

Newsletter January 2018



J.O. Whitmore, Chandlers and Sailmakers



The modern extension of the Salthouse Hotel stands on the site of what was once J O Whitmore's sail loft. The Whitmore family were barge owners and sailors from Harwich, and towards the very end of the 19th century, John Offer Whitmore took over the Neptune Quay premises, which belonged to Bayley & Sons, Shipbuilders and Chandlers.

The ground floor was a ships chandlery and on the upper floor was the sail loft. Sometime in the 1930s an extra storey was added and the Drift at the side covered. Metal work was first built up over the Drift and then extended over the main building to rest on the wall of the adjacent building; meanwhile the sail loft was kept going as normal. However, when the join was to be made there was a problem with the height between floors, and the floor had to be raised, the evidence for this change of height was visible on the stairs inside the building until the end of construction.

J O Whitmore were especially well known for their barge sails but also carried out a lot of government work such as making tents and large tarpaulin covers, and they would willingly tackle any heavy canvas work. The Chandlery on the ground floor supplied the needs of the working port.

The business was in the Whitmore family right through the 20th century until closed in 1984. For a brief while afterwards the Ipswich Boat Building Partnership used the building with Austin Farrar making modern sails. Later the building was used as a snooker hall with a bar below, before being demolished.

Mrs Whitmore was the first major donor to the IMT and the collection of artifacts from JO Whitmore formed the backbone of the first Window Museum exhibition.

The images above are from the IMT Image Archive and many more of Whitmore's can be found in the 'Des Pawson Collection' in the archive.

'Des Pawson'

Upper Orwell Crossings update

Slow progress - the second round of public consultation on the Upper Orwell Crossings should have started last autumn, but has been postponed until this spring. No particular reason given; however, ground investigations have been delayed, and the preferred route for the main bridge cannot realistically be fixed without that information.

The investigations will also take in the proposed location of the bridge over New Cut. IMT are doing what we can to ensure that this is not a fixed bridge. St Peter's Dock is at the heart of the historic centre of the town, and is an important gateway to the Waterfront. 'Gipeswyc' was founded here in about 600 AD, as the first new English town after the Romans left Britain. There is evidence of wine being imported from Rhineland to the dock in the 7th century.

The construction of the flood walls in the late 1960s cut off access to the dock. IMT have commissioned local artist Reg Snook to illustrate how a reborn dock could look. A relatively inexpensive installation of ramps and pontoons could restore life and activity – the opportunity for which will be wiped out forever if the New Cut Bridge is fixed thereby preventing access to the dock by anything other than non-masted craft.



IMT member news

Terry Everitt



It is with great sadness that we heard that ex-bargeman and IMT member Terry Everitt passed away on December 28th 2017.

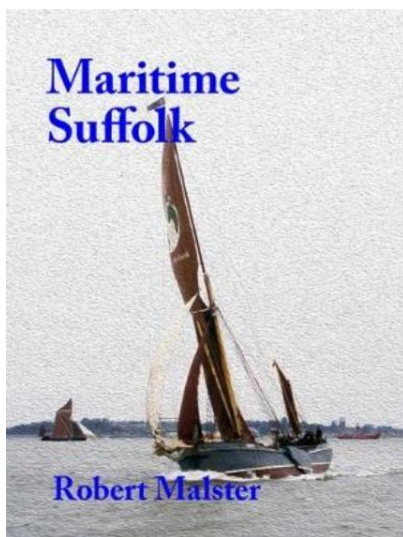
Terry was an apprentice boatbuilder at Kings Yard, Pin Mill, then boatbuilder at Woolverstone Hall School, and later became their Sailing Instructor/Boatman. After Woolverstone Hall Terry was headhunted to be skipper of SB Gladys, taking over from Capt. Dick Cresswell, and set about transforming her into a veritable floating palace down below, but also as a traditional Barge as far as it was practical on deck. Terry continued sailing SB Gladys until he retired after the last barge match of 1999.

Terry achieved national fame in May 1997 when he became the only man in history who was able to separate the President of USA from his security guards. SB Gladys was booked for a passage through Tower Bridge and at the appointed time the traffic was stopped and the bridge raised. President Bill Clinton was in the UK and on his way from a dinner with the PM, but nobody had thought to inform Tower Bridge of his route. The end result was the first half of the motorcade was over the bridge and the second half, with Bill Clinton and some of his security staff, were trapped on the approach to the bridge. Not a happy time for the security staff!

The funeral Service will take place at Seven Hills Crematorium, on Tuesday, January 30, at 2.15 p.m.

Book reviews

‘Maritime Suffolk’ by Bob Malster (Poppyland Publishing, 316p, £19.95) available at the Ipswich Tourist Information Centre or www.poppyland.co.uk



Robert Malster completes his pioneering study of the maritime history of the east of England and tells of Suffolk’s many links with the sea over the centuries.

Robert Malster as you probably know is one of the leading experts on East Anglian maritime history and has written a whole host of books on the subject alone. His ‘History of Ipswich’ book (2000) is a key text for any researchers on the town, not to mention an interesting and insightful read too. However, his most recent book, ‘Maritime Suffolk’ covers a whole range of maritime topics, in both a way that can be used for academic researchers and general interest readers. There is something new for everyone to find out within this book I can guarantee and I certainly learnt a lot.

The book boasts the history of shipyards on the Orwell with fantastic double spreads of paintings and photos including the John Cleverly painting of the Hampshire, to a chapter on Lowestoft’s Herring Industry.

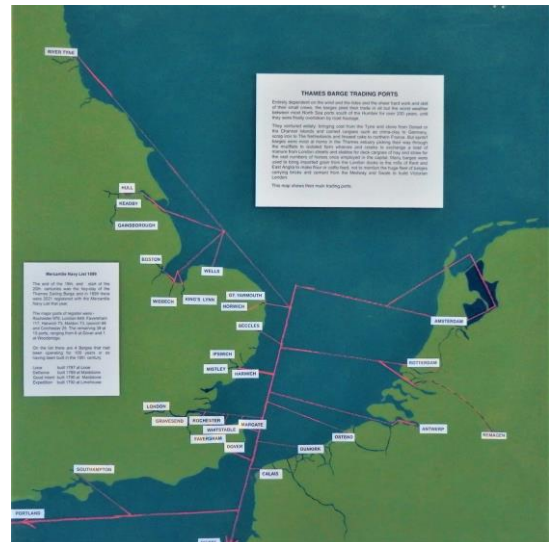
It is a book that provides everything you might need to know even if you have even the slightest interest in all things maritime, which I think is brilliant and enables this information to be accessible to many more people. Malster mentions John Kirby's quote that Suffolk is a maritime county, which many today would agree; you can theoretically use a boat to travel from Shotley to Sudbury and even at one point from the port of Kings Lynn to the centre of Bury St Edmunds. It is these little nuggets of information interspersed with well researched and well referenced text, using a host of primary and secondary sources, that make this book a highly interesting read and a must for the local maritime historian and reader. The book had an easy to read/navigate layout that made it a pleasure to read and experience with clear text and images, that draws your eyes and entices you to learn more. After all there is always so much for us to still learn about Suffolk that Bob Malster I'm sure will still be providing the publications for in the future and I eagerly await Malster's next book.

Andy Parker

Window Museum News

The 16th Window Museum Display

THAMES BARGES – THEN AND NOW Here, there and everywhere



It was perhaps the coldest the team had been when we installed the latest window display THAMES BARGES – THEN AND NOW Here, there and everywhere.

The new display illustrates the evolution of the barge from its earliest shape through to the final form familiar to us today. The display highlights the ports to which they traded, the far distant travels to such places as Remagen in Germany, Dunkirk in France and Ramsgate and Southampton, as well their more local landings on the farm wharfs & creeks of the Stour and Orwell, such as Johnny All Alone and Slumpy Lane Wharf. It was in the local creeks that sadly many of the barges finished their lives and the display has relics of some barges include the splendidly named PRIDE OF IPSWICH. These relics are both a monument to the spritsail barge and a testimony to the forethought of those that save them.

Today the Barges cargo is people and we are lucky that they still make an important contribution to Ipswich Waterfront.

IMT continues to support the barges with our various charter trips and our work on the Upper Orwell Crossing navigation working group.

The window wizards are already thinking of the next couple of displays, and intend to install them at a slightly warmer time of the year.

Des Pawson

A permanent home for the IMT model of Cliff Quay



The wonderful model made by Peter “Ben” Bendall and Colin Waters showing the whole of Cliff Quay as it was in 2017 that was the major part of our 15th Window Museum display will have a permanent home. ABP have agreed that it should go into one of the alcoves in the main part of the ground floor of the Old Custom House. ABP are purchasing a Perspex cover to protect it, and Colin and Ben are increasing the height of the base that was used in the Window Museum. This is an excellent outcome as this large model would have been difficult to store safely and without damage and it would be impractical to bring out for occasional showings. Now it will be on view next time we open the ground floor of the Old Custom House, be it for Maritime Ipswich or Heritage Open days. A win-win for all.

Ipswich joins the New Hanseatic League

The Hanseatic League at its peak embraced some 190 cities in 16 countries. It dated from the mid 13th century, and came from an alliance of North German sea-faring merchants between the North Sea and the Baltic. The League had a major influence on economics, trade and politics. At its peak, it was strong enough to wage war on and defeat nation states, where a simple economic blockade had not proved sufficient.



Trading posts had been established abroad; the Kontors, of which there is a fine example at Kings Lynn. London had a major presence in the City, of which Ipswich may have been a satellite. certainly there is no history of a Kontor at Ipswich. There is documentary evidence of a crane, but its location remains unknown (at present; we are working on it).

Eventually, the League’s power was overtaken by the growth of the nation states. The critical turning point was the Thirty Years War (1618-1648); the last official Hansa Day was in 1669.

The New Hansa League was formed in 1980 at Zwolle, as a social and cultural alliance which has helped develop commercial ties. Hansa Days have been revived, including at Luneburg, Rostock and Bergen. A museum was opened at Lubeck in 2015. The international Day this year will be at Rostock, from 21 to 24 June.

In December 2013, IMT invited Dr Paul Richards, the eminent Kings Lynn historian, to speak on the New Hansa League at one of our evening talks. Kings Lynn was then a member; why not Ipswich? Why not indeed? Progress was gentle; the application can be made only by (in this case) Ipswich Borough Council. At last, thanks to IBC, Andrew Harston of ABP, and IMT director Stuart Grimwade, we can confirm that Ipswich has now been formally admitted as a member of the League. Another step forward in promoting the huge maritime history of Ipswich.

Association of Dunkirk Little Ships visit to Ipswich

Message from Simon Palmer, Vice Commodore, ADLS

Our association is having its annual commemorative cruise to Ipswich this year, arriving 25th May and departing 28th May. We will be staying at the Haven Marina and there will be a dockside service at 11. am on Sunday 27th.

You are very welcome to visit us and our boats in your wonderful harbour which we so much enjoy visiting.

Many thanks.

Simon Palmer

Vice Commodore

Association of Dunkirk Little Ships www.adsl.org.uk



Future Events

Spring 2018 talks

We have yet another series of interesting and varied talks starting on Wednesday 7th February.

The talks are on **Samuel Pepys and the Royal Navy, One dock, two families, a fleet of ships and a pinch of fertilizer: a story of poo & poops** , and **Pierhead paintings....something for everyone!**

Full details are on page 13 of this newsletter. Reminders for the March and April talks will be sent out closer to the time, but please make a note of the dates in your diary.

We will carry on providing tea, coffee and biscuits after the talks; this has proved very popular and has provided the opportunity for members to meet and chat amongst themselves and with some IMT Council members.

Thames Sprintsail Barge Trips 2018

IMT Thames Barge all-day sailing trips and afternoon music trips

Due to the popularity of these events we have organised three all-day cruising trips, and two afternoon music trips on sb Victor for 2018. The music trips will feature one with the 'Good Times' jazz group, and the second with the jazz group 'La Fontaine Trio'.



Dates of the trips (all Thursdays) are:

June 14th July 12th August 9th - 09.00 - 17.30 (approx) - All day sailing trip

June 28th 14.00 - 18.00 (approx) - 'Good Times' jazz group

August 23rd 14.00 - 18.00 (approx) - 'La Fontaine Trio' jazz group

Day sailings include breakfast snack, mid-morning coffee and biscuits, 2-course lunch with wine, and afternoon cream tea and cost £57 per head

Afternoon music trips include a finger buffet with tea and coffee and cost £35 per head.

Full details of the trips are on the booking forms at the end of the newsletter.

Past Events

Exhibitions

In the second half of 2017 the IMT mounted three public exhibitions–

- Maritime Ipswich (19th and 20th August)
- Heritage Open Weekend (9th and 10th September)
- 35th IMT anniversary exhibition at UoS (3rd to 10th October)

By far the biggest and most important was the 35th anniversary exhibition. This exhibition, entitled ‘The Changing Waterfront’, highlighted key events from the formation of IMT in 1982 with the Maritime England event and the original vision for the waterfront area to the present day and our vision of what could be achieved in the St Peter Port area, if there was the will. In 1982 the Wet Dock area was mainly abandoned and bereft of any development; it is interesting to look back now at the vision of 1982 and wonder at how things might have turned out different.



The exhibition also featured some of the images from our Image Archive as well as the Caley drawings of the area prior to the construction of the Wet Dock

The Ipswich Society, with whom the exhibition was jointly organised launched a revised edition of the Ipswich Maritime Trail leaflet which was first published in 1982 for ‘Maritime England’ year.

The opening of the 35th Anniversary exhibition (L-R Geoffrey Dyball (Chairman), Des Pawson (Vice Chairman) Sarah Barber (Mayor of Ipswich), Mandy Gaylard (Councillor SCC)

Autumn 2017 talks

Wednesday 4th October

‘Whisstock’s Woodbridge Boatyard’



An enthusiastic audience of just over one hundred enjoyed the first talk of the autumn series, on the legendary Woodbridge boat-builder Claude Whisstock. The talk was given jointly by Mary East and Sue Cox.

Mary was Claude’s secretary between 1960 and 1971. She remembers being interviewed in a very small and draughty office by a chap with some missing fingers; she may have got the job because she was able to double up as book-keeper. The yard not only built boats but had a good business in laying up and fitting out. The work-force included some very skilled craftsmen; probably none more skilled than Claude himself. Mary

remembers the excellent relationship with the naval architect, Holman, and later Donald Pye, the digging out of the former Tide Mill pond, and the smells of paint, timber and hemp in the stores. Above all, there was then a pervasive spirit of camaraderie in the trade.

Sue Cox is Claude's daughter. Her father was born in 1903, the youngest of three brothers, in the Clockhouse in Cumberland Street. At fifteen he became a midshipman apprentice in the Merchant Navy, at a salary of £10 per annum. He left after two years to take a five-year apprenticeship with Robertsons' yard at Woodbridge. He moved to Brooks of Lowestoft in 1924; in 1926, the year of the General Strike, he was out of work. Later that same year, with £50 borrowed from one of his brothers, he bought an area of marshland and built a workshop. Sue had a photo of the building, with Claude and his men showing off a newly-built motor cruiser. More photos followed, including a 20-foot sloop, yard number 078, and then a 1936 Deben 4-tonner. That became a very popular boat, and about thirty-five were built. In 1937 a twelve-ton gaff cutter, Mirelle, was built for Phillip Allen, a family friend who was Sue's godfather.

The 1939-45 War saw the Deben closed and mined. Boat-building was a reserved occupation, and the yard turned out some two hundred boats, almost all for the Admiralty. They left the yard by train, the line running just behind the yard. After the war, building of handsome sailing craft resumed, a number to Kim Holman's designs. The 1953 floods caused considerable damage, but boat-building was soon back to normal. A stream of really good boats came out of the yard, including 'Landfall', a 17-tonner for Claude, of which six more were built.

By the end of the 1970s, fibreglass and aluminium were being widely adopted. Claude imported some aluminium hulls from St Nazaire, but the days of the bespoke boat-builder were numbered. The yard passed out of family ownership in 1984, and finally closed in 1990. Whistocks had become the biggest yard on the Deben, and had attracted an international reputation for the quality of its construction. A difficult act to follow.

Geoffrey Dyball

Wednesday 1st November

'The Upper Orwell Crossings' by Suzanne Buck (Suffolk County Council)

The second talk in the autumn series was on the Upper Orwell Crossings scheme, and was given by the Project Engineer, Suzanne Buck. The Lecture Theatre was filled to its 120 capacity, evidence of the huge interest in this £100 000 000 proposal.

Over the next ten years, the population of Ipswich is planned to grow by some 27%. Traffic congestion will get worse, and the east-west routes between the town centre and the Waterfront will in addition be affected by further Waterfront development and the Island site development. Suffolk County Council secured government funding at the end of 2015 for the present design and feasibility study, with the final scheme being largely paid for again by the government.



The overall scheme is for three bridges. Bridge A is to link the east and west banks of the Orwell, and will provide the major scheme benefits. The final alignment has still to be decided, but the bridge may well run from just north of Ship Launch Road to the Rapier Street roundabout on Wherstead Road/Hawes Street. It will enable changes to the Star Lane Gyrotory system, will improve connectivity between the south east and south west parts of the town, and take local traffic off the Orwell bridge. The Outline Business Case was approved at the end of 2015, but an Orwell crossing in broadly the same location has been in Ipswich Borough Council's Local Plan since 1997.

The second bridge, B, is to cross New Cut from the Island site to (probably) Mather Way. This will enable development of the Island site, in conjunction with the present access off Stoke Bridge. Bridge C is to be a cycle/pedestrian bridge over the lock, which will restore the access of many years from Ship Launch Road.

The Outline Business Case suggests an immediate benefit of £600M; from the projected outlay of £100M, that is a convincing return. Over the next sixty years, the total return is estimated at £6.5 billion.

The constraints on the main bridge are considerable. The maximum gradient is fixed, so that a greater air draught over the navigation channel must mean a longer bridge. Access must be maintained to Cliff Quay, and there must be sufficient headroom over the railway lines on the West Bank. The bridge is to have an opening centre section. Opening times will need to be linked with the opening of the lock gates, as there will be only limited water between the bridge and the lock. The alignment of the bridge will be important for the same reason. There will in any event be no bridge opening for an hour at peak morning and evening traffic.

Work on transport modelling is progressing, as are options assessments and ground investigations. The first round of informal consultation has taken place, with extensive exhibitions, talks – and, for example, navigation workshops, to explore those particular problems. An architectural competition has been held; won by Foster and Partners, albeit with a design which is highly unlikely to be built (but which looked stunning).

There is also for consideration the question of whether or not Bridge B over New Cut should be an opening bridge. The concern is that, if not, St Peter's Dock could be effectively cut off. Discussions continue.

The whole scheme is now a Nationally Significant Infrastructure Project. In effect, it can be approved by the Ministry without a public Inquiry. Formal consultation will get under way in 2018; construction could start in 2020.

Geoffrey Dyball

Wednesday 6th December

'Waves, Wheels and Sparks: Sailing into the Electrical Age' - Jeremy Batch



The December talk in our autumn series was given by Jeremy Batch on the Electrical Age. This was a fascinating tour through the early years of something we all take for granted but about which we for the most part understand little.

A favourite cure for a severe Roman headache was apparently the application of a numb-fish, which could give the sufferer a charge of up to 30 amps. The history then only starts to develop in the 1600s, with William Gilbert's book on magnetism. This phenomenon attracted widespread interest, but the relationship with electricity was not appreciated until much later. In 1745 van Kleist and van Musschenbroek produced electricity via a rotating metal orb and led to a water-filled Leyden jar, giving one of them a shock rather more painful than a numb-fish. Benjamin Franklin in 1752 was able to demonstrate the collection of lightning.

In 1761 HMS Alarm was the first navy ship to be fitted with a copper-sheathed hull, to prevent attack by the teredo worm and provide anti-fouling. Galvanic corrosion caused the copper plates to fail, prevented by sacrificial corrosion. Around 1800, Volta was able to demonstrate a battery made of zinc and copper discs separated by paper and standing in a salt solution. Science then moves on quickly. Oersted in 1820 finally linked electricity with magnetism, and with Ampere established the circular field which is the basis of the electric motor. By 1835, Jacobs was able to drive a 26 feet paddle boat by electric power. The Corporation

of Trinity House had an electrically-operated light by their London Docks base; the first such lighthouse was South Foreland in 1859.

The first AC induction motor was produced by Tesla in 1888. The first powered flight by the Wright brothers in 1903 was only possible by the use of an electric magneto.

In 1934-35, the National Physical Laboratory were asked if, in effect, they could produce a 'death ray' to bring down enemy aircraft. Watson-Watt and his assistant Wilkins were not able to oblige, but they were able to invent and produce a radar system, which proved invaluable. Early radar lacked the ability to give the elevation of a target. In 1942, the Germans were found to have such a system, and an example was captured in a daring action, the Brumeval Raid.

Many navigation aids were developed before, during and after the war, including GEE, Loran, Decca and consol. Details of all were released at the end of the war.

Geoffrey Dyball

IMT Membership and subscription renewal

Thank you to all our members who have renewed their subscription by Standing Order. It very much appreciated as it greatly reduces the workload (and cost) associated with the administration. If there is a form included with this mailing then it is a gentle reminder that subscription is due. Payments can be made by electronically by bank transfer, or by cheque, or by cash at one of our talks.

If there is no form included then our records show that you normally pay by Standing Order. Mistakes occasionally occur but I hope that there are not many this year.

Our membership has increased again and we closed the year at 335. Excellent! The more members we have the greater the strength we have in representing your views when talking to outside organisations.

New members

A warm welcome to the new members who have joined since August 2017 (with apologies for missing off names of joint memberships where it has not been supplied) –

Mandy & Robin Gaylard
Dave Rudge
Mike Nicholls
Jane Smith
Val Rodwell
Paul Dickerson
Michael & Caroline Gibson-Davies

Nigel Martin
Steve Downs
John Wilkinson
Mrs Brenda Cooke
Julian Wong
Michael Fordham

Fraser Yates

IMT 2018 Calendars – a few available at reduced price

The IMT 2018 calendar has sold very well this year, so much so that an additional order had to be put in to satisfy demand. We do therefore have a very small quantity still in stock if anyone would like one at a reduced price of £9 for the wall calendar and £5 for the desk calendar. Please call 07851 083 576 and leave a message and I'll call you back, or email membership@ipswichmaritimetrust.org.uk

Data Privacy and General Data Protection Regulation (GDPR)

What is it

In May 2018 new regulations, the General Data Protection Regulation (GDPR), comes into force concerning how personal data is handled and how consent is given. These new regulations replace the current Data Protection Act. The new regulations do not change how the Ipswich Maritime Trust (IMT) currently stores, handles or uses your data,

What personal data do we store

The only personal information we store is that which has been provided on your IMT application form, and a record of subscriptions or any other monies paid to the IMT. This information is recorded on computer and a backup store.

What do we do with the data we store

The personal information we store is used to administer your membership and for communicating information regarding IMT, or occasionally affiliated organisations. We do not sell or pass on your details to third parties. Any bank details we hold will be used only for sending your standing order agreement to your bank. The IMT does not hold any debit or credit card details. If your IMT membership ceases for any reason (including resignation, death or failure to pay your annual membership fee), your records are retained for a period of 7 years for accounting purposes but will not be used to contact you or your representative. The information may be used for fraud prevention or money laundering prevention if required by the relevant authorities. By applying for and continuing your membership of the IMT you consent to our processing your personal data for the above purposes.

Right of access to data

All members have a right to ask for a copy of their information and correct any inaccuracies. When you give us personal information about another person we will assume that they have appointed you to act for them and have consented to the processing of their personal data, including sensitive personal data.

Communications and Withdrawal of Consent

We may contact you by mail or email to distribute the IMT newsletter and to let you know about IMT or affiliated organisation events which may be of interest to you. If you do not wish to receive such information you can inform us at any time in writing to the address below or by email to membership@ipswichmaritimetrust.org.uk

IMT Secretary
501 Wherstead Road
Ipswich
IP2 8LL

IMT 2018 Spring talks



Wednesday 7th February at 7.30pm

'Samuel Pepys and the Making of the Royal Navy'

by Mark Mitchels



Mark Mitchels, an ever-popular speaker, returns to give us an insight into Samuel Pepys and the making of the Royal Navy.

Samuel Pepys has left us a diary which is justly famous: it gives us a view of 17th century England at the time of the Restoration in 1660. So many of the entries are quoted – plague, Fire of London, theatre performances, lustful dalliances and so on that it is easy to ignore Pepys' life after 1669 when he closed the diary. But he achieved far more in his lifetime than just entertain us with his day to day reflections.

He could be said to have created the Royal Navy and set it on course to dominate the seas in the centuries after his death in 1703. He was appointed Clerk of the Acts to the Navy Board in 1660 and confessed he knew nothing about ships, sailors or ship-building, but he was determined to learn, and from that time he became the expert on every detail of naval administration. He struggled to eradicate corrupt practices in ships and dockyards (allowing himself some leeway when they could affect his personal circumstances!) and put in place measures to ensure naval officers were suitably qualified. And all while England was at war with the Dutch. This talk celebrates Samuel Pepys the Diarist – and the creator of the modern Royal Navy.

Wednesday 7th March at 7.30pm

'One dock, two families, a fleet of ships and a pinch of fertilizer: a story of poo & poops'

by Giles Colchester



Two men built their wealth making artificial fertilizer from coprolites (so called dinosaur poo). Both owned a series of barges and both had shipping interests in Ipswich – one owned a shipyard and the other had the greatest tonnage of shipping passing through Ipswich docks in 1868. This talk is about the families of both these men, and how they came to be involved with the docks at Ipswich. Both became aldermen of Ipswich and both had sons who were mayors of Ipswich.

The talk will concentrate on the interests of William Colchester who owned the first ship to enter the Ipswich Wet dock in 1842, Edward Packard who had built a fertilizer plant on the side of Ipswich docks before moving it to Bramford in 1854, and his son Sir Edward Packard who designed a steam barge in 1868 for use on the Gipping navigation.

Giles Colchester was born in Bruisyard Suffolk, moved to London in the 1970s and has returned regularly to Suffolk since then. He has been researching the family histories of both the Packard and Colchester families and their extensive Suffolk interests for twenty-five years.

Wednesday 4th April at 8pm (approx) after the AGM at 7.30pm

‘Pierhead Paintings - Ship Portraits from East Anglia & beyond’

by Bob Malster & Des Pawson



Major ship-owners commissioned large scale oil paintings, demonstrating their wealth and suitable for the mansions in which they lived. Those that sailed on the smaller craft wished to have a portrait of their ship for their more modest homes, reminding their family of them when they were away at sea. There were artists that specialised in such paintings, sometimes in oils, but often in gouache or watercolour, and very modestly priced. In many cases these artists would prepare the basic background of a painting and solicit orders from the crew of a ship. Then they would quickly generate the finished work or works, frequently delivering them just as the vessel departed, almost from the pierhead. Hence the term “Pierhead Painting”. These were often painted in quite a simple and formulaic style but, one thing that would be certain, was that the details of the vessels’ rigging & colour scheme etc would be absolutely correct. The purchaser knew their ship intimately and the painter had to have an equally clear understanding of the vessel.

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.

Free tea and coffee provided after the talk and the chance to chat with the speaker and other members and guests.

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Sailing trips on 'Victor'



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

Thursday 14th June 2018 at 9am

Thursday 12th July 2018 at 9am and Thursday 9th August 2018 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 17.30, depending on wind and tide.

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

The cost is £57 per head.

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

Booking Form

Barge Trip on Victor – 14th June/12th July/9th August**

** delete as appropriate

Please reserve places at £57 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'



Thursday 28th June 2018 at 2pm - Good Times Jazz Group

Thursday 23rd August 2018 at 2pm - La Fontaine Trio



Enjoy the best views of the River Orwell to the sounds of the **Good Times Jazz Group (28th June)** or **La Fontaine Trio (23rd August)**.

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.

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

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

Booking Form

Music Trip on Victor –28th June/23rd August **

** (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