

Excalibur

**THE LONDON NEWSLETTER OF
THE INLAND WATERWAYS ASSOCIATION**

NUMBER 27, NEW YEAR 1999

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*South London Branch members on their sailing barge charter :
see story on page 4.
PHOTO : Steve Burt*

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FROM THE EDITOR

New IWA Head Office

IWA Head office has moved to Rickmansworth. It had been in Regent's Park Road for many years, and when the lease on those premises expired it was thought prudent to move out of central London, where better premises could be obtained at a more affordable cost than would have been the case in Central London. The official registered address is as at the foot of this page, but the address for postal communications is: **P O Box 114, Rickmansworth, WD3 1ZY**

The 'phone number is **(01923) 711 114**, and the fax number **(01923) 897 000**. If you wish to speak to a specific member of staff, you can get through to them via the automated switchboard by using the following 'phone extensions:-

- 21 Neil Edwards
- 24 Alastair Chisholm
- 26 Justin Taberham
- 29 Judith Mullington
- 30 Kate Howard

Head Office can be contacted by e-mail on iwa@waterways.org.uk or, as appropriate, sales@waterways.org.uk or membership@waterways.org.uk.

Other improved communications

Those of us who use the internet or e-mail now have more ways of finding out about what's going on in IWA. The IWA website has moved to a new address with much improved technical facilities. The address is <http://waterways.org.uk/index.htm>. The site contains news, Press Releases, a magazine section, an on-line shop for IWA sales (with a downloadable order form), pages for each Branch and Region and a comprehensive national diary of waterways events. There is also a section devoted to WRG.

The site has recently been given a complete up-date by Northants IWA member Bruce Peckett who runs this website (as a volunteer). Bruce's e-mail address is webmaster@waterways.org.uk.

Two new e-mail mailing lists have been set up to which members can subscribe for more information. They are one-way systems: mail is sent to you but you can't reply. One of

these will bring you IWA Head Office Bulletin in e-mail form each month, the other will bring you other announcements and Press Releases. To subscribe to either of these, send an e-mail to mailserve@waterways.org.uk containing one of the following messages in the body of the text:

**subscribe iwa-bulletin
exit**

or

**subscribe iwa-announce
exit**

If you don't have access to e-mail and want to receive Head Office Bulletin (which has now absorbed *Undercurrents* and is published monthly), let Head Office know and they will add you to the mailing list.

Of course *Waterways* continues, as does *Excalibur*, and now the occasional Branch Newsletter as well. So you have every opportunity to know what's going on.

Apologies for the late arrival of this issue of *Excalibur*, which was caused by communications problems between your Editor and some of the contributors.

Mike Stevens

Excalibur COPY DATES

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|--------|------------|-------------------------------|
| No. 28 | Spring '99 | 20 th March 1999 |
| No. 29 | Autumn '99 | 8 th July 1999 |
| No.30 | Winter '99 | 14 th November '99 |

The Editor is happy to receive copy in written form, or on 3.5" disc (DOS format) in any of the following file formats: plain text, rich text format, Word or WordPerfect. Also on 3.5" disc (720k, Sinclair QL format) in any of: ASCII, Quill, Text⁸⁷. Or by e-mail as a plain text document.

The IWA may not agree with opinions expressed in this magazine but encourages publication as a matter of interest. Nothing printed may be construed as policy or an official announcement unless so stated, otherwise the Association accepts no liability for any matter in the magazine. Although every care is taken with advertising, no responsibility whatsoever can be accepted for any matter advertised.

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Published by the Region at 3 Norfolk Court,
Norfolk Road, Rickmansworth, WD3 1LT.
Tel : (01923) 711114 Fax (01923) 897000

The Editor reserves the right to edit any article or letter submitted for publication.

ROUTES AND BRANCHES :

South London IWA barges on!

A bunch from South London Branch decided to take a busman's holiday on a sailing barge for a weekend this September. We booked the Thames Barge Sailing Club's *Pudge*, which you may remember from her trip to Limehouse with pieces of the Jubilee Jigsaw in 1996. We sailed from Maldon on the River Blackwater in Essex, a traditional barge port at the head of navigation for such vessels.

We arrived on Friday evening, to be greeted by Tim and Cathy, the Skipper and Mate provided by the Barge Club. We were due to sail on the tide at around 11pm, so we made sure we had a good supper first.

As we were the outside barge on the quay, we were first away, followed by several others. We dropped down-river under engine power, with Tim at the wheel and Cathy in the bows with a powerful lamp to spot the (unlit) navigation buoys. As usual on such weekends, we fetched up anchoring in company with three or four other barges some way down-river where there was deep water and good anchorage.

The next day's weather forecast was for almost no wind, so we needed an early start to take advantage of the ebb. Those who wanted to see the day's start only got about 3 or 4 hours' sleep, finding the clatter of weighing anchor an effective alarm clock. We were the first barge away, drifting down-river with all sails set. The ebb meant we made some progress despite the sails doing next to nothing. We noted the buoys as we passed them: No.2, No.3, No.4. The other side of No.4. Back to No.3. The tide had turned and we were sailing backwards. At least it gave us the chance of a leisurely lunch. Another look at No.4: there must be a touch of wind. The wind did get up sufficiently to give some progress as we sailed down towards the mouth of the Blackwater and then tacked towards and away from Bradwell Power Station.

Tim decided to anchor off Bradwell overnight for a run ashore to the pub. Two boatloads took advantage of this and sampled the delights of a mud beach in a small boat. From our landing point, the pub was a walk along the sea wall, during which we saw a couple of hares in the field by the nuclear power station. Somebody suggested they were genetically-modified field mice.

The pub was very welcoming, with the new experience of being told by the landlady that we couldn't have one particular beer because the computer hadn't bleeped to say it was ready! By the time we got back on board it was dark, and dinner was very nearly ready.

Morning dawned with a low mist on the water. By the time we'd had breakfast the wind had risen enough to enable us to do some genuine sailing. Most people tried their hands at some aspect of the job: steering or hauling ropes.

The Blackwater was very busy with barges, smacks, dinghies and a number of official boats: police, coastguard and lifeboat. This last, we eventually realised, was because there was an Emergency Services Open Day in Maldon. As the river got narrower and more congested, the sails were replaced by the engine, and as we moored at the quay we were treated to the sight of an air-sea rescue operation staged for the open day.

After lunch alongside the Hythe, it was clear up, clean ship and off for home. Everyone had thoroughly enjoyed the trip, and we have already booked another for 1999.

Quote of the trip was Cathy, the mate, saying she was glad her husband, Paul, had recently been promoted from Mate to Skipper, since until then "we couldn't mate together".

Mike Stevens

Bow Locks

Some time ago, we welcomed BW proposals to replace or modify Bow Locks so as to keep the tide out of the semi-tidal section of the Lee Navigation, from Limehouse Basin to Old Ford Lock, and the connected parts of the Bow Back Rivers. Their aim was to do away with the problem of silt brought in by the tide, avoiding the need for repeated dredging. The scheme now seems to us to be going seriously wrong.

Our Region's Planning and Navigation Committee volunteered its own proposals to BW as to how this could be done, impounding more of the Bow Back Rivers than at present. BW's engineer even did drawings of our scheme, among the other proposals. A consultation letter went to some other organisations, but not IWA. In July we heard they had reduced the options to two, not including our suggestion.

Region, Branch and Navigation news

These options involved a new lock on one of two sites between the present locks and Three Mills, with sectoral gates (as at Limehouse) which can be used at all states of the tide. We pointed out that it would be necessary to raise the spit of land between Bow Creek and the navigation, which is over-topped by the highest tides. When this happens now, the water rises evenly on both sides and is clearly visible to anyone on the towpath. With the tide excluded, the water in the navigation would remain at the same level, and once the tide over-topped the land, there would be a sudden linear waterfall along the whole length, with potentially disastrous effects for any towpath walkers, wheelchairs etc. Furthermore, any boat moored to the towpath on this section would almost inevitably be sunk.

BW's Region Manager, Mark Bensted, did not share our fears. His initial comments were that it would only happen on a very few occasions each year, and the amount of silt brought in would be negligible. Later he said they could always open the gates for the highest tides. Our Plan/Nav Chairman, Ron Bingham, has calculated that the gates would need to be opened for well over 100 tides each year, and that (because these big tides bring in the most silt) the silt brought in would be at least half the present amount.

Recently we have heard that, because of reduced outside funding for the project, the idea of a new lock with sectoral gates has been dropped and the existing locks will be lengthened to fit extra outward-pointing gates at the downstream end of each lock.

Without corresponding gates at the upstream end of the locks, they will not be usable as locks when the tide is above the impounded level. Ron, armed with more detailed tidal information obtained from the P.L.A., calculated that on tides when the gates weren't opened, this would reduce the present 4-hour availability of Bow Locks to two periods of an hour or less. At the top of the tide, vessels could be left waiting in the Creek before they could lock through.

We believe the proposal will not deliver the original aims but will introduce new problems.

Paddington Basin

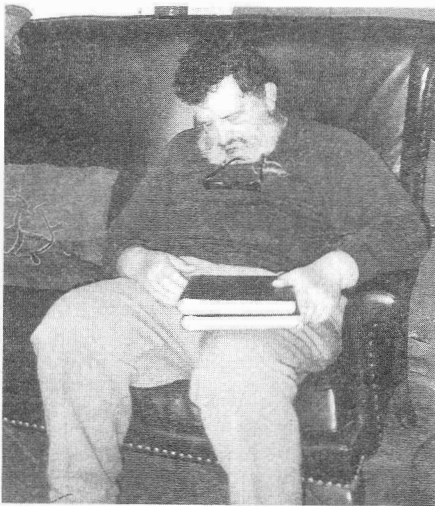
Development around Paddington Basin is likely to start very soon. Planning permission has been granted for buildings all round the basin, which will bring new life there and also open it up to the public. Various changes to the waterside are planned, but it appears they are not in the first wave of work to be done. While Plan/Nav Committee is not totally happy with the proposals for the waterside, nevertheless the opening up of the basin to boats and people is welcome.

At some stage, the arm leading to the Basin is going to be closed for dredging, but details and timings are not yet finalised. We have, however, been given an undertaking that this will not interfere with arrangements for Canalway Cavalcade.

Jubilee event plaques

If you took part in any of the London Region & Branch Jubilee event in 1996 and have not ordered a plaque (including the header and/or footer of the set), you should do so immediately, before the remaining stock is disposed of. Please contact Ian Ferguson (details on page 2).

CAPTION COMPETITION



What was your Editor dreaming of during the Sailing Barge Charter? The wittiest answer(s) will appear in our next issue.
PHOTO : Lesley Pryde

From the Region Chairman

At the November council meeting we said our final goodbyes to Audrey Smith as IWA National Chairman. During her time as National Chairman we celebrated the Golden Jubilee of the Association with many diverse activities throughout the country. Amongst other events Audrey joined South London Branch on its first campaign cruise presenting a petition to Parliament at Lambeth pier. This petition included an appeal to Parliament to increase the grant-in-aid to navigation authorities, a subject that has continued to be of considerable concern throughout Audrey's chairmanship.

IWA council revisited the Robert Aickman document *A national waterways conservancy* and British Waterways put out proposals for its own structure in the light of continuing financial difficulties. Suggestions of franchising the waterways also came about and a great deal of time during Audrey's term of office has been spent in discussions over these matters. Her negotiations with parliamentary representatives, on behalf of the IWA and all waterway users, have been invaluable.

During her time as National Chairman Audrey was also appointed to IWAAC where, amongst other things, a considerable amount of work has been done recently reviewing restoration schemes, both current and potential, throughout the country. This followed publication of IWAAC's report *Britain's Inland Waterways - An Undervalued Asset* in 1996. Audrey will continue to be involved in IWAAC as this was an appointment in her own right. We wish her well for the future.

Our new National Chairman, Richard Drake, was elected at our November council meeting and brings with him the experience of a branch chairman, a region chairman and, more recently, a deputy chairman of the Association. In addition to this he is chairman of the Anderton Boat Lift Trust.

Some of the region officers who had not had a chance to meet Richard before met him informally in early December. I hope

to arrange further occasions for members to meet with him in the near future. I have invited Richard to Canalway Cavalcade in May and hope that he will be able to attend and speak on behalf of the Association at the opening ceremony.

In the last edition of *Excalibur* I spoke of Alan Jervis's support to and interest in London IWA activities over the years following his recent decision to stand down from IWA Council. I am pleased to say that at the last Council meeting we decided to give Alan honorary life membership in recognition of all he has done for the IWA and for WRG over the years.

Finally, closer to home, congratulations are in order for Mike Simmons, Skipper of Tideway Adventurers, who was winner of the 1998 BT Childline Award for services to children. I believe it was unbeknown to Mike that 16 year old Thomas Turnham, one of the Tideway Adventurers, nominated him for this national award and he was selected in recognition for his wide-ranging work with young people over many years. Thomas has been a member of Tideway Adventurers for about 6-7 years, he is a regular attender at Canalway Cavalcade and I was pleased to present him with his Junior Narrowboat Skipper Award at last years event.

The Childline award includes a personal sum for Mike and £5,000 to be given to a charity of his choice. This will go to the Tideway Adventurers and enable them to carry out improvements to their recently-acquired narrowboat *Michael* including putting in central heating to extend the cruising season to include winter months. Anyone who has met Mike and the Tideway Adventurers will know how well deserved this award is.

A Happy new year to you all.

Libby Bradshaw

London WRG

One of London WRG's recent digs was on the Lichfield Canal (the derelict part of the Wyrley & Essington) during the weekend of 24/25 October, a weekend of high winds and much rain. Helen Gardner reports...

It was slightly windy and drizzly when 13 London WRGies met in Lichfield on the Friday night. The weather was obviously just practising because by 7.30 am on Saturday it had perfected the art of "chucking it down horizontally". It was a very unenthusiastic bunch that made it to the Tamworth Road site by 9.00. John Horton (the local organiser) was nowhere to be seen so at 9.05 we got back in the van! Minutes later John turned up - he'd been at Darnford dealing with the crane and lorry that had appeared early. Unfortunately much of the planned work required a lack of rain so he set us off on lock clearance and brick cleaning.

When the canal was closed someone decided to run a storm-water drainage pipe through all the locks, fill them in with gravel and demolish a couple of feet of brickwork and stone off the locksides. The canal society is using some coping stones and quoin stones from another lock to restore this one¹. The rest of the lock wall hasn't been completed yet so the two quoin stones already in place are on their own - slightly resembling Stonehenge! The crane and lorry were being used to move another stone weighing about 3 tons from Darnford to Tamworth Road. By mid-morning most people were cold, wet and happy to sit in the van drinking luke-warm coffee (gas cylinder running out!) and watch the crane put the stone in position.

During the coffee break John thought of some work at Darnford that could be done in the wet. After many phone calls to WRG board members we established that Ed really was authorised on JCBs so Adrian, Ed, Rupert and I set off. Meanwhile back at Tamworth Road a large sheet of tarpaulin had been made into a shelter across the lock, enabling the brickwork to be done.

At Darnford the four of us collected the JCB and three dumpers from the farm and trundled across the fields in a "Wacky Races" style procession. The JCB dug out the cut and the dumpers transported the soil to the other end of the site, constructing the banks of the canal at that end. It was very cold, wet and windy and dumpers don't give very

much protection from the elements, so we were glad to stop for lunch. After trailing round Lichfield for an hour in Adrian's warm car we found somewhere that sells Calor gas. We were thoroughly warmed up when we got back for food and were keen to get back to work because it really was quite good fun. The others, however, were cold and wet so they packed up early and headed for the showers. This was a good move because then the sun came out and there were blue skies!

There was time for a shower and a swift half before tea - pork casserole with the usual London WRG garlic bread, followed by Rupert's special surprise: trifle with lashings of sherry. Thanks to Alison and Rupert for a splendid meal. We had a pleasant evening in two pubs and guess what? We got wet on the way home as well!

On Sunday the weather was greatly improved and we were able to do some constructive work. Four of us carried on at Darnford until lunchtime and then joined the others at the lock clearance, putting up scaffolding and bricklaying.

Despite the weather we had a fun weekend. Thanks to Rupert and Alison for organising and cooking, Lesley and Ed for doing breakfast on the Sunday, and finally John and Jan for the local organisation and the cakes.

¹ The lock at Darnford isn't being restored as a new stretch of canal is being dug around the lock and a new lock being built to take the canal under the A38 dual-carriageway.

SHOCK, HORROR - LONDON WRG CHANGE THEIR DRINKING HABITS

After fifteen years of London WRG drinking at the Founders Arms on Bankside we have recently changed the venue for our regular social get-togethers. We are now meeting at the Doggets Coat & Badge, at the south end of Blackfriars Bridge. Don't forget that details of our forthcoming digs can be found in the events pages towards the end of Excalibur, and our "drinks" take place on the Wednesday 10 days before each dig.

Alison Smedley

Tim Lewis (0181 367 6227)
Lesley McFadyen (0181 693 3266)
Alison Smedley (0181 691 7215)

ON THE METREAU : news and



New Thames ferries: up-date

Last March, John Prescott announced plans for new ferry services on the Thames. The Millennium Fund is providing £6 million for new and improved piers. The ferry services are to be run by two companies. City Cruises will provide a service from Waterloo and Blackfriars to the Millennium site at Greenwich, while two other services will be run by White Horse Fast Ferries. One of these was to be a shuttle service between historical Greenwich and the Millennium site, and the other a "hopper" service between Westminster and Canary Wharf with stops at Waterloo, Blackfriars, Bankside, London Bridge, St Katharine's and Rotherhithe.

Your Editor has recently been in touch with White Horse Fast Ferries. Their plans are interesting. Their vessels (the prototype, *MV Wilkins Micawber* is shown above) are of an interesting design. They are of trimaran form with a narrow, central hull and smaller sponsons each side. This, they claim, will reduce the wash created. The bows of the craft come to a long point, designed to fit into a recess in the pier, where the vessel will be held in place by keeping the engine in forward drive, so no ropes will be needed. The piers will have a recess at each end to cope with the tidal flow. Passengers will board via a ramp at the bow.

White Horse's original share offer was well-supported by private investors, but failed to attract the big institutional investors. At one stage it looked as though neither of their routes would be viable. But then one of the big hotel chains stepped in and agreed to sponsor one vessel. This means that the "hopper" service is now viable and should be launched sometime in 1999. However the last we heard was that they need more investment before the Greenwich shuttle becomes viable.

Central London Socials

Because the pub where we have held these socials for the last few years is about to undergo a refurbishment, we have had to find a new venue. Thanks to the good offices of Richard Packer we now meet in Room 601, Civil Engineering Building, Imperial College, Imperial College Road, London SW7. The nearest tube station is South Kensington. On arrival at the station, take the foot tunnel to the Science Museum. On exit from the tunnel turn left along Exhibition Road and left again into Imperial College Road. The Civil Engineering building is on your right. If you are coming by car, be warned that parking in the College premises is expensive! There is parking in Exhibition Road in the evenings.

gossip of London's waterways.

River Thames Boat Project

Libby Bradshaw reports :

The River Thames Boat Project, a charity that gives schools and community groups a chance to discover the Thames, celebrated its 10th anniversary in 1998. The specially adapted Dutch barge that it owns, *Richmond Venturer*, was also 90 years old. Earlier in the year I (rashly!) offered to help with planning a 10th anniversary cruise down the tidal Thames with official receptions at various piers and in both West India and St Katherine's docks interspersed with open days throughout the week.

The cruise started at the project's Kingston mooring on Saturday 10th October and travelled down river stopping at Chiswick Pier and Greenwich Pier en route, before spending a day in West India Dock. The cruise continued with a group from a local special needs school who went out on the tideway to Greenland pier, Rotherhithe. Later that day we travelled to St Katherine's dock where a second full day was spent. Our region social took place there on board *Richmond Venturer* on the Thursday evening. The return journey took in Lambeth pier, Putney pier and Richmond riverside where the final reception was held on Saturday 17th October before returning to Kingston later that night.

Throughout the week 9 Mayors or their deputies attended the receptions, as did a number of local MP's, Councillors, Education and Social Services representatives. Miranda Jagers, the project manager, and I were on board throughout the week and, whilst it was somewhat exhausting, I sincerely hope that it has achieved both the publicity and hopefully some additional financial support which the project greatly deserves.

In addition to my personal support for the week, IWA members assisted in a number of ways. Various members of the region offered to help during the week itself and South London Branch members provided additional crew to assist the Boat Project volunteers in the smooth running of the trip. These were John Fletcher, Neville Munro, Lesley Pryde and Dorothy Robbie.

Lesley provided the catering for the Saturday receptions at each end of the week, at Kingston and Richmond.

We wish the Boat Project well for its next ten years.

London Canal Museum news

The London Canal Museum Trust is about to become a membership-based organisation with elected Trustees. This was always envisaged in its Constitution, but has not been put in place previously. We understand that the details of this, together with subscription rates, have been agreed by the Trustees and will be announced soon. Once there is a base membership, there will be a General Meeting to vote on proposals for changing the Trust's Constitution, which will then be put to the Charity Commissioners.

Details of the lectures at the Museum can be found in the Waterways Events pages of this issue (pages 13 to 15). In addition, the Museum now runs regular evening working parties for volunteers to do much of the necessary behind-the-scenes work. These are on the fourth Monday of every month and more volunteers would be very welcome indeed.

Take a look!

Your Editor spent a few days over the New Year compiling his own web site. Those readers with internet access might like to take a look at it, as it contains quite a lot of waterways material, including some Canalway Cavalcade pages. You will find it at <http://homepages.which.net/~michael.stevens/>.

One of the sillier sights....

..... that your Editor has been part of recently was at the end of South London Branch's Christmas Party in the bar of the South Norwood Conservative Club, when a bunch of our (predominantly middle-aged) regulars were to be found playing musical chairs to the music of canal songs from the CD *They're coming back to the water* by Jeff Dennison & Benny Graham.

Michael Samuelson



PHOTO : Chris Spencer

Michael Samuelson was known to many of our members as the owner of *Nebulae*, the restored Star Class butty that moors in Little Venice. An innovative conversion, *Nebulae* was often seen moored in Regent's Park where Michael could be seen entertaining show business friends, colleagues and family. Who knows how many people were introduced to and converted by the magic of the canals during a trip on *Nebulae* where they were royally treated to Michael's lavish hospitality?

A specialist in film and theatrical lighting, Michael was also an expert cameraman and did much charitable work, notably for the Variety Club and Great Ormond Street Children's Hospital, for which he received the CBE. He was a busy man and it was only in recent years that *Nebulae* cruised extensively away from London.

Michael genuinely loved other people to enjoy his boat and typically made it available to friends and family when it was moored in Bath during its return from the International Festival of the Sea at Bristol. What a splendid sight *Nebulae* was viewed from North Parade Bridge in Bath on a balmy summer evening, the sides open and the many candles flickering, with the floodlit Abbey, Poultney Bridge and the weir providing the back-drop.

On its return to London, Michael invited friends to join the boat at Brentford for the trip back to Little Venice, their help in working Hanwell and Norwood locks returned by Michael cooking and serving dinner.

Michael had in recent years become more involved in local activities, with *Nebulae* attending Canalway Cavalcade, the Three Mills Rally and Limehouse Festival. He was impressed by the work put in by volunteers at rallies and on restoration, and set out to help where he was able. At last year's Canalway Cavalcade he generously donated a 40kW generator truck, known as *Sammy*, for the use of volunteers working on the waterways. *Sammy* was hard at work at this year's "National" at Salford when the news broke of Michael's death.

Michael's last journey on *Nebulae* was when he was carried to his funeral at Kensal Green Cemetery, his coffin set on the magnificent solid oak table that acted as a fitting catafalque.

Eric Garland

Since receiving this article from Eric, we have learnt that a memorial service to Michael was held on Sunday 24th January in the highly appropriate venue of the Odeon, Leicester Square.

BOOK REVIEW : INLAND WATERWAYS OF GREAT BRITAIN

by Jane Cumberlidge. Pub. by Imray Laurie Norie & Wilson, £29.50

Although this is Jane Cumberlidge's first edition of what has become known as the "Bible of the waterways", the book itself has a long history. It started with de Salis' *Bradshaw's Canals and Navigable Rivers of England and Wales* in 1904. Eric Wilson, of the publishers, used Bradshaw as the basis for his *Inland Waterways of Great Britain* in 1939. From 1950 LA "Teddy" Edwards (then Hon. Secretary of the IWA) became the compiler and continued through four editions until the present one.

Many of our readers will be familiar with "Edwards" and know that after some introductory chapters, the bulk of the book consists of tables of widths, depths, headroom and, above all, distances on the waterways. The present volume has not changed this arrangement, although the presentation on the page is rather different.

The introductory material is broadly similar to that in the previous edition. While the main bulk of the book is likely to appeal to the serious and experienced enthusiast, some of the introductory chapters seem to be aimed at newcomers. When Edwards took over the work in 1950, most enthusiasts were newcomers, but perhaps the introductory stuff could have done with a bigger rethink this time to make it fit the likely audience. One valuable addition to this section is a chapter by Mike Palmer, Chairman of WRG, on *Twenty-five years of canal digging*.

But the book stands or falls by the tabulated details of each waterway, which is why most people will buy it. I don't think the changes in this edition have been for the better. The maps have been redrawn in colour and look quite attractive, but sadly I've spotted a few places where they don't correspond to the tabulated details.

I sat down with my copy alongside the previous edition, to transfer across my annotations of places not listed by Edwards. The layout of the tables leaves almost no space for such addenda. This I consider a grave failing, as I imagine most users of the book will want to note in it their favourite pubs, boatyards, mooring spots etc.

Most of the information in the distance-tables comes straight from the previous edition, as might be expected. Some obscure

places have been dropped, and some new ones (such as motorway bridges) have been usefully added. But some changes are hard to understand. At Audlem the mileage for the top and bottom locks is recorded, but Audlem wharf (part-way down the flight) is no longer mentioned. This I find strange, as it is an extremely popular stopping-place. In other places (such as Frankton) a single mileage figure is given for a whole flight, without specifying whether it applies to the top or bottom.

Another notable omission is that of Graham Palmer Lock on the "Mont". One might have thought that after the fuss when Nicholson's made the same mistake, a subsequent author would bother to get it right.

Some early comments on the new edition made much of the fact that it had gone over to decimals of a mile rather than furlongs (and quarter furlongs). To some this was a loss of a traditional element. Personally that doesn't bother me half as much as the fact that the distances are only given to the first decimal place. While this is quite adequate for cruising, I find that when I am using these distances to classify photographs I need the second decimal place to distinguish, for example, the different locks in a flight.

Some distances have been changed where, for example, the course of a waterway has been realigned, as for the River Nene immediately downstream of Northampton. And the Oxford Canal has been re-measured from Ordnance Survey maps. It turns out to be 2 miles shorter than we all thought.

For other dimensions, the test I apply is to see what it says about the Grand Union Main Line. It lists the maximum beam for craft above Berkhamsted as 7ft (in fact it's 14ft apart from a couple of bridge-holes of about 13ft). This mistake was not there in the previous edition, but replicates one in the original Bradshaw. The lock length from Napton junction to Birmingham is given as 70ft. I wonder how the GLCCC Town Class boats got through with their 71ft 6in?

While I'm fairly glad to have a copy sitting on my bookshelf, I shan't buy a second one for the boat. I feel that the price is too much for me to recommend readers to upgrade from the previous edition.

Mike Stevens

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Waterways events in and around London.

See back page for details of venues and contacts for further information.

FEBRUARY

- Monday 1st 8 pm NORTH & EAST LONDON BRANCH SOCIAL at Islington. Roger Wilkinson: *Boating on the Monty*
- Sunday 7th 2.30pm LONDON IWA WITH LONDON WALKS: GUIDED TOWPATH WALK: The Regent's Canal, Kings Cross to Camden. Meet at Kings Cross station by taxi-rank
- Tuesday 9th 7:30 for 8 MIDDLESEX BRANCH SOCIAL at Uxbridge. Speaker from English Nature on *Badgers*
- Wednesday 10th 8pm SOUTH LONDON BRANCH SOCIAL at South Norwood. Speaker from the R.N.L.I.
- Thursday 11th 7 for 7.30pm LONDON CANAL MUSEUM LECTURE: Mark Bensted, British Waterways: *London Waterways Regeneration Update*
- Weekend 13th & 14th LONDON WATERWAY RECOVERY GROUP: Weekend Canal Dig
- Tuesday 16th 8pm IWA HERTFORDSHIRE BRANCH: Richard Thomas: *Part 1 of "The Impossible Dream"*
- Thursday 18th 8pm IWA LONDON REGION: CENTRAL LONDON SOCIAL Planning and Navigation Seminar: *Canals of London*
- Thursday 18th 8pm IWA CHILTERN BRANCH: The Wiltshire & Berkshire Canal
- Thursday 18th IWA CHELMSFORD BRANCH: Jim Norfolk: To Northampton and Aylesbury by the Grand Union
- Tuesday 16th 8pm NORTH & EAST LONDON BRANCH SOCIAL at Edmonton. Dr Michael Essex-Lopresti: *The New River*
- Sunday 21st 2.30pm LONDON IWA WITH LONDON WALKS: GUIDED TOWPATH WALK: The Regent's Canal, Islington to Mile End. Meet at Angel tube station
- Monday 22nd 7.30 for 8pm IWA GUILDFORD & READING BRANCH: Waterways Nostalgia: Aileen Butler with her Magic Lantern slides circa 1860
- Tuesday 23rd 7:30 for 8 MIDDLESEX BRANCH SOCIAL at Richmond-on-Thames. R O Tough: *Thames Boat-building*
- Friday 26th 8pm SOUTH LONDON BRANCH SOCIAL at Mottingham. Branch AGM and news round-up
- Weekend 27th & 28th LONDON CANAL MUSEUM: Canal Art Course with *Simply Roses*. 2 day course, 10am to 4pm both days. Course fee £45. Advance booking essential on (0171) 713 0836

MARCH

- Monday 1st 8 pm NORTH & EAST LONDON BRANCH SOCIAL at Islington. Mike Stevens: *History of the Shropshire Union Canals*
- Weekend 6th & 7th LONDON WATERWAY RECOVERY GROUP: Weekend Canal Dig

Sunday 7 th 2.30pm	LONDON IWA WITH <i>LONDON WALKS</i> : GUIDED TOWPATH WALK: The Regent's Canal, Mile End to Limehouse. About 2 hours. Meet at Mile End tube station
Tuesday 9 th 7:30 for 8	MIDDLESEX BRANCH SOCIAL at Uxbridge. Branch AGM and Quiz
Wednesday 10 th 8pm	SOUTH LONDON BRANCH SOCIAL at South Norwood Hill. Miranda Jagers: <i>The Richmond Venturer</i>
Thursday 11 th 7 for 7.30pm	LONDON CANAL MUSEUM LECTURE: Malcolm Tucker: <i>Railway and Canal Interchange in London</i>
Thursday 11 th	IWA CHELMSFORD BRANCH: Branch AGM and Members Slide Show
Tuesday 16 th 8pm	NORTH & EAST LONDON BRANCH SOCIAL at Millfield Arts Centre, Edmonton. Branch AGM
Tuesday 16 th 8pm	IWA HERTFORDSHIRE BRANCH: Roger Leishman: <i>Update on the Wendover Arm</i>
Thursday 18 th 8pm	IWA LONDON REGION: CENTRAL LONDON SOCIAL Chris and Helen Davey: <i>The BCN 24 Hour Challenge</i>
Thursday 18 th 8pm	IWA CHILTERN BRANCH: AGM followed by Roger Leishman: <i>The Caledonian Canal</i>
Weekend 20 th & 21 st	LONDON WATERWAY RECOVERY GROUP: taking part in the BCN Canal Clean Up, Wyrley & Essington Canal
Sunday 21 st 2.30pm	LONDON IWA WITH <i>LONDON WALKS</i> : GUIDED TOWPATH WALK: The Regent's Canal, Paddington to Camden. Meet at Warwick Avenue tube station
Monday 22 nd 7.30 for 8pm	IWA GUILDFORD & READING BRANCH: Branch AGM followed by Norman Wooley: <i>Canal Artefacts</i>
Tuesday 23 rd 7:30 for 8	MIDDLESEX BRANCH SOCIAL at Richmond-on-Thames. Jim MacDonald: <i>Boating Disasters</i>
Friday 29 th 8pm	SOUTH LONDON BRANCH SOCIAL at Mottingham. Richard Thomas: <i>President & Kildare</i>

APRIL

Sunday 4 th 2.30pm	LONDON IWA WITH <i>LONDON WALKS</i> : GUIDED TOWPATH WALK: The Regent's Canal, Kings Cross to Camden. Meet at Kings Cross station (by taxi-rank)
Thursday 8 th	IWA CHELMSFORD BRANCH: Charles Stock: <i>A Photographic trip around the Essex and Kent Coast</i>
Thursday 8 th 7 for 7.30pm	LONDON CANAL MUSEUM LECTURE: Mike Beech, Curator of Foxton Canal Museum: <i>Measham Pottery</i>
Tuesday 13 th 7:30 for 8	MIDDLESEX BRANCH SOCIAL at Uxbridge. Richard Thomas: <i>A Day with a London Tug</i>
Wednesday 14 th 8pm	SOUTH LONDON BRANCH SOCIAL at South Norwood. Geoffrey Moir: <i>South Georgia, Whales and Whaling</i>
Thursday 15 th 8pm	IWA CHILTERN BRANCH: Emrhys Barrell: <i>Editing a Waterways Magazine</i>

Thursday 15th 8pm

IWA LONDON REGION: CENTRAL LONDON SOCIAL Region AGM followed by *London SRB Update* from British Waterways

Weekend 17th & 18th

LONDON WATERWAY RECOVERY GROUP: Weekend Canal Dig

Sunday 18th 2.30pm

LONDON IWA WITH *LONDON WALKS*: GUIDED TOWPATH WALK: The Regent's Canal, Islington to Mile End. Meet at Angel tube station

Monday 19th 7.30 for 8pm

IWA GUILDFORD & READING BRANCH: Chris Coburn: *Supporting Rights of Inland Navigation*

Tuesday 20th 8pm

NORTH & EAST LONDON BRANCH SOCIAL at Edmonton

Tuesday 20th 8pm

IWA HERTFORDSHIRE BRANCH: John Fletcher on *the Manchester Bolton & Bury Canal*

Tuesday 27th 7:30 for 8

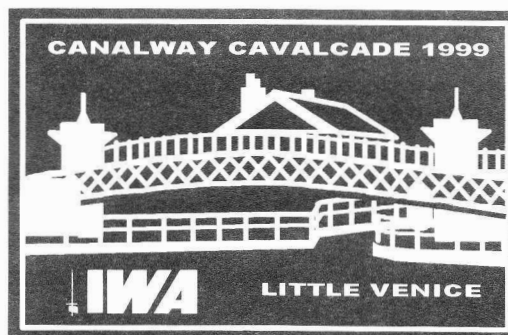
MIDDLESEX BRANCH SOCIAL at Richmond-on-Thames, Tony Conder: *In Cressy's Wake*

Friday 29th 8pm

SOUTH LONDON BRANCH SOCIAL at Mottingham. Mary-Anne Collinson-Marshall: *Sail Training Ship "Lord Nelson"*

IWA LONDON REGION'S

CANALWAY CAVALCADE 1999



SATURDAY 1st TO MONDAY 3rd MAY 1999

At Little Venice, London W9 (nearest tube, Warwick Avenue)

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- * BOAT RALLY * FLOATING EVENTS * TRADE & CRAFT FAIR * MUSICIANS *
- * PUPPETS * MORRIS DANCERS * BOAT TRIPS * TEDDY BEARS' PICNIC *
- * PUPPETS * CHILDREN'S ACTIVITIES *

CONTACTS

BOAT ENTRIES - Dave Dent - (0181) 691 9190

TRADE STANDS - Dorothy Robbie - (0181) 857 6367 - e-mail Dot_Robbie@email.msn.com

BROCHURE ADVERTISING - David Young - (0181) 654 3054

SPONSORSHIP - Adrian Steinkamp - (0181) 402 5848 - mobile 0802-863744

MEDIA & PUBLICITY - Mike Stevens - details on page 1

GENERAL ENQUIRIES BY E-MAIL - canalwaycavalcade@cwcom.net

CANALWAY CAVALCADE CHAIRMAN - Libby Bradshaw - (0181) 874 2787

Venue details & contact people

MEETING	VENUE	CONTACT
IWA CENTRAL LONDON	Room 601, Civil Engineering Building, Imperial College. Imperial College Road, SW7 (Nearest tube South Kensington)	Alison Smedley (0181) 691 7215
IWA MIDDLESEX BRANCH	(UXBRIDGE MEETINGS) Hillingdon Canal Club, Uxbridge Wharf, Waterloo Rd, Uxbridge	Mike Stimpson (work) (01923) 770425
IWA MIDDLESEX BRANCH	(RICHMOND MEETINGS) The White Cross Hotel Water Lane, Riverside Richmond-on-Thames	Mike Stimpson (work) (01923) 770 425
IWA N & E LONDON BRANCH	(ISLINGTON MEETINGS) <i>Jay Cubed</i> White Lion Street, Islington. Almost opposite Angel tube station.	Alan Russell (0181) 529 0689
IWA N & E LONDON BRANCH	(EDMONTON MEETINGS) Millfield Arts Centre, Silver St., Edmonton, N18. (near the Great Cambridge Rd. junction. $\frac{5}{8}$ mile west of Silver Street BR station).	Tim Lewis (0181) 367 6227
IWA SOUTH LONDON BRANCH	(SOUTH NORWOOD MEETINGS) <i>The Albion</i> , corner of South Norwood Hill & High St, SE25 (Close to Norwood Junction BR)	Mary Llewellyn (0181) 653 4862
IWA SOUTH LONDON BRANCH	(MOTTINGHAM MEETINGS) <i>The Royal Tavern</i> , Mottingham (corner of Court Rd & Sidcup Rd, close to Mottingham BR).	Neville Munro (01322) 613 428
LONDON IWA / LONDON WALKS	TOWPATH WALKS As listed. Each about 2 hours. £4.50 (concessions £3.50).	London Walks (0171) 624 3978
LONDON WATERWAY RECOVERY GROUP	Various venues. Meeting point is usually Waterloo Station 7 pm on Friday to travel to site.	Tim Lewis (0181) 367 6227
LONDON CANAL MUSEUM	12 New Wharf Road, King's Cross, London, N1 9RT Opens Tues. to Sun, 10 am - 4:30 pm. Admission £2.50, concessions £1.25. Admission to lectures £2.00.	(0171) 713 0836
IWA CHELMSFORD BRANCH	AEU House, Primrose Hill, Chelmsford	Molly Beard (01702) 554492
IWA CHILTERN BRANCH	Market Hall, Old Amersham	
IWA GUILDFORD & READING BRANCH	Byfleet Boat Club, The Boat House, 4 Old Parvis Road, Byfleet	Paul Miles (01932) 410 505
IWA HERTS. BRANCH	Hatfield Cricket Club, Ascots Lane, Welwyn Garden City	Celia Byham (01992) 466 180