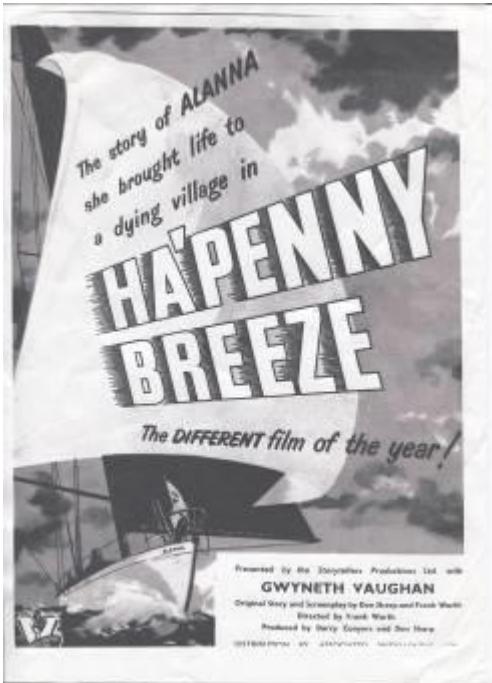


## Ha'penny Breeze



"Ha'penny Breeze" is a feature film made in and about Pin Mill in 1949. It did the rounds of UK cinemas and its World Premiere was at the Ritz Cinema in the Buttermarket.

The story is that David and Jonnie, 2 demobbed prisoners of war, return to David's home village. Jonnie is a keen yachtsman from Australia and David is a boat designer and heir to the famous old boatyard of Harry King & Sons at Pin Mill. They arrive to find that the village - and boatyard - have fallen on hard times. They persuade the villagers to help them renovate the fishing smack that David had designed and built before the war and convert it into a yacht. Then, by entering her into a yacht race, they hope to win orders and so renew the fortunes of the village.

Several locals appear in the film and one IMT member can be seen playing a (then!) younger member of the King family. All aspects of Pin Mill are to be seen - as it was just after WWII complete with frequent visits to the Butt & Oyster!

The sailing sequences involved several members of the PMSC quietly towing buckets to ensure that the hero wins! The quality of the film has recently been "enhanced". It is thoroughly entertaining, a good yarn and also an historic document - especially to us "Maritime Locals".

Appropriately, we have arranged for a special showing of the film for Ipswich Maritime Trust members at the Pin Mill Sailing Club on the evening of **Saturday 18<sup>th</sup> April**, where one can enjoy the (hardly altered) ambience of Pin Mill some 65 years after the film was shot.

There will be a bar, wonderful views, and a "finger buffet" before the showing. Due to the limited capacity of the Pin Mill Sailing Club it will be necessary to book places to see the film. There is a charge of £5 per person for the film and buffet – more details will be sent out closer to the time, but put this in your diary, and if you are interested please call Geoffrey Dyball on 01473 214004 to book your place, or email [bookings@ipswichmaritimetrust.org.uk](mailto:bookings@ipswichmaritimetrust.org.uk)



'Alanna' c.1939, Pin Mill

Some reviews of the film at the time:

*Fresh, uninhibited and disarmingly ingenious romantic drama ... backgrounds are both picturesque and authentic. Essentially English, good humoured and thrilling ..... The picture has much wholesome sentiment, a sly sense of humour and a number of realistic thrills. The yacht race is exceptionally well handled, with good scenic qualities. **BREEZY, SALTY AND BUBBLING OVER WITH GOODWILL.IT SHOULD BE CORDIALLY RECEIVED.***

KINEMATOGRAPH WEEKLY

*A breath of sea air, in a new British film...of infinite charm, and its cavalcade of white sails, its men of the sea with salty aspect no studio could ever have given them, and a rollicking sea shanty which runs through it like a capricious breeze.*

WESTERN MAIL, CARDIFF

### Some facts about the film:

- A film of many firsts. It was the first British film ever to initiate profit participation for its actors and principal technicians. A certain sum is paid up front during production. The rest is deferred till the film obtains a financial return. In this case the 'certain sum' up front was £10 a week each, including the director, writer and producers.
- It was the first feature film of its director, Frank Worth, who was only 23 when he started it.
- It was one of the first British feature movies shot entirely on location – including location sound – which in those pre-compact magnetic recording days, necessitated an enormous three-ton sound truck manned by four technicians to record sound.
- With only sufficient resources to shoot but not to edit a complete postproduction, the maker had to seek a little further funding; so it was probably the first feature picture that overnight made film financiers of a milkman, an estate agent, a variety comic and a sympathetic old grandmother.
- Even so the director and editor had to cut the film by night – dusk to dawn, rent of the cutting rooms was cheaper. It was the only way they could finish the film on its £16,000 budget.
- The film needed music, but instead of simply dubbing some out-of-copyright recorded piece on to the soundtrack, the makers had the temerity to approach the man who was probably the leading writer of film music in Britain at the time, Philip Green, and ask him if he could write and record something original, but of course for very little reimbursement. Their cheek paid off, and Phil Green wrote a charming piece called after the film title *Ha'penny Breeze*.
- Philip Green unearthed ancient folk tunes and village airs from the Pin Mill area and cleverly blended them into his score, which was played on a 100 year old concertina for the film soundtrack.

### Some local characters:



A local boy during shooting *Ha'penny Breeze*



Harry King – whose boatyard featured in the film

## IMT membership subs.

The membership subscriptions for 2015 are now due. Many thanks to all those people who pay by standing order; it is appreciated as it makes the administration task much easier. The IMT has 302 members and a fantastic 71% pay by standing order, thank you.

**If there is a renewal form attachment** with the email, **or printout** with this posted newsletter, then the membership subscription is due as our records do not show that it is paid by standing order.

We will be very happy to take your subscription either

- by cash or cheque at one of the spring talks, or
- by posted cheque, or
- by bank transfer, or
- consider paying by standing order.

All the details are on the renewal letter. We look forward to your continuing membership.

## UCS - The Ipswich Maritime Trust Award

In 2014 we inaugurated the sponsorship of The Ipswich Maritime Trust Award for the Best Essay in Maritime History, to be awarded annually.



The photo above shows Dr Harvey Osborne, Senior Lecturer in History, and the 2014 winner Heather Gittins.

The title of the winning essay was: 'Assess David Cannadine's argument that seaside resorts in general had aristocratic origins and continue to

have a dominant 'patrician' culture to the 1930s.' The essay was written as part of the History Department's Module 'Sea and Society since 1750'.

## Suffolk Museum of the Year Awards event 2014

**27 October 2014**

Although the Trust doesn't qualify as an Accredited Museum, our dockside window displays project a very professional image, thanks to the hard work of the "window wizards", who devise and implement a rolling programme of exhibitions, with changes of theme every six months. The window - from mid-November - features local boatbuilders and we hope the one after that (May 2015) will major on the amazing architectural drawings and sketches by Edward Caley of the Ipswich waterfront made in 1837, years before the Dock and present Custom House were built!



Caley drew all the waterfront buildings and quays from what is now Stoke Bridge right round to Cliff Quay: a complete panorama in minute detail of exactly what was there - and in a few cases, still is.

The original drawings are in the Suffolk Record Office but the Trust has scanned them and we put 1/3rd size copies - plus a scale model of the then Custom House - on show at the Suffolk Museum of the Year Awards ceremony hosted by Lesley Dolphin of BBC Radio Suffolk at the UCS building on 27 October. The full-size drawings will be in our window display next summer.

The Trust aims to be present - and visible - at events of this sort and is grateful to Ben Bendall who put this display together.

Des Pawson also displayed an excellent collection of items from his Museum of Knots and Sailors' Ropework.

Richard Watkinson

## Museum News

Window Museum 11<sup>th</sup> display

### ***A CELEBRATION OF LOCAL YACHT AND BOAT BUILDING***



In past centuries Ipswich and its river were famed throughout the world for the innovation and quality of its ship building, both for wartime and peaceful trading purposes. This is well documented, celebrating such famous names as Slade (designer of Nelson's Flag ship *HMS Victory*), and Richard Gower (designer and builder of the revolutionary ship *Transit*). Ipswich's reputation for quality and skilled shipbuilding had already been established in past centuries such that many of the Admiralty-commissioned wooden warships were constructed here for a time, until the plentiful supply of oak became depleted.

What is perhaps not so well appreciated is that, since the early days of yachting for pleasure, this same tradition of invention, and world-beating revolutionary new design flourished, and continues to flourish in local boat yards. Our 11<sup>th</sup> display seeks to celebrate them, with examples of their work, and in words and photographs.



Present day boatyards keep alive these skills from the most traditional wooden boat building, to the most modern, as well as a unique combination of the two in the case of Spirit Yachts, in their premises on the 'island site', in Ipswich dock. It is hardly surprising that they were chosen to provide James Bond's yacht for the film 'Casino Royale', as seen in the large photograph in the display. Unfortunately Daniel Craig seems to have preferred mooring this beautiful Ipswich-built yacht in Venice rather than Ipswich dock – maybe next time!

Meanwhile earlier this year Russian Fedor Konyukhov rowed solo across the Pacific in a specially rowing boat built by Demon Yachts of Harkstead

Along the front of the display is placed a selection of such boatyards, past and present, large and small, all contributing to our unique maritime history. When you look at the yachts and different types of sailing craft now moored in the dock, it is worth appreciating that a quite remarkable number of their design features, now copied world-wide, were invented and developed here. The world of yachting owes a great debt of gratitude to such local innovators as Austin Farrar, some of whose work is featured in the display.

Ipswich should be proud of such contributions to the world of yacht design and construction.

Des Pawson

## IMT Facebook

The IMT Facebook page is updated regularly with events, photos and news of and links to other items of maritime related interest. Why not take a look? Remember, you do **NOT** have to be registered on Facebook to see our page, it is open all to view.

# IMT Sponsorships

## Stem to Stern

In 2013 the IMT agreed to contribute £500 to part - sponsor the building of a 12'6" dingy for the 5<sup>th</sup> Woodbridge Sea Scouts – this is the latest update on the project.

The afternoon of 14 September 2014 saw a major milestone in the project to provide the 5th Woodbridge Sea Scouts with a brand new wooden 12 ft. clinker sailing dinghy (based on the Sea Ranger design) built by Suffolk boatbuilding apprentice Tim Smith. Tim was awarded Lowestoft College Apprentice of the Year and Student Achiever of the Year 2012. The project was part-sponsored by IMT as part of its aims of encouraging sailing amongst the young and helping keep alive traditional skills, such as building boats in traditional materials. Tim's training was co-ordinated by Helen Kemp and Bruce Chapple of Stem to Stern Heritage Training.



Tim started work last year on the boat in a shed at Robertson's boatyard under the watchful eye of master shipwright John Krejsa. The Trust followed progress keenly - as did the Sea Scouts to whom the boat has been donated. A crowded Deben Yacht Club was the venue of the naming ceremony, part of Maritime Woodbridge 2014. The boat was named 'Sylvia Ruth' after Tim's mother - it being a tradition for many working vessels to be named after a family member. The ceremony was performed by Lady Carolyn Townshend who lives close to Robertson's and who gave him much practical help and support during the build.

After the naming ceremony, the boat returned to Robertson's for some final tweaking and to have the sails fitted. The Sea Scouts will now be able to



have valuable - and pleasurable - sailing and boat-handling experience in a craft they have seen grow from bits of bare timber to a complete, bright varnished boat.

*Richard Watkinson*

## Future Events

### Ha'penny Breeze

**Saturday evening, April 18th.**

See front page for information. A reminder will be sent out closer to the date with confirmed times, but if you wish to book your places, please call Geoffrey Dyball on 01473 214004, or email [bookings@ipswichmaritimetrust.org.uk](mailto:bookings@ipswichmaritimetrust.org.uk)

### Visit to Woodbridge Tide Mill

**Tuesday 19<sup>th</sup> May, 6pm**



The Tide Mill at Woodbridge has worked for some 800 years. It was the last commercial tide mill in the UK, and is now restored to working order. A five-metre English oak waterwheel turns the machinery,

producing flour sold and used locally. There are also displays showing the mill's long history.



*Photo by Stuart Grimwade of the working mill in 1958'*

The Tide Miller, Nigel Barratt (who is one of only two practising in the world now!) and his colleagues have kindly agreed to provide a guided tour and run the mill machinery specially for us, at the critically important state of the tide, so come prepared to take away some ground flour for your own bread-making. The tour lasts just over an hour, and members can gather afterwards for supper at the Anchor. Please let us know numbers so we can pre-book tables.



Cost £4 per head; restricted internal access means limited numbers, so please book early. Contact Geoffrey Dyball on 01473 214004, or by email at [bookings@ipswichmaritimetrust.org.uk](mailto:bookings@ipswichmaritimetrust.org.uk).

Meet at the tide mill at 6pm.

## Thames barge trip on sb Victor

**Thursday 11<sup>th</sup> June**

Our occasional chartering of the sb Victor, 120 years old this year, for full day trips on the rivers Orwell and Stour have proved popular and therefore another is organised for Thursday 11<sup>th</sup> June, when hopefully the weather will be more clement.



So close your eyes and imagine a lovely summer's day on the river and make that booking. Details are at the end of the newsletter, and there is a discount for booking before 6<sup>th</sup> April.

## Spring 2015 talks

We have three more interesting talks on a maritime theme this autumn starting on Wednesday 4<sup>th</sup> February. The titles of the talks are below with more details on page 10 of the newsletter. Reminders of the all the talks will be sent out closer to the events, together with information for the supper booking (catering by Val, ex of the Steamboat pub), but please make a note of the dates in your diary.

**Wednesday February 4<sup>th</sup> at 8pm**  
**'National Maritime Museum Model Ship Collection'**

by Simon Stevens

**Wednesday March 4<sup>th</sup> at 8pm**  
**'Maritime Felixstowe'**

by Phil Hadwen

**Wednesday April 1<sup>st</sup> at 8pm**

The AGM followed at approximately 8.25pm by **'Lightermen and the Thames'**

by Brian Cornell

## Past Events

### Autumn 2014 talks

#### Wednesday October 1st at 8pm (Pt1)

##### **'Balmoral and the BBC'**

by Cathy Shelbourne

Our first talk of the 2014 Autumn series was opened by Cathy Shelbourne, with 'The Cruise: A Life at Sea'. Cathy was the liaison between Fred Olsen Lines and the BBC, for what was originally proposed to be a follow-up to the BBC's Island Parish series. That had been produced by an independent company for the BBC, but the new series was produced in-house.

The ship chosen was the handsome Olsen cruise liner 'Balmoral', 43000 tons. The trip was 33000 miles round the world in 112 days; Cathy joined the cruise at the Mexico stopover, and was on duty until Auckland, via Polynesia.

Initially, filming followed the 'Island Parish' pattern, very much concentrating on the Rev Colin Still. However, it soon became clear that a different agenda was developing, with the Rev taking a back



seat to the human interest angle of the passengers. This was done only with the agreement of the passengers concerned, and some passengers refused. The sight of the cameraman and his sound recordist were to be seen in almost every part of the ship. The crew were also involved, other than in relation to the running of the ship, and it seems things generally went well. On only a handful of occasions were battle lines drawn.

Cathy's talk was not only informative but well-illustrated. She is now an accredited cruise speaker, and was off on her travels within a week of giving her talk.

#### Wednesday October 1st (Pt2)

##### **"IMT photo archive selection"**

by Stuart Grimwade

The second part of the evening was a presentation by Stuart Grimwade of some of the recent additions to the Trust's image archive. Courtesy of Leonard Woolf, we have had access to an illustrated record of the construction of the South West Quay, 1902-05. The record, in book form, was prepared by the Dock Company's Chief Engineer, Thomas Miller. It goes into very considerable detail, with both photographs and drawings, and is probably the find of the year so far. The workmanship is to a very high standard; in particular, brickwork carefully pointed up in positions where it was unlikely ever to be seen again.



Stuart finished with some more up to date photos, and with a demonstration of just what can be done with digitalised images. What seemed to be a shot of a dock worker walking on water was shown to be a man on a raft of timber. It all takes time and patience, and the audience were very appreciative of Stuart's efforts.



The point was made by Stuart that there are a number of images in the archive which have proved to be very difficult to identify or date. If any member does feel able to help, we (and particularly Stuart) would be very grateful.

*Geoffery Dyball*

## Wednesday November 5th at 8pm 'The Sea-Change Sailing Trust'

by Richard Titchener and Francis Douglas

The Supper Meeting on 5 November was treated to a presentation on behalf of Sea Change Sailing Trust.

The first talk was given by one of the Trustees, Prof Francis Douglas. Francis spoke of his own experience at sea, beginning on a whelker out of Wells on the north Norfolk coast, and then to a distant water trawler from Grimsby, the Northern Sky, and on to a tramp ship, Swiftpool, capable of sixteen knots. These were followed by a freighter, a tanker and a coaster. This wide variety of ships taught him the need for toleration, and never to ask a person to do something he would or could not do himself. 'Be cautious, be safe'.

Francis then turned to his considerable involvement with sail training. He has been on (to summarise a long list) barges including Xylonite, Wyvenhoe and Reminder, Repulse, and Northfleet. The Devitt and Moore TS Hesperus built 1898 was the last ship to leave Portsmouth under sail. He spoke also of the ideas of the likes of Kurt Hahn, Winthrop Young and Trevelyan.



The aim of the Sea Change programme is education through life and the fulfilment of individual potential; self-discipline, and striving for improvement. The change of attitude needed requires a minimum of four weeks'

Francis then introduced the second speaker, Richard Titchener, with the ringing endorsement that Richard was the only person he knew able to moor a barge under sail alone.

Richard is the Executive Officer of the Trust. Formed in 2007, the Trust is an RYA Training and Sailability Foundation Centre, and is in a partnership with National Historic Ships. Children and youths are taken from a broad range, from Woolverstone project to 'known to the police'. The 'Woolverstone' trip this year was aided by a donation from IMT. The trips are variously on Reminder, Cambria and (this year) Xylonite. Experience has shown that having a cargo adds purpose to the sailing, and these trips have included beer from Maldon and cattle cake to Ipswich. Richard would welcome more 'cargo' suggestions.

The current major project is the building at Fowey of a replica of the steel SB Blue Mermaid. Funds have been raised for the completion of the hull, and work is underway.

*Geoffrey Dyball*

## Wednesday December 3rd at 8pm 'The story of Navigation 2000 BC – 2020 AD' by Jeremy Batch

The usual format for reports on recent past talks is to summarise their content. Not this time! If you were amongst the more than 100 who attended, you will know why Peter Norton's vote of thanks consisted just of his saying "***I am so impressed, I'm speechless. Thank you Jeremy!***" then sitting down to huge and heartfelt applause.



For those of you who had the misfortune not to attend, you missed an absolutely cracking talk by Jeremy Batch on what is a very complex subject told in a simple yet understandable way - tinged with just the right amount of humour and absolutely wonderful "digital graphics".

Jeremy started by explaining how the first navigators divided a circle into, what proved to be a very suitable 360 degrees. He then took us through the navigational developments of many millennia to Galileo, the early explorers and world girdlers then on to the electronics of today, ending back with Galileo but now using satellites, a system which bears his name.

It was a really exceptional evening, further enhanced for those who began it with IMT's optional supper. We enjoyed another excellent meal from our "new" caterer Val Bint of Taylor Maid Catering Ltd, late of The Steamboat Tavern. We urge you to join the growing number of "IMT Suppers". Excellent value for money and which makes for a full evening out!

*Mark Grimwade*

## Heritage Open Days

### September 13<sup>th</sup> and 14<sup>th</sup>

Once again IMT opened the ground floor of the Old Custom House for Heritage Open Day. A staggering 803 people visited us over the 2 days.

This year we worked with Borin Van Loon, who runs the Ipswich Historic Lettering website <http://ipswich-lettering.org/> to put together a display of historic lettering to be found around the Dock. It was interesting to identify the sources of the various photographs, and a reminder to keep one's eyes open for the oft overlooked details, evidence of our maritime past. To complement this theme of lettering we made the theme of the IMT display "Barges" which enabled us to let people see some of the splendid Barge Name Boards in our collection as well as some of the barge models we have.



In addition to opening Old Custom House for the whole weekend, IMT were also represented on the

Saturday at the Ipswich Record Office Open Morning with a display on Ipswich Sailmakers.

A big thank you to all who helped over the weekend -

Ben Bendall, Benjamin Grant, Fraser Yates, Geoff Hartgrove, Mike Ayden, Des Pawson, Tracy Hickey, Geoffrey Dyball, Steve Lock, Richard Watkinson and Bob Fox .

## Thames Barge Trips

### Tuesday 21<sup>st</sup> August 2014

Good weather for the second trip this year on the sailing barge 'Victor'. Ipswich-built and based at Custom House quay, she is a regular and well-loved sight on the river.

More than twenty IMT members and friends were on board as we went through the lock from the Wet Dock into the Orwell. Past the West Bank Terminal and Cliff Quay and beneath the majestic Orwell Bridge.

The way the countryside almost goes into the river at high tide, especially the wooded areas, is one of the particular attractions of the trip. This time we sailed past the entrance to the Stour, in front of Harwich Old Town and Dovercourt, as far as Walton Backwaters. There we moored for lunch, an excellent two-course meal with wine thoroughly enjoyed by all. The appetites were a bit surprising, as the morning had passed with an almost constant supply of coffee and biscuits (and Ben's own bread and butter pudding). Even more surprising were the numbers who tucked into the cream teas on the way back.



Another really good day. Thanks as always to skipper 'Wes' Westwood and his mate, not just for the trip, but also for his patience with those of us who took a turn on the wheel.

*Geoffrey Dyball*

## Membership News

We started 2014 with breaking the 300 mark and had 302 members. Unfortunately our membership dropped slightly during the first couple of months of 2014, but I am pleased to say that we ended the year with a total membership of 304.

### New members

A warm welcome to the new members who have joined since July 2014 (with apologies for missing off names of joint memberships where it has not been supplied) –

Mr Congalton, Dr R Mercer, Robert Race,  
David and Dawn Taylor, John Waters,  
Martin Cork, Jeremy Pearce, and A & J Howard

*Fraser Yates*

## ‘Letters to the Editor’

Remember - if you wish to make a comment on anything in the newsletter, or even better, have a tale to tell which may be of interest to the rest of the IMT membership please get writing!

Please send to  
[letters@ipswichmaritimetrust.org.uk](mailto:letters@ipswichmaritimetrust.org.uk), or  
IMT, 309 Norwich Road, Ipswich, IP1 4BW.

## From the Ipswich Maritime Trust Image Archive.

Can you identify this place?



This is in Suffolk, taken about 1900. The industry, which produced considerable airborne pollution, moved from the location in the photograph to an inland site near Ipswich, to inflict the same on Ipswich folk. Now closed down there is a threat of a chilly feeling in the air locally.

Can you identify the buildings in the background?



The ship is the SS John Bright and the buildings are, or were local. Where were they and can you put a date to the photo?

# IMT 2015 Spring Talks



**Wednesday February 4th at 8pm**

**National Maritime Museum Model Collection** by Simon Stephens



The National Maritime Museum has one of the finest ship models collections in the world. It comprises some 3200 objects, including ethnographic, Navy Board and half-block models to builder's, design, waterline and full-hull models. The models represented are from the 16th century to the present day. The collection dates from the early 19th century and has grown by mergers, acquisitions and gifts.

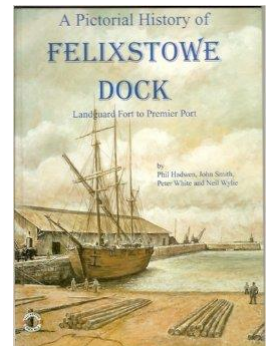
Our speaker is Simon Stephens, the Curator of this important and fascinating collection. He has been at the museum for thirty seven years and with the model collection from day one. He has lectured on models in various countries around the world and has published a number of books, including in 1995 the now recognized 'Ship Models: Their Purpose and Design from 1650 to the Present', co-authored with Brian Lavery.

**Wednesday March 4th at 8pm**

**'Maritime Felixstowe'** by Phil Hadwen

The history of Harwich Haven over the last century is very largely that of Felixstowe, especially the phenomenal growth of its port. But there is much else besides, including the war years, the closure of HMS Ganges, and the arrival of the wind farm support area at Harwich.

Phil Hadwen is a previous speaker to the IMT and has been a prominent local historian for some thirty years, writing many books on different aspects of the history of Felixstowe.



**Wednesday April 1st at 8pm**

**'Lightermen and the Thames'** by Brian Cornell



*A London lighterman, c. 1910*  
© National Maritime Museum London

Until 1197 the Crown held all rights of the River Thames but in that year Richard 1 sold his rights to The Corporation of the City of London for £20 000 to raise funds for his Crusades.

Mill owners had to pay for use of the water to run the mills, fishermen had to pay to fish in the river, watermen and lighterman had pay to use the river. A lighterman is a worker who operates a lighter, a type of flat bottom barge, which nowadays is usually moved by a operated the unpowered lighters moved by oar and water currents in the Port of London.

Brian Cornell is a retired Thames lighterman, and has an intimate knowledge of the river and its history.

All are welcome to our lectures at the Waterfront Building, University Campus Suffolk, 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!) but not for the talk.

## Barge trip on 'Victor'

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

Thursday 11<sup>th</sup> June 2015



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 08.00.

- 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 £50 per head as per last year, **BUT** if you book by **6<sup>th</sup> April** this is reduced to **£45 per head**. Book through Geoffrey Dyball 01473 214004, or [bookings@ipswichmaritimetrust.org.uk](mailto:bookings@ipswichmaritimetrust.org.uk)

### Booking Form

#### **Barge Trip on Victor – 11<sup>th</sup> June 2015**

Please reserve ..... places at £45/£50 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 G Dyball, 42 Cotswold Ave, Ipswich, IP1 4LJ**