



Southampton Canal Society

# Newsletter

Issue 349

March 2001

## LOOKING FOR A NEW CHAIR

At the last Committee meeting, the Society's Chairman, Brian Evans, confirmed his intention of standing down with effect from the Annual General Meeting on 5 July 2001.

Brian is not only one of the few remaining active founder members of the Society, he has been its Chairman since it was first formed in 1967.

Brian now feels it is time to hand over the reins and give someone else the opportunity to guide the Society. The Committee received news of his intention to retire from the Chair with much regret but appreciated the sentiments behind his decision.

And so... the Society needs to find a new Chairman. Brian would agree that, unlike the earlier days of the Society, the post is not too onerous. The main tasks are hosting the monthly Society meetings and keeping the other Committee members under some

form of control at its meetings, which are usually held bimonthly.

The Committee is now seeking nominations for the post of Chairman from the whole of the Society's membership. You can nominate yourself or another member. Whatever, you need to get a seconder for your nomination and establish that the person you nominate is willing to stand.

In advance of the Annual General Meeting, nominations can now also be submitted for the Society's other officer posts (viz Vice-Chairman, Secretary, Treasurer and other Committee members).

All nominations please to our Secretary, Peter Oates, whose address and telephone number are printed elsewhere in this Newsletter.

*Paul Herbert  
Vice-Chairman*



This oil painting by Frederick Waters Watts (1800-1862) was came under the hammer at Sotheby's on November 30th 2000. It fetched £32,700. The catalogue described it as "a view of Winchester from the River Itchen, with a hay barge in the foreground and the cathedral and St Catherine's Hill beyond." In fact it's St Giles's Hill in the background as an unladen barge approaches Tun Bridge.

## January Meeting

Our January meeting was always going to be rather a poignant affair, being the Society's 327th and last event in the St John Ambulance Hall in Kings Park Road, Southampton before moving out of Southampton to our new home at Chilworth Parish Hall.

This final event was advertised as 'Southampton Canal Society and St John's Ambulance Hall' with the double act of our Chairman and Secretary, Brian Evans and Peter Oates respectively, looking back on our long association with Kings Park Road. In the event, because of Brian's unexpected incarceration in hospital over the Christmas and New Year period, Peter had to go it alone (albeit using some of Brian's notes and other material along with his own research).

Peter reminded us that the Southampton Canal Society had its beginnings in early 1967 with a number of letters in the Southern Evening Echo. The Society's first meeting was held on 1 June 1967 at the 22nd Millbrook Scouts Hut, attended by 20 people. The Society had to be on its way after only a few meetings because the old Scout Hall had to be demolished to make way for a more permanent structure.

One or two meetings were then held at the Old Thatched House in Old Shirley before, in December 1967, the Society moved to its new home for a few years, the Temperance Institute in Carlton Terrace. Because of overcrowding (!!!) it was decided to move to new premises and in December 1973 the Society moved to the St John Ambulance Hall in Kings Park Road.

Membership had passed the hundred mark in 1971 (an increase of 43% was reported in the Echo in May) and by February 1972 this had further increased to over 130.

Peter's presentation included slides and a variety of

photographs, news cuttings and other printed material from the archives shown by using the Society's recently purchased Episcope.

Peter covered many different aspects of the Society's 34 year life, including the first Chairman (Brian Evans, still going strong in the Chair) and other officers and editors of the Society's Newsletter (including Peter himself, who has been the incumbent since 1995).

He continued with a glimpse into various Society activities in the early years including boat and other trips and restoration working parties, mainly on the Kennet & Avon and Basingstoke Canals. In the early 1970s, several of these were referred to, with some accompanying photographs.

In 1976, the Itchen Navigation Society was formed and Southampton Canal Society members surveyed the navigation - their results being published in 1977 (the famous yellow booklet, now a collectors' item).

Peter's presentation continued with reference to more recent activities including exhibitions in local libraries and museums and, in 1996, how the Society celebrated the 50th Jubilee of the IWA by participating in the carriage of the region's jig-saw piece on local waterways.

To conclude, Peter referred to Brian's 30th anniversary as Chairman of the Society when our guest speaker on that occasion, in 1997, Audrey Smith, IWA National Chairman, presented Brian with a waterways print from the Society which has pride of place in Brian and Annegret's living room. Shortly afterwards, in June 1997, Society members enjoyed their 30th birthday party.

Peter had put together, with Brian's assistance, a very interesting and entertaining presentation which all those present, be they long term, or more recent, members thoroughly enjoyed.

*Paul Herbert*

## February Meeting

An illustrated talk by Tony Pratt of the Wey & Arun Canal Trust was divided into two parts.

He first told us of a bullion run in 1825 when two barges loaded with gold bullion made the journey from Portsmouth to London. It is not known where the bullion originated but he was able to give us many other facts.

The barges travelled from Portsmouth into Chichester Harbour, before joining the Portsmouth & Arundel Canal to the River Arun. Using an incoming tide, the barges made a speedy journey up the River Arun before joining the Wey & Arun Canal and continuing on the Rivers Wey and Thames.

Knowing the dates on which the journey was undertaken, Tony's precise research revealed the times of the tides on the two days, how long each part of the trip would have taken, and where the two overnight stops were made. He was even able to tell us from the records what the weather was like at the time.

For the second part of his evening, Tony showed us how restoration of the Wey & Arun Canal is progressing. A number of refurbished locks and bridges await being connected by a navigable channel. Despite the wet winter, work has continued

*(Continued on page 4)*

## PARLIAMENTARY WATERWAYS GROUP

On 28 November 2000 the Society's representative on the Parliamentary Waterways Group, Eric Lewis, attended the meeting of that Group in the Grand Committee Room of the House of Commons, when the topic was the Countryside Agency (CA).

The speaker on that occasion was Terry Robinson, Head of Recreation and Tourism at the Countryside Agency. He explained that the CA was a new organisation founded by Government in April 1999 to carry on the work of the former Countryside Commission and take on the national and rural elements of the work of the Rural Development Commission.

The CA's aims were to conserve and enhance the countryside and promote social equity and economic prosperity in a sustainable way. Their research and advice helped to inform the debate, especially in central and local government. The CA was keen to demonstrate new ways through practical projects. The recent Rural White Paper contained much for the CA to do and the CA hoped it had gained respect for the start it had made.

The CA welcomed the recent White Paper 'Waterways for Tomorrow' and confirmed the inland waterways of England were of prime importance to the CA. They looked forward to using it as a framework for their relationships with navigation authorities.

Partnerships were important if Government was to realise its vision for a waterways system fully, imaginatively and adventurously used by all.

The CA's detailed aims are:-

1. To ensure the countryside maintained its diverse character and outstanding beauty. Inland waterways added generally to beauty and in some cases inestimably so, for example the Broads. In Terry Robinson's view, 'Waterways for Tomorrow' did not stress sufficiently the importance of retaining beauty. The architecture of waterways added enormously to their aesthetic and historic value.
2. To ensure the countryside was prosperous and inclusive. The CA was embarking on a programme to reinvigorate market towns as local capitals for the surrounding countryside. Many were on the waterway network.
3. The countryside was full of economic opportunities and enterprise. The CA hoped the potential wealth of the countryside would be realised. There were 3 million day visits to the countryside in 1998, 42% of which were to walk. £12.26 billion was spent by day visitors to waterways in 1998.
4. Sustainable agriculture was vital. The CA was keen to develop a stronger relationship between producers and consumers and an understanding of what they consumed, for example agricultural goods. The repercussions of production on the

countryside needed to be understood. There might well be a role for inland waterways, for instance in farmers' markets, which the CA was keen to develop.

5. To ensure the countryside served people without destroying its essence. The CA welcomed the use of waterways for freight. The movement of agricultural and horticultural produce was one not previously realised and should be encouraged.

The CA was progressing work in integrated transport, like championing greenways: shared paths for skateboarders, horse riders, cyclists and walkers. Towpaths offered a vital link for non-motorised users. The CA was helping to develop a national cycleway network.

The Department of Environment, Transport and the Regions (DETR) was researching countryside access rights and assessing demand for the future. The CA was aware of the potential for conflicts between users and the need to resolve them. Users did not clash when videoed by CA researchers.

There then followed a discussion session, the main issues of interest being:

- The CA was unlikely to back canal restoration schemes until a better process had been created for assessing the costs and benefits.
- It was important to avoid confrontation in restoration projects. It was apparent to the CA that canal restorations had resulted in net gain. Local authorities should mediate over disputes in Sites of Special Scientific Interest. BW observed that navigation and nature coexisted admirably and a mood of harmony was developing.
- In response to BW Waterway Environment Services, Mr Robinson said the CA had no initiatives specifically targeted at inland waterways, however they would like to co-operate with navigation authorities where waterways passed through market towns designated for the new initiative.
- In response to the PWG Chairman, Mr Robinson said that the CA had not been invited to give evidence to the Environment Select Committee's investigation into waterways. The CA was able to discuss matters with the Environment Agency (EA) and BW at their Countryside Recreation Network, which brought environmental bodies together. Candy Atherton MP was concerned that the Select Committee had not yet appreciated what it was about waterways that made people like members of the Parliamentary Waterways Group so committed.
- Other issues covered included the loss of boatyards on the Thames, the loss of wharves where freight

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## Parliamentary Waterway Group

*(Continued from page 3)*

boats could moor, and the CA was working with the English Tourism Council on a strategy on rural tourism to be published in 2001.

An additional point for information:

At the end of the meeting, the PWG Chairman said he had contacted Cllr Stacey, a member of Birmingham City Council and Chairman of the Regional Planning Board. The councillor had assured him that the City Council supported the Lichfield & Hatherton Canal restoration and would make representations to the DETR about the need to ensure full restoration would proceed.

The next meeting of the Parliamentary Waterways Group would be held on 6 February 2001 when the topic would be EC Directives Concerning Waterways.

*Eric Lewis and Paul Herbert*

## February Meeting

*(Continued from page 2)*

in several places. We saw slides of a new bridge built by contractors to carry Drungewick Lane over the canal, this being the latest job completed.

The Trust now intends to launch an appeal for £450,000 to build an aqueduct over the River Lox, planning to commence the work in 2002. When that is built they will be close to completing six miles of continuous waterway. About 25% of the Canal will have been returned to original condition.

Tony finished his presentation with some very impressive slides showing recent flooding on the River Arun.

Our thanks for a very interesting evening which brought us right up to date with the latest stages of restoration.

*Brian Evans*

## Can you help?

*The following letter has been received by the Society and in view of the local interest, it is reproduced below. If anyone can help, or knows someone who might help, they should contact Mr Nobes directly.*

W E D Nobes,  
'Pen-y-Bont,' 01895 232998  
9, Benbow Waye,  
Cowley,  
UXBRIDGE,  
Middx. UB8 2EY. 5th. February 2001

Dear Sir,

### **British Reg. Ship 'Sandora'. No 182317**

I am trying to research the full history of the above vessel which is at present in my ownership. I enclose a summary of the results of that research to date, from which you will see that she has operated in the Southampton Area at one time.

The details on the summary between 1936 and 1948 are possibly suspect. Should you have any more factual knowledge or indeed any additional information about these twelve years of her history then I would appreciate your letting me know.

Recently I have visited the National Maritime Museum's record section at Woolwich Arsenal where I found a record that the original propulsion machinery was 'motor' - petrol or petrol/paraffin engine supplied by Messrs Dixson Brothers and Hutchingson in 1916.

No details are available to me of the above suppliers, although I think they may have been a Scottish Marine Engineering firm in existence before, during and for some time after the First World War.

I shall be obliged, therefore, if you will please send me any details you may have of such a marine engineering organisation.

Yours sincerely,

W E D Nobes.

### **BRITISH REGISTERED SHIP 'SANDORA'**

**Part 1 Registry Official No. 182317**

**(Ex British Admiralty Launch No. 750)**

Leading Dimensions:- LOA 35.1 Ft. (10.71 m), Beam 8.0 Ft. (2.43m), Depth 4.1 Ft. (1.24m)

No of Tons:- Gross 9.78 Registered 6.89

Present Engine:- BMC 2.2 ltr. Diesel 48 BHP (36 Kw)

Port of Registry:- SOUTHAMPTON

Built:- Alexander ROBERTSON and Sons Ltd., SANDBANK, Argyll, Scotland, (Nr Dunoon, Strathclyde).

History:-

Ordered: 3 November 1915. Delivered: 12 August 1916

Allocated to HMS 'SANDHURST'- Destroyer Depot Ship - (Ex Merchant Ship 'Manipur'). Served with that ship until put into store at Devonport in 1934.

Sold via Admiralty Disposals on 27 June 1936 to the Belsize Boatyard, St Denys, Southampton, (on River Itchen), as one of a batch.

Sold in 1937 to Mr. Walter J. DESTY. He ran a boatyard located opposite the 'Belsize' and converted the craft into a motor cruiser, naming her 'CANUTE' and installed a Kelvin J2 Diesel Engine - 2 Cyl. 22 BHP

Sold to Mr. R.S. Collins in 1948. He registered her as a 'British Ship' on 31st. May 1948 -Official No. 182317 - (no. 42 in 1948 at Southampton), renamed as 'SANDORA'.

Registered owner at that time Mr. Ralph Sextus COLLINS, of 'Southcliffe', De la Warr Road, Milford on Sea, Hants.

Sold on 30 December 1952 - registered 9 January 1953 to Mr. George William NOBES, of 36, Old Oak Lane, Willesden Junction, London, NW 10.

G W Nobes died on 7 May 1961, his wife Dorothy Edith NOBES of 36, Old Oak Lane, Willesden Junction, London NW 10, became owner - registered on 30 June 1961.

Sold to William Edward Dennis NOBES (son of above two previous owners) on 12 January 1963 - registered 16 January 1963.

1st Registration renewal 20 May 1994, 2nd renewal 21 April 1999.

## WATERWAYS DIARY

The following is a list of waterway events taking place within approximately 50 miles of Southampton.

Hopefully you can find something to interest you. If YOU know of an event taking place that should be in this list then contact the editor.

Date	Organisers	Details of Event	Contact
Thu 01/03/01 7.45pm	Southampton CS	Speaker from the 'Friends of Raymond' talking about the restoration of this wooden narrow boat.	Peter Oates: 01794 517614
Sat 10/03/01 3.00pm	IWA Avon & Wilts Branch	Branch AGM to be followed by a buffet and skittles. The Black Horse, Bath Road, Devizes, Wilts	Bob Kelley: 0117 974 4221
Thu 15/03/01 7.30pm	IWA Salisbury Group	"Canals of the South West", a talk by Bob Dukes at Salisbury Rugby Club.	Jon Van de Geer: 01722 41284
Sun 25/03/01 10.30am?	IWA Solent & Arun Branch	Branch AGM followed by a social at the Langstone Harbour Fishermans' Association clubhouse, Locksway Road, Milton, Portsmouth (by end of Milton Lock on the ill-fated Portsea Canal)	Mike Laishley: 023 9232 5000
Thu 05/04/01 7.45pm	Southampton CS	'Last of the Narrowboat Families' - a talk by Terry Putnam about narrow boat carrying in the late sixties on the Grand Union	Peter Oates: 01794 517614
Thu 19/04/01 7.45pm	IWA Avon & Wilts Branch	A waterways quiz arranged by Eric Lewis at Riverside Inn, Saltford Marina, The Shallows, Saltford (off A4).	Bob Kelley: 0117 974 4221
Sun 29/04/01	IWA Guildford & Reading Branch	Guided Walk and Boat Gathering at the Old Woking Palace adjacent to the Old Woking Stream of the River Wey. More details later	Andy Simmonds: 01483 576176
Thu 26/04/01 7.45pm	Southampton CS	"THE HERO OF SANDY EDGE WHARF" - the new play for 2001 by Day-Star Theatre. Tickets: £3.00 (This is nominally the May meeting)	Peter Oates: 01794 517614
Thu 17/05/01 7.30pm	IWA Salisbury Group	To be announced	Jon Van de Geer: 01722 41284
Thu 07/06/01 7.45pm	Southampton CS	'The Waterways Trust' - a talk by Roger Hanbury on the Trust, the new charitable organisation which is having a big effect upon the canal system.	Peter Oates: 01794 517614
Thu 05/07/01 7.45pm	Southampton CS	Annual General Meeting. Following talk to be finalised.	Peter Oates: 01794 517614
4th Thursday of month	Wey & Arun CT	Interesting but not too arduous walks in Sussex come rain or shine. Lunch at well chosen establishment en route or at end. Donation to WACT appreciated.	Don Gibson: 01903 201375
All year	Wey & Arun CT	Cruises on n/b <i>Zachariah Keppel</i> on the restored canal at Loxwood.	John Lisk: 01493 752403.
All year	Chichester CS	Cruises on n/b <i>Egremont</i> on Chichester Canal.	Bookings: 01243 670786

# STOP PRESS

## THE HERO OF SANDY EDGE WHARF

Thursday 26th April at 7.45pm

Tickets from Peter Oates at £3.00 each



*The following item has been taken from the Winter 2000 issue of Cargoes, the local IWA newsletter:*

### Solent & Arun Branch Notes

The final event of last year's cruising season was the Beaulieu River cruise, which was also the final cruise organised by Alan White. Over the years Alan has put a tremendous effort into organising these events, carefully tying together tides and good weather whilst avoiding other obstacles. On behalf of all of us who have enjoyed the products of Alan's evenings with the tide tables, I would like to thank him wholeheartedly.

Peter Boyce will be taking over as Cruise Organiser for the Branch and will be putting together a programme for 2001. This will include a campaign cruise on the Adur due to the proposed re-development work at the Rope Tackle area of Shoreham, which threatens the public slipway there.

**River Adur:** Adur District Council has contacted the Branch and the South East England Development

Agency regarding the public slipway at Ropetackle, Shoreham, as this is involved in a proposed development of the area. The developers were of the opinion that the slipway was little used, but when we conducted a count on a weekend in June there were 13 boats launching or recovering in a two hour period. The contact came from our involvement about ten years ago in an earlier scheme involving the Ropetackle, but which never came to fruition. I will keep you up to date with the progress of the scheme, but it does show you how important cruises on local waterways are, and keeping records of them.

**River Hamble:** As I write the large oak is still across the waterway, as despite our offer to assist with payment to have a tree surgeon remove it everyone else involved has a different idea about who should pay the rest. This looks like it will keep going for some time, until it is resolved or we have a campaign cruise.

Mike Laishley

## LANCASHIRE WATERWAYS

### Lancaster Canal

The first major phase in the restoration of the Northern Reaches of the Lancaster Canal has been completed with the renovation of four bridges by BW at Crooklands and Holme. IWA has awarded a £1,500 grant towards the £38,000 project, which was mainly funded by BW with a contribution from South Lakeland District Council for the Crooklands bridges. IWA has also agreed to contribute a further £3,000 towards dredging a 600 metre length of the canal at Millness.

The whole restoration project to re-open the final 14 miles of the Canal to Kendal is estimated to cost £30 million and is the five year vision of the Northern Reaches Restoration Group, whose partners include South Lakeland District Council, Cumbria County Council, Lancashire County Council, Lancaster City Council, IWA, Lancaster Canal Trust and BW.

### Ribble Link

Although work is scheduled to start on the construction of the Ribble Link almost immediately, it has been held up pending the formal legal agreement of the parties involved, although the 'in-principle' terms have been settled for some weeks.

The Waterways Trust are to take over responsibility for the project, leaving Ribble Link Trust as a supporting organisation and Lancashire County Council as one of the main funders, with appropriate safeguards to ensure the proper use of its money. The Waterways Trust will contract British Waterways to manage the construction and subsequent maintenance of the Link, with the originally intended contractors undertaking the building work for BW, in line with terms originally agreed between the contractors and Ribble Link Trust. The Waterways Trust will be the owner of the finished waterway.

Whilst formal negotiations between solicitors have been taking place, concerns have emerged over the intended size of the locks to be constructed. IWA has long campaigned for the removal of pinch points and the lengthening of shortest locks on through navigations. IWA's policy on broad waterways is that new locks should be constructed to at least 14 foot wide and 72 feet long. It understands that BW has a similar policy itself.

There are a number of factors involved on the Ribble Link. At the time the Link is constructed, the pinch point is likely to be the relative position of two bridges, including a railway bridge, which will pass a full length narrow boat, or a full width short boat, but not a full length wide beam boat. Nevertheless, IWA believes that the joint policies on lock dimensions should be applied.

A bridge as a pinch point is not an immovable object for all time; neither are lock dimensions on the Rufford Branch (currently 14 foot wide and between 67 ft 4 in and 69 ft 9 in long). These locks could be lengthened if there was a demand, without tremendous cost.

Furthermore, boats approaching the Link from seaward would not be constrained by the Rufford Branch (or Glasson Branch of the Lancaster Canal).

In addition to the above considerations, the fall on the Rufford Branch locks is small, and there is a good depth over the sills. This means that for many craft, the effective length of the locks is from the top gates to the bottom gates, not (as normal) from the top sill to the bottom gates. Narrow boats up to about 69 foot in length have recently used the Rufford locks and adjustment of the gates would probably enable full-length narrow boats to use the locks.

Whilst the single locks on the Ribble Link could be lengthened at some future date the difficulties and cost of lengthening the staircase locks would be very high. IWA has therefore made strong representation to BW, as managers of the construction, to ensure that locks are built to a dimension to accommodate boats of at least 72 foot by 14 foot.

*One Seven Four (IWPS Newsletter) Nov 2000*

## IWA TO CONTRIBUTE £20,000 TO RIBBLE LINK LOCK LENGTHENING SCHEME

The Inland Waterways Association (IWA) has today (1st Feb) offered a further £20,000 funding towards the Ribble Link, the new waterway that will connect the Lancaster Canal to the main navigable waterways system.

The current design of the project limits the lock size to accommodating boats up to 62 feet (18.9m) long. IWA would like to see these locks built to the standard length to accommodate full-length narrowboats (72 feet (22m)) and be consistent with the standards of the Lancaster Canal. The Waterways Trust, British Waterways and the Ribble Link Trust support the principle of larger locks, but have insufficient funds to build them full length at present.

IWA National Chairman Richard Drake said, "Our proposals to lengthen the locks will cost an estimated additional £90,000, but lengthening these locks in the future would cost several times that amount. IWA is prepared to put up a further £20,000 to achieve the lengthening of the locks and is calling on other organisations with an interest in boating to make substantial contributions to finance the shortfall."

Richard Drake added, "There appears to be no likelihood of any further contributions from landfill operators who have already provided over £800,000 towards the scheme. It is entirely up to organisations concerned with boating to support this scheme. IWA has made an offer and we hope that others will play their part. The final contract for the locks has to be ready by early March so there is no time for a public appeal. Any contributions that are pledged are not required immediately. So long as pledges are made now, it could be up to a year before the money needs to be made available."

*IWA Press Release 01-02-01*

## Plan 'could double' size of Allbrook

*The following is taken from an article that appeared in the Hampshire Chronicle of 19 January 2001. The plan described would have an effect upon the Itchen Navigation which runs along one side of the site. The loss of the Victoria Inn would also remove the opportunity to take refreshment at a point about halfway along the Navigation.*

A village is in uproar over a plan for new houses that could almost double its size.

Villagers at Allbrook, just north of Eastleigh, have been holding meetings in their own homes to discuss what they should do about the plan.

One faction is organising a petition against the massive scheme, which includes houses, flats and offices, and would span the main Allbrook Hill road.

The village pub would be demolished and replaced by a shop which could include a post office.

Edmund Nuttall, a civil engineering firm which employs about 40 people at its Allbrook depot, is behind the scheme. In its planning application, to Eastleigh council, the firm - together with its development partners, Forelle Estates - says it would give four hectares of meadow to the council for use as a public open space.

The Nuttalls yard would be replaced by two blocks of flats and a 2,000 sq ft office block. The application states: "These have been arranged so as to provide a view through to the river and water meadows from Pitmore Road, and to create an attractive landscaped frontage to the site when viewed from the footpath along the Itchen navigation."

On the other side of the main road, the plans show a three-road housing estate.

The planning application is for outline permission only, but the plans suggest the estate could contain around 36 houses, as well as two blocks. Affordable housing would make up 20% of the homes.

The applicants say they would pay for a council traffic calming scheme in the village. If residents agree, that would include a roundabout at the junction with Pitmore Road, a section of single-lane traffic and speed humps in Allbrook Hill, a continuous footway on the north side of the road, and off-street parking for Allbrook Hill residents. Drawings suggest the applicants may also provide a 12-space car park for the open space.

The currently boarded-up Allbrook Farmhouse, which is across the road from the Victoria Inn pub, would be refurbished as a private house. In the 17th century, the farmhouse is believed to have been home to Mary Beale, Britain's first professional woman portrait painter. If the scheme goes ahead, the half-timbered farmhouse would find itself surrounded by buildings.

Local councillors were quick to press for a public meeting. Steve Sollitt, for the Liberal Democrats, said a public meeting would give residents a chance to put concerns to both the council and the applicants. "This application is the most significant in Allbrook for many years. The last thing I want is a development that leads to more problems in the village."

The meeting, organised by Eastleigh council, will be at the Leigh Road Civic Offices in late February or early March.

The application is due to be discussed by the council's Eastleigh local committee at 7 pm on March 20th, but a decision on whether the scheme is allowed may be deferred to a later meeting.

## Why mess about with our boats?

*The following letter appeared in the Daily Mail on Monday 29th January 2001:*

FOXTON LOCKS, near Market Harborough, Leicestershire, probably does not mean much to the public at large. However, the locality has been featured on the Water World programme being shown on Carlton TV on Tuesday evenings.

This place has a real old-world charm about it which attracts more than 300,000 visitors a year. It has something you just cannot find anywhere else - and a successful working boatyard which people visit to see canal boats being repaired and being craned into or out of the water.

The charm of this location has been built up over the past 40 years by Tony and Mary Matts and their 30-year-old son Sam, who is now involved in the

business for all this time. Now British Waterways is refusing to renew their lease. So it's: 'On your bike, we're taking over.'

It plans to demolish the boatyard workshop building and the pub, then replace them with something which looks as though it ought to be in the middle of a big city, certainly not on a rural canal side.

It is all concrete and glass and looks truly awful. Once again the ordinary boater will be pushed out. If all the old boatmen and women who lived, worked and died on these canals could see what British Waterways was planning, they would be turning in their graves. This is part of our heritage and we can't allow it to be destroyed. The world already has enough concrete jungles.

*HAZEL WOOD,  
Lutterworth, Leics.*

**Don't forget your tickets for the Day-Star Theatre on Thursday 26th April at Chilworth Hall!**

## SOUTHAMPTON CANAL SOCIETY

Established 1967

The objectives of the Society are to foster interest in canals and inland waterways, to assist in their preservation, restoration and development, and to give practical help on waterway projects.

### Meetings:

1st Thursday each month at 7.45pm  
Chilworth Parish Hall, Chilworth, Southampton

### Chairman:

Brian Evans, 19 Lansdowne Gardens, Romsey, Hampshire, SO51 8FN. Tel: 01794 517115

### Secretary:

Peter Oates, 27 Northlands Road, Romsey, Hampshire, SO51 5RU. Tel 01794 517614

### Treasurer & Membership:

Laura Sturrock, 27 Northlands Road, Romsey, Hampshire, SO51 5RU. Tel 01794 517614

### Committee:

Martin Cripps, Paul Herbert, David Townley-Jones

### Newsletter Editor:

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123/124 High Street, Southampton, SO14 2AA.  
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### Society Website:

<http://www.users.waitrose.com/~whitenap/index.htm>

## Library Video

In June 1995, I arranged a canal outing for the Ordnance Survey Cine & Video Club. The trip was for 24 people and to make up numbers, there were members of the Romsey Branch of the Retired Civil Servants Fellowship and members of Southampton Canal Society.

We hired two day boats from Blisworth Tunnel Boats and our trip was through the tunnel to the bottom of Stoke Bruerne Locks and return.

Two short films and a good video record of the outing were made. Tony Shadick who shot the video has kindly given us a copy for the Society library, which members will be able to hire for a few pence.

There is no commentary but enthusiasts of this part of the Grand Union will not need one. Just sit back and enjoy the photography.

*Brian Evans*

## CANAL SOCIETY SALES STAND

### GEOProjects Maps:

Inland Waterways of Britain .....	£4.75
Basingstoke Canal .....	£3.00
Birmingham Canal Navigations .....	£3.75
The Broads .....	£3.75
Caledonian Canal & the Great Glen .....	£3.75
Coventry & Ashby Canals .....	£3.75
Grand Union Canal (each).....	£3.75
Map 1 Birmingham - Fenny Stratford	
Map 2 Braunston - Kings Langley	
Map 3 Fenny Stratford - Thames	
Map 4 Leicester Line - Soar - Erewash	

Kennet & Avon Canal .....	£3.75
Lee and Stort Navigations.....	£4.75
Leeds and Liverpool Canal .....	£4.75
Llangollen and Montgomery Canals .....	£3.75
London - City and Docklands Atlas .....	£3.75
Oxford Canal .....	£3.75
Shropshire Union Canal .....	£3.75
Staffordshire & Worcestershire Canal <i>with the River Severn and the Gloucester &amp; Sharpness Canal</i> .....	£3.75
The Thames Map .....	£3.75
Trent & Mersey Canal - Map 1 Preston Brook to Fradley Junction..	£3.75
Trent & Mersey Canal and River Trent - Map 2 Great Haywood Junction to Cromwell Lock.....	£3.75

**Ball Point Pens:** Embossed ..... 50p

**Burgees:** Navy Blue - screen printed Society logo on each side ..... £8.00

**Decorated Mugs:** ..... £2.25

**Notelets:** with drawings of canal and Romsey scenes ..... £1.00  
(by Brian Evans)

**Shopper Bags:** Cotton with screen-printed Society logo each side . £2.25

**Society Members Badges:** Enamel ..... 75p

**Sweat Shirts:** 30th Anniversary in Light Grey ..... £16.00  
with multi-coloured embroidered Society logo on breast

**Sweat Shirts:** Standard in Navy or Royal Blue ..... £15.00  
with Society logo embroidered on breast

**Tea Towels:** Various colourful designs ..... £2.50 & £3.25

**Tee Shirts:** Screen printed with Society logo across chest ..... £6.50  
in Navy Blue - medium, large & extra large; in Red - medium

Visit the Sales Stand at Society meetings and place your orders with Paul Herbert or Ray Brooks - or ring Paul on 023 8026 2365

## FORTHCOMING SOCIETY EVENTS

### 1st March 2001

Speaker from the 'Friends of Raymond' talking about the restoration of this wooden narrow boat

### 5th April 2001

'Last of the Narrowboat Families' - a talk by Terry Putnam about narrowboat carrying in the late 60's on the Grand Union

### 26th April 2001

"THE HERO OF SANDY EDGE WHARF" - the new play for 2001 by **Day-Star Theatre**. Tickets: £3.00. (As we can't use the hall on 3rd May, this is the "May" meeting.)

### 7th June 2001

'The Waterways Trust' - a talk by Roger Hanbury on the Trust, the new charitable organisation which is having a big effect upon the canal system.