

Rotary



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CONNECTS
THE WORLD

LOOKS EAST

The Newsletter of
The Rotary Club of Ipswich East
Edition 01-2020 : 7th January 2020

Club Website :
<https://www.ipswicheastrotaryclub.co.uk>

Club Facebook page:
Charity Number: 1088961

CLUB OFFICERS—2019/20

President: Liz Harsant
President Elect: David Chittick
Vice President: Jo Banthorpe
Secretary: Tony Baker
Asst Secretary: Martin Westlake
Treasurer: Neil Hewitt



January

John Goodship
Bill Pipe
Ray Walters
Andy Lewis
Dick Jeffery
Eva Alcerreca
Ian Lord

Lunchtime Meeting at Greshams bell rings at 12.55pm

Tuesday 7th January

Paul Wesley, Search Manager/Training Officer, SuLSAR

Duty Rotarians: Alan Forsdike & Mark Harrison

Ipswich East Family Christmas Lunch

A truly family affair as the lunch included three generations of the Porter family this year.

It was also an opportunity to thank the staff who've served us well in the year and very importantly to induct another new member, Kate Higgs (pictured right).



Ipswich East Tuesday Programme

(lunchtime meetings start 12.55pm)

(Duty Rotarians are requested to make their own swaps and inform the Secretary and Newsletter Editor)

Widows of former members are welcome to all evening and additional events please book through the Hon Secretary Tony Baker

NEXT WEEK 14th January	Business Meeting - no guest speaker (John Hutton & Bill Izzard)
21st January	Steve Jupp—Chief Constable, Suffolk Constabulary (Steve Jones & Satish Khanna)
28th January	TBA (David Knights & Andy Lewis)
4th February	TBA (Ian Lord & Ross Lunney)
11th February	Business Meeting - no guest speaker (Steph Mackentyre & George McLellan)
18th February	TBA (Peter Moss & Mark Murphy)
25th February	TBA (Ed Nicholls & Bob Parker)

New Tree

Our illustrious President Liz Harsant will be planting a replacement tree at Giles Circus at 2pm on Wednesday 8th January.

As you know this is a joint venture with the Rotary Club of Bad Salzuflen, Germany who kindly gave us a gift €500 when they visited in September 2019. Liz will also install a Rotary plaque.

Liz would really welcome your attendance and support at the event which celebrates the long standing relationship between the two Rotary clubs and our support for our town.



Spot the Difference

The eagle-eyed among you may notice a difference in the layout of our newsletter this month.

Your editor has become the proud owner of a Macbook Pro - a sort of Christmas present. The transition from a Windows based laptop is proving to be a steep learning curve - it's a different way of doing things and the software on which he has produced this newsletter in the past won't work on a Mac so there's more to be learned there too but he will get there!





Your Editor intended to insert this photograph in the previous edition of 'Looks East' but it slipped his addled mind.

The connection was of course the General Election of 2019.

This photograph was of the declaration of the winner at the 1978 General Election.

Can you name the successful candidate? More importantly, who is the Returning Officer?

(It's before the days of polypropylene chairs - just look at those well used bent metal and plywood models!)

(answers on p4)

Inner Wheel Club of Ipswich East

Walk & Tea

**Sunday 12 January 2020
Hill Farm Tuddenham**

£5 per head

proceeds to Inner Wheel Association Charity
'Riding for the Disabled'
and other Inner Wheel Charities

Long Walk starts at 1.30pm

Medium Walk starts at 2.30 pm

Short Walk starts at 3pm

Tea will be served around 3.30

If you would like to attend
please let Rosey Watson know
on 01473 430404
or email rosey.watson@sky.com

Inner Wheel Club of Ipswich East

Trivia Quiz

**Friday 31 January 2020
Tuddenham Village Hall
7 for 7.30pm**

Tables of up to 6 people
£10 per head.

Bring your own drinks & nibbles

Hot supper will be provided.

There will be a raffle.

All proceeds from the evening
will be split between 4YP & Multiple Sclerosis.

If you would like to attend
please let Rosey Watson know
on 01473 430404
or email rosey.watson@sky.com

Ipswich East Rotary Club Rolling Diary

*This table shows events other than regular weekly meetings.
The name of the lead Rotarian for each event is shown in brackets.
(Inner Wheel Events are shown in black italic type on a pale blue background)*

Sunday 12th January	<i>Annual New Year Walk and Tea (Hill Farm Tuddenham)</i>
Friday 31st January	<i>Annual Trivia Quiz (Tuddenham Village Hall)</i>
Tuesday 4th February	<i>Louise Biddlecombe—Suffolk One Life (I&S Club)</i>
Sunday 9th February	<i>Annual Metal Detecting Day</i> <i>(organisers: Bob Parker & John Barbour)</i>
Tuesday 3rd March	<i>Visit of District Chairman, Deirdre Griffin (I&S Club)</i>
Friday 6th March	<i>Inaugural Dinner (Hintlesham Hall Golf Club)</i>
Sunday 29th March	<i>International Lunch (venue tba)</i>
Tuesday 7th April	<i>Event to be announced (I&S Club)</i>
Tuesday 5th May	<i>Stephanie Mackentyre—A Gift to My Sister (I&S Club)</i>
Thursday 21st May	<i>Ipswich East Rotary Club Golf Day at Ipswich Golf Club</i>
Sunday 31st May	<i>Walking Treasure Hunt and President's Lunch (Waddling Duck)</i>
Sunday 14th June	<i>International Tea Party (hosted by Theresa McLellan)</i>
Thursday 16th June	<i>Club Assembly—Ipswich & Suffolk Club</i>
Sunday 21st June	<i>Orwell Challenge 2020 (John Button)</i>
23rd June—1st July	<i>Twining Visit to Ipswich Mass</i>
Tuesday 7th July	<i>Inner Wheel Presidential Handover (I&S Club)</i>
Tuesday 14th July	<i>Ipswich East Rotary Club Handover (Sproughton Barn)</i>
Friday 31st July	<i>Rotary President's Barbecue (Royal Harwich Yacht Club)</i>

Answers to the Question on p3:

The newly elected Member of Parliament was Keith Stainton (pictured centre), (1921–2001), MP for Woodbridge and Sudbury from 1963 to 1983 and the handsome young Returning Officer is of course our very own Clifford Smith (Chief Executive of Suffolk County Council from 1974–1989)

Life on a lightvessel by John Beamish

At the age of twenty one, having just served five and a half years in the Royal Navy, I found myself in need of new employment. Whilst visiting numerous shipping companies along the dockside in Great Yarmouth, without much success in finding employment, I stumbled upon the Trinity House depot. My brother suggested I apply to join the then named Steam Vessel Service.

The depot clerk, Mr Bedingfield, informed me that there were no vacancies for the SVS although he did offer me a job in the Lightvessel Service. I subsequently learned that he had no jurisdiction over the SVS only the LVS. At that time, probably like most people, I had absolutely no idea what a lightvessel was, or indeed its function.

However, beggars can't be choosers, so that was the beginning of the next eight and a half years of my life.

Mr Bedingfield wasn't very forthcoming with information, and I suspect there may have been a reason for that. I later found out that there was usually a shortage of people prepared to take on the isolated life style. He did tell me, however, that after a probationary period, uniform would be provided, that there would be 28 days at sea followed by 28 days leave, wages and a victualling allowance. Adding that therefore I would need to provide my own food. Having no idea how much food to take, I was pointed in the direction of Yarmouth Stores, where most other lightsmen got their provisions. Despite the owner's good intentions of trying to assist me in what to take, I ended up woefully under provisioned.

So on a cold, miserable, Tuesday morning in early December 1977 I arrived at the Great Yarmouth depot for my first experience of life on board a lightship.

Introductions were made, and I already sensed that I was like a fish out of water, the next person in age to me was 54! The Master was 58 and the other crew 61 and 63.

Not the sort of age group I had been used to working with. We loaded up the van with our provisions, boarded the mini-bus for the two hour journey to Cromer Lighthouse, and waited for the Trinity House helicopter (Tango Charlie) to arrive.

The Master and the two senior lightsmen went on the first flight, with the junior lightsman and myself on the second. As I took my first steps onto the "Dudgeon LV" it was quickly apparent to me that lightships rode the sea in a very different way to previous ships I had sailed on. That night I was seasick! Not a brilliant start to a career on the lightships. However I soon found my sea legs, and started the endless task of cleaning, polishing and painting, the normal jobs for the dayman.

I wasn't prepared for hostility I received from a certain crew member. "You can't sit there, that's my seat", "you can't have your tea now, we're playing cribbage", "the televisions too loud", "you are only allowed a shower every 6 days", "this isn't a job for you". These were a few of the numerous gripes directed at me over the next few months. Not all the crew were so unhelpful, one in particular helped me food wise, as I had exhausted my supplies by midway through the second week. A vital lesson learnt, don't base your requirements on somebody else's meagre rations. The person I had "copied" when judging what food to take, would always without fail, eat one and a half slices of bread and jam for his evening meal! Luckily lightvessels are usually great places to fish from. A valuable source to supplement your food supply whilst on board, and if the fishing's good enough, to take home at the end of the trip.

It's fair to say I didn't particularly enjoy my first trip on the Dudgeon. The isolation and loneliness were just two of the factors I had to deal with, something that was in complete contrast to my life in the Navy.

At the end of the 28 days a much slimmer version of myself stepped off the helicopter vowing not to return. After a couple of days ashore I received a letter instructing me that I needed to collect my sea allowances from the depot. On collecting the money I quickly changed my view about whether I would return or not.

Jobs at the time were in short supply, and the money was more than three times that what I had earned in the Navy. So I made the decision to return until something better turned up.

At the end of the second trip the Master approached me and asked me how I was getting on. Not wanting to be disrespectful about anyone, I said there were parts I wasn't so keen on, but in general it was okay. He clearly knew what parts I didn't like as he just said "crews change".

The promotion system had recently changed from one based solely on seniority, to an exam based one, coupled with a seniority of the date the exam was passed. He encouraged me to study and take the exams, saying I could be in his position after five years, which was the minimum time required. I decided to study and the Master was a tremendous source of information and support.

After around eighteen months I was asked to do a trip on the Dowsing LV as they were shorthanded. What a complete change, the crew were much younger and we all had things in common. Something that was sadly lacking on the Dudgeon. We formed friendships and socialised during our time ashore, not just on board acquaintances.

Two of us studied and passed our exams together, both being promoted around the same time to Master, in my case almost 5 years to the day since I had joined. Graham Harley was promoted to the St Gowen LV then the Channel LV. Unusually I was promoted to the Dowsing, as normally you were promoted off the ship you were serving on.

My first trip as Master was a baptism of fire, with storms and hurricane force winds for much of the trip. Despite having all the available cable out, during one particularly ferocious hurricane force storm we dragged our anchor to a mile off station. We had a lifeboat ripped from the blocks and holed, by a freak wave that saw the ship roll to 45 degrees on the inclinometer. This was probably the one and only instance during my time on the lightships that I wondered if we were going to right ourselves. The weather had been so bad we hadn't realised we had dragged off station, and we were unable to see our marker buoy due to the poor conditions. The next day Humber Coastguard called us to say a passing ship had reported us off station. It took several days before the weather abated sufficiently to allow a tender to come and reposition us, and replace our damaged lifeboat. During which time we were obviously unable to show our light.

The Dowsing was a weather station for the met office and as such had a hand held anemometer. Gusts of wind pushed the readings off the scale. The ship was also fitted with a wave recorder for The Institute of Oceanographic Sciences, and the chart that day looked like a roller coaster ride, reaching the outside edges of the graph paper. With the fog signal sounding because of the poor visibility due to the whipped up spray, we spent many uncomfortable hours.

Normal tasks and basic routines were rendered almost impossible because of the severe movement of the ship.

Trinity House were accelerating the automation programme of lightships, and so in July 1986 I took the decision to leave, having successfully applied to the Fire Service, while I was still young enough, (the latest age you could join the fire service in those days was 30). After eight and a half years, three and a half as Master, I left the employ of Trinity House. I believe the Dowsing LV was automated in 1989, and now remains tied up alongside at Harwich, relatively intact.



The Challenge of the Orwell Challenge

John Button has been involved with organising the Orwell Challenge, previously known as the Orwell Walk, for nearly 20 years. The event has evolved greatly over the 44 years that the club has been organising it. A simple 25 mile walk has become a walk of varying distances to suit all abilities. The most significant change is the introduction of marathon and half marathon runs with very specific requirements for distance and timing. A cycling element was introduced and had to be abandoned because of insurance difficulties.

The success of the event relies on the commitment of all club members with a major commitment by the chairman of the Fundraising Committee each year, Toby Pound the Route Master, and the ongoing help of those who "volunteer" to be checkpoint leaders who take charge of the major logistics before and on the day, together with the invaluable help of our chief publicist for the event, Mark Murphy.

The organisation starts each year in September when we look to confirm our main sponsors for the following year and to delegate individual tasks to members of the Fundraising Committee. Organising registration is the top priority. Registration has changed significantly in recent years as we have moved from a paper based postal process, to an on-line registration and payment system that now caters for the specific demands of seasoned rough-country marathon runners. Then it is then time to plan for the Official Launch in November, after which, the on-line registration can be commenced. For the last few years, Mark Murphy has fronted the launch and Stephanie Mackentyre has produced a visual presentation. A number of donations from the Benevolent Fund are made at the launch to show how the proceeds of the event are made available to charities and good causes. Club members are requested to invite representatives of charities and good causes to attend the launch so that we can publicise the event to the widest possible audience.

In January the validation processes for distance and timing of the running events are started, and banners and advertising materials are posted around the town. Dignitaries are invited to attend the event and other sponsors are then sought for checkpoints and the Headquarters at Gainsborough. Most of the route of the event is over private land where access is not usually available to members of the public. Therefore, over the next few months landowner permissions are obtained. Arrangements are made for water provision, transport and the disposal of waste. The route is checked for any erosion or changes that may have occurred over the winter period.

All the equipment and signage is checked and any shortfalls are replaced. The final registration documents are then produced and circulated online to participants.

In May the Club Duty Roster is produced and duties allocated to club members. A final check of equipment, medical and first aid cover is made and the final briefing is held with checkpoint leaders.

Over the few days prior to the event, checkpoint leaders prepare their checkpoints ready for the big day. This involves strimming and vegetation clearance and path improvement works, all in an attempt to give our "clients" the best possible experience on the day.

The Orwell Challenge is our main fund raising event of the year. It provides the means to make considerable donations to local charities and good causes. Organisation of the Orwell Challenge is a mammoth task. All club members are urged to assist John Button and his team when asked to encourage individuals and groups to take part in the event. The most important help is to take part in the running and marshalling of the event, with family and friends. This year the event will be held on Sunday 21st June, so please put that date in your diary.

The Orwell Challenge is known far and wide as the Happy Event because of the warmth shown to participants by our club members. Please be there to support John Button and be part of his Happy Team.



Rotary turns up in some unexpected places!

Steve Flory submitted this slightly unusual example he found when he was on holiday earlier last year.

