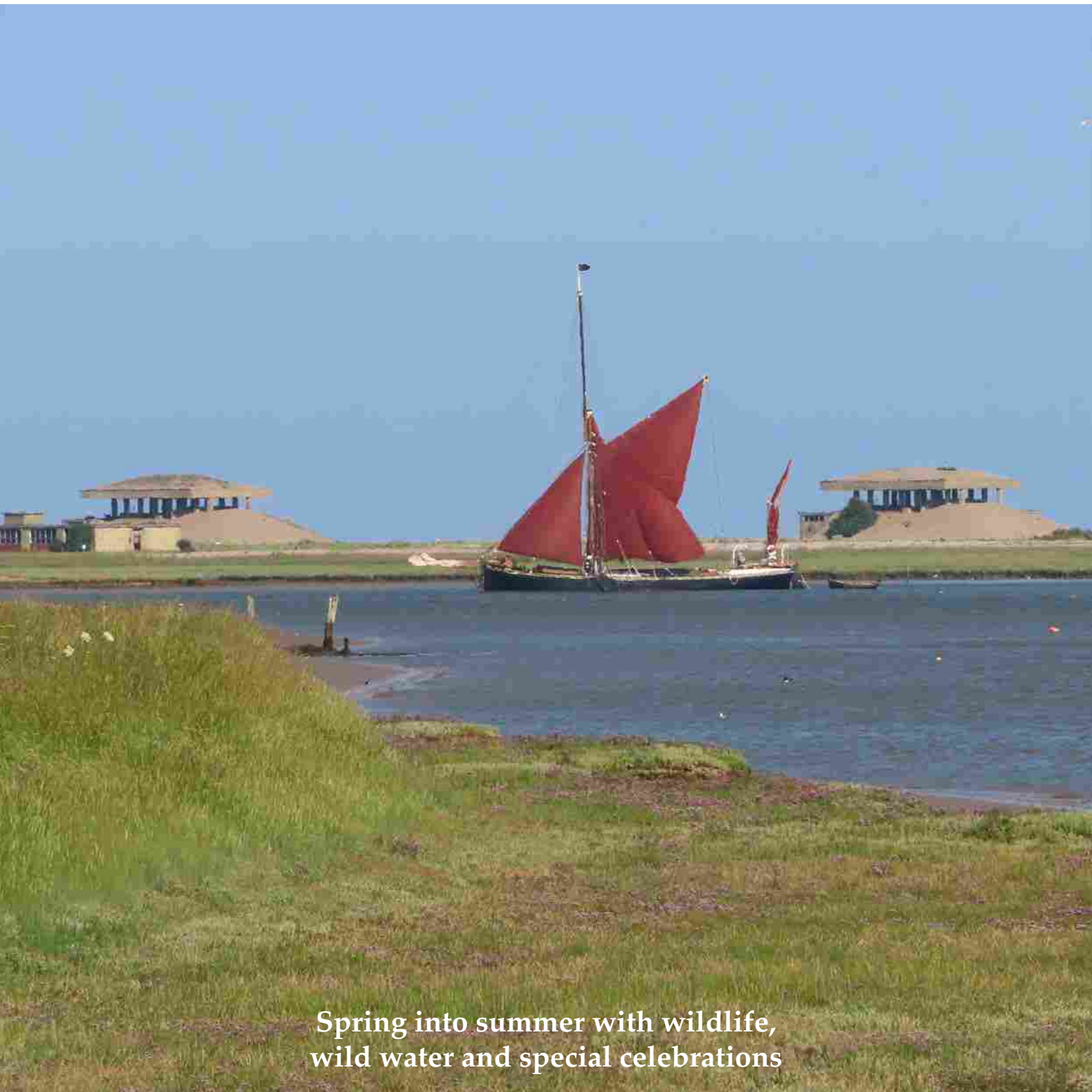




The Alde & Ore Association

Newsletter 57 - Spring 2022



Spring into summer with wildlife,
wild water and special celebrations

Your Voice - Your Estuary

Contents

Invitation to AOA Annual General Meeting 2022	2
Chairman's notes	3
Alde & Ore Estuary Trust	5
Alde & Ore Community Partnership	6
The Queen's Jubilee and Festival of Suffolk	7
John Dunthorne: Mapping the Alde & Ore	8
Presentations at the Ferryman's Lunch	9
A relaxing chat with Bill and Jodie Pinney. <i>Keith Martin</i>	10
Aldeburgh Lapwing 75th anniversary. <i>Steve Liddell</i>	12
The working landscape and the wilderness. <i>Gerard King</i>	14
Storm surges on our Suffolk coast. <i>Alison Andrews</i>	16
Attack of the sea termites! <i>Roy Truman</i>	18
The Energy Coast. <i>Alison Andrews</i>	20
Past forward: Iken Cliff	22
AOA Committee looks to the future	23
1953 floods: call for memories	23
Art from Attics	24
Alde and Ore Association events, 2022	24

Editor's introduction

In this Newsletter we are marking two important anniversaries. You may have heard about Her Majesty the Queen's Platinum Jubilee, but did you know that the Lapwing dinghy class, unique to Aldeburgh, is now 75 years old? Steve Liddell gives us a brief history of this iconic boat.

We also celebrate rare breed cattle and the joys of the river with local butcher Gerard King and relish the beautiful maps created by John Dunthorne. In the second in our 'relaxing chat' series, Keith Martin interviews members of the Pinney family and uncovers a WW2 mine among the oyster beds. Ravenous giant worms and tidal surges might seem to be no cause for celebration, but they're all part of the coastal scene that makes this part of the world such an interesting place: don't be afraid to read about them and all the other articles in this issue.

Next year is the 70th anniversary of the 1953 floods, and we would like to receive your memories of that devastating event and its aftermath. And if your memories don't go back quite that far, we would still like to hear from you.

Please send me your ideas for topics we should cover,
Your bird and wildlife stories, if you're a nature lover.
Send me your local memories, the good times and the sad,
Your sporting tales and hobbies, even if you're bad.
Send me your think-pieces, the bees buzzing in your bonnets.
Send me your poetry, your villanelles and sonnets.
What about your photographs of marsh, estuary and more?
Please send me anything of interest – it is your Alde and Ore.

I hope you enjoy this issue, which is the first to be printed on recycled paper.

Monica Allen

Alde and Ore Association Annual General Meeting 2022 The AGM will be held by Zoom on Thursday, 28 April 2022, at 6.30 p.m.

Papers will be sent to members at the beginning of April by hard copy or by email where we have those addresses. The papers will be on the website www.aldeandore.org. **If you wish to attend, please let the Hon. Sec., Kim Puttock, (info@aldeandore.org) have your email address to receive the Zoom invitation.**

Cover: Pagodas at Orfordness. Photo by Evelyn Parkinson, AOA 30th Anniversary Photography Competition, 2021.

Chairman's notes

Winter reflections and looking ahead

We have had a winter of contrasts around the Alde, Ore and Butley rivers. Sometimes bleak, grey days, sometimes the sun shining so brightly that the river looks like a blinding silver ribbon, and on other days amazing glowing horizons for a short while at sunset. As we move into spring with longer days we can look forward to greater brightness and refreshed green landscape. We are so fortunate to have the rivers at all seasons.

The great thing about the river is that there is always something to do, whether quietly finding a corner to watch feeding birds or participating in a full-blown regatta, with everything in between. I hope that this year we can emerge and start meeting and circulating more freely as well.

Reflections. Winter can be a time for reflection on what needs to be done. As an Association, we have always to be on the lookout for changes, whether they are good, needing encouragement or possibly detrimental to the essential unique character of the landscape. Two examples: we have to consider the balance between people's enjoyment against possible over-treading of the area that would undermine the essential reasons for that enjoyment, or at another time sensible economic developments while avoiding unnecessary despoilation of the natural environment.

Looking over the last ten years, the Association's actions have included: challenging many planning applications from the potential revival of the Bentwaters airport to gross overdevelopment in the corner overlooking Brick Dock; contributing to government thinking on what exactly should be the policy for a measured and staged approach to managing flooding and rising sea level in an estuary environment; pressing for the actual science of evaluation of the environmental status of an estuary as opposed to mechanical assessment; challenging possible over-regulation through adding a Marine Conservation Zone within the estuary when it is already well protected by several national and international environmental protection designations; and, most recently, flood resilience policies. And, all the while supporting and instigating surveys of wildlife and flora or changing river dynamics, so we learn more about the landscape and all the things within in it and how it can be better cared for.

Looking ahead. There are always new matters of concern rising to the surface. The last couple of years have really brought home to Suffolk what it means to be dubbed 'The Energy Coast'. We are faced with the whole of the Suffolk Heritage Coast and Suffolk Coast and Heaths Area of Outstanding Natural Beauty, within which lies the Alde and Ore, being potentially adversely affected by lack of effective planning in bringing energy ashore. Behind the name 'The Energy Coast', little thought seems to have been

given to balancing hopes for new industry and employment against the needs of the environment and the tourism industry that has grown and thrived based on the unique Suffolk coast and countryside. There will be more projects and decisions on energy projects coming forward. We do what we can and have to hope that the many points we make emphasising working with, not ignoring, the fragile and dynamic coast are listened to, and that the natural erosion the coast faces all the time is not haphazardly undermined or distorted by a series of projects being given multiple access points to mainland England via the Suffolk coastline.

There are growing activities on the river: we have already seen wild swimming by a brave and energetic few, and there is now more canoeing and paddle boarding, more water-skiing (keeping to the designated areas, we hope), more craft powered by motors with possible impacts on the river if not driven with care, and at the same time even more people enjoying walking, bird watching and skylines around the estuary. Do we need a Country Code for the estuary so all can enjoy the landscape and have fun safely for themselves and the environment?

Meanwhile nature continues to surprise us – this last year has seen many higher tides reflecting the windier seasons and surge swellings; there has been wonderful success in the bird world with good numbers of avocet chicks and more spoonbills arriving, and more. The saltings seem to vary in their success at flourishing, but, if you know where to look, there are glorious spreads of thrift or sea aster and lavender in season and along the shingle shore rare flora – a horned poppy may seem commonplace around here but this is one of the few places where it thrives!



Orford Castle and Church. Photo: A. Andrews.

What will face us in 2022? There will always be planning applications. We hope that at last in 2022 we will see the log jam in getting the river defence project underway finally broken through and the start of what will be a seven-year process to bring all the river defences into good shape to withstand any substantial

surge (of 1953 proportions or worse), even as far ahead as 2050, including taking account of sea level rise.

This lovely landscape is the result of huge natural forces creating the shingle banks and the ever-changing mouth of the river on the one hand and of river management and land cultivation over the centuries on the other. It will always need



Avocet (Credit: Wellcome Institute).

to be watched over. The Association does this. Trustees have been working on reviving active membership and increasing it, hoping that 2022 will be the year we can do more. One thing is clear, the Association is needed to sponsor the interests of the Alde and Ore rivers: there is no other organisation which covers every aspect. While the lead on river defences is being taken forward by the Alde & Ore Community Partnership and the Alde & Ore Estuary Trust, and the Association with its unique perspective still plays its part on defences, there are many other matters relating to the area that the Association needs to keep an eye on. Indeed, all its members are the eyes and ears for issues needing attention.

Now that we can all come out of our burrows, I would love anyone who wants to, to explore new opportunities and bring their skills into the Association to help it continue to take care of the rivers for the current and next generations. Please talk to any of the trustees about becoming involved, whether as a trustee or focusing on a particular interest – anything from organising an activity to doing some research.

Finally, I would just like to say how much we have appreciated the many compliments for the last special 30th anniversary Newsletter. We have been spurred on to do more and would love contributions from everyone; it is after all your estuary.

I wish you all a wonderful summer.

Alison Andrews, Chairman



Horned poppies. Photo: Association member

THE ALDE & ORE ESTUARY TRUST

SAVE OUR SUFFOLK ESTUARY

The Trust is delighted to announce that the second Aldeburgh to Orford flotilla will take place on Sunday, 4 September. Entrants will be able to swim, kayak, canoe or paddle board from Aldeburgh Yacht Club, making their way down the estuary to Orford Sailing Club. The distance is just under 5 miles. There will be an ebb tide so it should take a good swimmer about 1.5 hours and a recreational swimmer just over 2 hours. Full details on how to take part can be found on our website and social media. We do need all the help we can get on the day, so if you would like to volunteer, please email info@aoetrust.org.



Flotilla wave.

We are always very grateful when members of the community organise their own fundraising events. An 'Attic Art' sale is taking place at Aldeburgh Yacht Club over the Easter weekend (*see page 24 for full details*). All proceeds from the sale of the art are being donated to the Trust. Please contact Amanda Churchill on 07973 174833 to donate your art. A Private View will be held on Thursday, 14 April. Tickets are £10, which includes a drink and canapés. Tickets can be purchased by emailing office@aldeburghyc.org.uk.

The Trust is fundraising to support the proposed flood defence upgrades to the river walls. These improvements to the river walls will have significant benefits to both the UK and local economies, health, well-being and the natural environment. Each winter the estuary communities experience storm surges. It is only a matter of time before another flood event occurs, so these upgrades are important and urgent. The Trust would like to thank all donors for their continuing support both in kind and financially. None of this could be done without that help. Please continue to support the Trust to ensure the river wall upgrade plans become a reality. If you have not already done so, please sign up to our newsletters via the footer on our website www.aoetrust.org.

An estuary glossary

The **Alde and Ore Association (AOA)**, set up in 1991, is a membership-based organisation concerned with *all* matters to do with preserving the Alde, Ore and Butley rivers for the enjoyment of the public and benefit to all and works by making the voice of the river heard. (All matters include everything from seeking to influence government policies that may affect the estuary, from planning proposals to activities such as the ferry, walks, walk booklets and more.)

The **Alde and Ore Community Partnership (AOCP)** is the guardian of the estuary plan to keep the river walls, and therefore all the life of the river that depends on it, in good heart. It has a

key role in communicating to all the communities in the estuary, particularly through the parish councils, about what is going on. The AOCP is the successor to the Alde and Ore Estuary Partnership (AOEP), set up by Suffolk Coastal District Council, Estuary Planning Partnership and the AOA in 2012, which had completed its initial task of developing a coherent flood defence plan.

The **Alde and Ore Estuary Trust (AOET)** is the Treasury for the estuary. It is an incorporated charitable organisation responsible for handling all money collected in for the river defence works, and it also takes the lead on fundraising.



This year sees the tenth anniversary of the start of the work to develop an estuary-wide plan to secure the area from flooding by renewing the river defence walls in a sustainable way.

It began because there were overwhelming comments by a great many people to the Alde and Ore Futures public consultation, that the area and estuary should be managed as an integral whole instead of the proposed piecemeal retention of some river defences, leaving other parts to be flooded in time. To do this, the Alde and Ore Estuary Partnership, consisting of volunteers from all sectors of the community, was set up to work through all the hoops to develop, consult with everyone and get final approval for the Estuary Plan: this was achieved by mid-2016. The next two years were then mainly taken up by necessary studies of models of possible flooding to check that the order of refurbishing the river walls would avoid any place being put in any more danger of flooding than it would otherwise have been while the wall refurbishment was going on. Then, the East Suffolk Internal Drainage Board (IDB) took on responsibility for the construction plan, starting with the application, called the Business Case, to the Environment Agency for the necessary flood permits and for government grant towards the work.

The Alde and Ore Estuary Trust undertakes fund raising and financing to bridge the gap between funds from government sources and the total funds required. The original Partnership, with its initial task completed, was succeeded by the Alde and Ore Community Partnership, providing the voice for the local community and acting as guardian of the Estuary Plan, with representatives from all parishes, district and county councils,

landowners, the business community and the Alde and Ore Association.

The Business Case for the permits and grant for the first stage of the work was a huge task but was submitted in 2020 and the goal to start work was almost in sight. Then in late 2020, despite the project receiving technical approval, the project was put on hold by the Environment Agency pending an investigation into the deposit of clay stored at Iken. After considerable lobbying over many months, a possible route through may have been found to enable the project to go ahead. The IDB has been updating the Business Case taking account of latest costings and prices, and there have been changes in elements that might benefit from more grant: then the Case will be ready to be re-submitted. It is now hoped that the investigation and the project will be disentangled to allow a decision on the application to be made and hopefully to see substantive work starting in 2023.

It may be ten years on, but a lot of work has been done making the Alde and Ore community that much closer to realising the estuary plans which remain firmly to refurbish the river walls so that they are renewed before they are breached and will be resilient to a large surge in the year 2050 taking account of sea-level rise.

AOCP meetings are held quarterly. Members of the public are welcome and are given opportunities to speak. The latest meeting will have been on Thursday, 24 March, 2022, at 6.30 p.m. Dates of future meetings will be on the AOCP website www.aocp.co.uk.

A. Andrews, Hon. Sec. to AOCP



Overtopping of the river banks.

Can you guess where this photo was taken? There's a clue on page 23.

Celebrating The Queen's Platinum Jubilee 2022 and the Festival of Suffolk

Jubilee Beacons

The Jubilee Beacons is one of the official events of the Platinum Jubilee. The Queen will light the first beacon in London at 21.15 on 2 June at the beginning of the special four-day bank holiday weekend. The first in Suffolk will be lit by Clare, Countess of Euston, the Lord Lieutenant of Suffolk, in Lowestoft. In the Alde and Ore area, so far we know that there will be beacons in Aldeburgh, Friston and Snape.

www.royal.uk/platinum-jubilee-central-weekend

Festival of Suffolk



The Festival of Suffolk will shine a spotlight on all aspects of Suffolk life to celebrate The Queen's Platinum Jubilee in 2022. To herald the start of the Festival and the celebrations to mark the Jubilee a symbolic torch will

travel through communities in Suffolk this summer carried by local heroes. The torch begins its journey on Friday, 13 May in the county boundary at Brandon and then passes through 250

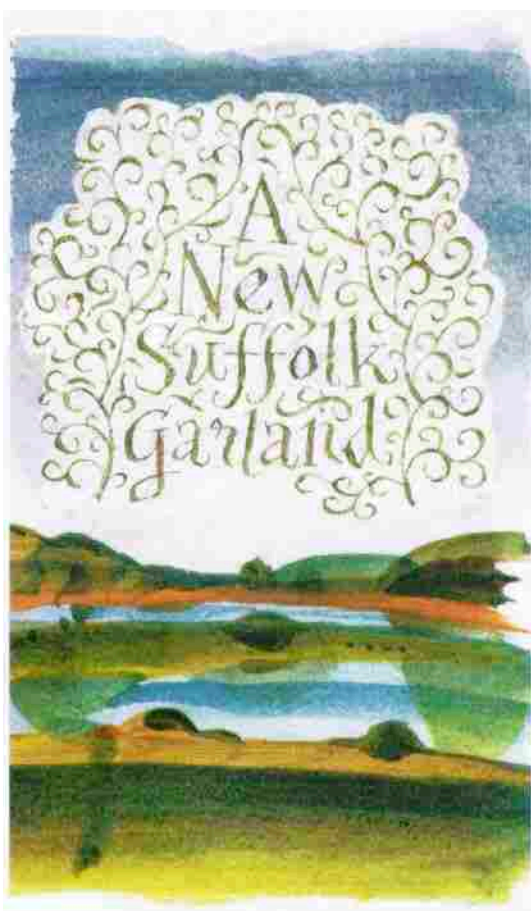
towns and villages, a distance of more than 550 miles, before reaching its final destination arriving at the Suffolk Show in Ipswich on Wednesday, 1 June. It will pass through the Alde and Ore area on 29–30 May. A route card can be found on the Festival of Suffolk Facebook page. Communities across Suffolk are invited to nominate worthy individuals to carry the torch. These could include local heroes or notable characters chosen in recognition for their service to the community. Details of how to nominate are now on the Festival of Suffolk website www.festivalofsuffolk.org/all-events/torch-relay.

A New Suffolk Garland

The Boydell Press in association with The Aldeburgh Bookshop is publishing a special anthology celebrating the county of Suffolk in May.

Publication date 5 May 2022. The Boydell Press. Price £20.00. ISBN 9780953100477.

johnandmary@aldeburghbookshop.co.uk.
www.aldeburghbookshop.co.uk.



A New Suffolk Garland

A Suffolk Anthology

Edited by Elizabeth Burke, Dan Franklin, John and Mary James

An anthology of the best writing and art, new and old, in celebration of the county of Suffolk.

Compiled to celebrate Her Majesty the Queen's 70th Jubilee and The Festival of Suffolk

All profits to Festival of Suffolk Charity Fund

From the art of hedge-laying to the cartoons of Matt, from Ed Sheeran's songs to the undiscovered treasures of Suffolk's churches, from the Suffolk punch stable to Delia Smith's kitchen table, from swimming with otters in the River Waveney to the golden auroles of Lakenheath, this new collection encapsulates all that is special about Suffolk.

Contributions from 90 authors and 45 artists and photographers

John Dunthorne: mapping the Alde and Ore

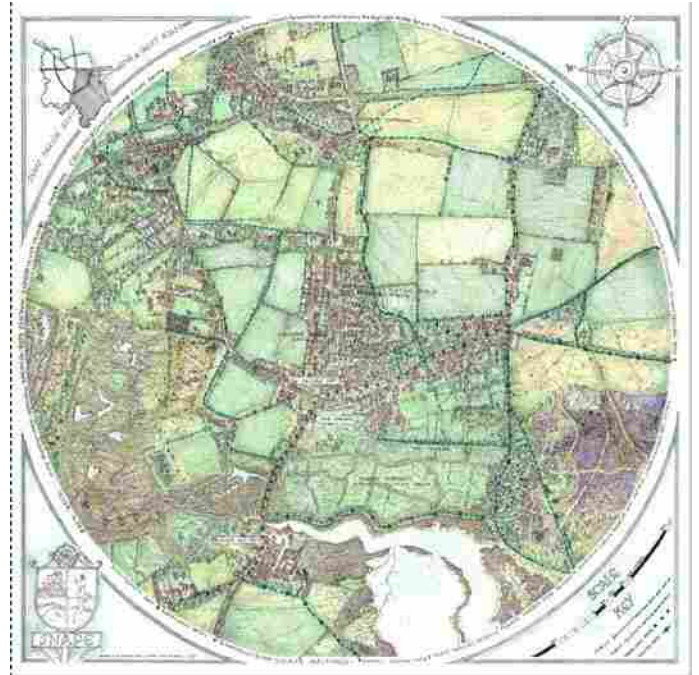
We are delighted to be able to show a few examples of the striking works created by Snape-based artist John Dunthorne.

John headed his own architecture practice in London until he retired over a decade ago. Although there were no family connections to East Suffolk, a holiday in the area convinced John and his wife that Snape was a good place to move to after retirement. They still have a small house in Wandsworth close to members of the family and make frequent visits to London. A familiar sight on the golf course, John jokes that he thinks he belongs to the three best clubs in the world: Aldeburgh Golf Club, the MCC and the Chelsea Arts Club.

Inspired by the area, he creates original detailed hand-coloured maps and illustrations of Snape and the Alde and Ore Estuary area in ink and pencil. Long periods of pandemic-induced lockdown provided plenty of time to draw the areas he was able to go to during his daily walk. He aims to reveal a broad panoramic view



John Dunthorne.



Snape village.

of the landscape rather than just what is immediately in front of the eyes. Members of Aldeburgh and Thorpeness golf clubs will have seen his maps of their courses in the clubhouses. John's map of Aldeburgh Golf Club is shown on p. 23. John does not usually sell his work – he creates purely for pleasure. But there was a rare opportunity to obtain one of his works last year when a large print of *The Sailors' Path* was auctioned for the Alde & Ore Estuary Trust fundraiser at Aldeburgh Golf Club.

Perhaps his most spectacular achievement during lockdown has been the creation of a hand-made lavishly illustrated book that started life as a tale of derring-do for his grandsons, set in an area that looks not too different from the Alde and Ore Estuary. But this heirloom in the making is strictly for private consumption.



The Sailor's Path

Presentations at the Ferrymen's Lunch



The Queen's Award for Voluntary Service was presented to the Butley Ferrymen by Clare, Countess of Euston, the Lord-Lieutenant of Suffolk, at the annual Ferrymen's Lunch, which was held at the Plough and Sail at Snape in November 2021. The Crystal Award was accepted by Roy Truman, Head Ferryman, on behalf of the ferrymen, volunteers and trustees. Alison Andrews, Chair of the Alde and Ore Association, accepted a certificate signed by Her Majesty The Queen. Also present were Judith Shallow and Lady Clare Howes, the Lord-

Lieutenant's deputies, Derek Bingham, who nominated the ferrymen for the award, and Ben Coulter and Cathy Smith, who wrote kind letters of support. Other awards given were Ferryman of the Year' to James Walker and 'Herculean Effort' to the Hunnybun family, while Brian Johnson was presented with an award marking 15 years' service.

Roy Truman, Head Ferryman

The ferry will be operating from Saturday, 16 April until 9 October on Weekends and Bank Holidays, between 11.00 a.m. and 4.00 pm.

On Saturday, 16 April, at 11.00 a.m., (weather permitting) a Queen's Award flag will be presented to the ferry volunteers on the Capel St. Andrew bank and will be run up the flagpole. The presentation will be made by Judith Shallow, Deputy Lord Lieutenant of Suffolk. All are welcome.



A relaxing chat with Bill Pinney and daughter Jodie

Keith Martin

I've been sailing up and down the East coast for several years now and my favourite anchorage of all just has to be Butley Creek. It is the most lovely, tranquil spot with hardly any sign of human habitation. So, Bill Pinney must be one of the luckiest men in the world – he was born there and has lived and worked there all his life. He is quick to acknowledge his good fortune – 'it hasn't changed at all in my entire life', he says. 'It's been the same view for hundreds of years.'

His father, Richard, moved from London at the end of the war, in 1945, and found his new home on the banks of the Butley River. Oysters had been farmed there since Roman times, so he started by re-establishing the oyster beds to supplement a sea fishing business. Bill was born in 1954 and he has early memories of playing in the mud and fishing trips on the river and eventually at sea. Richard was a great leisure sailor and in the 30s and 40s crewed in 12m yachts, similar to those then used for the Americas Cup. The family had a converted fishing boat which they took across to France several times, reaching as far as the Bay of Biscay. However, Bill's love was always fishing rather than sailing, so for him, and the rest of the family, the sailing is a thing of the past.

An early innovation was the creation of a smokehouse where they used to smoke their own produce – an activity that continues to this day. They obviously smoked their own catch and also used



Bill Pinney



The next generations.

to buy wild salmon from Ireland. This was in the days before fish farming, so only wild salmon were available which were an expensive delicacy. It's all different now and the business has a long-standing relationship with a high quality salmon farmer in Wester Ross. An early hallmark of the business was to create the highest quality product. They always did, and still do, use top-quality fish to ensure the best results and believe that so long as they produce great products they will always be able to sell them.

The Orford restaurant followed: The Butley Orford Oysterage. At first it was very small (now the location of the chocolate shop) but when the lease expired in 1972 they moved next door into their present building. 'That might be the best move we ever made', said Bill. Bill's mother, Matilda, ran the restaurant and the Oysterage quickly became a household name and, as tourism and second-home ownership have grown, its fame has spread, and it now regularly features in national and regional magazines.

A small shop was opened on the premises for retail sales, and a further expansion led to the acquisition of their present shop on Orford Quay. They've always expanded slowly and organically, says Bill. Not for them a mad rush for expansion for the sake of it – it's one thing at a time. The range of products smoked and sold has also extended slowly. Again, it's back to making sure they produce the best quality product and not trying to expand too fast.

These days it's definitely a family-owned and -run business with Bill and his wife, Janet, bringing their two children Jodie and George into full partnership. So, who's the senior partner? I ask. 'Well, it's not really like that', says Jodie, 'but everything you need to know is in that man there'. Janet is a very good cook and keeps a firm eye on the restaurant although Bill is quick to praise the quality of the staff. They don't have a head or sous chef but have

a number of very good cooks, and some of the staff have been with them for over 40 years. The business is a major employer in Orford, perhaps the biggest on the estuary, with about 25 people working in the restaurant, shop, smokehouse and warehouse and on their two fishing boats, *Jolene* and *Southern Cross*.

George is the skipper of *Southern Cross* and both boats fish for all the usual East Coast fish: cod, bass, sole and skate, crabs and lobster. These days it's all static nets, drift and gill nets, or lines and pots with hardly any impact on the seabed.

Bill can tell a story or two. Many years ago he was trawling (they don't trawl any more) in the upper reaches of the Alde, off Iken near Jumbo Ward's cottage. They picked up a very heavy object in the trawl. When they got it on board it had spikes all round it – it was a WW2 mine. One thing is clear: you cannot get far enough away from a mine in a small fishing boat. They (carefully) dumped it on the salt marsh and sent for the bomb squad who set it off – it made quite a bang.

Any modern business has its social media output and on their website you can see they have invested in very good photography. Jodie runs their output and releases regular Snapchat and Twitter posts. The positive reaction always surprises her, she says, and the wholesale business, run from the warehouse behind the shop, has grown and grown. Pinney products are now to be found in many delis and smaller, high-quality food outlets all over East Anglia and in London. She is also introducing the next generation into the business. Grandson Otis, aged five, has been seen in the shop and on *Southern Cross*, although he hasn't been out to sea yet.

When I ask Bill about sea-level rise he is quick to say that a far greater concern to him is the deterioration and sinking of the river walls, particularly in the stretch from Butley to Orford. That is the one big change he notices, and in the storm surge of 2013 there was significant overtopping of the river wall for a stretch of about 100 yards – it sounded like a railway train but, luckily, didn't breach. With that we can only commiserate and hope that the Environment Agency investigation into clay deposits at Iken moves to an early conclusion and a positive outcome for the application for funding of river wall improvements. Like many of us, he cannot see why that investigation needs to get tangled up with the approval and implementation of the Plan.

Living and working where he does has made him very aware of change in the river and its wildlife. Seals are now prolific and they have up to 20 in the Butley Creek colony. The Orfordness spit has also changed dramatically; where there were once herring gulls and terns nesting there are now big populations of foxes and muntjac deer. The river is busier than it used to be, but not unduly so. There are more yachts but not that many and there are more RIBs (rigid inflatable boats) and water-skiers, but he doesn't have a problem with that. The big change is at the entrance to the river,



but it has been changing every year for a thousand years. North Weir Point has moved about 1 mile north in his lifetime and you almost used to be able to throw a stone across from the spit to the coastguard cottages. The entrance was much tighter and the ebb used to run at over 7 knots, much faster than it does now.

The feeling you get talking to Bill and Jodie is one of permanence. The business looks well run and well organised and it obviously works. Bill and Janet have been far-sighted and brought the next generation into partnership. It's hard to imagine that our grandchildren won't be enjoying top quality Pinney products in 50 years' time, still produced in the same way to the same high standards by the same family.

Keith Martin is a Trustee for the Alde and Ore Association. With thanks to Jodie for supplying the family and work photographs



Horniwink, Peewit and Vanellus

The 75th anniversary of the Aldeburgh Lapwing

Steve Liddell

Amongst the rows of fibreglass boats, visitors to Aldeburgh Yacht Club will note about 20 clinker-built sailing boats lined up facing the river – the Aldeburgh Lapwing. How did these boats become a fixture of the club?

In 1947 the club was looking for a boat to replace its first One Design class, the Redwing. Consequently, the well-established boat designer Francis Morgan-Giles was commissioned to design and build the first Lapwing for Howard Goodson. At that time many clubs designed their own classes to suit their sailing area and members' interests. Morgan-Giles was something of an expert at this and designed dinghies for about 15 clubs as well as many yachts and keel boats.

The club committee ordered six boats from Nunn Bros of Waldringfield, but due to a misunderstanding Morgan-Giles thought he had the order and built six. Fortunately, there was enough demand to sell all 12 boats, and over the next 15 years a further 60 boats were built.

The Lapwing is a One Design class with strict rules governing



its size, weight and sail area, which have been little altered over the years. Initially sails were made of cotton, and buoyancy was provided by copper or galvanised steel tanks strapped inside the boats – fortunately modern materials are now permitted!

The original rules also required approval by the Yacht Club of all boat names; the Lapwings are all named after birds. Boat number 1 was called Lapwing, but three inventive owners called their boats Horniwink, Peewit and Vanellus, which are all alternative names for the Lapwing.

Lapwings have two sets of sails, with the smaller set of red sails being used by juniors. As an aside, the rules initially required the junior sails to be 'Turkey red'. This term originated from a method of dyeing cotton using the root of the Rubia plant imported into Europe from Turkey starting in the 18th century. Today, sails just have to be a more prosaic 'red'.

The number of new Lapwings being built slowed to a trickle in the 1970s as innovations such as plywood and fibreglass construction meant that different classes such as the Mirror and the Wayfarer grew in popularity.

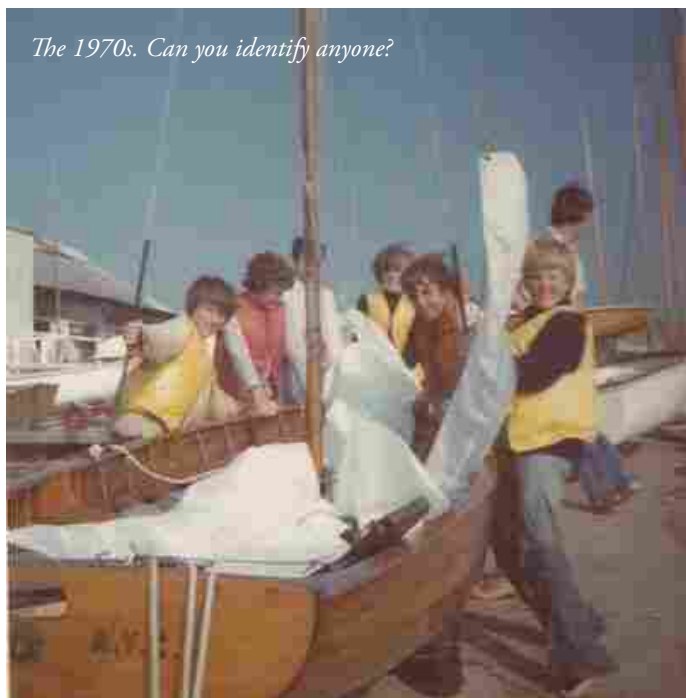
However, the Lapwing has remained a perennially popular boat, with solid construction and a heavy centreboard making it well suited for exploring the river in most wind conditions. Racing takes place during the summer, on Wednesday evenings, and during the Aldeburgh Regatta.

Many of the boats have been retained in the same family since new. The link to Howard Goodson, who commissioned the first boat, remains, as Lapwing number 1 is still sailed by Simon Fowles, Howard's great-grandson.

One of the issues with a wooden boat is the need for regular maintenance, but on the flipside, wood can be repaired and



Lapwing no. 1 sailed by Howard Goodson (or possibly his son, Graham Goodson).



The 1970s. Can you identify anyone?

restored in a way that fibreglass can't. We are fortunate to have several boatyards on the East Coast with the necessary skills to renovate Lapwings, and over recent years the fleet of sailable boats has remained at about 20, with a number still being raced regularly.

2022 marks the 75th year of the Lapwing, and we have plans to celebrate the occasion at our annual championship this summer.

Our Lapwing was bought in 1958 by my grandfather, so I might be biased, but like a classic car, owning a Lapwing is illogical. There are faster, easier to maintain, and less costly boats, but when you land a Lapwing at Iken cliff or Snape Maltings, what better comment than, 'you don't see many nice boats like this anymore'.

So, if you fancy owning a classic sailing dinghy, there are a small number of Lapwings looking for a new home, and details are available from the Secretary at Aldeburgh Yacht Club.

Steve Liddell is the Lapwing Class Captain



Duncan and Scott Matthews in boat 47, Skua.



Lapwing Championships 2015. The author is in boat 51, Whaup.

The working landscape and the wilderness

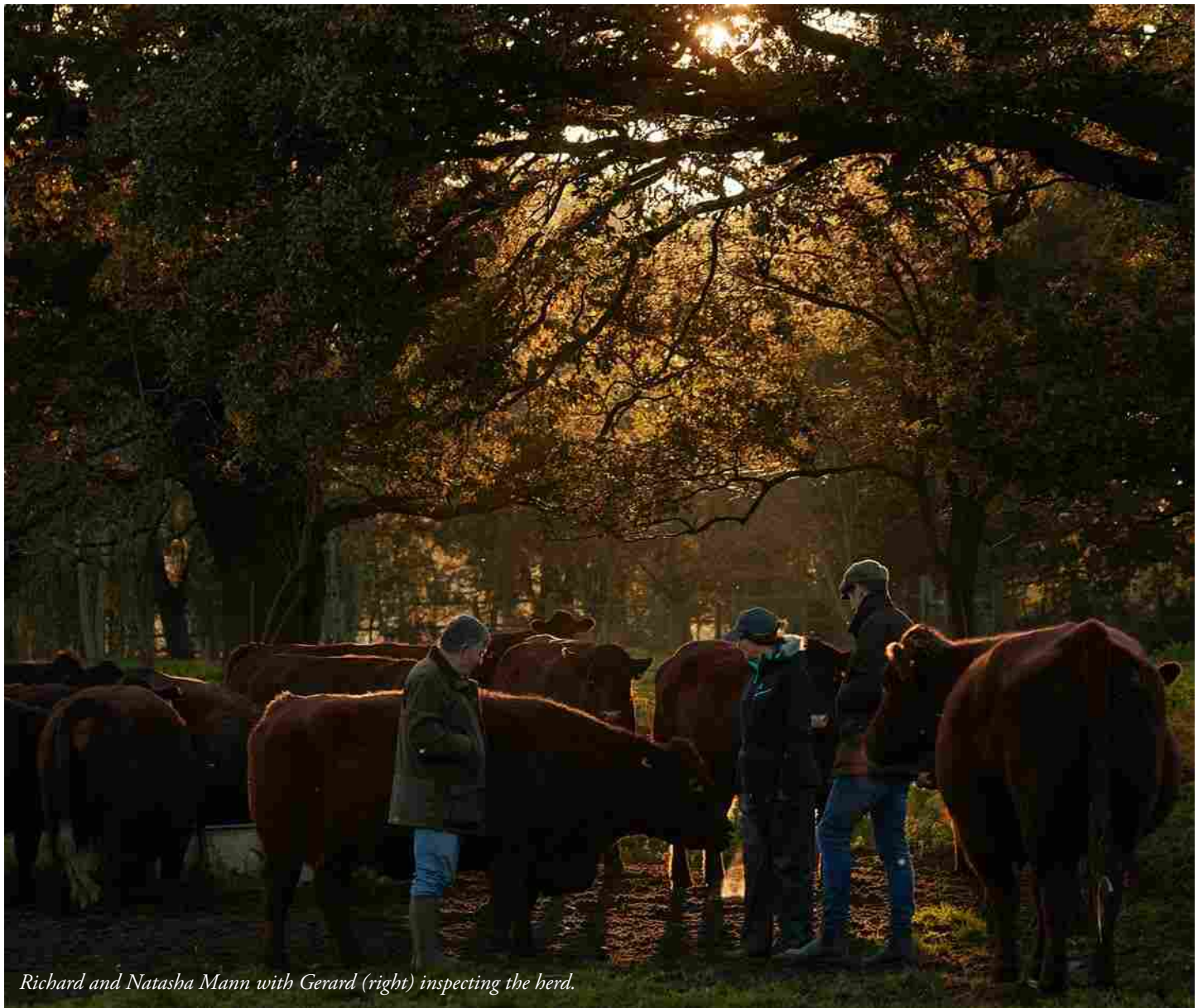
Gerard King

I like to see the river as a place of both work and play, which is how I experience it. When you work in a place, or alongside a place, you become very fond of it, if you're lucky. This is how I feel about the River Alde. It has become a part of my working landscape, not only in my daily comings and goings about Aldeburgh, but specifically in my relationship with the cattle at Yarn Hill – a special herd of Lincoln Reds which, under the stewardship of farmers Richard and Natasha Mann, graze freely in one of the loveliest landscapes I know: the banks of the river at Iken.

I've visited these meadows many times. They feel untouched, forgotten – in the best possible sense. To see the cattle at home in such a natural, unmanaged landscape is pure pleasure. They

live happy lives with a wonderful diet in an enviable spot. Something we could all aspire to! Once or twice the Manns and I have held barbecues in these meadows at Yarn Hill overlooking the river. We've gathered to sit on straw bales, to eat delicious meat cooked on an open fire, and to watch the light change across the water as the sun goes down. These evenings have been magical. To call this 'work' is cheating.

There's been plenty of play on the river too. We have a small sailing boat moored on a swing mooring on the Alde. The children count themselves too sophisticated for its simple pleasures now, but when they were young we enjoyed loading the tender up with food and drink, sketching stuff, books and chocolate, and setting off for a picnic on Blue Marlin. We'd never get very far.



Richard and Natasha Mann with Gerard (right) inspecting the herd.

Perhaps a little past Brick Dock we might put down anchor and get out the picnic. These were gentle, sun-kissed days. So wonderfully simple. Sometimes, when Malachy was young, we would spend a night on the boat together, just the two of us. We had a routine: sail down to Orford, fish n' chips in the Jolly Sailor (believe it or not, fish does have its place) then head back to our cabin for a desperately uncomfortable night dodging leg cramp and Adnams-induced incontinence (me, not my young son). I think Malachy now feels too grown up for these trips: even the promise of limitless chocolate on board won't sway it. Hopefully, he'll come back to it before too long.

As a family we've always enjoyed walking along the river at Orford. When the children were babies, my wife Tess would strap one or other of them across her chest in the most ferocious of cold Easterlies and stride along the sea wall, the wind whipping their breath away as they battered against it. She would wrap herself up in a shawl, like the wild woman of

the west, so that only a little head poked out of the swaddling. We had our favourite picnic spot en route from which, now and again on hotter days, the children would wobble off into the sticky river mud.

There feels little that is contrived about our river. Farmed land and wilderness intermingle; managed and unmanaged land; work and play. Even in the chaos of a pleasure-seeking summer there is much peace to be found here. Being by the river lifts my spirits. It is ever-changing but has its own rhythms, and I have my own rhythms attached to it. Another Lincoln Red is about to come my way from the Yarn Hill herd; the pretty Loch Long I have recently bought has just gone into the boatyard; before too long our little Corribee will be put in the water; walking alongside the river will become swimming in it – and so the reassuring cycle continues.

Gerard King is the owner of Salter & King Craft Butchers.

The King family on the river.



The Lincoln Red

Originating in Lincolnshire, the Lincoln Red is one of the UK's oldest native beef cattle breeds. Its ancestry has been traced to the wild Urus (*Bos primigenius*), whose descendants were brought to eastern England by Scandinavian invaders between AD 449 and 660.

The pedigree Lincoln Red began to emerge as a recognisable breed in the 18th century and by 1926, the Lincoln Red Shorthorn was the second most registered breed of pedigree cattle in England.

Numbers of Lincoln Reds in the UK declined in the 1970s and 1980s, alongside other native British beef breeds, as continental cattle breeds began to be imported. The Lincoln Red was crossbred with these imported breeds, but purebred Lincoln Reds have become an endangered breed and are now monitored by the Rare Breeds Survival Trust.

Monica Allen, who has happy childhood memories of Lincoln Reds on the family farm in Lincolnshire.

Storm surges on our Suffolk coast

Surges are frequent but we only notice the big ones

Alison Andrews

This January was the 69th anniversary of the 1953 floods, the worst storm surge in living history, and the 9th anniversary of the 2013 surge, which resulted in some 27 houses and the pub being badly flooded at Snape. Indeed, there are surges every winter along our coastline, but we may not always notice them. Take 6 February this year: around mid-morning there was a surge of possibly 0.75 m above the normal sea level on the sea side, but only one lone swimmer noticed that the sea was forcefully buoyant with the rising tide sweeping southward. Twelve hours later a second surge wave was one metre in depth but, because it came well before the top of the tide, there was no threat from it and the Environment Agency's warning of potential flooding along the coast was lifted.

What causes a surge?

So, what is a surge? We talk about these moving swellings of the sea when they reach noticeably high levels and cause flooding, but why do they happen and when do they become a threat, or even dangerous as they were in 1953? There are many factors contributing to the height of a storm surge, such as the size and strength of the storm, the direction in which it approaches the coast and the shape of the coastline and seabed.

The North Sea is like a lake with a narrow exit to the south and stronger currents coming from the Atlantic up the Channel, limiting volumes of water escaping through that exit. In the north, the sea currents, again from the Atlantic, sweep north of Scotland and then divide southwards into the North Sea or go in

a northerly direction past Norway. To this normal sea circulation can be added the impact of air pressure: when depressions or lows pass over the UK, the reduced air pressure allows the sea surface to rise. Then strong storm winds in the low, particularly from the north and north-west, push the higher body of water southwards along the UK coast, further piling up the water's surface height above the normal tide levels as it moves towards the bottleneck at the south of the North Sea. In fact, a millibar reduction in air pressure leads to a 1 cm rise in sea level.

An added complexity is that the surge is travelling down the North Sea (north to south) whilst the astronomical tide is rotating round three fixed points known as amphidromic points (a point where the tidal range is zero but from which tidal ranges increase). These three forces interact with each other so that the surge is rarely on the top of the tide all the way down the East Coast. Some form of surge happens most days, and they can often be negative and go unnoticed. On 6 February the surge was over 1.5 m in parts of the Norfolk and Suffolk Broads; around Haddiscoe it was higher than in 2013 but only some 0.75 m on our stretch of the coast. All this helps explain why forecasting models take almost six hours to run.

Most surges occur in the winter months, when there are many more depressions passing over the UK. Every time a depression moves across, the sea level rises proportionately to its intensity; the longer the length of time it takes to travel across an area, the greater the rise in sea level and the longer the impact of strong northerly winds driving the sea southwards. Sometimes there



Aldeburgh Yacht Club dinghy park with the surge still rising, 30 January 2022.

may be only a minimal effect, but at other times, as we know, sea level can rise noticeably. The East Coast's most recent seriously damaging storm surge, which occurred on 5 December 2013, causing widespread flooding along the coast, was a prime example of low pressure, high winds and high tidal conditions combining.

Recent surges

This winter, we have seen several one-metre surges, but few have caused comment. In each of October, November and December, water watchers may have seen the water in the river reaching or coming over the Orford and Slaughden Quays. In January, a 1.2 m surge made its way up the river about two hours before the normal spring high tide: had it arrived piggybacking on the top of the tide the water level would have been far higher. At Slaughden that morning there was the rare sight of water being close to the sea wall on both the river and the sea side at the same time: normally the high tide on the sea side ebbs some two hours or more before the tide comes up the river. On the river side, there being almost no wind, the storms which had started the build-up having died away, the surge water was ahead of the tide and was creeping forward silently overlapping the quay and covering the Aldeburgh Yacht Club car and dinghy parks, while further south it had already lapped the Harbour Master's door in Orford. The water stayed at the same height in the river for about two hours and only started receding at the time of the normal ebb after the expected high tide. At the same time as the surge arrived up the river, the sea was almost at its highest tide level on the beach side.

On top of that, wave watchers saw the amazing sight of waves rushing up the steep shingle shore, shaped thus in this winter's storms, and then, still in great volume, rushing back down to meet the next incoming wave and pushing that back to form a swelling longshore hump with, at times, the two clashing waves bursting into a fountain escaping upwards.

On that day the storm winds that had built up the surge had faded away and so the surge had less impact. Similarly, in 2017 the surge and tide reached within half a metre of Snape Maltings harbour wall and the good fortune was that the wind then died away. On the river wall path at Brick Dock the water crept onto the top of the wall but did not overtop it: it would have been an amazing sight that moonlit night. Had the wind continued to blow strongly, instead of dying away, it could have added a metre or two to the height of the water and caused flooding at Snape and Brick Dock. You may remember that with a strong surge the river wall was overtopped in 2007.

Flood resilience

Surges are a natural phenomenon but dependent upon particular meteorological conditions. About four years ago some pilot footpath surfaces were installed near Woodbridge and were expected to be overtopped in most winters, so the durability

of the surfaces could be tested – we are still waiting for that to happen, but it is just a question of when.

The estuary walls were built to provide defences against flooding and surges and are being renewed. With the resilience approach being taken in the Alde and Ore Estuary Plan to strengthen the river walls to withstand overtopping during the larger surges, the water may go over but not breach the walls and can then be drained off quickly via sluices. It is hoped that the construction of the extensive plans to refurbish the river walls will get the go-ahead this year. The actual works will be spread over several years but are to be done in such a way that no one area is made more vulnerable while works are in hand in other flood cells.

If you want to become a surge watcher, do visit the Liverpool University website <https://ntslf.org/storm-surges/surge-forecast> and choose Lowestoft, Felixstowe or Harwich, as there is no reading for Aldeburgh, Orford Haven or Shingle Street, and allow for the time differences in tide to see what may be happening locally.

Alison Andrews

Note: If you are concerned about flooding and your property is close to sea level don't forget you can sign up to receive the Environment Agency's flood alerts. The EA has fully manned teams watching for and tracking potential floods and surges and gives clear advance warning of possible events.



High tide at Orford 7 November 2021. Photo: Frances Barnwell.

Attack of the sea termites!

Roy Truman

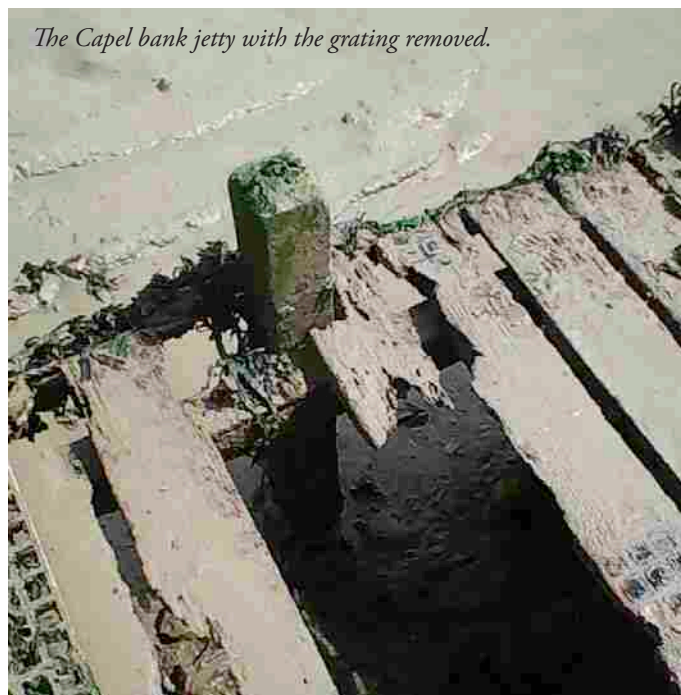
I have written in the past about the need to rebuild the jetties in the Butley River, but only briefly have I mentioned why. When our ferry boat needs repairs, it is mainly down to wear and tear, usually caused by the boat meeting the jetties, repeatedly, and at speed (they can be very enthusiastic these ferrymen). Hundreds of passengers, many with cycles, also contribute, but this is normal and expected. The jetties are built of stout timbers which can take any amount of punishment, but they needed replacing because ... they were eaten! Yes, devoured by a creature nicknamed 'the termite of the sea'.

The common shipworm (*Toredo navalis*) is responsible for this wanton destruction. It is not, in fact, a worm, despite looking very wormlike. It is a bivalve. Like a razor clam but instead of long shells covering its body, it has small, cockle-like shells on its head which it rotates to rasp away at the timber in which it makes its home.

Shipworms thrive in water temperatures between 15° and 25°C, so our estuaries make the perfect climate for them provided they can find the timber to live in. The larvae are nurtured in the mother's gills until they can swim freely. They then seek out a tasty piece of timber, a bit of piling or, in the past, a wooden ship's hull. They prefer the softer parts of the timber, so end grain is particularly attractive. They rasp away a small hole to gain entry, burrow in and grow. They line their burrow, as they grow, with a calcareous (chalky) material. On the surface of the wood, you may only see a tiny hole where small, feather-like features protrude from two slender tubes or siphons. These are connected



Toredo navalis (common shipworm) (75 mm) on the Butley Ferry jetty.



The Capel bank jetty with the grating removed.

to the anus of the worm through which it draws in water, along with other small organisms which it also eats, and flushes out faeces. The sawdust it produces is digested with the help of bacteria which live in its gut. The tubes worms produce may be over 8 mm wide and up to 60 cm long. The worms themselves may grow up to 45 cm long in our waters. When they have eaten all of the wood, they survive by filter feeding. One shipworm alone would be an inconvenience, but they tend to 'infest' timber by burrowing alongside each other until the wood is replaced with just the chalky secretions from their bodies holding together a honeycomb of wood. This proximity may also assist in one of their reproductive strategies – shipworm exhibit a surprising variety of sexual activities – but whether the Suffolk variety of shipworm does more than simply spawn its eggs and sperm into the water is beyond the scope of this article and the sensitivity of the editor.

Toredo navalis probably evolved to feed on timber washed out of forests by rivers and into the sea. Unfortunately, their collision with man, and man's propensity for putting timber into water for his own benefit, has been catastrophic. Many wooden sailing ships sank due to their planking being weakened by shipworm and stove in by storms. In the early 1730s, a series of winter storms caused disastrous flooding in Holland when the wooden timbers used to strengthen the dykes were weakened by shipworm. Now they use stone! In the San Francisco Bay area, in the early 1920s, it was estimated that they lost one major structure (jetties, wharves etc.) each week to shipworm, causing millions of dollars' worth of damage. The shipworm's arrival in

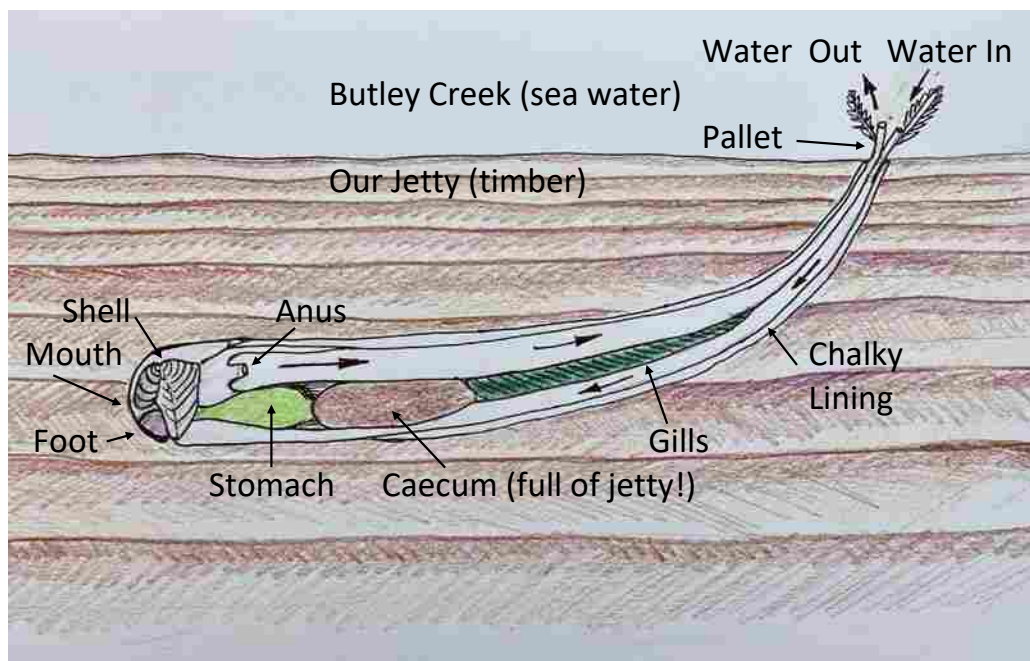


Diagram of a shipworm, R. Truman.

the Baltic in the 1930s has resulted in incalculable damage to undersea wrecks of historic value, particularly Viking ships. A Dutch study into the growth and lifecycle found that, in the first year, a wooden fir panel lost over 12 per cent of its mass.

‘What can you do to avoid shipworm?’ I hear you ask. The simple answer is ‘Don’t use wood!’ Any timber treatment that will deter shipworm would probably cause a big environmental problem.

Using hardwoods, particularly heartwood from the centre of the tree, slows down the process but can be prohibitively expensive. For our jetties, we replaced the fir piles with oak and the planking with fibreglass grating. When we started our rebuilding work, we found that, in the sections of jetty which spent the most time underwater, it was only the gratings which were holding the thing together! Hopefully, the use of oak will slow the creatures down and the jetties will see me out. On the downside, we have found that oysters love the fibreglass grating and are settling in the gaps and blocking them as they grow, and the gratings must be scrubbed continuously as they are ideal for weed to grow on. A continuous battle, which nature usually wins in the end.

As with certain insects – wasps come to mind – one tends to ask, what is the point of the pesky shipworm? It turns out they play an important role in carbon cycling in the ocean, and new research suggests they may be important for the discovery of new drugs in the fight against antibiotic resistance. And enzymes in their guts have a high potential for use in biofuel

production. Lastly, they could be a source of food: shipworms are eaten primarily in parts of south-east Asia, but as a source of sustainable protein they could help feed the growing global human population. In the not-so-distant future, you might be spicing up your meals with shipworms. Could this be an extra source of income for the ferry?

Roy Truman, Head Ferryman, Butley Ferry

For further reading see: Paalvast and van der Velde, ‘Distribution, settlement, and growth of first-year individuals of the shipworm *Teredo navalis* L. (*Bivalvia: Teredinidae*) in the port of Rotterdam area, the Netherlands’,

International Biodeterioration & Biodegradation 65(3):379-388, 2011; University of Portsmouth, ‘Shipworms’ competitive sex frenzy caught on film’, University of Portsmouth, www.port.ac.uk/news-events-and-blogs/news/shipworms-competitive-sex-frenzy-caught-on-film, 9 December 2020; Pearce, *Eating Shipworms to Save the World*, Carnegie Museum of Natural History, <https://carnegiemnh.org/eating-shipworms-to-save-the-world>, accessed February 2022.



Mouthpart from a naval ship worm (*Teredo navalis*), high magnification X-ray. (Credit: Chris Thorn xrayartdesign.co.uk).

The Energy Coast

Alison Andrews explains why it matters to the Alde and Ore area

The Alde and Ore Association takes no stand on energy policy itself, that being outside its charitable objectives, but the Association needs to act where projects might in some way adversely impact on the Alde, Ore and Butley rivers and adjoining areas.

How are energy projects processed?

The path to develop, get approval and implement projects is a long one. Under legislation major energy projects, called National Significant Infrastructure Projects (NSIPs) go through many steps. First, extensive public consultation is required (e.g. Sizewell C saw at least four rounds of public consultation beginning in 2012); then an application can be made for what should be a well-evidenced project, taking account of local and national consultations, for a Development Consent Order (DCO) which becomes the subject of a six-month public examination by the National Planning Inspectorate. The Inspectorate then have four months to formulate their conclusions and advice to the Secretary of State who, after a fixed amount of time, will decide whether to give the project approval.

Recent action

This last year has seen the Association contributing to public examinations of two major power projects, ScottishPower Renewables (SPR) and Sizewell C, and a preliminary consultation on the Nautilus project. This is because of the potential impact on our historic coast. The projects could affect the erosion on the coast and the transporting of sediment south along the coast which has, over the centuries, contributed to sustaining the shingle bank of Orford Ness between the river and the sea.

The Association is also concerned with seeking to safeguard the area for the public benefit, for people to enjoy. Were these projects, each taking 5 or 12 years or more, to be constructed, public access would be adversely affected, given the heavy construction, works and workers' traffic proposed on roads built long ago for local rural traffic and which can get very busy during holiday times even now.

The Association's work involves getting to grips with what is actually proposed and considering the plans and their possible impact on the area. If there are likely to be detrimental effects the Association makes submissions to the National Planning Inspectorate's public examinations and attends public hearings, almost all online these last two years, to make the necessary points. In this, it is joined not only by local government and statutory bodies who must comment but by many local groups, some with very broad remits and some with particular concerns, but all seeking to ensure that damaging impacts are fully understood and that, should the plans be allowed to go ahead, proper mitigation would be put in place given the wealth of local expertise and knowledge that has been made clear. All submissions to an examination are available for public view on the Inspectorate's website for that project.

When will decisions be made known?

We should have the decision by the Secretary of State on the ScottishPower Renewables project (entering from the sea at Thorpeness cliffs and going by cables put underground to a new generator station at Friston) by 31 March. The concern here for the Association is the potential triggering of extremely fast erosion of the Thorpeness cliffs affecting coastal processes. The decision on Sizewell C will come later as the National Planning Inspectorate have been allowed until 25 February 2022 to



The shingle shore line built from sediment transported along the shore over the centuries now supplemented near Aldeburgh by groynes and blocks.



Our historic coast, Joseph Hodkinson, 1783.

submit its assessment to the Secretary of State, who will then have until 25 May to consider it. The Association's limited concern with this is the impact on coastal processes on an installation likely to be there in 150 years, during which time it will increasingly project into the sea and affect coastal processes.

But there is more to come

The two projects will not be the end of it: the possible ingress of power supply lines is continuing. In October 2021 National Grid Ventures (a separate company from National Grid, which provides permits for power companies to investigate possible landing points and separated by a Chinese wall from NGV) conducted some open days for preliminary consultation for five possible entry points for cables from possibly two or three wind farms (multi-connector points). Four of the entry points are between Thorpeness and Sizewell, again possibly affecting the coast (and then to be taken by several kilometres of cabling to be installed underground to get near the possible SPR Friston sub-station); and one entry point is under North Warren just north of Aldeburgh before cabling to get to Snape Watering, passing a little north of the Alde river and close to Snape Church.

We have also just heard that NGV is consulting with some selected parish and town councils for another project, the Sea Link Connector, which may come in somewhere between

Sizewell and the Kent Coast. The Suffolk Preservation Society published on the web a very useful summary of possible power projects last October (www.suffolksociety.org/energy-related-projects-in-suffolk-october-2021).

Is there a logical network for distributing power?

While this question is not one for the Association to address directly, misplaced projects could damage our coast. The Department for Business, Energy and Industrial Strategy (BEIS) is conducting the Offshore Transmission Network Review (www.gov.uk/government/groups/offshore-transmission-network-review). It is welcome news that the Review leader has said after local meetings with our MP and some others that the Review realised it must look at not just co-ordinating infrastructure and shared connections but also do so in the most appropriate place.

Keeping watch

Not all energy projects would necessarily have adverse effects as it is a question of where they are and how they access the coast. So, the Association will continue to keep an eye on all these developments and speak up should there be any possible adverse impact on the Alde and Ore river area.

Alison Andrews, Chairman AOA

Alde and Ore in the Suffolk Coast and Heaths Area of Outstanding Natural Beauty and on the Heritage Coast



Past forward: a look back at previous newsletters

Iken Cliff

Between 1992 and 1996, the Association was involved with the landowner in seeking an appropriate solution to the soil erosion endangering the old oaks at Iken Cliff, including offering to contribute to a properly researched scheme and asking members for old photographs as evidence of the changes in the cliff. Now, 25 years on, the work done is still standing.

The following article with its blurred photograph appeared in Newsletter No. 11, Autumn 1996:

“A thousand tons of hardcore and clay bring hopes of stability to Iken Cliff and its oaks

After infilling behind the tyre wall with 1,000 tons of clay and hardcore, Richard Johnson of Iken Hall believes that the erosion of Iken Cliff has been stabilised and the three old oaks in danger have been saved. Now he plans to plant marram grass to cover the work he has carried out. “I am very confident about the effectiveness of what we have done”, he says.

The Association has given him a grant of £300 in what chairman Alan Coombes called “a small recognition of the importance of your efforts”. He added: “As we know from all the consultations and previous work carried out, the great difficulty has been to find an acceptable method to help preserve the cliff without employing ‘high tech’ solutions ... we would like to continue to be involved

with you in future discussions regarding the preservation of Iken Cliff”.

Testing combination

The infilling, which was ‘bashed down with a very large digger’ has already withstood a fairly testing combination of North wind and high tide. Mr Johnson says: “The concrete hardcore withstood the ravages well. Some clay was washed away from spots I missed but I am doing those now.”

“What I find encouraging is that the shore line has not moved an inch (to that extent the tyres have been very successful) and the sand has remained although lots of people said it would not.” The clay which formed part of the infill came from W C Reade’s Aldeburgh brickworks – “they were very good and all I had to pay was the cost of moving it” – but other than that Mr Johnson says the Association’s gesture was the only financial aid he has had to set against the £10,000 he has spent over the years on the conservation project.

At least he now feels confident enough to plant some young oaks. As for the three very old ones which were under threat he says: “They have been saved without a shadow of a doubt. They would have gone within a few years because hardly anything was supporting them. I was amazed that two of them continued to stand. They were defying the laws of gravity and begging to be saved.”



AOA Committee looks to the future

The collective brains of the Committee were kickstarted into action at a couple of awaydays in December, set up to discuss how to strengthen the role of the Association and ensure its relevance and appeal to everyone who inhabits, works in or visits the area.

Avoiding unfathomable jargon and embarrassing bonding exercises, Clare Southall, the straightforward and friendly external facilitator, wrangled the participants into an enthusiastic team. Fuelled by sandwiches and coffee the Committee eventually reached some very useful decisions about purpose and priorities for making the Association fit for the future. And the Committee is now working hard on a realistic, detailed five-year plan designed to take these ideas forward. More will be revealed at the Annual General Meeting on 28 April.

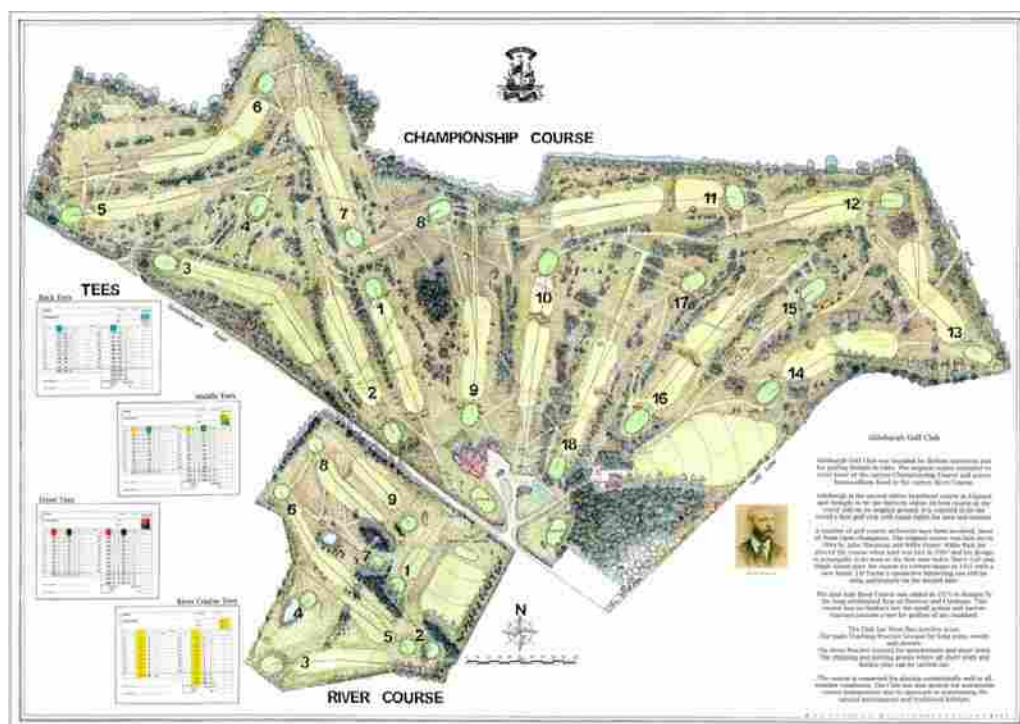


1953 floods: call for memories

January 2023 will see the 70th anniversary of the 1953 floods. If any of you have memories or photographs you would like to share please get in touch with your ideas. Please email info@aldeandore.org or ring Alison Andrews on 01728 68850.

John Dunthorne:
mapping the
Alde & Ore,
continued from p. 8.

*John Dunthorne. Aldeburgh Golf Club.
The river course abuts Hazlewood Marshes
and has wonderful views across the river*



ART FROM ATTICS

ALL PROCEEDS WILL GO TO HELP RE-BUILD THE RIVER WALL



**ALDEBURGH YACHT CLUB
PRIVATE VIEW
THURS 14TH APRIL
17.30-19.30**

**Glass of bubbly & canapés
Tickets £10 from
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**EASTER WEEKEND
FRI 15TH-MON 18TH APRIL
FREE ENTRY
10:00-16:00**

SAT & SUN AYC MEMBERS ONLY

FRI & MON EVERYONE WELCOME

WANTED

PRE-LOVED PICTURES & ART DONATIONS

**Call Amanda Churchill
07973174833**



AOA members might enjoy attending the Private View on Thursday, 14 April: see contact for tickets above.

Alde and Ore Association events, 2022

Only a limited programme is available at present, but Covid-19 rules permitting:

Annual General Meeting, Thursday, 28 April, at 6.30 p.m. by Zoom.

Walks: being planned (details to be announced later by email and on the Association website):

A guided walk at RSPB Hollesley Marshes for May.

River wall walk to accompany the AOET Flotilla on Sunday, 4 September.

And would you like to plan a walk? Perhaps for early July or early September.

Email info@aldeandore.org

Annual Barbecue, hopefully on Sunday, 31 July. At Blackheath, courtesy of Sir Michael and Lady Hopkins.

Volunteers are needed to help organise it (marquee, parking, salads): please email info@aldeandore.org

Please send your observations about the Association and its activities, suggestions for articles in the newsletter and your photographs to the editorial team at info@aldeandore.org. Digital images should be submitted as jpg files. The newsletter is prepared and published twice a year by the Alde and Ore Association, registered charity number 1154583, and printed on recycled paper by Leiston Press. Our thanks go to all the authors and to all the photographers and artists for the use of their photographs and illustrations. Please note that signed contributions may not reflect the views of the Association as a whole.