

# Newsletter January 2017



Newsletter No. 32

## Upper Orwell Crossings

Many of you will be aware of the proposed Upper Orwell Crossings project which has received provisional funding from the government and is going through a public consultation process, and for which there is also a design competition under way. The proposed crossings have generated considerable debate over the benefits or otherwise to be achieved, and the Ipswich Maritime Trust is taking a keen interest due to their potential impact on maritime activities.

The three proposed crossings are:

### Crossing A

A new road crossing to the south of the Wet Dock, which would connect the east and west banks of the Orwell between Landseer Road/Cliff Lane and Wherstead Road/Rapier Street. This crossing would be for all road users, including cyclists and pedestrians.



### Crossing B

A new road crossing of the New Cut, which would connect Felaw Street to the Island site. This crossing would be for all road users, including cyclists and pedestrians.

### Crossing C

An improved crossing over the Prince Philip Lock, which would connect the east bank to the Wet Dock Island. This crossing would be for cyclists and pedestrians only.

## Comments

### Crossing A – Cliff lane to West Bank

This is proposed to be a bridge providing clearance for the majority of the pleasure vessels to proceed unhindered, with a movable/lifting section for taller yachts and other vessels.

Our main concern is the potential effect this crossing has on Thames sailing barge operations from the Wet Dock, and the impact on visiting tall ships, both of which are a major part of our maritime heritage and contribute to the tourist attraction of the town.

The crossing will have an impact in three ways:

- the operation of the moveable section of the bridge. The Business Case assumes that the bridge opening would be restricted to outside peak hours and be relatively infrequent. The Thames barges which run public and charter trips from the Wet Dock depart as required to meet their customers' needs. If the opening of the bridge were to be limited to perhaps two or three times per day at fixed times, this would have a serious impact on the viability of the operation of the barges, and could see the end of regular Thames barge trips from the Wet Dock.

- Linking of lock operation and bridge opening. The location of the proposed bridge will apparently leave a gap of at worst about 100m between it and the lock. The Business Case assumes that vessels that require the bridge to be opened will be able to wait in this space. This may well be the case for modern yachts, but Thames barges and tall ships do not have this manoeuvrability, and with the cross-flow of water from the New Cut and unfavourable wind direction it would be impossible to 'wait' in this space.
- The width of the opening section of the bridge. The design competition for this bridge is underway but there does not appear to have been any consultation as to the width of the opening section. At first glance it might be considered that the width of the opening only needs to be the same as that of the lock, since tall ships can 'swing' their yards if needed. The real problem is being able to align a vessel to proceed through the bridge opening and then, once through the bridge, realign to enter the lock (or *vice-versa*). Currents and adverse wind direction could make this impossible in the short distance between the lock and the bridge.

It appears the requirements of our historic vessels have been overlooked in the proposal for this bridge, nor has the adverse effect on the local economy in general and the Waterfront in particular from the loss of the daily use of these historic vessels been taken into account.

#### **Crossing B – Island Site to New Cut West**

The proposal to have a fixed bridge across the New Cut will mean that it will never again be possible to have medium or large historic vessels in St Peters Dock, the area between Stoke Bridge and Dance East. This uniquely historic area is the first part of the Waterfront visitors see when approaching from St Peters Street and the Town Centre. With the future development of the area as the major tourist attraction of Ipswich, our concern is that its potential is being restricted.

If this proposed crossing were to be made openable on an occasional basis, similar to the way that bridges across the canals in Holland and Belgium operate, then the development and tourist potential of this area would not be limited.

#### **Crossing C – Lock crossing**

No details of this crossing have been published other than it will be for pedestrians and cyclist only. At this stage we do not know if this will be an improved crossing across the existing lock gates, or a separate opening bridge. Either way there is likely to be an impact on the free passage of vessels, in particular during 'free-flow' periods of operation when both the lock gates can be open to allow free passage of vessels for up to two hours before high water. The impact on the vessels will depend on the design of this crossing and its speed of operation, neither of which is known.

### **In summary:**

One of the five main stated objectives of the Upper Orwell Crossings is to:

**'Ensure the continued success of the Waterfront, Marina and Port'**

and the Business case places emphasis on the importance of tourism to Ipswich and the benefits to the local economy of increased tourism gained through the Upper Orwell Crossings. It appears that an important part of the attraction of the Waterfront and our heritage has been ignored in the proposal for these crossings, which could ultimately cause their demise.

### **What we are doing:**

The IMT is working with the Association of Bargemen and other historic vessel organisations to gather facts on the precise impact of the Crossings as proposed, and this will form the basis of our future representations and/or objections to the various promoting bodies, including Suffolk County Council.

## IMT Press Release 12<sup>th</sup> January 2017

### PRESS RELEASE

#### IMT Statement on proposed Upper Orwell Crossings

Ipswich Maritime Trust has previously submitted representations on the published Business Plan for these proposals, both to the Department of Transport and to the Suffolk County Council. It has now carefully considered the proposals, in so far as they have been detailed to date, and wishes to make further representations before bridge designs are further advanced.

The Trust believes that the proposals, as currently made, could have a major adverse effect on the tourist economy of the Town and its Waterfront caused by the major restraint and navigational hazards imposed on tall vessels generally and the iconic Thames Barges in particular, all of which currently have safe and unimpeded entry into and out of the historic Wet Dock at all times.

The Trust is concerned that these adverse effects on Waterfront tourism activity, which now plays an increasingly vital role in the promotion of the town and its future economic prosperity appears not to have been recognised in the development of these proposals, other than in the form of statements of intent not borne out by the facts.

The attached report, also reproduced in the Trust's January Newsletter and available to be read on its website [www.ipswichmaritimetrust.org](http://www.ipswichmaritimetrust.org) sets out its current concerns in detail.

The Trust will be seeking a meeting with Suffolk County Council in order to pursue its concerns.

Geoffrey Dyball  
(Chairman Ipswich Maritime Trust)

## IMT News

### Railway Mania

The 'Great British Railway Journeys' broadcast on 13<sup>th</sup> January included an item on Ipswich with Michael Portillo talking to IMT Director Stuart Grimwade about the IMT image Archive and Edward Caley, the young engineer who produced drawings of the Ipswich waterfront prior to creation of the Wet Dock, and our maritime heritage. If you missed the broadcast it can be seen on the BBC iPlayer.

### Newsletter

With more people reading online rather than printing out a paper copy, we have changed the format to single column throughout – we hope you find this useful.

## Window Museum News

The 14<sup>th</sup> Window Museum display is on 'Leisure on the River Orwell' and features the Yacht and Sailing Clubs of the River Orwell.



Although the Orwell has been a commercial river serving the port of Ipswich for over 1,000 years, the attraction of the estuary as an internationally admired Area of Outstanding Natural Beauty has made it an increasingly popular river for leisure boating and sailing. Since Victorian times enthusiasts have formed clubs at various places along the river; this new display, our 14th, shows some of their histories and memorabilia.

The locations of the clubs are shown on a map of the river and current contacts for the current clubs are given. One notable fact is that the Royal Yacht BRITANNIA a "J Class" racing yacht, built for the Prince of Wales (later King George V) in 1893 and which he raced several times off Harwich, was so tall she would not have been able to pass under the Orwell Bridge.

*Des Pawson*

## Landscape Partnership Scheme Project Update

Bill Jenman, who gave an interesting and informative talk on 'Touching the Tide' in October has updated us on the latest project for which they are seeking lottery funding.

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### **The AONBs are developing a major new project to benefit the Stour and Orwell area**

The Suffolk Coast & Heaths and Dedham Vale Areas of Outstanding Natural Beauty are putting together a bid for a Heritage Lottery Fund Landscape Partnership Scheme in the area around the Stour and Orwell estuaries including the Shotley peninsular.

### **What is a Landscape Partnership Scheme (LPS)?**

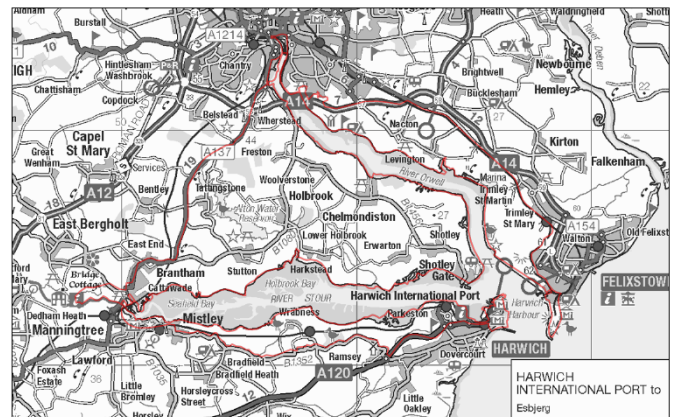
LPS are the main brand of lottery grant for work in the wider countryside (areas up to 200 sq km). They have to be partnerships – the grants are designed so that no one organisation can dominate – and they have to address some particular issue or need in the landscape in question. The AONB has completed two very successful LPS, *Touching the Tide* in Suffolk Coast & Heaths and *Managing a Masterpiece* in Dedham Vale.

The range of projects must span the natural and built environment, community development, education, access and interpretation, and training. Have a look at [www.touchingthetide.org.uk](http://www.touchingthetide.org.uk) to get an idea of a successful LPS. Touching the Tide had more than 30 individual projects within it, ranging from £5,000 to

£70,000. There were more than 40 “delivery partners” – organisations and people who made things happen.

### Why the Stour and Orwell?

From our initial conversations with some potential partners there are some strong landscape and habitat enhancement possibilities, and archaeological and historical stories to tell about this bustling estuary and its rich maritime history. The AONB has identified a need to address the ever-growing recreational pressures on the estuaries, and especially their birdlife, in ways that also enhance the landscape and give local people and visitors a positive experience of the area. It’s early days, though, and we’re actively seeking project ideas. We really want to include more “bottom up” community projects as well as proposals from larger established organisations.



2 Rivers - Proposed Project Area

### When, where, and how much?

We will submit a bid to the Lottery at the end of May 2017 (annual deadline). If they approve our bid (and NB only about 25% of bids are approved) we’ll know by the end of the year. If the answer is “Yes!”, the lottery will then fund a development year (2018) to work up a detailed bid with budgets, work plans, etc. Delivery would start in spring 2019 – we’re aiming for 4 years of activity (ie to spring 2023).

We’re aiming for a total budget of around £1.5m - £2m. We’ll need to find some significant match funding, at least 25%, but volunteer time as well as cash counts.

**How can I find out more?** It’s early days so if you want to know more, or have a project idea, please contact Bill Jenman at the AONB; [bill.jenman@suffolk.gov.uk](mailto:bill.jenman@suffolk.gov.uk) 01394 445226 Bill Jenman

## The *Dijksgracht* passing under the Orwell Bridge



The *Dijkgracht*, the largest ever ship to call at the Port of Ipswich passed under the Orwell Bridge on 29<sup>th</sup> November carrying 10,500 tons of rice from Texas. She is 156.93 metres long and passed under the bridge with only 0.37m to spare.

# Future Events

## Spring 2017 talks

**CHANGE** – the talks will now **start at 7.30pm** and we will be providing free tea and coffee after the February talk, so please come along.

We have yet another series of interesting and varied talks starting on Wednesday 1<sup>st</sup> February. The titles of the talks with more details are on page 12 of the newsletter. Reminders of the March and April talks will be sent out closer to dates, but please make a note of the talks in your diary.

## IMT Thames Barge all-day sailing trips and 4hr music trips

Due to the popularity of these events we have organised two all-day cruising trips, and three 4hr music trips on sb Victor for 2017. The music trips will feature two with the 'Gipping Valley Stompers' traditional jazz group, and one with the sea-shanty group 'High Water Mark', the details to be confirmed later.



Dates of the trips are:

May 18th Thursday 14.00 - 18.00 – Gipping Valley Stompers  
June 15th Thursday 09.00 - 17.00 - All Day Sailing Trip  
July 20th Thursday 14.00 - 18.00 – High Water Mark  
August 17th Thursday 09.00 - 17.00 - All Day Sailing Trip  
September 7th Thursday 14.00 - 18.00 – La Fontaine Jazz Trio

Please see the booking forms at the end of the newsletter, or contact Bob Pawsey on 01473 252893 for more information and confirmation of the music event dates.

## Dick Durham at the Royal Harwich Yacht Club (non-IMT organised event)

The Royal Harwich Yacht Club and the Cruising Association have extended a welcome to the members of IMT to attend a lecture and optional supper at Woolverstone on Saturday evening, February 18<sup>th</sup>.

The lecture is entitled "Confessions of a Cruising Correspondent" by Dick Durham, of Yachting Monthly fame. Dick has sailed the East Coast all his life - from old gaffers to mate on the Sailing Barge "Cambria" whilst still trading. He currently writes on a wide variety of subjects for several yachting magazines. His highly informative and entertaining talk includes anecdotes, recollections and history.

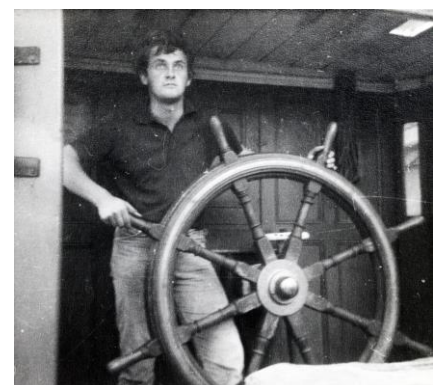
IMT members will be most welcome. Please book directly with the RHYC on 01473 780319 or by email to: [office.manager@royalharwich.co.uk](mailto:office.manager@royalharwich.co.uk)

Talk only £10, talk and supper £19.

Bar opens at 18.00

Supper served at 18.45

Talk begins at 20.00



# Past Events

## Heritage Weekend

10<sup>th</sup> - 11<sup>th</sup> September

Heritage weekend goes from strength to strength! This year we had over 1000 visitors in the two days of our exhibition in the Old Custom House. The displays were based around two main themes –

- the Caley drawings of the Ipswich quayside 1837, prior to the construction of the Wet Dock, and
- Presentation of a number of the images taken by the PhotoEast project around the waterfront area of Ipswich.

Both displays, which presented the Waterfront area at the opposite ends of its life, attracted considerable interest from the visiting public and shows how we are helping with informing people about Ipswich's maritime heritage.



## Ipswich Maritime Trust 'Show & Tell' at Ipswich Museum

Wednesday 26<sup>th</sup> October

Every half term Ipswich Museum run a 'Show & Tell' day.

For the first time on October the 26<sup>th</sup> Captain Geoff Hartgrove, Bob Fox & Des Pawson took to the Museum a selection of charts, navigation instruments, some tools, and ships fittings as well as a pierhead painting of an Ipswich vessel. They manned a couple of tables ready to share their knowledge of all things maritime with visitors both young & old.



Although a little tucked away, and not close to the few maritime pieces the Museum has on display, a modest number of visitor were spoken to and several membership leaflets were handed out. It was hard to tell how successful the day was but IMT may well do the event one more time, if asked, but not with so many of us.

*Des Pawson*

# Autumn 2016 talks

## Wednesday 5<sup>th</sup> October

### 'Touching the Tide' by Bill Jenman

Touching the Tide is a three-year Heritage Lottery funded project, now just coming to an end. It aimed to explore our changing coast, and focussed on the stretch between Felixstowe and Lowestoft. The talk, the first in our autumn series, was given by the Project Manager, Bill Jenman. It was a Landscape Partnership scheme, led through, and largely organised by, the Suffolk Coast and Heaths Area of Outstanding Natural Beauty.



Climate change has already been the cause of huge changes in our coastline. Over 10000 years ago, an extremely fertile and well-populated area known to us as Doggerland linked Britain with Europe, until it was swept away in floods from the north. Evidence comes from seismic surveys undertaken for the North Sea oil and gas industries.

Locally, Orford Ness shows a pattern of storm shingle accretions going back hundreds of years. The shingle is now going again, leaving the lighthouse very much at risk of falling into the sea. The shingle spit at Shingle Street, on the other hand, is now 2 km long and growing. Dunwich has a fascinating history. A 1500's map shows two thirds of the town beneath the sea, but the line of the original river and harbour can be traced. Advanced (and expensive) sonar technology can show much of the layout of the town, including the continuation of St James Street. The work is difficult on account of the total lack of visibility, and the depth of the silt layer which can change by 2m over the course of a single year. The town was almost certainly founded as an Iron Age hill fort.

Close to Orford at Barber Point, a Saxon cemetery was found, from about 600 AD. This contained the remains of a chatelaine some sixteen years old, dubbed The Foundling. She was clearly someone special, in that children had been buried close by for some 300 years afterwards. The site had at one time been a Roman salt works. Shortly after excavations had been completed, the site flooded, and is now an inter-tidal natural habitat.

Over the life of Touching the Tide, Bill estimated that through Open days, visits etc., they had spoken to some 10000 people. He is now preparing a project for the Stour (see page 4)

*Geoffrey Dyball*

## Wednesday 2<sup>nd</sup> November

### 'East Anglia's Inshore Fishing Industry' by Robert Simper

Robert Simper's talk on 2 November was on East Anglia's inshore fishing industry, focussing on the beach boats.



Robert has a long affinity with these craft, continuing to this day with a boat based at Ramsholt. His talk began with a photo of the Sae Wylfing, a half-size reproduction Viking ship, to show the history of the double-ender hull form almost universal in East Anglia until comparatively recently. The shape was dictated largely by the need to launch and recover from the beach. There were then very few ports, and those few were subject to the ravages of coastal erosion. Dunwich was lost. Inlets at Wells and Blakeney remain, but otherwise inshore fishing was off the beach.

The hull form of these boats was based solely on practicality and purpose, but the pilot and pleasure yolls (or yawls) were elegant by any standards. They were raced in the summer and were surely an impressive sight.

Launch and recovery of the fishing boats were both difficult operations. Full advantage of the tides and fairly shallow beaches made life a bit easier at Cromer and Sheringham, but elsewhere everybody had to help a boat up the beach. Most beaches had their own fishing villages immediately behind, so there was no shortage of hands. Again, most beaches had a capstan to help with the work; today, only that at Pakefield remains. Many of the villages have gone, victims of coastal erosion. Slaughden and Dunwich have gone. Shingle Street, on the other hand, has seen shingle build-up, and is in effect moving inland.

The inshore fishing industry has now almost gone. Quotas have not helped. The Wells whelkers just hang on, but probably not for much longer. At Aldeburgh, 'Silver Harvest' is launched and recovered with the help of an elderly caterpillar tractor; LT336 is the last wooden boat.

Robert has restored the 1902 boat 'Pet', a wooden boat with lugsail but transom stern, and the 1893 boat 'Three Sisters'. 'Four Daughters' was brought back from Scotland and restored by Frank Knights.

This was a most interesting talk, well received by upwards of seventy-five members and guests.

*Geoffrey Dyball*

## **Wednesday 7<sup>th</sup> December**

### **'Rule Britannia – The Royal Navy in the 19<sup>th</sup> century'** by Mark Mitchels

The last talk in 2016, on 7 December, was given by Mark Mitchels. The topic was the development of the Royal Navy in the 19th century, broadly from Trafalgar to the First World War. The navy at the start of the period was invincible, and trade flourished as a consequence; but it was a very different navy at Jutland.



There were no great sea battles for 100 years, so that development was somewhat piecemeal. Nevertheless, the fleet went from wood to iron, from sail to steam from cannon to guns, and from an organisation run largely on the basis of patronage and prize money to a professional fighting force.

The change from wood to iron was a gradual process. Initially, iron plating was added as protection, especially to vulnerable areas such as magazines. From there it was a fairly straightforward move to ships built entirely of iron; the principles of construction were very similar.

The transition from sail to steam was less smooth. The Admiralty took the view that a world-wide navy was not likely to run out of wind, but could easily run out of coal. There followed a series of combined sail and steam vessels. Some had an upper deck fitted, to give space for the sail setting and trimming, an unwieldy arrangement which left many ships dangerously unstable. In the 1870s, the Captain capsized and sank within three minutes. Development of steam power, giving reliable high speeds and flexibility, eventually won the day.

Cannons had been the navy's main armament for a considerable number of years, and were not to be easily displaced. Armstrong had invented his breech-loading gun in 1855, but a number of explosions halted the experiment. It did not come back into use until the mid-1860s, with the introduction of Paixham's explosive shell. This was devastating, and changed the face of naval warfare.

As the technology developed, so did the need for properly trained and led manpower. The press-gang gave way to ten-year service contracts, regular pay, proper lines of promotion – and a pension. Training was professionally organised, including for specialists such as Engineer Officers.

Thus the navy was transformed into a force recognisable a century on.

*Geoffrey Dyball*

## Thames Sprintsail Barge Trips 2016

All four of the Barge Trips in 2016 on Victor were fully subscribed and enjoyed by all. The two Jazz Band trips in July and September were the second and third trips as the first one was in 2015 and all proved to be very popular. The Gipping Valley Stompers played and sang their hearts out on the foredeck and the atmosphere was quite electric with the buffet style tea acclaimed by all.

The two All Day Trips in June and August need no description because 2016 was the seventh year in succession that the IMT had organized these popular events. The food and wine and good company made the days extremely memorable. The weather was very kind for all four trips in 2016 and no doubt has contributed to the bookings already received for 2017.



*Bob Pawsey*

## IMT Membership

### Subscriptions

As usual, many thanks of all those members who have renewed their subscriptions by Standing Order; it is greatly appreciated. If you are not on the list for paying by SO you should find a renewal form enclosed (or attached) with this newsletter. Payment can be made by **bank transfer** or sending a **cheque** (details on the renewal form), or by paying at one of the Spring talks.

### New members

A warm welcome to the new members who have joined since August 2016 (with apologies for missing off names of joint memberships where it has not been supplied) –

D & L Bool  
Trevor Payne  
Chalky Cooper  
Andrew Parker  
Barry Girling  
Pam Glasspool  
Robert Bradley  
Mr & Mrs R Sisson  
Andy Wainwright

We are continuing to maintain the number of members at just over the 300 mark each year.

*Fraser Yates*

# From the IMT Image Archive

[To access the archive [www.ipswichmaritimetrust.org.uk](http://www.ipswichmaritimetrust.org.uk) and press the 'IMT Image Archive' button]

A couple of recent additions to the Image Archive:



The next Window Museum display will feature Cliff Quay, past and present. A hundred years ago, this part of the town was a popular recreation area, with Hog Highland providing a fine vantage point and 'pleasure beach', while on the Halifax shore, the old Stoke Bathing place offered more energetic options. The bathing huts were former Great Eastern Railway sheds.



Meanwhile at Pin Mill around the same time we can see the beginnings of the pleasure craft maintenance business. Does anyone know the name the rather splendid steam yacht?

A selection of recent additions to the Archive will be shown at the talk after the AGM on 5th April.

*Stuart Grimwade*

# IMT 2017 Spring talks

**Wednesday 1<sup>st</sup> February at 7.30pm**

## **‘Life as a Harwich Pilot’ by Jane Stone**



This talk on ‘Ships and shipping, pilotage, the work of Harwich Haven Authority, and the technology used for monitoring shipping’ is sure to appeal to all mariners and those with an interest in local shipping affairs.

Jane Stone is a Master Mariner. She spent some years with Shell Tankers, then more than 10 years on ferries from Felixstowe and Harwich before becoming a Pilot with Harwich Haven Authority.

**Wednesday 1<sup>st</sup> March at 7.30pm**

## **‘The Merchant Navy in the Battle of the Atlantic 1939-45’ by John Johnson-Allen**

The Battle of the Atlantic was a fight for survival, as Britain depended entirely on the safe transit of hundreds of convoys of merchant ships laden with food, raw materials and munitions.

In 1939 it was the Merchant Navy which endured the onslaught of the German U-boat offensive. Their war started on the day war was declared and ended on the last day of the war. In the words of Winston Churchill ‘The Battle of the Atlantic was the dominating factor all through the war... everything happening elsewhere, on land, at sea, or in the air, depended ultimately on its outcome’.



John Johnson-Allen is the author of ‘The Merchant Navy in the Falklands War’ and ‘T E Lawrence and the Red Sea Patrol’. He is a Fellow of the Royal Historical Society and a judge for the Mountbatten Maritime Literary Award.

**Wednesday 5<sup>th</sup> April at approximately 8pm, after the AGM at 7.30pm**

## **‘The Gladys love affair’ by Gus Curtis**



A visual tour and talk of re-building the Thames Bawley Gladys LO195; of hard-work, determination, blood and sweat, saw mill construction, loss and an emotional roller coaster 12-year journey as told by shipwright and owner of Harry King & Sons boatyard at Pin Mil, Gus Curtis. Gus will also discuss Gladys' new life back afloat since her launch in 2010, being used as a family boat sailing around local rivers and crossing the Channel.

## **‘The IMT Image Archive revisited’ by Stuart Grimwade**

Our Archive continues to grow from seemingly endless sources of historic images, thanks in no small measure to the national publicity we have been receiving. Stuart Grimwade will show a small selection of the latest additions, having finally decided to step down from 15 years of giving his regular talks.



All are welcome to our lectures at the Waterfront Building, University of Suffolk. Free car parking is available in the UoS car park opposite the Waterfront Building. The cost for attending a talk is £3.50 for members and £4.50 for guests.

## Sailing trips on 'Victor'

Join IMT on a full day trip on the rivers Orwell and Stour



Thursday 15<sup>th</sup> June 2017 at 9am

Thursday 17<sup>th</sup> August 2017 at 9am

A great chance to get the best views of the rivers Orwell, Stour, and the Walton backwaters depending on the weather, and to help with the sailing of an iconic boat.

Victor was built in 1895 by Shruballs at Ipswich for Owen Parry of Colchester, mainly for use in the linseed oil trade. In 1947 she was the last sailing barge to be decommissioned. She was converted to a motor barge in the 1950s, but restored in 1974 and refurbished in 2005/7.



Victor was the National Maritime Historic Ships Register official Suffolk representative for the Thames Diamond Jubilee Pageant in 2012.

Leave from her usual berth in front of the Old Custom House about 09.00.

- Bacon roll and coffee breakfast
- Mid-morning coffee and biscuits,
- Two course lunch with wine, and
- Afternoon cream tea.

Return about 17.00, depending on wind and tide.

Parking available on the Island site by prior arrangement, courtesy of ABP.

The cost is £55 per head, after 4 years at £50 we have had to increase the price slightly.

Book through **Bob Pawsey on 01473 252893**, or complete the form and send with cheque.

### Booking Form

#### **Barge Trip on Victor –**

**15<sup>th</sup> June / 17<sup>th</sup> August 2017 (delete as appropriate)**

Please reserve ..... places at £55 per head, cheque made payable to 'IMT', enclosed for £.....

Name: .....

Address: .....

Phone number and/or email address for confirmation of reservation, and in case of need to contact:

Phone number: .....

Email address: .....

Please state if a car parking space is required on the Island Site - **YES / NO**

**Please return form and cheque to B Pawsey, 82 Westerfield Road, Ipswich, IP4 2XN**

## Music trips on 'Victor'

Join IMT and either the 'Gipping Valley Stompers', 'High Water Mark' or 'La Fontaine Jazz Trio' on sb Victor.



Thursday 18<sup>th</sup> May 2017 at 2pm

Thursday 20<sup>th</sup> July 2017 at 2pm

Thursday 7<sup>th</sup> September 2017 at 2pm



Enjoy the best views of the River Orwell to the sounds of the **Gipping Valley Stompers (18<sup>th</sup> May)** or **High Water Mark (20<sup>th</sup> July)** or **La Fontaine Jazz Trio (7<sup>th</sup> September)**.

Leaving the Old Custom House Quay at 2pm and returning approximately 6pm, depending on the weather.

The trip is inclusive of an excellent finger buffet with tea and coffee and costs £35 per person. The barge has a licensed bar with a full range of local beers, wine and soft drinks.

Victor was built in 1895 by Shruballs at Ipswich for Owen Parry of Colchester, mainly for use in the linseed oil trade. In 1947 she was the last sailing barge to be decommissioned. She was converted to a motor barge in the 1950s, but restored in 1974 and refurbished in 2005/7.

Parking available on the Island site by prior arrangement, courtesy of ABP.

Book or more info through **Bob Pawsey on 01473 252893**, or send form below with cheque.

### Booking Form

#### **Music Trip on Victor –18<sup>th</sup> May / 20<sup>th</sup> July / 7<sup>th</sup> Sept**

(delete as appropriate)

Please reserve ..... places at £35 per head, cheque made payable to 'IMT', enclosed for £.....

Name: .....

Address: .....

Phone number and/or email address for confirmation of reservation, and in case of need to contact:

Phone number: .....

Email address: .....

Please state if a car parking space is required on the Island Site - **YES / NO**

**Please return form and cheque to B Pawsey, 82 Westerfield Road, Ipswich, IP4 2XN**