

Excalibur

THE LONDON NEWSLETTER OF THE INLAND WATERWAYS ASSOCIATION

NUMBER 33, SEPTEMBER 2001

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*At this year's Three Mills Rally.
PHOTO : Tim Lewis*

Who's who in London IWA

☎ = answerphone

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Excalibur

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From the Editor

We live in interesting times.....

..... for waterways restoration. Since our last issue the Huddersfield Narrow Canal and the Forth and Clyde Canal have re-opened (albeit with a few teething problems of the former). Work is proceeding apace on the Rochdale Canal, the Edinburgh and Glasgow Union (with its imaginative new boat lift at Falkirk), the (new) Ribble Link and the Anderton Lift (which last is due to open for testing sometime this Autumn and to the public in the Spring). A feasibility study is underway for the Grand Union to Great Ouse link, and the Waterways Trust has announced its intention to raise £83 million for the completion of the Thames & Severn Canal restoration.

All of these projects are ones where public money and/or support from officialdom has enabled (or is in process of enabling) much speedier completion than would have been foreseeable had they been left to the voluntary sector. But none of them would have been on anybody's agenda without many years of hard work by IWA, WRG and individual canal societies and Trusts.

But possibly the most heartening news of all is the Government's recent decision to take seriously its own promise that new road schemes won't impede viable canal restoration projects, and to apply the principle to the Birmingham Northern Relief Road's crossings of the Lichfield & Hatherton canals (See story on page 5).

This is part of a wider picture in which increasingly often we hear policies for which IWA has campaigned for over 50 years echoed back to us from Government.

But this musn't make us complacent. These policies are there because of our and our predecessors' past campaigning. They're not so firmly written in stone that they won't fade away if we don't keep up the pressure.

Nor should we think that the publicly-supported work on the waterways mentioned above (and others) leaves the voluntary restoration movement with nothing to do. Far from it. Even last year's justly heralded success in re-opening the Basin at Over on the Hereford and Gloucester Canal was merely a curtain-

raiser to the restoration of the rest of the canal. Even on the publicly-supported projects, there is still work than can most suitably be done by volunteers (remembering that volunteer labour counts towards match-funding for grants from public bodies).

In addition there are many restoration projects that haven't yet been adopted by bodies like the Waterways Trust and for whom, therefore, the voluntary sector is as yet the only hope.

We in London, of course, have our own regional WRG group. There's no report from them in this issue, as Marcus has been too busy restoring canals to write about them this time. I'm sure he'll have some good things to tell us in the next issue.

An Apology

We apologise for the late arrival of our last issue, which made the inclusion of some of the Diary a waste of space! Part of this delay was caused by the usual tribulations that afflict any publication prepared by volunteers with day-jobs elsewhere, but the last week or so's delay was caused by an e-mail failure between me and the relevant person at IWA Head Office, which meant the labels didn't arrive in time.

Mike Stevens

COPY DATES

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No. 35	Spring 2002	28 th February
No. 36	Summer 2002	21 st June

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ROUTES AND BRANCHES :

Region, Branch and Navigation news



PHOTO : Lesley Pryde

Wey South London

On Saturday 7th July a group from South London Branch visited the Wey & Arun Junction Canal. After lunch at the canalside *Onslow Arms* we had hoped for a 2-hour boat trip, but water shortages meant that the locks weren't in use so we had to make do with a shorter ride and walks of a couple of other lengths of the canal in the Loxwood area, including a look at where the aqueduct over the River Lox is to be re-built.

More Committee changes

Sarah Escott has resigned from both the Middlesex Branch Committee and the Region Planning/Navigation Committee because of pressure of work. She will, however, continue to lead for us on matters concerning the massive redevelopments at Brentford.

Middlesex Branch Chairman and Region Treasurer Vernon Draper has moved to Milton Keynes (his new contact details on page 2), but is travelling back for meetings.

IWA Head Office e-mail addresses

Staff at Head Office and members of Council now have new 'easy to remember' e-mail addresses. These are additional 'alias' addresses that route mail to the recipients' accounts. The addresses work on a standard format:

firstname.surname@waterways.org.uk

For example:

richard.drake@waterways.org.uk

neil.edwards@waterways.org.uk

matt.duncan@waterways.org.uk

kate.howard@waterways.org.uk

If in any doubt, mail addressed to iwa@waterways.org.uk will always be forwarded on if the intended recipient is made clear.

Region Working Parties

So far I've had no response to my appeal last time for volunteers to join a Publicity & Recruitment Working Party. People with ideas and enthusiasm for recruitment are particularly needed. Volunteers please contact the Editor (contact details are on the front cover).

In addition is its proposed to set up another working party to deal with Region fundraising. This will be led by Libby Bradshaw (phone number on page 2) and volunteers should contact her.

Bow Back Rivers

When I walked round them during the Three Mills Rally, I got the impression that the Floating Pennywort wasn't quite as bad as it had been a year ago. But then I discovered that I'd been looking at it after the canoeists had forced a passage through it!

I understand from a contact in BW that they are investigating a possible source of funding for dredging the Bow Back Rivers, but for obvious reasons can't announce anything unless and until the arrangement becomes definite.

It's good to see that the new moorings behind the Mills are now nicely full.

VICTORY AT LAST IN THE BLACK COUNTRY

Waterways enthusiasts throughout the country have been following with concern the long-running story of the Birmingham Northern Relief Road and the Lichfield and Hatherton Canals restoration project. The latter is designed to restore two "lost" sections of canal, joining the northern reaches of the BCN westwards to the Staffs and Worcs at Hatherton and eastwards to the Coventry Canal at Huddlesford.

The road scheme was going to cut the line of the canals at three points. At two of these, navigability could be retained by building navigable culverts, and at the third an aqueduct was going to be necessary. The initial news, some years ago now, was good, when as the result of a Planning Inquiry, the Inspector ruled that the road-builders should provide these facilities. But then the Secretary of State (in John Major's Government) overruled his own Inspector, and the prospect did not look hopeful. Despite a change of Government in 1997, there was no change in attitude - if these crossings were to be built, they would have to be paid for by the restorers. So an appeal was set up under the leadership of the actor and boater David Suchet, to raise the funds.

The first hope came when the Government and the contractors agreed to include the footings for the aqueduct in the contract for the road. But there the situation rested for quite a time. Then recently it was announced that "an un-named private charitable Trust" (now believed to be the Manifold Trust) would put up a quarter of a million pounds for the aqueduct on condition that the two culverts would be built as part of the road scheme. By then, the David Suchet appeal had raised enough to pay for one of the culverts, IWA being the biggest single contributor. That culvert will be at Churchbridge and will cost about £130,000.

Then on 17th July, the final piece of the jigsaw was put in place at a Press conference of the Department of the

Environment, Food and Rural Affairs. Transport Minister John Spellar and Inland Waterways Minister Lord Whitty announced new guidelines which require the Highways Agency to take waterway restoration projects into account at the outset when designing road improvements and provide navigable crossings, if appropriate, as part of the road scheme. In particular, although the guidelines are not retrospective the ministers confirmed a package of measures allowing the canals' restoration to continue.

Transport Minister, John Spellar, said: *"I am delighted that this issue has been resolved. The restoration of the Lichfield and Hatherton Canals has made great progress since the decision on the BNRR was made four years ago and, in the light of our new Waterways for Tomorrow policy, I feel it is right that the road did not prevent the successful completion of this project. I am sure this move will be welcomed by all as an indication of the Government's support for waterway restoration in view of its contribution to the economic, environmental and social well-being of the country."*

Following discussions with British Waterways, The Waterways Trust and other stakeholders, the Government has instructed the contractor for the BNRR to provide a navigable culvert under the road for the Hatherton Canal to pass through. This will complement a similar culvert under the adjacent A5 which is being provided following an agreement between the Lichfield and Hatherton Canals Restoration Trust, the Waterways Trust, and the contractors for the BNRR. It is understood that the cost of this culvert will be of the order of £345,000.

So the battle is won and the road won't prevent the restoration of these two vital links. The determination of the Lichfield and Hatherton Canals Trust that somehow or other they would win has proved to be amply justified.

Reader's letter

Dear Mr Stevens,

Recently my wife and I joined the IWA as we have a passionate interest not only in canal-life but also the restoration activities carried out by various conservation groups. To this end then I was surprised, to put it mildly, by the tone of the article re: Fulham Football Club and the re-development of Craven Cottage.

1. Fulham Football Club have for some years now been involved in Thames bank-side clearance projects and are committed to maintaining the environment on the river.
2. The article throughout uses emotive words like '...massive new block..' with local people '...strongly opposed..' to the development. If your article was to be seen as impartial then contact with ALL of the groups with interest in the new ground would have provided you with some facts. For instance - 70% of local residents have made it quite clear that they would like to see the ground upgraded. Opposition to the ground has come mainly from 'local' people some of whose names have clearly been linked with past building/development projects that would have seen the ground removed wholesale and replaced with offices and flats.
3. In addition the ground's development plans were altered on several occasions by the designers in order to blend in as much with the skyline as possible. The ground already holds a 'sports centre' - it is a football club. If by your comment you mean that the ground was going to provide local sports groups and schools with additional sports facilities then you are correct.
4. Environmental issues were examined in detail and fears of changes to the 'wind patterns' are unfounded as were the rumours spread by the main lobby group of the destruction of a rare snail habitat - the type of which does not even exist in this region.
5. FFC are the oldest football club in London and have been located at the riverside site for over a hundred years. Support

by local residents for the new ground was clearly shown during the planning committee meeting (held in March 2001) where over 1100 people of all ages, in favour of the development, met to wait for the decision. 26 people opposing the new ground were also present.

6. The democratically elected representatives of Fulham people having examined the business in great detail, voted by an overwhelming majority to allow the development to take place. In addition the bizarre attempt by the opposition group to spoil the meeting by agitation was quickly seen through.
7. Not content with allowing an elected body to carry out the wishes of the voters the opposition group took their case to the Secretary of State. His decision was that the council had acted entirely in accordance with the rules and ALSO allowed the decision to stand.
8. While the opposition group now intends to press for a judicial enquiry the group supporting the new ground has stood down and handed remaining funds over to local charities.
9. Why have I responded to the article so vigorously? Well, while ~~Excalibur~~ may or may not have an ulterior motive - I am a Fulham Season ticket holder but even more so I am a firm believer in democracy and truth. Development to this area will enhance and open up the river (including the re-introduction of a long overdue Thames walk from Hammersmith to Putney Bridge) and I hope to sail past it soon.

Yours sincerely,
Jim Sitch

(Received by e-mail)

EDITOR'S REPLY

I welcome Mr Sitch's point of view. What I wrote was based on discussion at several meetings of the River User Amenity Group for the Thames tideway, and so represents the view point of (some?) river users.

THE GREATEST WATERWAY NEVER BUILT

It is well-known that many place-names are derived from explorers' and invaders' misunderstandings of the native tongue, such as the Roman misunderstanding that the Celtic word *avon* (meaning river) was the proper name of this particular river. And that one. And there's one over here

Another example dates from 1883, when some Indian Civil Servants were seconded to the Colonial Office in London to work on plans for the South East Asia Navigation. One of these, Haydn Sikh, saw a tributary of the Mekong which he felt might be suitable for canalisation as part of the route. Haydn asked his colleague, Sir Syd Enham-Hill "I say, old chap, you couldn't be telling me the name of this jolly old river here, could you?". The beknighted native replied in his own Sarflund'n tongue with an expression of ignorance, which Haydn, no expert in this particular tribal language, took to be the name of the river, which he then transcribed onto the official map as the *River Gawdnoze*.

The South East Asia Navigation almost certainly qualifies for the title of "the greatest canal never built". Originally proposed by speculators in 1820 as ambitious scheme for a large complex of canals, linking the waters of the Indus with those of the Ganges, with linked waterways northwards to Nepal and south to Madras, it was named the Ganges, Indus & North-South Line Indian Navigation Gamble or GIN-SLING. Some initial survey work was done by a team led by Sir Reg Entspark who reported that because of the need for the 57-mile Harekrishnastle tunnel through the Karakoram region on the line to Nepal, it would be necessary to build the system to a narrow beam, so the standard Brindley gauge of 72' x 7' was adopted.

The project ran into political problems when the India Office (as it then was) began surveys on the ground. The plan had acquired the name Grand Cross in memory of the earlier work by Brindley, and this provoked considerable opposition in the Moslem areas of the Raj. So the scheme was cut back to what was known as the Grand Crescent, a much less ambitious project, whose proper name was the Madras-Calcutta Canal (or MCC). This proved to be of too limited scope to attract investors, so the plan was dropped.

It was revived after the Franco-Prussian War as an even more ambitious Anglo-French project, with additional lines to connect the Raj to Singapore and to link with the French Colonies in South East Asia, thus helping to cement Anglo-French diplomatic and trade

links. Such an ambitious proposal took many years in the planning stage. Now named the South East Asia Navigation, the work was under the direction of the British Brig.Gen. C Amden-Locke and the French Chevalier Martin Fulbourne-Evry-Minette. It was for this planning that Haydn Sikh and his colleagues came to London.

Apart from the Harekrishnastle tunnel, the major engineering work was to be in the Gawdnoze Gorge, on the Calcutta & Orient Navigation (North-Eastern Rangoon & Yabarlawa) section of the navigation (known as the SEAN CONNERY). Here the river drops a distance of 500 ft in the remarkably short distance of only 750 feet (the Viagra Falls). The gorge was too narrow for the navigation to take a winding route with a lot of locks, so the first proposal was for a staircase of 10 locks, each 50 ft deep ("Neptune's Loft-Ladder"). However concerns that the available water supplies would not be adequate for such deep locks led to a postponement of the plans.

In the 1920s Professor B. Ullsbridge, came up with a workable solution. He realised that in a staircase of locks, the amount of water used in a through passage depends only on the size of each lock, not on the number of them, so a larger number of shallower locks would be more water-efficient, and proposed a staircase of 100 locks, each 5 ft deep.. But how to fit them into the confines of the Gawdnoze gorge? This was where Ullsbridge had his great inspiration: instead of building the locks 72ft long by 7ft-and-a-bit wide, he planned them 72ft wide and 7'6" long to take the boats through sideways. Clearly mitre gates on locks of such dimensions were not feasible, so the flight was designed with guillotine gates, except at the top and bottom, where the boats entered or left the locks conventionally, thus producing top and bottom locks whose gates were on adjacent rather than opposite sides. The drawings of this staircase were truly dramatic, with its 99 guillotine gates, each 72' wide and a considerable height (as is necessary for a staircase), stacked up the side of the gorge, each only 7'6" from its neighbour. It would have been a unique piece of engineering, and was dubbed by its designers "Neptune's Toast-rack".

Sadly by the time the plans were ready to go out to tender, Singapore had fallen to the Japanese, and the project was never completed.

Mike Stevens

(Originally published as a posting to the newsgroup uk.rec.waterways, Feb. 2000)

THREE MILLS BOAT RALLY



Participants in the quiz on Saturday evening. The winning team is in the foreground.

PHOTO : Tim Lewis

This took place on the weekend of 4th & 5th August at Three Mills, on the Lee Navigation in East London. It was organised, as ever, by IWA North & East London Branch and the St Pancras Cruising Club, this year with a new partner, the Russell Newbery Register. The event was opened by the Mayor of Newham.

The moorings between Three Mill Lane Bridge and Bow Locks looked pleasantly full when everyone was there, but this was no static rally as it involved not one but two cruises round the Isle of Dogs. The conversion of Bow Locks means that only one of them is currently in use, thus limiting the number of boats that can be locked through on a limited time-slot around high tide. There were too many boats wanting to do the ring cruise for one run, so there was one each day. Those who had been on the Saturday cruise reported distinctly "lumpy" conditions on the tideway.

Saturday brought some heavy rain, luckily not until the event was about to close to the public. It later cleared up enough for the planned barbecue to go ahead. This was followed by a General Knowledge Quiz prepared by Alex Nunes and hosted by him and his wife, Jenny. It was most enjoyable. The winners were the "Drowned Rats" by a short head over the "Web Wonders" (the latter team including your Editor).

This year the Alan Russell memorial trophy, a horse's nose-bowl traditionally decorated by Tim Whitlock, was awarded for the best-decorated boat, and won by Colin & Jacqui Edwards.

As last year there was a small-craft attempt to get round the non-tidal loop of the Bow Back Rivers and discover how bad the silting and weed have become. While a two experienced canoeists had managed the circuit in a preliminary reconnaissance, they deemed the whole circuit too tough for their less-experienced colleagues on the Saturday. One coracle pilot did complete the circuit, at times by bumping over the Floating Pennywort rather than pushing through it.

The regular Three Mills Craft Market was augmented by other stands (including Dave Young's fairground attractions, representing South London Branch) to a flourishing trade show.

Other attractions during the weekend included a canoe demonstration by the Tideway Adventurers, boat trips and a number of walks of the area, including one in the series organised by London IWA and *The Original London Walks*.

Thanks are due to the organisers and all volunteers who turned out to help during the weekend.

Mike Stevens

SOUTH LONDON UNDER SAIL

South London Branch's annual charter of the Thames Barge Sailing Club's barge *Pudge* (built in 1922) took place in July this year, in the hope of better weather than in our previous September slot. As in recent years, I'd also recruited people from the various waterways fora on the internet. We were a party of eleven, to which were added three crew provided by the TBSC.

Friday : The Arrival

Lesley Pryde and I drove from London to Maldon (in Essex, on the River Blackwater) with the provisions, some of which were bought en route. We arrived at the moorings, at almost the same moment as David & Mary Llewellyn and we were greeted by our Mate, Kevin Burtonshaw, who'd also been mate on our last year's trip. As the rest of the party arrived we started to feel hungry. David and Mary strolled off to find a fish-and-chip shop and several of us went to eat at the *Jolly Sailor* where we could sit at an outside table and keep an eye out for the last arrivals.

When the last-comers arrived, we all (except Mary who was grabbing a bit of shut-eye) foregathered in the garden of the *Queen's Head* for a few more beers, but were driven inside by a rain shower. Kevin and I exchanged our now-traditional banter about whether it was the Mate's or the Charterer's responsibility to book the good weather. By this time we'd joined up with Geoff Harris, our Skipper. Towards closing time we went back to *Pudge*, as we were due to sail on the tide at around midnight.

The barge *Xylonite* was moored outboard of us, so she floated on an earlier stage of the tide than we did, and wasted no time getting away. We followed her at midnight, dropping down the river under engine power. We were all on deck to see the departure until rain drove us below, leaving the crew to bring the barge to an anchorage off Osea Island at about 1:15 am.

Saturday : To The Colne

The Skipper wanted an early start to get the best advantage of the tide. We weighed anchor at 5:45am with most of the charter party still in their bunks, and headed down-

river. Breakfast was served over a period of time as various members of the group crept out of their sleeping bags. Libby was the last to surface.

By 08:30 the sun had broken through the initial mizzle, and most of the day was sunny, with , in Kevin's words "*enough wind to know you're sailing but not enough to get uncomfortable*". The Skipper and Mate had thought of running along the coast to Clacton and back, but decided not to because the run back would be a hard punch against wind and tide. The morning brought some very pleasant sailing, tacking across the mouth of the Blackwater and round a few buoys.

We turned into the Colne and anchored at 12:45pm off Brightlingsea, just as our sandwich lunch was ready. We planned serving it on deck as the weather was so good, and thought it would be easier if there was a dumb waiter to lift the food up through the galley skylight. Then we decided that Glen Peckett was dumb enough for the task. As we ate we saw a lot of sailing activity all round us including a number of traditional Essex smacks, one of them owned and sailed by Jimmy Lawrence who'd been skipper on our charter last September.

After lunch we discussed the whether, when and where of a run ashore in the barge boat. The choice came down to a nearby pub in Brightlingsea, or a better one on Mersea Island, about half-an-hour's walk from the shore. We decided on the latter. A single boatload of five set off at 16:30 and, once ashore, walked to the *Dog and Pheasant* and it wasn't open!

Martin said he knew of a caravan park bar "*about ten minutes walk away*" and set off to reconnoitre it. Kevin and Lesley followed his example, but Glen and I worked out that if the *Dog & Pheasant* opened at 6 pm, as we thought likely, we'd get just as much drinking time by staying there. We sat on a bench in the pub garden, passing the time in idle chat until the others returned and pointed out (to our shame) that meanwhile the pub had opened and we'd not noticed! We went in for a couple of refreshing pints, then walked back to where we'd left the boat.

We arrived back on board Pudge to find everyone else on deck quaffing wine. Then we went below for an excellent three-course dinner cooked by David, Mary and Lesley, and eaten by the pleasant light of a number of Tilley lamps. The late night and early morning meant that we all decided to turn in quite early.

Sunday : The Return Trip

To get back to Maldon at the right state of the tide we needed to make a start at 7 am, which we did, this time with most of the charter party on deck helping with the anchor and sails. I was on breakfast duty and eventually appeared on deck at about 10 am to find us off Bradwell, starting to tack up the Blackwater, once again in a good breeze but rather greyer weather than on the previous day. Most people were now involved in one aspect or another of sailing the barge.

The wind allowed us to sail quite a long way up-river before the sails were furled and the engine turned on. The last burst

of activity was mooring outboard of s.b. *Betula* on the club mooring, Geoff giving an excellent display of how to make the best use of the tide to turn the barge and place it where he wanted it. It came on to drizzle just as we moored at around 1:15 pm.

After lunch we cleaned ship, packed up our gear and set off for our respective homes.

It had been an excellent weekend. The sailing, food and company had all been first-rate. Several of the charter party were new to barge sailing and nearly all were talking of coming again. I hope to stick to the July slot for next year's charter.

A longer, illustrated version of this report (along with reports of our earlier charters) is on my web site at <http://www.mike-stevens.co.uk/reports/index.htm#barge>. More information about *Pudge* and the TBSC can be found on the Club's web site at <http://www.bargeclub.org/tbsc/>.

Mike Stevens



PHOTO : Mike Stevens

ON THE METREAU :

news and gossip of London's waterways

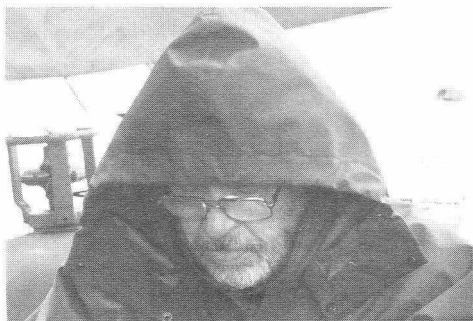
Up the Barking Creek

St Pancras Cruising Club is known for exploring some of the lesser-used creeks of the Thames, and on 7th July it was Barking Creek's turn for a visit. They reached the head of navigation at Barking Mill (pictured right), borrowed a small boat from Bill Blaik's boatyard and continued up the River Roding to Ilford Bridge.



PHOTO : Tim Lewis

Caught napping



During South London Branch's sailing barge charter in July, both the Region Chairman (above) and your Editor (below) were caught having a quick zizz.

PHOTOS : Libby Bradshaw



We know what they meant.

Ron Bingham spotted the following in July's IWA Head Office Bulletin, referring to Leamington Bridge on the Union Canal in Edinburgh :-

"The electric-powered bridge was designed to carry steam traction engines over the canal and its flat deck is raised 2.75 metres horizontally"

Canal Museum news

Following the successful refurbishment of the London Canal Museum and subsequent re-opening by the Princess Royal in June, Alex Nunes has stepped down as chairman of the Canal Museum Trust. Margaret Gwalter is the new chairman. Martin Sach is vice chairman and acting treasurer and Tim Lewis, chairman of IWA's North & East London Branch, is the Trust's new secretary.

Canalway Cavalcade 2002

Following last year's one-off arrangement, the event is now the responsibility of National Waterways Festivals, who have appointed David Allison-Beer and Jerry Sanders as co-Chairmen for 2002.

If you are interested in joining the event's operations team, you are invited to a meeting at 7:30 pm on Monday 24th September at the London Canal Museum. Or contact Denise Hill on 01279 833054.

Waterways events in and around London.

See back page for details of venues and contacts for further information.
For up-dates to this list, watch the Diary page on the Region web site
at <http://www.london.waterways.org.uk>

SEPTEMBER 2001

Continuing until 21st Oct.

Tuesday 18th 8 pm

LONDON CANAL MUSEUM TEMPORARY EXHIBITION :
"London Link's at Last" marking the 200th anniversary
of the Paddington Branch.

IWA NORTH & EAST LONDON BRANCH AT
EDMONTON. Roger Squires : "Irish Waterways"

Tuesday 18th 8pm

LONDON WRG SOCIAL

Thursday 20th 8 pm

IWA LONDON REGION CENTRAL LONDON SOCIAL
MEETING. Mike Stevens : "The Oxford Canal"

Thursday 20th 8pm

IWA CHILTERN BRANCH. Robert Sims "STeam
boating in the late 20th Century"

Monday 24th 7:30pm

Meeting for those interested in joining the Canalway
Cavalcade operations team, at the London Canal
Museum

Friday 28th 8 pm

IWA SOUTH LONDON BRANCH AT MOTTINGHAM.
Jim Phillips : "The Wey & Arun Canal Trust"

Weekend 22nd & 23rd

LONDON CANAL MUSEUM participating in *London Open
House*. Free admission 10 am to 5 pm.

Weekend 29th - 30th

LONDON WRG : Dig on the Thames & Severn Canal

OCTOBER 2001

Thursday 4th 7:30 pm

LONDON CANAL MUSEUM LECTURE. Tom Chaplin :
"Keeping our waterways heritage alive"

Thursday 4th 7:30 pm

IWA KENT & EAST SUSSEX BRANCH. Ken Nelson: "Knoits
& ropework".

Sunday 7th 2:30 pm

LONDON IWA WITH *THE ORIGINAL LONDON
WALKS*. GUIDED TOWPATH WALK. The Regent's
Canal : King's Cross to Camden. Meet at King's Cross
station, by taxi rank. About 2 hours. £5 per head
(concessions £4).

Monday 8th 7:45 pm

IWA LEE & STORT BRANCH. Mike Lucas : "Mikron Theatre"

Tuesday 9th 8 pm

IWA MIDDLESEX BRANCH SOCIAL MEETING.
Provisional date - please check

Tuesday 9 th 8pm	LONDON WRG SOCIAL
Wednesday 10 th 8 pm	IWA SOUTH LONDON BRANCH AT SOUTH NORWOOD. Speaker from the River Wandle Wildlife Hospital Trust
Thursday 18 th 8 pm	IWA LONDON REGION CENTRAL LONDON SOCIAL MEETING Steve Morley <i>"The Canal to Buckingham"</i>
Thursday 18 th 8pm	IWA CHILTERN BRANCH. Brian Holden <i>"Restoration of the Rochdale Canal"</i> .
Weekend 20 th & 21 st	NORBURY & SOUTH LONDON TRANSPORT SOCIETY - TRANSPORT & MODEL RAILWAY EXHIBITION. Fairfield Halls, Croydon
Weekend 20 th & 21 st	LONDON WRG. Dig on the Wilts & Berks Canal
Saturday 20 th 7:30 pm	IWA NORTH & EAST LONDON BRANCH AT THE PIRATE CASTLE. Quiz & supper
Sunday 21 st 2:30 pm	LONDON IWA WITH <i>THE ORIGINAL LONDON WALKS</i> . GUIDED TOWPATH WALK. The Regent's Canal : Islington to Mile End. Meet at Angel tube station. About 2 hours. £5 per head (concessions £4)
Tuesday 23 rd 8pm	LONDON WRG SOCIAL
Friday 26 th 8 pm	IWA SOUTH LONDON BRANCH AT MOTTINGHAM. <i>"Pudging around"</i> - our sailing barge trips

NOVEMBER 2001

Thursday 1 st 7:30 pm	LONDON CANAL MUSEUM LECTURE. Richard Thomas <i>"A day in the life of a London tug."</i>
Thursday 1 st 7:30pm	IWA KENT & E SUSSEX BRANCH. Ray Haydon <i>"14 Lock Venntre, Mon & Brec Canal"</i> .
Weekend 3 rd & 4 th	LONDON WRG. Basingstoke Bonfire Bash
Sunday 4 th 2:30 pm	LONDON IWA WITH <i>THE ORIGINAL LONDON WALKS</i> . GUIDED TOWPATH WALK. The Regent's Canal : Mile End to Limehouse. Meet at Mile End tube station About 2 hours. £5 per head (concessions £4).
Monday 12 th 7:45 pm	IWA LEE & STORT BRANCH : Speaker from Essex Police Marine Division
Tuesday 13 th 8 pm	IWA MIDDLESEX BRANCH SOCIAL MEETING.. Provisional date - please check
Wednesday 14 th 8 pm	IWA SOUTH LONDON BRANCH AT SOUTH NORWOOD. Martin Ludgate (subject to be announced)
Thursday 15 th 8 pm	IWA LONDON REGION CENTRAL LONDON SOCIAL MEETING. Chris Ellmers <i>"The Museum in Docklands"</i>

Thursday 15 th 8 pm	IWA CHILTERN BRANCH. Matthew Routledge <i>"Managing the Southern Grand Union"</i>
Sunday 18 th 2:30 pm	LONDON IWA WITH <i>THE ORIGINAL LONDON WALKS</i> . GUIDED TOWPATH WALK. The Regent's Canal : Paddington to Camden. Meet at Warwick Avenue tube station. About 2 hours. £5 per head (concessions £4).
Tuesday 20 th 8 pm	IWA NORTH & EAST LONDON BRANCH AT EDMONTON. Brian Blois : <i>"The Thames from Blackfriars to the Barrier"</i>
Tuesday 20 th 8 pm	LONDON WRG SOCIAL
Friday 30 th 8 pm	IWA SOUTH LONDON BRANCH AT MOTTINMGHAM <i>"Safety on the Thames"</i>

DECEMBER 2001

Weekend 1 st & 2 nd	LONDON WRG. Christmas dig with KESCRG
Sunday 2 nd 2:30 pm	LONDON IWA WITH <i>THE ORIGINAL LONDON WALKS</i> . GUIDED TOWPATH WALK. The Regent's Canal : King's Cross to Camden. Meet at King's Cross station, by taxi rank. About 2 hours. £5 per head (concessions £4).
Thursday 6 th 7:30 pm	LONDON CANAL MUSEUM LECTURE. Peter Oates : <i>"The Salisbury & Southampton Canal"</i>
Friday 7 th 7:30 pm	IWA SOUTH LONDON BRANCH CHRISTMAS DINNER. Venue to be arranged - probably in Croydon
Monday 10 th 7:45 pm	IWA LEE & STORT BRANCH. David Lloyd <i>"Medway Pilot"</i>
Tuesday 11 th 8 pm	IWA MIDDLESEX BRANCH SOCIAL MEETING. Provisional date - please check
Thursday 13 th 8 pm	IWA LONDON REGION CENTRAL LONDON SOCIAL MEETING. Waterways Quiz & Auction
Tuesday 18 th 7:30 pm	IWA NORTH & EAST LONDON BRANCH CHRISTMAS DINNER at The Pirate Castle
Sunday 16 th 2:30 pm	LONDON IWA WITH <i>THE ORIGINAL LONDON WALKS</i> . GUIDED TOWPATH WALK. The Regent's Canal : Islington to Mile End. Meet at Angel tube station. About 2 hours. £5 per head (concessions £4).
Wednesday 26 th 11 am	LONDON IWA WITH <i>THE ORIGINAL LONDON WALKS</i> . GUIDED TOWPATH WALK. Canals of Paddington. Meet at Paddington station (main Praed Street entrance). About 2 hours. £5 per head (concessions £4).

Venue details & contact people

<u>MEETING</u>	<u>VENUE</u>	<u>CONTACT</u>
IWA CENTRAL LONDON	<i>The Lamb</i> Lamb's Conduit Street, WC1 (Nearest tube Russell Square)	Mike Stevens (see details on page 1)
IWA MIDDLESEX BRANCH	Hillingdon Canal Club, Uxbridge Wharf, Waterloo Rd, Uxbridge	Robin Bishop (020) 8452 2632
IWA N & E LONDON BRANCH AT EDMONTON	Millfield Arts Centre, Silver St., Edmonton, N18. (near the Great Cambridge Rd. junction. ⁵ / ₈ mile west of Silver Street BR station).	Jenny Nunes (020) 8440 8962
IWA N & E LONDON BRANCH AT THE PIRATE CASTLE	The Pirate Castle, Oval Road, NW1 (Nearest tube, Camden Town).	Jenny Nunes (020) 8440 8962
IWA SOUTH LONDON BRANCH (SOUTH NORWOOD)	S.Norwood Conservative Club South Norwood Hill SE25 (Close to Norwood Junction BR)	Mary Llewellyn (0181) 653 4862
IWA SOUTH LONDON BRANCH (MOTTINGHAM)	<i>The Royal Tavern</i> , Mottingham (corner of Court Rd & Sidcup Rd, close to Mottingham BR).	Libby Bradshaw (020) 8874 2787
LONDON IWA / LONDON WALKS TOWPATH WALKS	As listed. Each about 2 hours. £5.00 (concessions £3.50).	London Walks (020) 7624 3978
LONDON WATERWAY RECOVERY GROUP	Meeting point for digs is usually Waterloo Station 7 pm on Friday to travel to site. Socials the <i>Jugged Hare</i> pub Vauxhall Bridge Road, SW1. (Victoria tube station)	Lesley McFadyen (020) 8693 3266
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 £2.50.	(020) 7713 0836
IWA CHILTERN BRANCH	Old Market Hall, Amersham	Colin Bird 01932 248178
IWA KENT & E SUSSEX BRANCH	<i>The Bull</i> , East Farleigh	Sid Sharman 01795 872839
IWA LEE & STORT BRANCH	<i>The New Inn</i> , Roydon	Craig Haslam 07956 84925

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