathetic style completes—with archive material from the Felixstowe Museum and elsewhere—the human stories behind the small memorial stone to HMS *Beehive* in front of the car park at Landguard.

£14.99, golden-duck.co.uk

Antarctic Sketchbook

Claudia Myatt

One wonders if Friends Scott Polar Research Institute fully realised what they were getting when they chose Claudia Myatt as their Artist in Residence. Certainly the crew of HMS *Protector* were initially bemused when she joined the ship for one of its five-week patrols of Antarctic waters, and so, to an extent, was Claudia. With her natural inquisitive friendliness, she soon fitted in and documented the crew's lifestyle, clothing and equipment, as well as what she was really sent there for, a vivid impression of the terrain, the weather, the flora and fauna of this unique and remote part of our world. And above all, the 'feel' of it, captured in words and brief, vivid watercolour sketches.

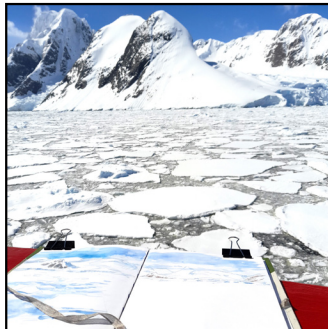
'It's as if the atmosphere is thinner (perhaps it is),' she writes, 'but each breath you take makes you feel you haven't been breathing properly for years.'

Somehow, she manages to capture that feeling in the sketches in this book. It truly feeds the fascination many of us have with the Antarctic.

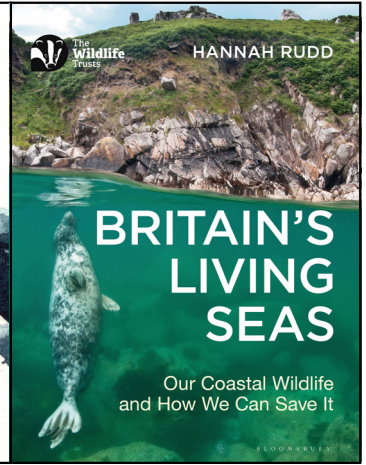
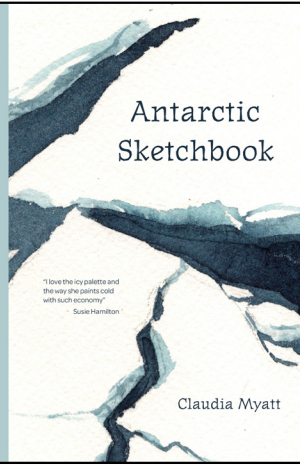
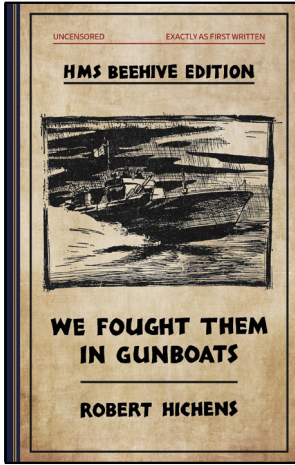
It would also make a fantastic sourcebook for any school classroom—the penguins alone are irresistible. I hope the Scott Polar people feel they got their money's worth.

£15.99,
golden-duck.co.uk

Claudia Myatt



Sketching Antarctica.



Browsers

Sad news that Browsers bookshop has had to close. For over half a century it supplied the needs of Woodbridge booklovers—for most of that time from the resplendent corner premises on the corner of the Thoroughfare and the Turban Centre (now occupied by the Two Magpies cafe). At one stage they also had a children's bookshop (I think in the unit now, ironically, occupied by Oxfam Books). The tempting table displays with their yellow cards made it impossible to walk past. Martin Whitaker, its owner, was a good friend to readers, and to this author.

But the changing climate of book retailing necessitated first the move to smaller premises, and finally the closure altogether. Woodbridge won't be the same without it, though we welcome Susie Keepin, new owner of Woodbridge Books (formerly Woodbridge Emporium), who plans to stock books by RDA President Robert Simper. RDA member Catherine Larner, who organised many of the author events at Browsers, is continuing to stage these under her own name, starting with Victoria Hislop at the Riverside on 8th October. Contact her at catherinelarner.com.

Julia Jones

Britain's Living Seas Hannah Rudd

Hannah Rudd is from Essex and appeared at this year's Felixstowe Book Festival. She sings the praises of mudflats, sand dunes, biogenic reefs and kelp forests. Ocean interconnectedness is another main theme: if we protect or restore habitats here, we also help elsewhere. She doesn't shy away from technical terms—such as 'eutrophication'—but explains them and allows her enthusiasm to carry the reader along. Clear presentation, copious illustrations and 'spotter's guide' features are likely to appeal to a family readership.

£16.99, Bloomsbury Wildlife

Remembrance Sunday (12.11.2023) at Riverside Cinema

Tim Curtis' short film about *We Fought Them in Gunboats* will be screened at 6pm together with his film *Stanley's War*, which tells the story of Ramsholt war hero Stanley Banyard. Tickets are now on sale. Part of the proceeds will be donated to the armed forces charity SSAFA that supports veterans and their families in the community.

Claudia Myatt

Sessions and Sail

Claudia Myatt



Sailing on *Lady of Avenel*.

The River Deben is my home, and I love every inch of its mud and marsh. But the British coastline is full of contrast and every so often I need a fix of rock—preferably with plenty of islands and blue sea thrown in, which is why I was trying to travel from Woodbridge to Oban on a train strike day. I've spent many years sailing the East Coast where land and sea merge and you can go aground out of sight of land so it's a treat to sail the Scottish Islands. Here the land and sea are as different as it's possible to be. The sea is blue and deep; the land is rocky, dramatic, full of colour.

Lady of Avenel is a sailing ship that used to be based in Maldon. She spent her summers on charter in Scotland, returning to the Blackwater every winter. Now based full time in Oban, she runs specialist sailing holidays; walking and sailing,



Claudia Myatt

Have harp, will travel.

wild swimming and sailing and, the one that appealed to me, sessions and sail. Imagine sailing a tall ship around the Hebrides with a group of musicians, playing local tunes afloat and ashore, visiting local pubs and communities, learning new tunes as we sailed along. That sounded like heaven to me. I'm not an experienced musician but I love Scottish tunes, so I packed my small harp and my oilskins and set off to Oban.

The weather was the usual Atlantic mix of sunshine, showers, strong winds and calms. With square sails set against a blue or cloudy sky we sailed from Mull to Iona, to Colonsay, to Jura, to Easdale. The music flowed on deck, around the cabin table. We anchored and took our instruments ashore; tourists stopped to watch and listen on Iona, phones held in front of them for videos. 'Are you a band?' someone asked. 'No, we've never all played together before,' we said. Traditional music is like that—it flows, soars and changes direction like a flock of starlings and the listener can't always tell who is leading and who is following. You can join in tunes you've never heard before because you try to connect to the patterns of the tune... 'it's in G so here comes the



Music down below...

C... no, it's the D, then back to G, up to C...' As a relative beginner, the tune is ending as I've got the accompanying chords worked out, but that's ok. For me it's the joy of being able, at last, to join in rather than just watch.

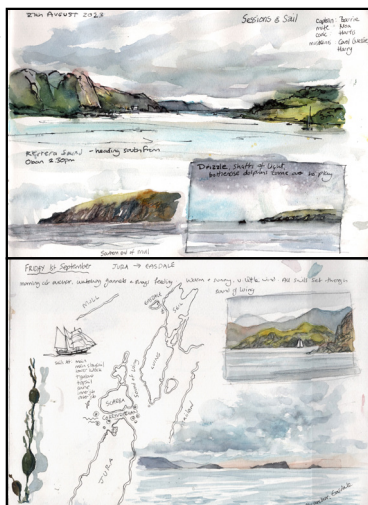
On Jura we anchored in a remote bay, watched over by wild goats high on the hillside. Looking at the scene from the shore, the brigantine anchored in the bay, you'd think you'd travelled back in time. But the ship herself, though traditionally rigged, is reassuring modern below decks. There are hot showers, phone charging points beside your bunk, and a constant supply of excellent meals.

At the end of the week we anchored off the tiny island of Easdale (population 30).



...and up on deck.

The Community Centre had been booked, musicians came from Oban and from other islands. There were professionals and amateurs as well as people who had come to listen. Wine in the bar was £3 a glass. At the end of the evening we waited on the dark quayside for our turn to be ferried back to the ship, Easdale hospitality never to be forgotten. Music—and the sea—connect people and I hope they always will.



Sessions and Sail is led by Shetland musician Barry Nisbet. 2024 trips are already fully booked but if you want to find out more or get on the waiting list, visit sessionsandsail.com.

For more about *Lady of Avenel*: ladyofavenel.com.

I run 'Sketch and Sail' holidays on board the ship: ladyofavenel.com/sketchandsail.



Alan Turner

Getting Involved: Morris Dancing

I have been dancing with 'Danegeld Morris' for many years, and love to get the Morris gear on and head out to dance.

Alan Turner

We dance in the North West style with wooden clogs, which took a while to adjust to. They can make a great sound when we all stomp together.

Some of the dances can be quite energetic, but I usually seek out some ale to assist with refreshment!

When the group was set up, they decided to use the 'Sutton Hoo' mask as the template for the logo for the team. On the back of each dancers waistcoat is an individual design sewn/embroidered on.

Each dance takes a while to learn, but once we have got it we can start giving some oomph and make it into a dance performance.

We take new dance ideas from other Morris groups and also YouTube & TikTok, and sometimes write our own from scratch.



Joining a Morris dancing workshop.

It's lovely to be part of a mixed side & with a good range of ages. The band can range from a few musicians to a considerable number (not quite a symphony?)

My favourite events are the big weekend festivals. We have recently danced at Sheringham with many other Morris sides. Pausing for ice creams and rewarding ourselves with a splash in the sea at the end of the day.

In August we are often at Folk East, and it's splendid to be dancing at this prestigious Folk festival. It is also great to dance at Woodbridge, at the Longshed and in the Town.

If you like dancing and like dancing with good friends—come and join us! The Morris group meet up on Tuesday evenings 8–10 PM @ Bredfield Village Hall. Give me a shout if you fancy giving Morris dancing a go.

Alan Turner is an artist, swimmer, dancer and folk music lover.

Alan Turner



A dance at Whisstock's.

Geoff Lambert

Getting Involved: Woodbridge Model Boat Club



Dragons racing.

Yawls starting.

A Motor Torpedo Boat.

Indoors.

In 1982, when the old Model Yacht Pond at Woodbridge was replaced, the Publicity officer of the Model Yachting Association suggested in the Model Boats Publication that a Club be formed to make regular and organised use of the new facility. I responded to this and by chance met Ray Page at the pondside one day and we took up the challenge. He knew people in Woodbridge who might be interested.

Initially we were about seven in number and able to form a committee to launch the Club. Very soon the Club became properly constituted and began attracting new members. From that time the Club has continued to grow until today we have over 60 members. The Club has always been aware of the many pursuits of model boat builders and the constitution embraced this.

From the beginning we have made full use of the pond and currently we have some activity on the pond on Mondays, Tuesdays, Wednesdays, Saturdays and Sundays 52 weeks of the year.

Mondays sees the pond used for power boat sailing, scale models and electric sports models of all sorts.

Tuesday and Saturday is race day, when each week, a different class of yacht is sailed, in sizes ranging from the 21 inch Micro Magic, through the 123 Class at 24 Inches, the Dragon Force at 26 inches to the W36R 36 inch Yacht. Both the 123 Class and the W36R are classes specific to our own club and have been developed over

the years by the Club. The races are conducted under strict yacht racing rules and demand good helmsmanship and concentration. Occasionally raised voices can be heard!

On one Sunday each month we race the free sailing Southwold Yawl. This class came to the Club through a generous gift of a historic model Yawl from Miss Judith Cooper. Again this class is specific to the Woodbridge Club.

On Wednesdays the Club members meet informally to sail whatever takes their fancy, either power or sail. Some members still enjoy building and developing small free sailing yachts.

The power section is there for members who are involved in building their own models from the simple kit models through to the very detailed scale models which have taken hundreds of hours to complete. We have recently held building forums where members can share their know-how and experience, member to member.

Modern technology has given us very reliable systems of control, be it either in yachts or powered craft.

If you would like more information about the Club please visit our website at woodbridgemodelboatclub.org.uk.

Alternatively come along to the pond when any member will be pleased to give you information on the Club and its boats.

Getting Involved: Cadets

In April of this year my wonderful crew, Primrose Denny-Pickess, and I qualified for the Cadet team GBR. We have both worked very hard over the past year and were happy to qualify sixth in the seven place team after missing out on last year's ten place team by only a few spots. After qualifying, the training began for the world championships that were to be held in Nieuwpoort, Belgium during July.

Nieuwpoort is located on the North Sea and is renowned for its rough seas and high winds, conditions that us British Cadet sailors are not particularly experienced with. We were lucky enough to be able to train on the same sea we would be racing on, as training from Felixstowe Ferry offered a very similar sea state and conditions to those we would be facing at worlds. Coached by Alex Page all seven boats in the team became quickly accustomed to the challenging chop and merciless tide and felt fully prepared for the coming competition.

After three training sessions on the race area itself and a (rather stressful) measurement day the GBR cadets were ready and raring to go for the coming competition when, in the early hours of the morning before the opening ceremony and practice race, a few of the team and the coach became very ill with a bout of what we suspect to be Norovirus. As more and more of the team became ill in the following day (including Primrose and myself) the team's success in the competition seemed to be in jeopardy. Fortunately for us, the first day of racing and the practice race were cancelled due

Tim Hampton



Gwen and Primrose.

to high winds, allowing time for the sick to recover so none of the boats competing in the team had to miss the first races. Thankfully, everyone stayed more or less okay and able to sail for the rest of the event.

One of the things I love most about cadets is the friendships I have been able to forge around the globe. On my first

evening in Nieuwpoort alone I talked with existing friends from previous internationals, met new friends who I continue to talk to and reconnected with those I had lost touch with. Throughout the week I continued to meet new people and my relationships grew with those I already knew. In fact, one particular Dutch fellow I met is coming to visit at the end of the week and currently is falling victim to my pestering for ideas as he tries to sleep. I hope that I can stay in touch with these amazing people I have become friends with but, even if I don't, I know I certainly will not forget them and the wonderful memories I have with them.

Primrose and I continue to work hard for the next set of selection events and world championships that will be in Plymouth next July. We hope to be able to sail faster and place higher than ever before. Unfortunately it will be my last year in cadets, however—inspired by the recent success of Willow Bland, a former cadet sailor who is now part of the crew on *Maiden*, and other ex-cadets who are now going on to do great things—I'm sure it will not be the end of my sailing journey and I will have many more sailing adventures to come.

Gwen and Primrose recently won the 2023 National Inland Championships in their Cadet Twocan.

News from the Hards

With so much of the recent news focus having been on Water Quality up and down The Deben, it is nice to be able to report that, in compiling this Hards update, there has been a report of a pair of Kingfishers in Martlesham Creek together with recently born young and also a report of no less than 72 swans! Elsewhere on the Estuary, there seems to be a good vibe with few issues and generally increasing activity.

At **Melton Boatyard**, as first reported in the 'Woodbridge & Melton Autumn Newsletter', planning permission has been achieved to extend the carpark for additional cars and storage of smaller boats. The beautiful onboard Café setting of HMS *Vale* continues to get positive promotion including wonderful photography in its social media posts.

Robertsons Boatyard's vintage ex-RNLI lifeboat, *Sarah Ann Austin*, has been relaunched with a fully electric engine. It is thought that she is the first wooden-hulled vessel operating with an electric engine on a tidal river in the UK. Powered by lithium batteries, she offers her passengers a comfortable and quiet voyage, causing less disturbance to wildlife and other river users—a real improvement from her old noisy and polluting diesel engine! With Robertsons' on-site solar panels providing



Percy Pump-Out.

power to recharge the batteries, her ongoing environmental impact is negligible. She is available for crewed private river trips of up to 2 hours, carrying up to 12 passengers.

The replacement of the old rusting cradle on the large, winched slipway by a new custom-made galvanised steel cradle, locally manufactured by N & A Engineering and able to accommodate vessels up to 23.5m long, 5.5m beam and 80 tonnes is an indicator of more progress at Robertsons; as is their mobile "Percy Pump-Out" unit, now getting plenty of use, servicing the vessels in the barge harbour and helping to keep this little corner of the river clean. Robertsons offer their pump-out service to any vessel, with a suitable deck fitting, that can pull up against their quayside, or to visitors on their winched slipway. Advanced booking is required.

At **Woodbridge Boatyard** business has continued much as usual this past six months. Summer has been busy with several boats being worked on in the sheds including plank replacements in the Saxon half ship *Sae Wylfing*, new skylights for the Humber barge *Waterdog*,

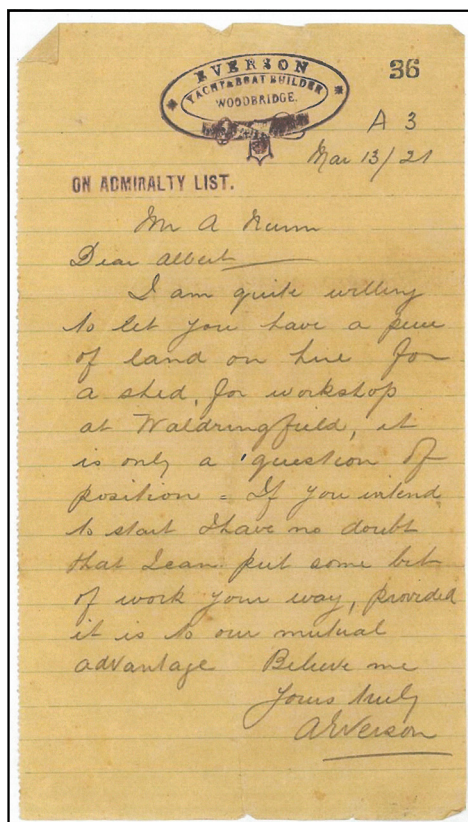


Sarah Ann Austin.

new ribs in an Aldeburgh Lapwing dinghy and the refurbishment and fit out of an 18ft launch with a electric driveline of our own design. By the time *The Deben* goes to print this electric boat with its lithium battery will have debuted at Southampton Boat Show alongside *Cherub*, the original Deben Cherub now in her 99th year, showcasing some of the spectrum of the yard's work.

In March 1921 AA Everson wrote a short note to the Nunn Brothers, former Everson's apprentices, agreeing to rent them a shed that he owned in Waldringfield for the purpose of boatbuilding. In June 2023, Waldringfield Boatyard was purchased by Woodbridge Boatyard's owners reuniting the two businesses after 102 years. As Waldringfield regulars will have found, Mark and Emma, the yard's custodians for the last 10 years are still heavily involved in the day to day operation of the yard and Deben Cruises river trips as a gentle handover to the experienced Woodbridge team takes place. It is intended that both businesses and their customers will benefit from the amalgamation of teams and facilities. Indeed, already an Alan Buchanan-designed Saxon Class wooden yacht requiring a substantial amount of work which would have been too heavy for Woodbridge Boatyard to bring ashore is on the hard at Waldringfield for work to commence on her repair and restoration. A huge thanks goes to Mark and Emma for the fantastic job they have done.

From April 2023, the **Knoll & Kyson Fairway Committee** (K(RD)FC) have been under the new command of Ben Grundy as Committee Chairman, whilst Mooring Secretary David Westwood has stood down, having been in that position for 20 years. Maria Peak assumes David's role. The K(RD)FC would like to take this opportunity to thank David for the hard work he put in to the K(RD)FC over the past 2 decades. Updated contact details for the new Secretary are on the K(RD)FC website.



AA Everson's note to Harry Nunn.

At **Waldringfield** the season was slow to start because of adverse weather conditions, but it then picked up, including several Dutch visitors, and a rally of Deben Luggers. The Boatyard has been under new management since June. The Harbourmaster and Fairway Committee will to continue to foster good working relationships. In other news and after many years, the Scrubbing Posts have been renewed (the effects of Tam Grundy's piledriver being felt for a significant distance), and have already seen use. To book a slot, please contact the Waldringfield Harbourmaster, Tony Lyon on 07925 081062.

Although some swimmers (especially those who are part of organised groups) are aware of the dangers of swimming in the channel and swim



Clytie availing herself of the new scrubbing posts at Waldringfield.

responsibly, others appear oblivious. The dangers are increased for those swimming in the channel at high tide when boats are passing Waldringfield on the way to or from Woodbridge. Large boats in particular have difficulty spotting swimmers in the water and, of course, have no brakes. This issue has also been reported at Woodbridge and discussions are taking place about how best communicate the dangers.

The **Ramsholt Fairway Committee** (RFC) reported that George Collins has retired as Harbour Master after 40 years, his father having been Harbour Master for the preceding 20. George loved being at Ramsholt and always looked at home there, spending his time and energies toward keeping the fairway and quayside area in good order whilst enjoying the river and surrounding countryside, especially enjoying walks there with his brother Billy. George was on-station seven days a week and he will be sorely missed after all his hard work. RFC are very grateful to Richard Clarke for standing in for George over the summer. The new Harbour Master, Ian Moore, used to work at Felixstowe Ferry Boatyard and is a coastguard. Contact number 07510 444462. RFC anticipates further change and clarification of roles as they consider the new situation. However, without George's routine of alerting local marine contractors, Ramsholt Mooring Holders should in future

make contact directly about the maintenance of their mooring tackle in accordance with insurance requirements and the regulations.

With the assistance of East Suffolk Council, the **Felixstowe Ferry Foreshore Trust** have paid for a new sign at the top of their slipway to highlight the River Deben Byelaws (see inside back cover), including the speed-limits and the impact to wildlife of loud noises and excessive wash.

And at the River Deben entrance itself at Felixstowe Ferry, John White reports that the new channel is working well. Boats still have to wait for high tide and carefully follow the bouyage. There is slow flow over the bar, although perhaps a little more swell on the ebb when an onshore wind. It is pleasing to be able to say that Jet Ski noise and wash are largely OK (perhaps resulting from the new sign!), but some concerns remain with the amount of wash from the larger powerboats.



Prof Helene Burningham

A near-infrared image of the Bar this summer. (Thanks to Prof Helene Burningham, UCL.)

The River Deben Association

Autumn Talk: 26th October 2023

Net Zero—where are we now?:

A talk by Lord Deben

Roger Harris



Lord Deben.

The Right Hon. the Lord Deben is the former chair of the UK Climate Change Committee. He has previously held the positions of Secretary of State for the Environment and MP for Suffolk Coastal.

In a letter sent to the Prime Minister at the end of June 2023 Lord Deben, as the then chair of the Climate Change Committee, made an assessment of UK progress in reducing emissions, saying that:

- The failure to act decisively in response to the energy crisis and build on the success of hosting COP26 means that the UK has lost its clear global climate leadership.
- Inaction has been compounded by continuing support for further unnecessary investment in fossil fuels.
- The Government must act urgently to correct the failures of the past year and reclaim the UK's clear climate leadership role.

This sets the scene for the River Deben Association's Autumn talk at the Woodbridge Quay Church on 26th October 2023. Doors open at 7pm with the talk starting at 7.30 pm.

Free for RDA members, but book through Eventbrite. £5 for non-members.

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

Contributors

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Magazine magazine@riverdeben.org

All other matters chair@riverdeben.org



River Deben Association

The River Deben Byelaws

For the purposes of clarification, these original byelaws relating to the River Deben were made by Suffolk District Council on 2 January 1979. East Suffolk Council are the statutory successors in title to Suffolk Coastal District Council and are now the Statutory authority with power to enforce these byelaws.

Byelaws for the prevention of danger, obstruction or annoyance to persons bathing in the sea or using the seashore made by the Suffolk Coastal District Council under Section 76 of the Public Health Act 1961.

1 These Byelaws shall apply to such parts of the River Deben as are situate in the District of Suffolk Coastal between the following boundaries:-

(a) a line drawn through Felixstowe Ferry Martello Tower on a bearing of 55 degrees, and a line drawn through the sluice outlet of Kings Fleet on a bearing of 60 degrees; and

(b) a line drawn through a certain marker post situate at the outlet of Falkenham Creek on a bearing of 90 degrees, and a line drawn through Wilford Bridge on a bearing of 125 degrees.

2 In these Byelaws:-

“line” means an imaginary straight line,

“bearing” means a bearing reckoned clockwise from True North,

“navigator” means the person who, whether as owner or otherwise, has the charge or control of a pleasure boat and includes a person who, being present, is entitled to give orders to the person having charge or control.

3 No person, being the navigator of a pleasure boat, shall during the months of May to September inclusive cause or suffer such pleasure boat to exceed a speed of ten nautical miles per hour through the water of that part of the River Deben situate between the boundaries specified in Byelaw 1 (a) hereof PROVIDED THAT this Byelaw shall not apply to any person whilst such person is taking part in an event organised by the Suffolk

Coastal District Council or organised by any person with the written consent of such Council.

4 No person, being the navigator of a pleasure boat, shall during the months of May to September inclusive cause or suffer such pleasure boat to exceed a speed of eight nautical miles per hour through the water of that part of the River Deben situate between the boundaries specified in Byelaw 1 (b) hereof PROVIDED THAT this Byelaw shall not apply to any person whilst such person is taking part in an event organised by the Suffolk Coastal District Council or organised by any person with the written consent of such Council.

5 No person, being the navigator of a pleasure boat, shall cause or suffer such pleasure boat to be driven or sailed in a dangerous manner or without due care and attention or without reasonable consideration for other persons.

6 No person, being the navigator of a pleasure boat propelled by an internal combustion engine, shall use such pleasure boat unless the engine thereof is fitted with a silencer suitable and sufficient for reducing, as far as may be reasonable, the noise caused by the escape of exhaust gases from such engine.

7 Any person offending against any of the foregoing Byelaws shall be liable on summary conviction to a fine not exceeding two hundred pounds.

8 Nothing contained in any of the foregoing Byelaws shall be deemed to be or shall operate as a grant by or on behalf of the Crown, as owner of the foreshore and seabed, of any estate or interest in or right over such foreshore and seabed or any part thereof, nor shall anything contained in or done under any of the provisions of the foregoing Byelaws in any respect prejudice or injuriously affect the interests and rights of the Crown in such foreshore and seabed, or prevent the exercise thereon of any public rights or privilege or injuriously affect any right power or privilege legally exercisable in over and in respect of such foreshore and seabed.



Julia Jones



Sue Ryder Richardson



Geoff Lambert



Jane Haviland



Sue Ryder Richardson



Sarah Zins

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 eco-system which must adapt to changing environmental conditions and new patterns of use. It needs our care as well as our celebration.



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