

BLYTHBURGH

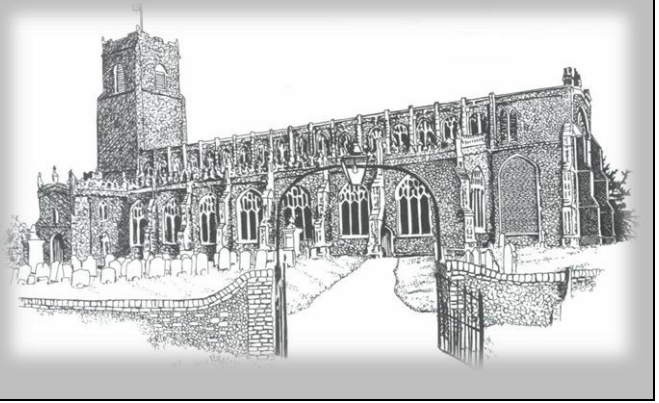
Focus

SERVING BLYTHBURGH,
BULCAMP AND HINTON

Issue No. 13

<http://www.blythburgh.onesuffolk.net>

January/February 2014



The enormity of building Sizewell C

The enormity of building the proposed new nuclear power station, Sizewell C was bought home to Blythburgh Parish Council in a presentation at its January meeting. At its peak, there will be 5,600 workers on the site, new road and rail links and a new jetty and sea defences.

Tom McGarry, Communications Manager for Sizewell C, stressed the difficulties faced before the go-ahead for the new station to be built. The key issues included the 'strike price', the amount the Government would pay for the power generated, which had to be high enough to attract investors; and ensuring that the final submission successfully went through a demanding planning process,

Asked to put the chances of getting the go-ahead given on a scale of one to ten, Mr McGarry said he was unable to do so. He was also unable to give a possible starting date, although it was likely to be several years ahead and build alone would take seven to nine years.

He stressed the importance of consultation with local communities. Whilst it was true that the build would have a major impact it was important for local people to understand that if they could not stop it, they could influence it. Mr McGarry detailed the current position:

Stage 1 consultation: the responses are being analysed to be used to influence the next moves.

Sizewell B: currently 1,100 temporary workers involved in periodic planned shutdowns, allowing the company to survey their activities and spending. There is also ground water monitoring to

gather data to predict any environmental effects.

Ecology surveys: monitoring birds and bats. Some bats are covered by European legislation and the effects on them need to be understood to ensure as little impact as possible.

Off shore surveys: radar has been installed to monitor wave action to help understand the impact of installing a jetty, one of the routes for bringing materials to site. What are the effects of water intakes and associated tunnels? What are the impacts of the jetty?

Design engineering: Sizewell C will be built on a platform. Where and how will the bridges to the platform be built, both temporary and permanent; how will the existing rail network be extended?

Mr McGarry said that it was hoped a great deal of material could be taken to the site by sea and rail. Every effort would be made to minimise the impact of road freight. Every attempt will be made to make rat runs unattractive. Parking permits will be issued along with markings on buses and HGVs.

The work force will be instructed to travel to park and ride sites to the north and south of Sizewell with Darsham the favoured site to the north. Travelling workers would not be allowed direct entry to the site. A large number of workers, however, would have to be housed in temporary accommodation, preferably in a single campus, possibly on the site.

The complete power-point presentation will be put on the Parish Council website

Love is where The Hart is....

Luke and Jo, mine hosts at the White Hart were married on Monday January 13. The *Blythburgh Focus* and its readers congratulate Mr and Mrs Rutland and wish them a long and happy marriage.

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Bringing a secret history to life

Debbie, my wife, knits. Villagers know this because she's put herself out there and been noticed. I, on the other hand, prefer *not* to be noticed.

When asked what I do while Debbie is knitting, I should keep quiet, but apparently people do want to know why I am building a large model aircraft in our sunroom.

I wouldn't be able adequately to explain, but I can imagine how three renowned novelists having a get-together to discuss possible topics for a bestseller would make short work of it. They would be sitting around a small table in a dark room.

Len Deighton starts by suggesting a tale of a young man who joins the R.A.F. at the outbreak of war, flies with a variety of squadrons in many different aircraft and survives long enough to be promoted to flight lieutenant. He rubs shoulders with the likes of

Hugh Dundas and Michael Ingle-Finch; commands a flight of Hurricanes with 56

Squadron at North Weald and later Duxford; then ends up flying Typhoons after a spell as instructor at the Specialist Low Attack Unit.

Frederick Forsythe interrupts making the plot more interesting by having our man apply for a transfer to the newly formed Air Branch of the Metropolitan Police, train at the police school at Weeton to be granted a police warrant and become Deputy Assistant Provost Marshall.

He undergoes a period of training with S.I.S., MI5 and is sent on a special assignment to Germany.

He is promoted to Squadron Leader and becomes Area Provost Marshall and bodyguard to the RAF Commander in Chief at the HQ of the 2nd Tactical Air Force in Bad Eilsen.

He is soon promoted to Wing Commander Staff Office Security, with responsibility for all RAF installations in 2nd TAF Command, where he helps

to capture fleeing members of the German High Command. He eventually finishes the war as an interrogator at the Nuremberg War Trials.

At this point Forsythe looks to the third man at the table – Wilbur Smith. Smith instantly suggests that, to make this story really an epic, our man needs to make his way to Central Africa, where he spends ten years as a game warden, marries, has six children and hunts man-eating lions, quells riots etc. etc.

At this point I would be outside the room with a tea tray. I open the door, not wishing to disturb these great men, and place the cups carefully round the table. Forsythe hands me a crumpled outline draught of the story so far, which I lay flat before glancing over it.

I raise my eyebrows: "Nice idea gents, but my dad has already done all that."

When my father died in 1999, I found a collection of frail

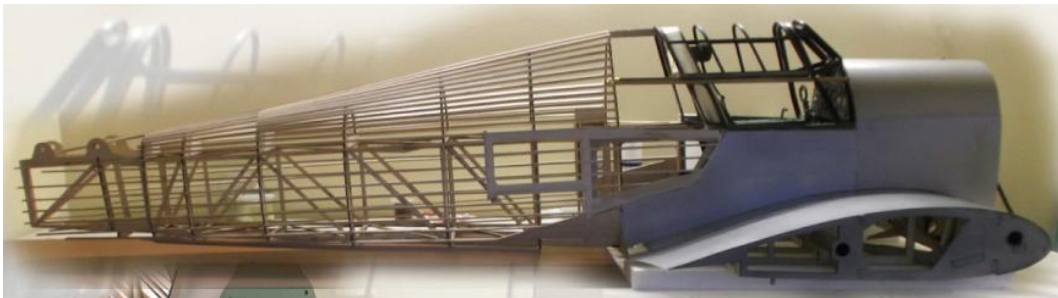
documents and old photographs that revealed the hint of a story that had remained hidden since World War II. By today's standards people may say he was a remarkable man, but on the battlefronts of Europe, he was just one amongst many. Remarkable men were ten-a-penny then.

I have been in contact with the Imperial War Museum. They want to see my documents and pictures as they know of my father and have a document he donated to them many years ago, which appears to be the original signal of surrender issued by German High Command.

That is why a Hurricane is taking shape in our sunroom in Blythburgh.

If the IWM can verify the story, the model will be donated to Duxford Air Museum and I will know that, somewhere, there is a small reminder of the life and achievements of Wing Commander Arthur Vernon Gifkins 1921-1999.

Dave Gifkins



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News from Holy Trinity



Christmas seems a rapidly receding memory, but the clergy and Parochial Church Council want to say a big “Thank you” to the many people who participated so enthusiastically in Holy Trinity’s Christmas services and events. The church was decorated magnificently by many volunteers – too many to thank individually. But we do want those who showed such effort and creativity to know that we are very grateful.

First, we were able to highlight a little known story about the church. Appropriate to the season there is a robin theme in the church. Robins are embroidered on a lectern fall and a table cloth. There are robins on the brass ends of the Church Wardens’ wands, and this year we had an honorary robin in the crib. This is to mark the fact that – around 130 years ago, in the 1880s – a robin flew into the church and made a nest in the lectern, and stayed there until her eggs hatched and the fledglings flew away. Around 50 years later, it happened again.

At our Christmas Day service, younger members of the congregation were encouraged to “hunt the robin”.

Second, is a regular Holy Trinity Christmas tradition, but one worth noting. Each year, at the front of the church we put up a “memory tree”. People visiting the church are invited to hang a card in the branches of this Christmas tree to remember loved ones they have lost. This year, almost 60 people placed memories in the tree – many of them extremely moving. Although the tree is removed, the cards are not thrown away; they are kept in a safe place for the entire year.

Joan Lyon, Team Vicar, told *Focus*: “I am writing on behalf of Luke and Jo, the managers of the White Hart, who want to express thanks for the support they and their staff have received following the fatal accident in Blythburgh in November. They, and Alan and Katie from the village shop, faced this tragedy with outstanding presence of mind and courage, not just at the time, but with later visits of family members of those involved.

“Such tragedies highlight the importance of sustaining mutual support in a village such as Blythburgh. The four surviving young men were able to go home from hospital before Christmas and are making progress. Our thoughts and prayers go to all the families involved.”

Changes to Sole Bay Sunday services

To make the most of the availability of clergy across the Sole Bay team, some changes are being made to the pattern of morning worship on Sundays, starting on 2 February. This involves some joint services with St Andrew’s Walberswick.

The pattern will operate as follows:

First Sunday of the month (2 Feb): I I am joint service at St Andrews, Holy Communion (Common Worship)

Second Sunday (9 Feb): joint service at Holy Trinity, Holy Communion (Common Worship)

Third Sunday (16 Feb): 9.30am Holy Trinity, Holy Communion (Book of Common Prayer)

Fourth Sunday (23 Feb) 9.30am Holy Trinity, Holy Communion (Book of Common Prayer)

Where there is a fifth Sunday in the month, there will be an I I am service somewhere in the team. The Choral Evensong, held at 6pm on the first Sunday of the month at Holy Trinity, will continue as normal. For more details, go to:

www.solebayteamministry.co.uk.

BLYTHBURGH REFLECTIONS

Building flood defences brick by brick

Most people have heard stories of the 1953 floods but how many of us can claim to have taken the height of the flood waters into consideration when building our house? I would guess not many but there one village resident did just that.

When Derek Kett built his bungalow in the early 1960s, he used “line of sight”, a faded high water mark and, working with Lily, added one brick at a time to make sure they would be safe from flood waters as high as those of 1953.

On the night of Thursday 5 December 2013 and into the early hours of the next morning, the East Coast was again on flood alert. By 12:30am the A12 at Blythburgh was flooded, Appleton Marshes at the back of Daisy Bank was submerged and the water was creeping towards the back of Lily and Derek’s bungalow.

Derek, as many times before, watched the rising water. A peg in the ground and his extensive knowledge of tides and times enabled him to make an assessment of the imminent danger. By the early morning, Derek felt that the immediate danger had passed and he could rest safe in his bed knowing the judgments he made back in the 60s had once again proved to be sound.

Derek was born in Blythburgh in November 1929. He was the youngest of six children. Each in turn, had helped their grandmother with milk deliveries around the village twice a day.

Grandmother also took in lodgers and Derek’s mother would go round on Mondays to help

with the washing. No automatic washing machines then – they had to draw water from the well and heat it in a copper before they could even start the wash.

Monday was also the day for cold meat, potatoes and piccalilli – a taste Derek remembers well but he also remembers a very different village from today. In addition to the church and the pub, there were four working farms, a well attended chapel, an off licence, a hay and corn merchant, a grocery store and drapery and even a funeral business.

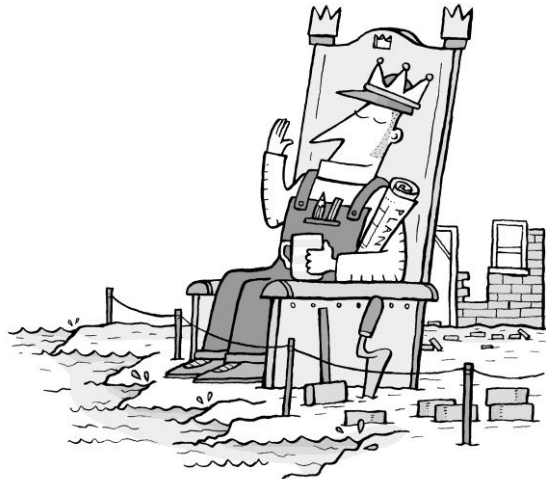
Home deliveries were not invented by our modern supermarkets: Derek remembers a

pony and trap being used to deliver groceries as far afield as Walberswick. Deliveries complete, the delivery man would visit The Anchor for a few beers before delivering him home.

Council workers swept the roads and kept the verges clear. The River Board maintained the River Blyth using a manually operated barge. At low tide the barge would be filled with mud which was then used to

repair the river banks but not before the local tenants had done their bit. Taking a horse and tumble to Pipers Wood, they cut cobnut sticks and put them into faggots. These faggots were laid on the river bank before the mud was put back to give the walls strength and structure.

Following the 1953 floods, these river banks were no longer repaired.



Words: Sonia Boggis.
Illustration: Spike Gerrell

An application from the Pine Lodge Caravan site for a single gypsy/traveller pitch, rejected last year, has been re-submitted, asking permission for temporary five-year’s use of the pitch while Suffolk Coastal makes an alternative site available. The council recommended refusal of the application and urged the district council to take enforcement action in respect of developments that contravene planning regulations. The council said if the application was approved, over-riding planning protection for the countryside and the AONB in particular, no location would be safe from such intrusive development.

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Air ambulance now offers night-time cover

The East Anglian Air Ambulance is now operating a full night-time Helicopter Emergency Medical Service (HEMS) between the hours of 5pm to 1am in all six counties covered by the East of England Ambulance Service. (The team attended the fatal crash in Blythburgh on the A12 last November.)

Achieving night flying approval couldn't be more timely. During these dark winter days as many of us are travelling to and from work in the dark, it is reassuring to know that should the unthinkable happen; the East Anglian Air Ambulance will be there to help.

This is new ground for the Civil Aviation Authority, the UK aviation regulator, as well as for the EAAA. To get approval for night-time missions took almost a year. It was then necessary for our pilots, paramedics and doctors to receive extensive training.

The aircraft had to be modified to accommodate working with night vision goggles (NVG). Lighting in the cockpit was changed and additional room was required to accommodate the pilot's NVG. It was also essential to install a

more sophisticated navigation system; as well as a Power Line Detection System, a Trakka searchlight for the undercarriage, and to put fluorescent markings on all equipment.

And when all these modifications had been approved the actual flight testing begins. Tim

Page, chief executive, says: "It is a very long and challenging process, but incredibly rewarding if it means we can help more people in East Anglia."

The EAAA is a 365-day helicopter emergency medical service with cover including

Norfolk, Suffolk, Cambridgeshire and Bedfordshire. With a medical crew highly trained in critical care, the air ambulance can bring the emergency room to the patient within 25 minutes and can then transport them to the most appropriate hospital if needed. Since its launch in 2000, the air ambulance has attended more than 12,500 life-saving missions.

For more information, please visit <http://www.eaaa.org.uk>



OVERHANGING HEDGES: A Parish Council survey found a number of footpaths were overgrown and some private hedges were encroaching on pavements. Suffolk Coastal will be asked to deal with footpaths but the Parish Council asks householders to trim their overhanging hedges.

YOUR PARISH COUNCILLORS

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01502 478521

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Chair finance advisory group

John Blakesley
Councillors

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Notes from Daisy Bank LIX

If you hear a clanking sound coming towards you then it's me. All that cycling that I talked about in my last article was me building up five weeks of biking to improve my fitness and muscle strength for a total knee replacement. Up to five months ago I had little or no problem.

Then trying to extricate myself from the back seat of a small car, my knee became extremely painful and something had to be done. In my early years I was a fanatical rugby player and in subsequent years I had, when having too much to drink, a predilection for falling down stairs various. So in the end the piper had to be paid and four weeks ago, the deed was done. Hence the clanking.

I have, however, got a taste for cycling now so hopefully after Christmas, you will be able to see me on the roads again rejoining my neighbour Derek in some very good exercise. The new knee by the way has a lifespan of ten to fifteen years but I am not conceited enough to expect to survive that long, much less have another replacement.

Two days before my operation, my dear friend Ray Brown fell and broke both his hip and wrist but thank God he is on the road to recovery and I look forward to a bus journey to Southwold laden with Gordon's wonderful gin and Schweppes' wonderful tonics in order to give him and myself some comfort. Unfortunately we were in different hospitals otherwise we could have compared notes.

Against my socialist principles and because of my all-round good health, I was flanked to the Spire Private Hospital in Norwich to have the operation. If only the standard of care that I had at that hospital was as good as its NHS equivalents. A ratio of five patients to every nurse there. I hate to think how much higher that ratio is in the hospital up the road. Less

bureaucracy and more nurses and doctors are of course the answer, but then everyone knows that. Mr Beveridge and co must be turning in their respective graves!

Towards the end of November last year a jolly policeman appeared at our door to tell us to evacuate the property by 6pm or face the deluge. Now I have to tell you that we marsh-landers are made of sterner stuff than that and my immediate neighbours Derek and Lilly and Paul and Sue had no intention of finishing up overnight in Leiston Leisure centre.

So after liasing with each other and staying up for the high tide in the early hours we are still here to tell the tale. In 1953 the water came into gardens but no further and in 2013, the same. I suppose in a hundred years time we may not be so lucky but then for us all, that event will be academic and consequently someone else's problem.

I leave you with this thought. I am a sea bird making my way up the Blyth estuary. Evidently a lot of very expensive willow fencing had been put up on the A12 so that I do not hit passing HGV lorries. All the hedges and the trees have been cut down with the consequence that the wildlife that lived there has had to make other arrangements. But the strange thing is that these humans have had to pay for all this out of their council tax.

Had I been consulted, I could have told them that when I see passing lorries, all I do is beat my wings a bit more and just pass over the top of them. And, even stranger, these fences keep falling down and work men seem to be there permanently putting them up again. Amazing what these humans get up to. If only they had asked!

Paul Bennett

Everybody welcome to have their say...

The next meeting of Blythburgh with Bulcamp and Hinton Parish Council, is in the Village Hall at 7.30pm, March 10, preceded by the Open Forum at 7.15. Please come and let us know your views and what you would like the council to consider.