

# Newsletter June 2012

Newsletter No. 23

## New IMT Talks venue – times are a’changin’!

It is 10 years since we commenced our winter series of lectures (6 talks a year = 60 talks!!).

It all began at the Waterfront Centre beneath the Old Custom House – which we soon outgrew – and then at the Lecture Room at Ipswich Library. Moving to the Royal Harwich Yacht Club at Woolverstone enabled us to add a bar, optional suppers and to provide a social and convivial atmosphere as well as alongside parking. What started off with someone saying: “Wouldn’t it be a good idea if we arranged some talks?” has become a major part of the IMT’s function with sometimes more than 100 attending!

The old saying “If it works, don’t alter it!” certainly applies but the RHYC’s plans for a major re-build next winter mean that it is almost certain to be unavailable to us. So we have been on a “venue hunt”!

In recent years we have enjoyed close collaboration with UCS (University Campus Suffolk), in particular their History Dept., who have generously offered us the use of their facilities in the Waterfront Building. Where better or more appropriate?

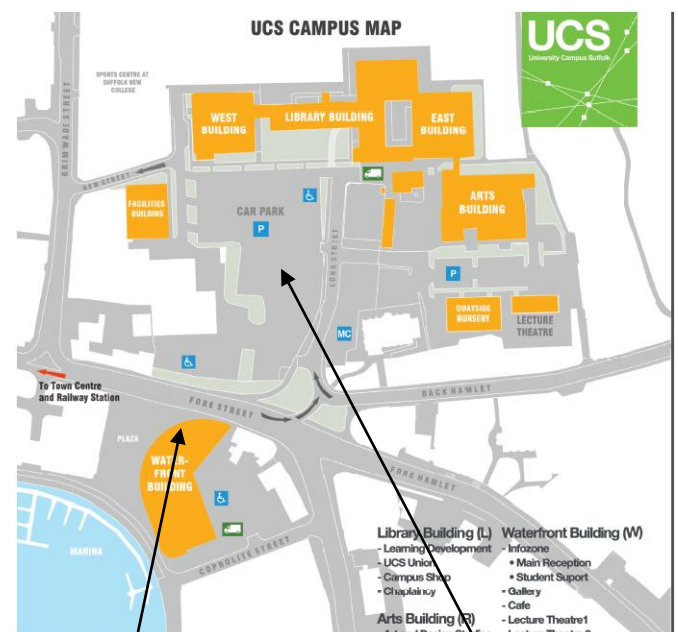
Their facilities are excellent with a new, large and fully equipped lecture theatre and, by special arrangement, free use of their car park just across the road. Optional suppers will continue to be available in the restaurant adjacent to the lecture theatre as will drinks and coffee. Before each talk, a menu will be circulated with our booking form offering a choice of main course and dessert. Special dietary requirements can be accommodated. The chef, as in the past, will require 7 days notice of numbers (but not menu choice) **whilst the price of supper has been reduced!**

We plan to continue with the 9pm “Social Break” when drinks and coffee will be available.

The Speakers for next winter’s talks are already booked and, to celebrate the good fortune in our new partnership with UCS, we have increased the number of talks to seven by adding an extra one on the second Wednesday in January (the others remain on the first Wednesday of each month).

The general outline of the UCS site is shown in the map below.

As well as benefiting from the excellent facilities, we hope you will come and enjoy the experience of our new venue.



Entrance to  
Lecture Theatre,  
Bar, and  
Restaurant

Car Parking

# Queen's Jubilee Pageant of Sail



from left to right - Dave (Wes) Westmoreland, Geoffrey Hartgrove, Deputy Lieutenant of Suffolk, Henry Strutt, Rob Mann, Billy Barker, Steve Godwin

Ipswich Maritime Trust was represented at the River Thames Diamond Jubilee Pageant by the sailing barge Victor.

Prior to setting sail for London the Victor was moored alongside the Common Quay in front of the Old Custom House. The Deputy Lieutenant of Suffolk, Henry Strutt, presented flags to the skipper and these were duly hoisted. There were four in all:

- The Lord Lieutenant of Suffolk's flag
- The Suffolk Flag
- The Ipswich Flag with its familiar lion rampant and the three demi-ships
- The Ipswich Maritime Trust flag created especially for the occasion.



at the pageant

Victor was moored between HMS Belfast and London Bridge with the dramatic Shard in the background, and represented the Lord Lieutenant of Suffolk, Lord Tollemache, at the celebrations, and was manned with students from the Royal Hospital School in full naval uniform – surely a day to remember.

A fine day for all!

*Diana Lewis*



Gloriana (rowed by Olympic Oarsmen - and others!)

Photo: Stuart Grimwade

Stuart photographed many of the most interesting craft in the Pageant, and we hope to show them on a Monitor Screen in Ipswich Town Centre during this summer's Maritime Festival (see article 'Pop-up Window Museum displays in Ipswich' later in this Newsletter).

## Never-ending Mural



*the artists.....*

Many of you will have seen the colourful painting on the hoardings around Ipswich, all part of the never ending mural. Ben Bendall realised that whilst the style as it was so far was not quite our kind of thing, he felt that IMT could contribute in our own way. We approached John Edwards the Artist Curator of the scheme and after discussion it was agreed that we could create a piece on the hoardings opposite the Window Museum.



*the (almost) finished paintings*

The result was a design consisting of 6 images of a barge in profile gradually reducing sail. A few weeks ago a group of IMT members enjoyed applying paint to create the design which we feel greatly enhances the window museum area.

More information on the mural can be found at

[http://www.ipswich.gov.uk/site/scripts/news\\_article.php?newsID=651](http://www.ipswich.gov.uk/site/scripts/news_article.php?newsID=651)

*Des Pawson*

## Ipswich Maritime Trust Image Archive

In the last few Newsletters we have written about the Image Archive that has been built up through photographic material donated or loaned to the IMT. This archive, which is still growing, has material covering the Ipswich Dock and surrounding area from the very earliest days of experimental photography in the 1850s through to current times.



One of the issues that have concerned the Trust is the best way of preserving this Image Archive and making it available to researchers and the public. To achieve this aim we have linked up with the Ipswich Transport Museum (ITM) who already have an extensive image archive and a very comprehensive searchable archiving system to incorporate our collection.

It is early days and we are just starting the process of transferring images to the Ipswich Transport Museum. The cataloguing of the Image Archive on the Ipswich Transport Museum system will take at least a year of volunteers' time, but will mean the IMT has provided a lasting legacy for future researchers.

*Stuart Grimwade*

## Museum News

As is our commitment we change the window Museum exhibition every 6 months

With the help of loans from many people the new window is full of models and has the title "Types of vessels which could have been seen in local waters over the centuries."

The centre piece is a photo of the Ipswich Seal together with a model of the ship featured on it loaned from Ipswich Borough, and normally on display in the foyer of Grafton House. The ship on the seal is said to be the earliest representation of a stern hung rudder, another of Ipswich's important maritime milestones.



As a reminder of Ipswich's shipbuilding past there is a fine model of HMS GRANADO, made and lent by one of our members Alan Fisher. Length 91ft (27.6m) on deck and built by John Barnard in Ipswich, probably at the St Clements Shipyard, launched on 22 June 1742. The work was overseen by Thomas Slade who went on to design HMS Victory. These small ketch-rigged vessels, known as Bomb Vessels, were designed for laying siege from sea and were built to accommodate huge and heavy mortars with their tremendous recoils.

Other models include a steam lifeboat from Harwich and a Supermarine Walrus Flying Boat that would have been based at Felixstowe. The team that masterminds the Window Museum displays relies heavily on loans and are very thankful for all the items that have been offered. The display will be in place until November; make sure you get to see it.

We are planning the next two displays and there is a vacancy for one more to join the team and if you are interested contact.

*Des Pawson*

## Ipswich Mapbase Signs

You can now access more information about the local area using a smart phone to scan the QR codes on the Walk Ipswich Mapbase signs



located along the Waterfront. The historical information supplied by Ipswich Maritime Trust gives an insight as to how much the docks have changed since in the 1800's.

## Future Events

### Thursday 30<sup>th</sup> August

*Visit to "Royal River: Power, Pageantry and the Thames", Greenwich.*

Not only:-

To help celebrate the Queen's Diamond Jubilee, the National Maritime Museum has mounted the exhibition 'Royal River: Power, Pageantry and the Thames'. This is a landmark heritage event, commemorating hundreds of years of pageantry on the river. It brings together nearly 400 treasured objects, including one of the largest-ever loans from the Royal Collection. It is an event not to be missed.

Full details of the exhibition can be found at <http://www.rmg.co.uk/visit/events/royal-river>

But also:-

Explore the newly-restored iconic tea-clipper 'Cutty Sark', set in its slightly controversial sea of glass. One of the world's most famous ships, now put back to former glory. Walk the decks,

explore the holds – and have a cup of tea beneath it.

IMT have organized a trip to Greenwich for Thursday 30 August 2012. We will leave the Crown Street lay-by at 8.30, but additional pick-up points can be arranged; the coach starts from Otley. The cost, to include travel and entry to both Royal River and Cutty Sark, is just £35. Book through Geoffrey Dyball, 42 Cotswold Avenue, Ipswich IP1 4LJ, telephone 01473 214004, email [gcd@fennwright.co.uk](mailto:gcd@fennwright.co.uk). Between 22 June and 14 July (holiday), please use mobile no 07870 621210. Cheques with order please, as we have to pay the venue in advance.

## **Pop-up Window Museum displays in Ipswich**

**13<sup>th</sup> – 26<sup>th</sup> of August**

As part of an initiative from Ipswich Central and The Ipswich Maritime Festival, IMT will be helping to raise awareness of our maritime culture by creating some popup displays in a number of empty shop windows in Ipswich.

Look out for some of our Image Archive photos around town which will be used to reinforce the message that Ipswich has an important maritime heritage and of Ipswich Maritime Trust's role in promoting this important story.

## **UCS Oral History Project – Barge Masters Exhibition**

**11<sup>th</sup> August – 6<sup>th</sup> Sept**

Between 11th August and 6th September 2012 the UCS waterfront building will host an exhibition with a strong local maritime connection. The materials and photographs featured in the exhibition derive from interviews conducted with a group of locally-

based Masters of commercial sailing barges including several prominent members of the IMT who share their memories and experiences.

For the exhibition, IMT have teamed up with the UCS Dept. of Photography to prepare a series of paired images of today alongside our Image Archive Victorian counterparts. Some pairs are almost identical while others are completely unrecognisable! This exhibition will then transfer to the Custom House for the Heritage Open week-end.

Entrance to the UCS Waterfront building is FREE.

## **Heritage Weekend 8<sup>th</sup> - 9<sup>th</sup> September**

The IMT will once again be opening the quay level rooms of the Old Custom House on behalf of ABP, and mounting a maritime-themed exhibition.

## **Winter 2012 talks**

We have managed to arrange yet another interesting and varied programme of talks booked for the Winter 2012 talks series. Full details can be found at the end of the newsletter. Please remember these will be at the UCS, Ipswich at the usual time of 8pm.

Supper booking slips are also attached and a sample menu will be sent out nearer the date of the talks.

**October 3<sup>rd</sup>** - Alan Wainright.  
"The Story of Sutton Hoo"

**November 7<sup>th</sup>** - Moira Usher.  
"To Cape Horn, Antarctica and back in an evening"

**December 5<sup>th</sup>** - Guy Main.  
"Casualties at Sea – the Role of English Law"

## Past Events

### Spring 2012 talks

**Wednesday 1st February,**

**‘Colonel Tomline and the Development of Felixstowe’** by Phil Hadwen, Felixstowe Historian.



*Photo courtesy of Marjorie Carter*

There may have been others, apart from myself, at this packed meeting who were unaware of the enduring legacy left by Colonel George Tomline to the development of Felixstowe and the surrounding area. Phil Hadwen’s entertaining and informative talk rectified that situation.

The Colonel was born in Lincolnshire in 1813, educated at Eton (at the same time as William Gladstone) and in 1848 bought Orwell Park. A keen amateur astronomer (with his own personal astronomer) he built the Observatory which is still in use today. He served as a Member of Parliament for 29 years and was a man of prodigious wealth. At the time of his death in 1899 he owned 18,500 acres, making him the second largest landowner in the county.

In 1875 “The Felixstowe Railway and Pier Company” was founded by Colonel George Tomline with the objective of building a railway line between Westerfield and Felixstowe Pier. Not surprisingly the majority of the land used was owned by the Colonel – no problems then with planning permission! Within two years the line (which included the iconic Spring Road viaduct) was operational and carrying passengers and goods from

Westerfield, via Derby Road, and Trimley to Felixstowe Pier, with Orwell Park Station for his own use! The line proved extremely popular with over 24,000 passengers using the service in its first two months of operation. In 1879, however, the Colonel sold the line to Great Eastern Railways who extended the service to Ipswich and the national rail network.

Shortly before this sale the Colonel had been turned down as the MP for Harwich and it was speculated that this may have motivated his desire to build a competing port at Felixstowe. The task of digging out the basin, by hand, commenced in 1881 and was completed in 1886 together with a supporting infrastructure of approach channels, railway lines and housing for the port workers.

For the next sixty years little development took place at the Port but the Tilbury docker’s strike in the 1950’s provided an opportunity for a revival of the Port’s fortunes. Since that time the Port of Felixstowe appears to have been in a state of continuous development and has become the UK’s largest container port. The Colonel would, no doubt, be delighted with that outcome.

So, the next time you are in Tomline Road, Ipswich, remember the Colonel!

*David Fletcher*

**Wednesday 7th March**

**‘On the Beach – the work of Coastguard Rescue Officers’** by Peter Creasey and Sara Hopkinson, Coastguard Officers.

The skills, knowledge and dedication of the Orwell and Holbrook branch of the national Coastguard Service were laid before IMT members in a talk and demonstration by Peter Creasey and Sarah Hopkinson at the March meeting. Peter and Sarah brought not only themselves but also the extensive array of modern equipment supplied to all the 3500 members of local teams around the country. At the end you could be sure that here on the



East coast and rivers there are highly trained volunteer teams (paid the minimum wage when on a Shout – but that is certainly not what drives them) and if you do get yourself into trouble on the water or foreshore they will be either with you in person or managing any other services that need to be involved.

It was more than a little startling to see the blue flashing light and hear the siren of their 4x4 just outside the meeting room; at one point I thought Rosie (the 3<sup>rd</sup>, but unofficial, CRO present) was driving it in to join us, but this was just an illustration of the nature and readiness of the 4<sup>th</sup> emergency service.

We got a good insight into the history and also impending changes to the service; the challenge in a time of cutbacks of maintaining skill and sufficient people on the ground may well have been met by streamlining coordination and office functions. It doesn't matter where Thames coastguard is physically based (why not Delhi?), as long as the radio aerial is nearby, the weather forecasts are truly local and the call sign remains "Thames coastguard". And as for look outs – the general public are far more numerous and likely to report a problem whilst true local knowledge on the ground (or in the water) has been retained.

What are the challenges locally for this able team? Apart from the undoubtedly sticky qualities of the estuarine mud and the myriad ways people can get into trouble on or in the

water, the Orwell Bridge provides much sad work and emotional challenges. It is also a border zone; on the NE bank the responsibility lies with Felixstowe coastguard, or if any jumper misses the water then it is the fire service that is called first.

In my day on an inshore lifeboat crew (in the Bristol Channel, well into the last millennium) the equipment we and the coastguard had would now seem just a bit rudimentary; the ingenious canvas and cane Neil Robertson stretcher has been replaced by a bendy bag that miraculously stiffens up to be carried once there is a body in it. Neil Robertson stretchers are still widely used ashore and afloat but believe me, manhandling anyone on any stretcher on or off a boat or on a beach is exhausting. Any improvement is welcome. And the breeches buoy, which was never used anyway, and just more baggage on a shallow coastline has gone forever. The training we had, too was not a patch on what both the RNLI and the Coastguard service offer in the 21<sup>st</sup> century. Whilst Health and Safety have affected routines, it seems only to be for the better – including working, very importantly, with the other "blue light" services and the RNLI and other local approved rescue teams. But at the end of the day, the teams will always go for it if it is at all possible to effect a rescue.

Peter and Sarah left us with three messages at the end of the talk; first, if you are a boat owner, sign up to CG66 on line and keep your details up to date. Google it to see. Secondly, make your 999 or VHF call the first thing you do before trying to manage an emergency yourself; at least a team will be on the way sooner. However, the idea of letting go of a loved one in the dark in the water in order to call up on the radio wasn't quite convincing. And the third one – don't stop in front of the Coastguard 4x4 when it is steaming along with blue lights flashing and siren registering 150 decibels!

*Philip Leech*

## Wednesday 4th April

The **IMT AGM** followed by the second of the 'IMT DIY nights'

April 4<sup>th</sup>. 2012 – our last evening at the RHYC as we know it.



First, our AGM. 60 members signed in and the business side of IMT was speedily and successfully concluded in around 15 minutes.

There followed the second of our "IMT-DIY Evenings" where members volunteer (or are "persuaded"! ) to give a 20 minute presentation on a subject of their choice.

This year's trio of members chose a very wide range of subjects – which, in itself, gave the evening a wide appeal.

William Patrick began the proceedings with tales and memories of his life in Ipswich – as a lad - during WWII and how the effect of his experiences helped him grow up. It was clear that life was not all bombs, blackout and rationing. William clearly enjoyed himself, helped the war effort, made many friends and much enjoyed collecting (and apparently, detonating) bombs found lying around. To those of us who remember those days, many of the stories certainly opened the memory gates, to the younger members of the audience, William's talk opened a new window on life in those days.

Next came our secret weapon. Pop Pop Boats by Terry Barns. Many of those present had heard of these in the past but few knew what they are. Terry is a collector and an expert par excellence. As an enormous bonus, he put his story over in both a factual and a highly amusing way, showing pictures and actual examples of his, apparently vast, collection and describing their design and function. As a

"grand finale", Terry fired up a Pop Pop boat which proceeded to complete a very impressive circumnavigation of a large bowl on the dais!

Mike Ayden concluded the evening with his fascinating tale of Heroism on the Gipping. Mike came by a medal awarded by the Royal Humane Society. He decided to research this and, undoubtedly after an enormous amount of work, recounted the story of the captain of the tug which "worked" the Gipping from Ipswich Dock to Stowmarket. Capt. George Gladden made several successful rescues of people who fell into the river. Not only did Mike glean details of Capt. Gladden's life story (quite a tale in itself) but also considerable detail on those he rescued.

It would be difficult to imagine an evening covering a wider range of subjects – all presented with great expertise. Thank you William, Terry and Mike who each undoubtedly spent a great deal longer in preparing their talks than the 20 minutes we witnessed!

There are undoubtedly many more members with a tale to tell. NOW is the time to decide to "go public" ready for next Spring's evening. Mark Grimwade on 01473 787210 or <markgrimwade@yahoo.co.uk> would like to hear from you and would be pleased to offer any help needed for your "project".

*Mark Grimwade*

## Thursday 24<sup>th</sup> May

IMT Visit to Chatham Dockyard

On the 24<sup>th</sup> of May IMT held the first of what is hoped to be a regular series of trips. The destination was Chatham Dockyard, one of the UK's top visitor attractions. Fine weather, a comfortable coach, and nobody late or lost. If Chatham has a problem, it is that there is just too much to see in one day. The site extends to some 80 acres, with a long frontage to the Medway. The advertised highlight is the No 1 Smithery, a museum (at the time of our visit)



devoted mainly to paintings and some incredibly detailed models. The three historic warships are HMS Gannet, an 1878 sloop, HMS Ocelot, the last submarine built at Chatham, and HMS Cavalier, a Second World War destroyer. There was access to all three. Fascinating stuff, with the opportunity for a Jack Hawkins moment in the Captain's chair on the bridge of the Cavalier.

For most of us, the best bit of the day was the Victorian Ropery. The standard tour of the ground floor was well worth while, but we then had, courtesy of Des Pawson, a tour 'behind the scenes', showing us the two upper floors, including the spinning room. The Ropery is a quarter of a mile long, a length needed for the production of the anchor ropes for the First Raters. HMS Victory herself needed 31 miles of rope.



Other attractions included the RNLI Lifeboat collection, a recreated 1758 dockyard, the Big Space with its huge wooden roof structure, and the Steam, Steel and Submarines gallery, telling the story of the dockyard. With the Commissioner's House and the other handsome buildings, there was just too much for one day. Tiring, but we all had a seriously good day.

*Geoff Dyball*

## Membership News

The Trust has managed to maintain its membership numbers this year with only a few members not renewing in January – so we hopefully are doing something right!

The membership currently stands at 253, so a 'Thank you' to all our members for continuing to support the Ipswich Maritime Trust.

### New members

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

Hilary & John Tomlinson  
Laurence Walters  
Chris & Wendy Brown  
Rowell & JoAnne Bell  
Nick Hunting  
Francis & Fiona Beaumont

### Postage and e-mails!

Sorry to raise this again, but with the increased postage costs it helps if we can communicate with more members by email.

**If you have received this newsletter through the post** and would like receive by email, please let me know by emailing [membership@ipswichmaritimetrust.org.uk](mailto:membership@ipswichmaritimetrust.org.uk)

If you are not sure whether you want to receive the newsletter and other communications by email, you can try it by letting me have your email address and we will send you an email copy as well as the posted version to help you decide.

*Fraser Yates*

# Winter 2012 Talks

Wednesday 3<sup>rd</sup> October, 8pm

## **‘The Story of Sutton Hoo’ by Angus Wainwright, Archaeologist for the National Trust in the East of England**

This talk will focus on the archaeological significance of the Anglo-Saxon site at Sutton Hoo and the exciting story of the excavation of the burial chambers in the 1930s.

The discovery at Sutton Hoo is the best known and most significant archaeological discovery from the Anglo-Saxon period in the UK. The treasure found in Mound 1 at the site is the richest to have survived from the Anglo Saxon world, and includes objects of great artistic and technical sophistication.



Wednesday 7<sup>th</sup> November, 8pm

## **‘To Cape Horn and Back in an Evening’ by Moira Usher, IMT Member**



This talk follows a short trip to the Antarctic peninsula via Buenos Aires and Ushuaia, passing Cape Horn and sailing Drakes' Passage. Did you think that ice was just white? Think again! Come and experience the beauty without the need to get cold - and almost certainly seasick. Moira Usher has previously given a fascinating talk on diving at the 2011 AGM which was enjoyed by all

Wednesday 5<sup>th</sup> December, 8pm

## **‘Casualties at Sea – the role of English Law’ by Guy Main, Admiralty Manager**

Why is English Law the law of choice for those involved in maritime activities the world over? Why is it distinctive? How is it used today, particularly in the area of maritime casualties?

Sadly, maritime casualties are a fact of life. The teams of professionals, with different roles, who pick up the pieces (some physically) are highly knowledgeable and skilled. Their work, as well as the liability and the financial consequences of such casualties, are usually resolved under the stipulations of English Law.

Guy Main, an Admiralty Manager with a London based law firm, will guide us through some legal principles, discuss features of various types of maritime casualties and undoubtedly describe some notable events!



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All are welcome to our lectures at the **University College Suffolk, Ipswich** where a warm welcome, bar, adjacent parking and an optional supper await. Supper commences at 18.45 hrs, and the talk at 20.00 hrs.

The cost for attending a talk is £3.50 for members and £4.50 for guests. Please note that it is only necessary to book for suppers (1 week in advance, please!) Supper reservations at £11.00 may be made by email to: [bookings@ipswichmaritimetrust.org.uk](mailto:bookings@ipswichmaritimetrust.org.uk) or call Fraser on 07531 083576.

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

### “Casualties at Sea – the Role of English Law”

Reservations for supper must be received by Wednesday, November 28th.

Please reserve . . . . . place/s for supper at £11.00 per head.      £ \_\_\_\_\_

Any special dietary requirements . . . . .

I require . . . . members’ seat/s at £3.50 per head      £ \_\_\_\_\_

I require . . . . non-members’ seat/s at £4.50 per head      £ \_\_\_\_\_

Total enclosed (by Wednesday, November 28th)      £ \_\_\_\_\_

Name (printed please) .....

Cheques made payable to ‘IMT’ and sent to: IMT, 309 Norwich Road, Ipswich IP1 4BW

Or you can email your reservation to [bookings@ipswichmaritimetrust.org.uk](mailto:bookings@ipswichmaritimetrust.org.uk) and pay on the night

Or call Mark Grimwade on 01473 787210 and pay on the night, (email bookings will be acknowledged).

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## Wednesday November 7<sup>th</sup>

### “To Cape Horn, Antarctica and back in an evening”

Reservations for supper must be received by Wednesday, October 24th.

Please reserve . . . . . place/s for supper at £11.00 per head.      £ \_\_\_\_\_

Any special dietary requirements . . . . .

I require . . . . members’ seat/s at £3.50 per head      £ \_\_\_\_\_

I require . . . . non-members’ seat/s at £4.50 per head      £ \_\_\_\_\_

Total enclosed (by Wednesday, October 24th)      £ \_\_\_\_\_

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## Wednesday October 3<sup>rd</sup>

### “The Story of Sutton Hoo”

Reservations for supper must be received by Wednesday, September 26th

Please reserve . . . . . place/s for supper at £11.00 per head.      £ \_\_\_\_\_

Any special dietary requirements . . . . .

I require . . . . members’ seat/s at £3.50 per head      £ \_\_\_\_\_

I require . . . . non-members’ seat/s at £4.50 per head      £ \_\_\_\_\_

Total enclosed (by Wednesday, September 26th)      £ \_\_\_\_\_

Name (printed please) .....

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