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**Editor's Musings**

For the past year, as you may have noticed, I've been experimenting with some software to send emails that are a bit more fancy than a plain textual message.

However, this software has not been without its problems and has meant a more complex method of working.

Some recipients found that the emails they received did not display properly. And last month at least three people did not get the email although they seem to have been sent.

So to cut my losses, from this month, I'm reverting to a normal textual email. Just hoping this will work OK.

*Peter Oates*

**Chairman's Column****November 2<sup>nd</sup> Meeting**

This evening let us give a very warm welcome back to Pete and Jane of the Day-Star Theatre with a new production "The Last Run". Running a pair of working boats carrying tea from the London docks up the Grand Union into an old canal arm. A good tale to tell, feel free to add your own experiences of boating.

Pete & Jane will be travelling down from their home and craft workshop, which is based in Audlem on the Shropshire Union Canal.

After the performance we will, as usual be enjoying an American Supper, kindly brought along by our members. Tickets price £10, available on the door.

**December Meeting**

A reminder that the Annual Inter-Society Waterways Quiz will taking place on Thursday 7<sup>th</sup> December. As last year's winners, Salisbury IWA will be organising the Quiz and, SCS members will be hosting the evening, with the traditional pre-Christmas occasion of an American Supper which finishes off the evening.

Most importantly we need you to volunteer for our SCS team!! Revision notes and Homework will be offered?? (If needed)

**New Year Lunch**

Angela has reserved Saturday 13<sup>th</sup> January at Keats Restaurant. The menu selection will be arranged during our December/ January meetings.

**January Meeting**

We will be holding our Members 'Photographic Evening and Competition at the meeting on 4<sup>th</sup> January 2018. This gives everyone the opportunity to show some pictures that you feel will entertain / amuse / educate your fellow members.

**The Future of our Society**

To keeping members up to date here are some notes of the Committee Meeting on Monday 16<sup>th</sup> October.

Alan, Aelred, Angela, Sue and Robb were present. The meeting was held at Aelred and Sue's home.

Looking back and discussing the response at the AGM and the subsequent letters received, and conversations held with some members has led the Committee into a decision.

There is no great demand to debate or reorganise Southampton Canal Society at present. We will continue with our ten meetings each year whilst the Society is able to be supported by its valued members and visitors to our meetings.

**Thanks**

Thanks to Annemarie Evans for her report in the October Newsletter on Memories - Part 4 – Working Parties which included Brian Evans and family, the late Laurie Pearce and not forgetting our Newsletter Editor & Webmaster Peter Oates.

Thank you to all our Members for your continued support.

*Alan Rose*

**London Mayor seeks to control boat emissions**

BOATERS are concerned over the potential impact of new powers being sought by the Mayor of London, Sadiq Khan.

Only half of the capital's air pollution is caused by on-road vehicles and he believes more powers are needed to combat pollution from the River Thames, emissions from machinery used on construction sites and pollution from the domestic burning of solid fuels.

A press release issued by his office stated: "With ambitious plans in the growth of traffic on waterways, unless sufficient controls are introduced, the number of people exposed to this source of pollution will only grow."

Sadiq wants to see a single regulator with the ability to charge and enforce and a single emissions control framework. The body would also be able to set minimum emission and other technical standards for specific classes or types of vessels. It would also provide clarity for local, national and international shipping accessing the Thames and canals.

The Mayor currently does not have any formal powers to control emissions from vessels on the River Thames or the canal network but has recently set up a Thames and London Waterways Forum, which will bring together the regulators and other stakeholders to ensure that growth in the use of London's waterways is co-ordinated and sustainable.

The National Barge Travellers Association London fears the powers, if granted, could have a 'devastating impact' on the people who live on the capital's waterways.

Chairman Marcus Trower said: "We all understand that air pollution is a problem especially in central London. However, boats are small time polluters.

"For most people who live on a boat, a solid fuel stove is their only source of heat to beat back the cold in winter. Also many don't have access to mains electricity and therefore rely on generating their own power from generators/engines."

*(Continued on page 6)*

## Waterways Events

The following is a list of waterway events taking place within approximately 50 miles of Southampton. Whilst every effort is made to ensure the correctness of this information, please check with the listed contact who will be glad to confirm and supply further details.

OS grid references and/or postcodes are shown (where known but not guaranteed) to aid location of the event.

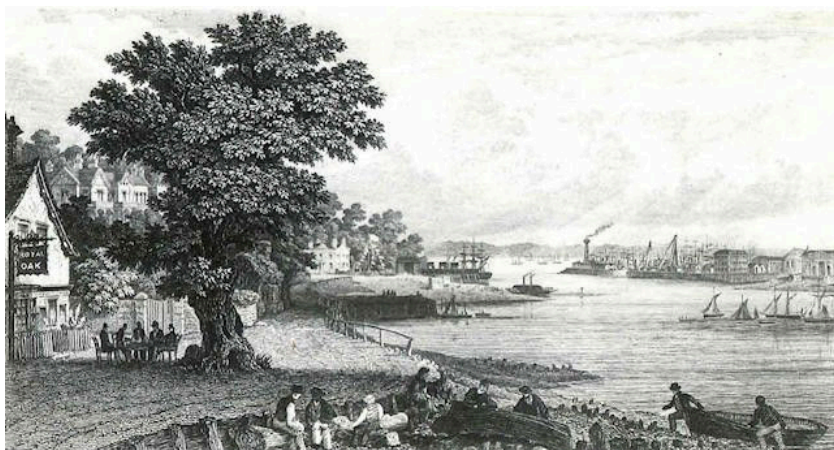
If YOU know of an event taking place that should be in this list then please contact the editor.

Date/Time	Organiser	Details	Venue	Contact
Thu 2 Nov 2017 7.45pm	Southampton CS	<b>"The Last Run."</b> This year's production by Day-Star Theatre. Tickets now available - £10. See Chairman's Column on page 1.	Chilworth Parish Hall, Chilworth, Southampton, SO16 7JZ (SU410184).	Angela Rose: 02380 675312 Email: <a href="mailto:alanjrose@btinternet.com">alanjrose@btinternet.com</a>
Wed 15 Nov 2017 8.00pm	Basingstoke CS	<b>"The RNLI 'it's not all at sea'"</b> - Colin Brown will talk about the charity which rescues 24 people a day.	Parish Pavilion, Recreation Ground, Station Road, Chobham, GU24 8AZ (SU974615)	Malcolm Brickwood: 07437 200021 Email: <a href="mailto:chobham.talks@basingstoke-canal.org.uk">chobham.talks@basingstoke-canal.org.uk</a> Web: <a href="http://www.basingstoke-canal.org.uk">www.basingstoke-canal.org.uk</a>
Thu 16 Nov 2017 7.30pm	IWA Salisbury Group	<b>"The Thames Sailing Barge"</b> These craft were commercial vessels with flat bottoms built for the shallow waters and rivers of the Thames Estuary in the 19th century. Gareth Jones, a member of the Thames Sailing Boat Trust, will recount the history of these craft and their use today.	The Green Dragon, Old Road, Alderbury, Salisbury, Wilts, SP5 3AR (SU182275).	Ron & Myra Glover: 01722 710322 Email: <a href="mailto:glover.3@btinternet.com">glover.3@btinternet.com</a> Jon Van de Geer: 01722 412841
Thu 16 Nov 2017 7.30pm	Somersetshire Coal CS	<b>A Pictorial Journey - continued</b> by Roger Halse.	Radstock Working Men's Club, The Street, Radstock, BA3 3PR (ST688547). For location <a href="#">see map here</a>	Steve Page: 01761 433418 Email: <a href="mailto:membership@coalcanal.org.uk">membership@coalcanal.org.uk</a>
Sat 18 Nov 2017 10.00am-3.00pm	Kennet & Avon CT, Crofton Branch	<b>Winter Works Open Day.</b> Visitors can see the winter maintenance programme in action and the work behind the scenes. Talk to the volunteers and hear about plans. Entry is free with refreshments available in return for a donation.	Crofton Beam Engines, Crofton, Marlborough, Wiltshire, SN8 3DW (SU261623).	Web: <a href="http://www.croftonbeamengines.org">www.croftonbeamengines.org</a>
Sun 19 Nov 2017 10.00am	Somersetshire Coal CS	<b>Walk - The K&amp;A at Bradford-on-Avon.</b>	Meet at K&A car park, Bailey's Barn (off Moulton Drive), Bradford-on-Avon, BA15 1BX (ST826600).	Derrick Hunt 01225 863066 Email: <a href="mailto:workparty@coalcanal.org.uk">workparty@coalcanal.org.uk</a>
Sat 2 Dec 2017 10.00am-3.00pm	Kennet & Avon CT, Crofton Branch	<b>Winter Works Open Day.</b> Visitors can see the winter maintenance programme in action and the work behind the scenes. Talk to the volunteers and hear about plans. Entry is free with refreshments available in return for a donation.	Crofton Beam Engines, Crofton, Marlborough, Wiltshire, SN8 3DW (SU261623).	Web: <a href="http://www.croftonbeamengines.org">www.croftonbeamengines.org</a>
Thu 7 Dec 2017 7.45pm	Southampton CS	<b>Annual Inter-Society Waterways Quiz.</b> IWA Salisbury Group as last year's winning team (again) will be organising the Quiz and the evening is hosted by SCS. The traditional American Supper will finish off the evening.	Chilworth Parish Hall, Chilworth, Southampton, SO16 7JZ (SU410184).	Angela Rose: 02380 675312 Email: <a href="mailto:alanjrose@btinternet.com">alanjrose@btinternet.com</a>
Thu 14 Dec 2017 7.30pm	IWA Salisbury Group	<b>Christmas Dinner.</b>	The Green Dragon, Old Road, Alderbury, Salisbury, Wilts, SP5 3AR (SU182275).	Ron & Myra Glover: 01722 710322 Email: <a href="mailto:glover.3@btinternet.com">glover.3@btinternet.com</a> Jon Van de Geer: 01722 412841
Wed 20 Dec 2017 8.00pm	Basingstoke CS	<b>"Wildlife along the Canal"</b> - Dave Williams and Kathryn Killner will give an overview of habitats along the canal and then specific information about things to look out for, in particular how to spot signs of otters, water voles and dormice, amongst other species.	Parish Pavilion, Recreation Ground, Station Road, Chobham, GU24 8AZ (SU974615)	Malcolm Brickwood: 07437 200021 Email: <a href="mailto:chobham.talks@basingstoke-canal.org.uk">chobham.talks@basingstoke-canal.org.uk</a> Web: <a href="http://www.basingstoke-canal.org.uk">www.basingstoke-canal.org.uk</a>
Thu 4 Jan 2018 7.45pm	Southampton CS	<b>To be announced.</b>	Chilworth Parish Hall, Chilworth, Southampton, SO16 7JZ (SU410184).	Angela Rose: 02380 675312 Email: <a href="mailto:alanjrose@btinternet.com">alanjrose@btinternet.com</a>
Wed 17 Jan 2018 8.00pm	Basingstoke CS	<b>"The Thames Tidal Defences"</b> - Nathan Ellis provides an introduction to the past, present and future of the Thames Barrier and its associated Gates, tidal Walls and Embankments.	Parish Pavilion, Recreation Ground, Station Road, Chobham, GU24 8AZ (SU974615)	Malcolm Brickwood: 07437 200021 Email: <a href="mailto:chobham.talks@basingstoke-canal.org.uk">chobham.talks@basingstoke-canal.org.uk</a> Web: <a href="http://www.basingstoke-canal.org.uk">www.basingstoke-canal.org.uk</a>
Thu 18 Jan 2018 7.30pm	IWA Salisbury Group	<b>To be announced</b>	The Green Dragon, Old Road, Alderbury, Salisbury, Wilts, SP5 3AR (SU182275).	Ron & Myra Glover: 01722 710322 Email: <a href="mailto:glover.3@btinternet.com">glover.3@btinternet.com</a> Jon Van de Geer: 01722 412841
Thu 1 Feb 2018 7.45pm	Southampton CS	<b>To be announced.</b>	Chilworth Parish Hall, Chilworth, Southampton, SO16 7JZ (SU410184).	Angela Rose: 02380 675312 Email: <a href="mailto:alanjrose@btinternet.com">alanjrose@btinternet.com</a>
Thu 15 Feb 2018 7.30pm	IWA Salisbury Group	<b>To be announced</b>	The Green Dragon, Old Road, Alderbury, Salisbury, Wilts, SP5 3AR (SU182275).	Ron & Myra Glover: 01722 710322 Email: <a href="mailto:glover.3@btinternet.com">glover.3@btinternet.com</a> Jon Van de Geer: 01722 412841
Wed 21 Feb 2018 8.00pm	Basingstoke CS	<b>"Exploring the Caledonian Canal"</b> with Dr Roger Squires who will discuss Telford's masterpiece. A ship canal across Scotland using the natural fault line of the Great Glen and its series of fresh water lochs.	Parish Pavilion, Recreation Ground, Station Road, Chobham, GU24 8AZ (SU974615)	Malcolm Brickwood: 07437 200021 Email: <a href="mailto:chobham.talks@basingstoke-canal.org.uk">chobham.talks@basingstoke-canal.org.uk</a> Web: <a href="http://www.basingstoke-canal.org.uk">www.basingstoke-canal.org.uk</a>
Thu 1 Mar 2018 7.45pm	Southampton CS	<b>To be announced.</b>	Chilworth Parish Hall, Chilworth, Southampton, SO16 7JZ (SU410184).	Angela Rose: 02380 675312 Email: <a href="mailto:alanjrose@btinternet.com">alanjrose@btinternet.com</a>



## October Meeting

**"Itchen Village, Itchen Ferry and the Diaper Family" - Cheryl Butler.**



A local area dating from the Saxon times became known as Itchen Ferry Village, and to this day descendants of the well-known Diaper Family still live in that area.

Cheryl Butler, our speaker is one of a long line of 8,000 descendants of the Diaper family. Records show the Vikings and French settled in the 10<sup>th</sup> century with a William d'Ipra being recorded.

This small fishing village was on land belonging to the Bishops of Winchester who had control of the river from 1199 and in turn the inhabitants controlled the ferry service across the Itchen.

In these early years the large families were poor they worked the land as husbandmen or were involved in other rural crafts such as blacksmith and miller: whilst the women carried to the market the product of their husband's labour. The village remained small running down from Peartree Green to the ferry hard. The nearest church was St



Mary's near Cross House Hard, Southampton. Finally, in 1620 Peartree Church, Jesus Chapel, St Mary extra was built, which makes Peartree the oldest Anglican Church in the world. It still enjoys a magnificent view of the town, the rivers, estuary and surrounding countryside.

The sea going side of the Diaper families sailed the seas- signing up for expeditions to help clear trade routes of pirates – some were captured and forced into slavery, the hardier escaped and came back. Others signed up with merchant ships sailing to Australia, Pacific and the South Seas', bringing home tales, wealth and merchandise.

The River Itchen was an important centre for construction, repair and fitting out of yachts from as early as 1833, experimenting with composite construction of wooden planking on iron or steel framework. Using the family skills of shipwrights, joiners, yachtsmen and other tradesmen it changed the fortune of the Diaper family as yachting and yacht racing came into being. The six sons of Captain Tommy "Dutch"

Diaper, one of the most successful captains of the mid 19<sup>th</sup> century, all went to sea, young Thomas starting his career at the age of six sailing with his father. Much is known about the life of an Itchen ferry sailor from "Tom Diaper's Log" published in 1950.

In the early days the only way to cross the river was by rowing, in 1836 a wooden floating bridge was built and fitted to begin 19 years of service. Myself and members including Eva Drinkwater only remember the Itchen chain linked floating bridge which was superseded by the Itchen Bridge in 1977. The one of the old ferries can be still seen on the River Hamble, where it now operates as a restaurant.

St Mary's extra small chapel in Butts Road, Sholing is celebrating 400 years in 2020. Old photographs of

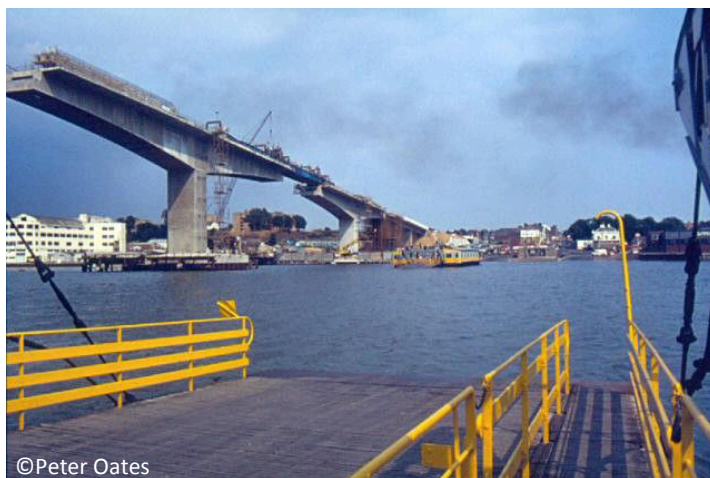


Top left: Itchen Village and the Royal Oak Hard in about 1850. The new Southampton Docks are visible in the distance across the river. The steam-powered floating bridge can just be seen near to Woolston.

Left: The much extended Jesus Chapel, Peartree Green, 2009.

Above: Pre-war aerial photo showing the Supermarine factory with the floating bridge to its right and to the left Itchen Village.

Below: The Woolston Bridge under construction taken from the floating bridge in 1976 (Photo: Peter Oates)



Woolston, Pear Tree Green and Itchen Village where shown, also photos taken after bombing raids showing a very different scene. The aim was to destroy the Supermarine factory. During the War the Diaper Ladies ran shops and milk rounds, etc. They were a very close-knit family and still are today.

For more information look up the Diaper Heritage Association.

Angela Rose



## Memories - Part 5 - Working Parties



To mark the Southampton Canal Society's 50<sup>th</sup> anniversary, Annemarie Evans, daughter of our President and a journalist/broadcaster based in Hong Kong, has been chatting to some members but would like to talk to more. If you'd like to share some memories and anecdotes, please email Annemarie at: [hkhradio3@gmail.com](mailto:hkhradio3@gmail.com) and she'll give you a phone call.

*Annemarie Evans*

Early work parties were on the Kennet & Avon Canal, but later in the 1970s, the Southampton Canal Society and friends turned their attention to the Basingstoke Canal. Meanwhile, Peter Oates and his monthly sterling crew moved on to serious construction with bricklaying and pouring concrete. Then there was the "Deepcut Dig" in 1977, which had more than 600 volunteers.

"My first work party on the Basingstoke Canal was when the restoration first started, so probably 1971," says Society president Brian Evans. "It made some of the local residents quite uneasy, particularly if they had adjoining properties. They didn't want their peace, quiet and safety compromised. So the early work of the volunteers was to clear vegetation, giving the residents nice paths on which to walk their dogs, etc."

The organisers, the Basingstoke Canal Society (then known as Surrey & Hampshire Canal Society), also wanted the path to be safe.

The canal had been seen as a defence during the Second World War and Brian describes how, at short intervals, there were concrete bases where tall wooden poles were inserted. Over the years the poles had fallen and rotted, leaving either stumps or holes.

"This is where we came in," says Brian. "Captain Norman Lucas plus a young teenaged member of the Society, sadly whose name I can't remember, and me. Dave Gerry, the Basingstoke Society man in charge, issued us with spades and a pickaxe, and then showed us to our starting point. Our job was to check the pole bases. If there was a stump of rotting wood, we had to cut it off with the pickaxe. If the pole had completely rotted and there was a hole, then we had to fill in with earth from the bank. He set us off in direction Basingstoke. We trundled from socket to socket. It was quite heavy work and we were pleased when lunchtime came! About 4pm we came to a bridge. From here our tools were collected. We three were very tired but felt we had done a worthy job."

Brian also recalls working with the late Laurie Pearce on clearing vegetation. "There were lots of self-set fir trees to remove. It must have been December, because I removed one of the young trees to Romsey, where it became our Christmas tree."

Society newsletter editor Peter Oates recalls that: "In 1975, Southampton Canal Society was asked if it would consider restoring a lock on the Basingstoke Canal. The only condition was that we provide a working party of 10 to 12 people once a month until the job was complete. The SCS agreed and I eventually became the WP organiser. Our initial project fell through and first we were given the task of clearing vegetation in the area of Ash Wharf."

Peter describes how there was a narrow gauge railway on the Basingstoke Canal at Deepcut



Top: The Deepcut Railway between Locks 25 & 26.

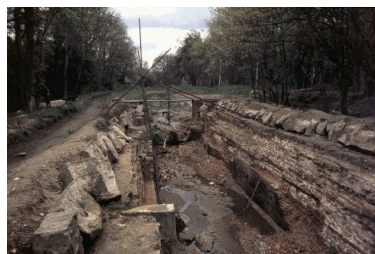
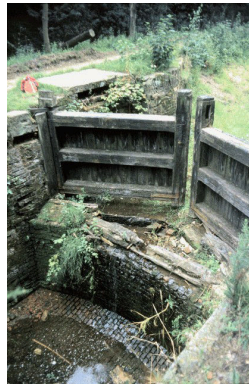
Bottom: Engine shed and marshalling yard at Curzon Bridge



Locks. "So there was no road access for bringing the construction materials in," he says. "So some enthusiasts got some track, a few wagons and a locomotive. It was a mile and a quarter in all. We took in thousands of tonnes of materials."

October 1977 saw the big Deepcut Dig with more than 600 volunteers. The Society's volunteer numbers on Basingstoke Canal work parties were supplemented by volunteers from the Ordnance Survey in Southampton.

"Soon after the Deepcut Dig, we started restoring Lock 19," says Peter. "This was our monthly work site for just over three years until the structure was restored. We then moved to Lock 10 near Woking. The working parties were in the name of the SCS but many of the volunteers came from outside the society, particularly the Ordnance Survey."



Top: Brian Evans' souvenir  
Centre: Top cill of Lock 19 before restoration started in 1977  
Lower: Removing bad brickwork Lk 19

Jones was in charge. It was mainly top gates that we made." Eric is an expert wood worker and former woodwork teacher, Wilf had always worked in the timber trade.

"The wood was supplied by, I think, Surrey County Council – certainly it was from local forests, but it was too soft. In the first instance, the early ones we did were already marked. We found when we put the metal bits in that it was quite soft wood. As people got more proficient at what they were doing, we put all the joints in and glued them up – others erected them during the week. And the Basingstoke Canal reopened 26 years ago."



Top: Lock 19 nearing completion 1981  
Lower: First hire boat in Lock 19 crewed by Jon Sims and Peter Oates

"I was probably involved in 20 top gates and three or four bottom gates."

Eric comments how despite all the volunteers' work it was difficult to acquire a licence to travel on the canal once it was open. "We went on the opening of the Deepcut Flight. We went up on the John Pinkerton with Peter Oates. It has been replaced by the John Pinkerton 2 – a second dedicated trip boat owned by the Basingstoke Canal Society to raise more money."

And the boat used to celebrate the 50th anniversary of the Southampton Canal Society.

*Annemarie Evans  
Photos: Peter Oates*

## Turning Point for Basingstoke Canal

Hampshire and Surrey County Councils have announced new discussions with Canal & River Trust to find a feasible way of transferring management of the Basingstoke Canal to the Trust. Over the next five years, the two Councils will explore ways to make the Canal as sustainable as possible, by increasing income generation and undertaking capital works to reduce the backlog of repairs. The plan is to transfer the management of the waterway and its assets to CRT, so that it is no longer reliant on public sector funding.

Both IWA and the Basingstoke Canal Society have welcomed the Councils' commitment, which has the potential to secure the long-term future of the 32 mile long Canal. This is a development for which both

IWA and the Society have long campaigned. The Society will also be encouraging the other members of the Canal Partnership, and particularly the riparian districts, to step up their support for the Canal not only by paying their agreed contributions to the Canal's budget but also by pursuing non-monetary objectives such as taking maximum advantage of planning gain, publicising the canal through their community initiatives, etc. The Canal was reopened to navigation in 1991 following 18 years of restoration work and a long campaign by IWA and the Society dating back to IWA's formative years.

*[IWA Bulletin 24 October 2017](#)*

## Crofton Beam Engines secure lottery grant

THE Kennet & Avon Canal Trust has been awarded more than £½m from the Heritage Lottery Fund (HLF) as the major contribution to an £845,000 project to secure the future of the steam driven Crofton Beam Engines, near Marlborough in Wiltshire.

Thanks to £559,300 made possible by National Lottery players, the project will transform the site and enable the trust to tell 'Our Crofton Story' explaining how this industrial heritage site comes to be in such a beautiful countryside setting and describing the people and the machines that made building of the Kennet & Avon Canal possible.

The project includes essential restoration and conservation work on the Grade I Listed engines and the buildings in which they are housed.

Plans include improvements to visitor facilities, exciting new interpretation of its engineering and social history, and new activities for families. The aim is to put visitors at the heart of the Crofton story.

This National Lottery award comes following several years of hard work by the volunteer team responsible for putting in the bid. It starts a new phase in the life of Crofton, where the trust will be able to secure this historic site for future generations especially by attracting more volunteers to join in the exciting work and care for such a special place.

Peter Turvey, chairman of the Crofton Branch of the Kennet & Avon Canal Trust, said: "Crofton is an amazing survivor of the Industrial revolution, a stark contrast to its contemporary world of Regency country houses and Jane Austen novels. It is set in a living heritage landscape which has seen the rise, fall and regeneration of England's canal system.

"With this grant from the National Lottery we will be able to sustain the legacy of 50 years work by all our heroic volunteers, and ensure future

generations can experience the beating heart and steamy breath of the industrial Revolution".

As well as the major funding from the National Lottery, the project is being supported by generous grants from the Garfield Weston Foundation, the Manifold Charitable Trust, the Tanner Trust, the Saddlers' Company, the Wolfson Foundation, The Sylvia Waddilove Foundation, Charles Hayward Foundation & the Bruce Trust.

Crofton has just finished its 2017 season and the site is now closed for the works to begin over the winter in readiness for reopening at Easter 2018.

It is planned to hold open days during the winter when visitors can see the work in progress and hear more about activity plans for the rest of the project. Details will be published at [www.croftonbeamengines.org](http://www.croftonbeamengines.org)

If you would like to get involved at Crofton as a volunteer and help to develop Our Crofton Story, please contact the chairman by email to [crofton@katrust.org.uk](mailto:crofton@katrust.org.uk), phone: +44(0)7528 628953 or through the website.

*[Towpath Talk 5 October 2017](#)*

OPEN days are being held at Crofton Beam Engines on the Kennet & Avon Canal near Marlborough so visitors can see the winter maintenance programme in action and the work behind the scenes.

They will also be able to talk to the volunteers and hear about plans as they work towards reopening at Easter 2018.

The open days will take place on Saturdays November 18 and December 2 from 10am-3pm and entry is free with refreshments available in return for a donation.

## Smile Corner

*An item that made the editor smile recently:*

Everybody was sure that Somebody would do it,  
And Anybody could have done it  
But in the end Nobody always ended up with the task.  
When Nobody did it,  
Somebody was angry because it was Everybody's job.  
But Everybody thought that Somebody would do it instead.  
Now Nobody realised that Nobody would do it.  
So consequently, Everybody blamed Somebody  
When Nobody did what Anybody could have done  
In the first place.

## Raffle Prizes

You will have seen from last year's accounts what a significant contribution to the Society funds is made by the Raffle held at our meetings (£378 last year). This is due to the generosity of the members and friends who buy the tickets, but also to those who donate prizes.

When I took over the Raffle from Dave Townley-Jones he had squirreled away a good number of prizes, but I am coming to the end of that supply, and recently there has been a fall-off in donations of new ones. Could I ask members to think about donating something that could be a raffle prize?

It doesn't have to be valuable, interesting is more what I have in mind! I may save prizes some months to make a good display for special occasions such as the Quiz Night and Day-Star so don't be disappointed if your donation does not appear as a prize immediately. Thank you.

*Sue Derbyshire*



## CRT spending £38 million to keep waterways flowing

This November will see the start of a five-month-long programme of repairs to England and Wales' waterways, as Canal & River Trust spend £38million to restore some of the nation's best loved sites.

As part of this work CRT are organising 10 free public open days across the country, offering the chance to see a part of the nation's 'hidden history' and some of the most extraordinary waterway locations as you have never done before.

Their team of skilled and passionate experts, from construction supervisors, civil engineers and volunteers, to heritage advisors and apprentices, will be on hand at the open days to explain about the varied work we do and why it's important to pass this knowledge and experience on to future generations.

Excitingly, visitors to the open days will be able to look around a pop-up museum which will showcase old items from the birth of the canals and some of the weird and wonderful finds from below the waterline. There will be 'virtual hubs' where people can plug in and watch virtual reality videos of some of the more unusual and awe-inspiring locations, and a display of historic images from each area will be on display.

Richard Parry, chief executive of CRT, says: "Our historic waterways are

still working as they were designed to 200 years ago thanks to the Canal & River Trust. We work year-round to keep them open and safe for everyone to enjoy, which requires a huge amount of planning, investment and craftsmanship as well as a wide range of knowledge and expertise. Our apprenticeship programme helps us to preserve these skills and to offer local training and employment opportunities to the next generation so these skills can continue for another 200 years and beyond.

"By opening up our work to the public we can give them a glimpse into the waterways' original 18th Century design and explain the scale of the Canal & River Trust's work to care for them now. We believe that whatever you do life is better by water so we want to inspire more people to support us to ensure we can continue to make our waterways great places to enjoy."

As part of their maintenance programme, CRT will be working on over 200 different sites across the country. The new lock gates are made in their specialist workshops at Bradley in the West Midlands and Stanley Ferry in Yorkshire.

[canalrivertrust.org.uk/news-and-views/news/20-October-2017](http://canalrivertrust.org.uk/news-and-views/news/20-October-2017)

## Boat joy-riding on increase warns RCR

WITH an increasing number of vessels being torched or taken by joy riders, River Canal Rescue is calling for boat and marina owners to be extra vigilant.

The firm typically deals with one to two burnt-out or vandalised boats a year, but in a six week period around September it was called out to three and in the last 12 months has salvaged 10.

Examples include a 40ft widebeam set alight near Kegworth on the river Soar, burning it below the water line and causing it to sink. Despite size and accessibility issues, RCR raised the vessel.

Two boats stolen on the Coventry and Trent & Mersey canals; in order to hide one of the vessel's identity, thieves re-painted it while the other was vandalised and items were stolen. Having been recovered, repairs are now under way.

A vessel on the South Oxford canal, stolen, grounded and abandoned. The owner managed to recover it before any further damage was sustained and RCR assisted with its re-float. This was the second incident RCR had attended in the local area.

A 35ft narrowboat moored at Fradley Junction (joining the Trent & Mersey and Coventry canals), suffered fire damage and a vessel on the Worcester & Birmingham canal was completely gutted. Both were refloated and recovered.

One of the more challenging rescues was posed by a burnt-out Sea Otter narrowboat. Its remains were found near Braunston Marina in August, causing concerns for recovery, particularly as it was in such a remote location with no vehicle access.

The heat from the fire melted the aluminium hull below the waterline so when RCR engineers were called to attend in September, they knew pumping-out was not an option. There was also no access for a crane and not enough depth of water to use air bags to assist with the raising. Never short of new ideas, the team used plywood to make new sides for the boat and once in place pumped-out the vessel and refloated her.

As the hull was in such poor shape, it urgently needed to be lifted out of the water so the team contacted local firm Union Carriers to arrange a tow, Braunston Marina to agree access and Tuckey's Crane to arrange crane and transportation. Within 50 minutes everything was in place to ensure the boat was lifted and transported away from site.

RCR managing director, Stephanie Horton, comments: "The crime of joy

-riding appears to be spilling from the roads onto our inland waterways, particularly on the Oxford, Coventry and Grand Union canals in a triangle from Nottingham via Braunston to Oxford and Warwick.

"In the past boats were typically taken by people who wanted to steal outboards, batteries and anything that could be sold. They would however leave the vessel intact. But now their actions are akin to mindless vandalism and unfortunately, the damage is usually so severe and too large a project to take on, the burnt-out vessels usually end up being disposed of. This impacts on the environment and owner."

Stephanie concludes: "Because of the restriction on where boats can be taken, theft is considered low-risk by boaters and insurance companies. Yet they are easy to break into and easy targets for those with intent, particularly when you consider the time they are left unattended and how simple it is to change their identity. In the absence of any registration system, and criminals viewing it as an easy way to raise cash, I fear these types of crimes will continue to increase."

[Towpath Talk 20 October 2017](#)

## London Mayor and boat emissions

*(Continued from page 1)*

He pointed out that the Mayor's press release begs the question: Would that mean old narrowboat engines would be banned from London?

More controls over boat emissions may also see areas where solid fuel stoves are banned on boats. For many boat dwellers, these stoves are their only heat source.

NBTA London branch has vowed to oppose Sadiq Khan's plan. Pledging to oppose any plan that would put pressure on boat dwellers to move off the waterways, Marcus added: "People on boats are in a different situation than most of the population; we rely on solid fuel stoves/ generators/ engines for our day to day life.

"Without the ability to heat our boats and ability to generate electricity, our lives become a lot harder."

Earlier this year, Oxford Council backed down in face of a large campaign over plans that would see in Oxford, a ban on the use of solid fuel stoves on boats; and generators/ engines to charge batteries on boats.

[Towpath Talk 20 October 2017](#)

## Pair revive fortunes of Old Bond Store

A SOUTHAMPTON business duo have breathed life into one of the city's oldest buildings. Louis Lawrence and Resh Rhoad have spent three years restoring the Old Bond Store on the Back of the Walls in Southampton.

The Grade II listed building is thought to date from the 1800s and was built as a bond store to be linked to the proposed Southampton to Salisbury Canal [Ed: then under construction].

Originally a flight of steps ran down from the building to the proposed canal with a recess in which barges could be loaded and unloaded. [Ed: The canal would have been between the back of the building and the modern Canal Walk.]



The canal was due to run from the head of Southampton Water to Salisbury connected via the Andover Canal. However, the scheme collapsed in 1868 [Ed: that should be 1808] and the Southampton end was covered up. A lease document from 1820 also indicated that it was used as a builder's store and as a malt house for the nearby Coopers Ales Brewery.

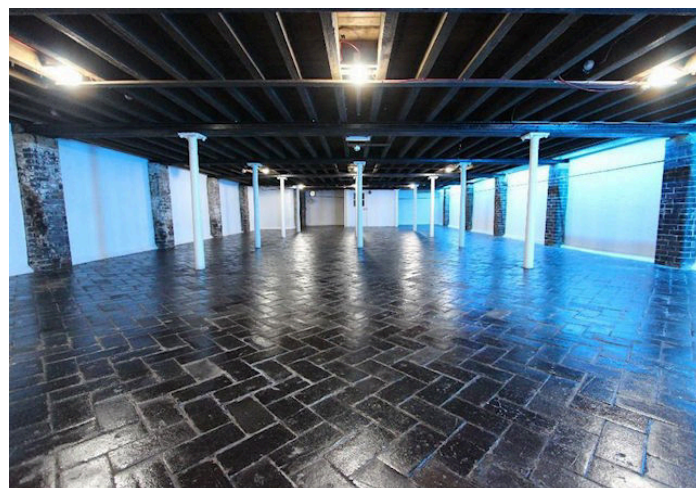
Development company Lawrence Rhoad purchased the building in 2014 and used it as the base for three of their sister companies: Pensionlink, Lawrence Rhoad and Advisor Hub.

Their restoration follows the completion of Woolston Library, which they purchased in July 2015 and turned into four flats and a three-bed house after careful restoration.

Louis Lawrence said: "It was an educational feat restoring it and was great to bring such a modern feel to a historic building. We have spent three years restoring the building to its former glory and we've fused



Above: The Old Bond Store in Back of the Walls, Southampton  
Left: The Store is now surrounded by modern development  
Below: The refurbished Lower Ground Floor



original features with a modern touch, creating and adding a unique workspace to our city.

"With so many developers cramming in as many units as possible - purely for 'perceived' profitability we believe in concentrating on quality and lifting the value of square footage in areas we develop to open up channels to new and more affluent client base."

The building is currently on the market [Ed: for £650,000].

*Southern Daily Echo*

## EA Launches £1.4m Winter Programme of Thames Lock Works

The Environment Agency embarks on its annual winter programme of major repairs and refurbishments to locks along the non-tidal River Thames at the end of this month. From 30th October, work will start at 6 out of the 45 sites it owns and operates - 2 in Oxfordshire, 1 in Berkshire, 2 in Surrey, and 1 in Middlesex. Together, they will have a total of £1.4m spent on them.

The most significant project is at Blakes Lock in Reading, Berkshire. At this site, which is the 'gateway' lock between the town's two main waterways - the Thames and the Kennet and Avon Canal, £750,000 is being spent on refurbishing the lock chamber and all four lock gates, and numerous other improvements.

Another major project is at Teddington Lock in Middlesex. This site marks the border between the non-tidal and tidal River Thames and uniquely, contains three different locks. The largest of these, the barge lock, is, at 650 feet (198.12 metres) long and holding 1.75 million

gallons (8 million litres) of water, the largest lock on the non-tidal Thames by some considerable margin. Here, the two downstream or 'tail' gates, each weighing 11 tonnes, are being lifted out and taken away for refurbishment.

Gates from Shifford Lock near Bampton, and Clifton Lock near Abingdon, both in Oxford, are also being refurbished, and at Molesey Lock in East Molesey, Surrey too. At Bell Weir Lock in Egham in Surrey, the rubbing timbers are being replaced. These protect the walls of the lock from impact damage by boats.

EA says that all the work being carried out this year will require the locks to be closed for a period of time. The longest closure is at Blakes Lock. Due to the scale and complexity of the work, the lock may need to be closed for up to five months.

[Click here for the latest updates on the programme.](#)

*IWA Bulletin 24 October 2017*

## 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 are normally held on the first Thursday of each month at 7.45pm (see Waterways Events in this issue) at Chilworth Parish Hall, Chilworth, Southampton, SO16 7JZ. OS Grid Ref: SU410184. Contact the Secretary for further information.

This Newsletter is normally published during the first week of each month in time for the Society's meeting.

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## Boat licence fees to rise by 3%

THE Canal & River Trust has announced that private and business boat licence fees will rise by 3% from April 1, 2018, roughly in line with inflation forecasts for next year.

Income from fees is used to sustain charitable expenditure of over £150m per year.

CRT is currently carrying out a consultation on the overall structure and future of boat licensing. No changes resulting from the consultation will be implemented before April 2019.

Ian Rogers, customer services and operations director at CRT, said: "We

are committed to keeping boat licences at a fair price and investing the income back into caring for our canals and rivers for the benefit of all our boating customers.

"Looking after the waterways is a huge task, from big jobs like repairing flood-damaged bridges to the everyday work of dredging and replacing lock gates. The money we get from boat licences, which currently accounts for around 10-15% of our total income, is massively important in keeping the canals and rivers open so boaters can continue to use them, now and in the future."

*[Towpath Talk 13 October 2017](#)*

## CRT Licence Review

CRT licence holders will have received an opportunity to take part in the third stage of CRT's Licensing Consultation. The consultation will run until midnight on Monday 18th December and the outcome of the consultation will be communicated to stakeholders in early 2018.

CRT states that the aim of the consultation is to ensure the long-term sustainability of their waterways so that boaters and other waterway users can continue to enjoy them now and in the future. The consultation aims to help CRT to identify an approach to licensing that is more simple and administratively less burdensome than the current system, as well as being robust and workable and balancing pricing and affordability.

The previous stages of the consultation saw discussion with boating organisations to establish a broad understanding of different perspectives and opinions, with stage 2 seeing boat licensing customers invited to apply to attend one of nine workshops held across the country to further explore initial ideas from stage 1. Stage 3 of the licence consultation invites all CRT current licence holders to share their views on the outcomes from stages 1 and 2 by taking part in an on-line

survey.

With the outcome from this final stage CRT intends to identify a future approach to its licensing framework that is fair (the survey asks boaters how the financial contribution made by the different types of boats and boaters towards the upkeep of the waterways can be generated through licence fees in the fairest way) and straightforward, simple to understand and sustainable. The intention of the licence review is not to increase the proportion of CRT revenue from boat licences, but to make sure that the contribution from boat licences is distributed more fairly. IWA encourages all holders of CRT licences to take part in the survey.

In addition to current licence holders, CRT is also asking for views from boating organisations and other interested individuals. IWA will be submitting a response on behalf of the Association. IWA is also aware of a number of CRT licence holders who have not received an invitation to take part, and would encourage people to request a link to the questionnaire by calling CRT on 0303 040 4040.

*[IWA Bulletin 24 October 2017](#)*

## Wartime Defences on Basingstoke Canal

Those curious in how the Basingstoke Canal could have played a part in halting Hitler's forces in 1940 had an invasion taken place, will find this republished booklet by Tim Denton of interest.

This booklet has sold steadily to a wide audience since 2009, when it first appeared. This new-look version has been updated to include additional information, plans and images, many of which have not been available before.

To order your copy, go to the [Society publications page](#), or purchase it from the Basingstoke Canal Centre.

Other Basingstoke Canal Society publications that have been published recently include an updated Rambles booklet, a 50th Anniversary history of the Canal, and an updated Guide to the Canal. Details about all of these can be found on the [Society publications page](#).

*[www.basingstoke-canal.org.uk/](http://www.basingstoke-canal.org.uk/)*