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MEETINGS - 1st Thursday each month at 7.45 pm.
St. John Ambulance Hall, King's Park Road, Southampton.

FORTHCOMING EVENTS

- 4th October - Chris Davey - Waterway Recovery Group. The history, aims and objectives, work camps, future plans.
1st November - Peter Brougham - Kennet and Avon boat builder. Construction and fitting out of narrowboats. The tricks of the trade recounted with enthusiasm.
6th December - Christmas Festivities - with Les Osborn giving a hands on demonstration on the art of painting canal roses etc.

SEPTEMBER MEETING 'Tour Round English/Welsh Waterways' was the wide title for David Laings slide show at the September meeting. And wide it was, including several boat journeys and visits to many locations. He certainly gave us quantity and variety and, as with the Irish Waterways talk that he gave us previously, had many little anecdotes to tell in most amusing fashion. Some of David's slides date from the late '50s and early '60s containing a considerable amount of waterways history and emphasize the changes that have taken place at many locations, places where development has been detrimental and others where restoration and improvement can be seen.

CHRISTMAS CARDS Waterway Recovery Group have for sale some Christmas Cards and Notelets. There are two different cards and the front of both depict canal scenes, reproduced by kind permission of Alex Prowse. The greeting printed inside the Christmas Card is "Best wishes for Christmas and the New Year". The cards are also available without the message for use as Notelets.

Cost:- £1.50 per pack of 10 (5 of each type).

For further details and to order please see the Chairman.

SALISBURY GROUP A reminder from our Librarian that the Salisbury Inland Waterways Association Local Group is to be officially launched on Tuesday 16th October 1990 in the Wyvern Room, The Liberal Club, 2-4 Salt Lane, Salisbury, commencing at 7.30pm. After the official launch, Anthony Burton will talk.

Non I.W.A. members will be welcome at the launch.

THE PORTSMOUTH AND ARUNDEL NAVIGATION COMPANY The Portsea Canal, opened in 1822, was part of the scheme to link Portsmouth with London during the Napoleonic Wars, avoiding the dangerous sea voyage through the English Channel.

Designed by the leading civil engineer John Rennie, the canal ran across Portsea Island from a basin on the site now occupied by Allders in the city centre to Langstone Harbour at Milton. Two locks, capable of handling 150 ton sailing barges, were built. The remains of the sea lock are visible now but the second lock has been destroyed. It lay opposite the Oyster House pub in Portsmouth. Sea water was pumped into the canal by a steam engine of which the engine house still stands in Waterlock Gardens, just beyond the second lock. In the late 1820's the canal company diverted traffic through Portcreek and the canal became superfluous. The bed of the canal between Fratton and Landport was sold to the railway company, which opened the line in 1847.

The canal was beset with many snags and was really obsolete before it was finished. The war was over long before, and sea water leaked into the neighbouring fields giving rise to endless complaints. From the Chichester Canal the route went via Arundel, the River Arun and the River Wey to the Thames and thence to London.

This brief history was provided by the Portsmouth Society.

AUTUMN TRIP On Saturday, 22nd September, 40 members and friends travelled by coach to the Avon Valley near Bath. Although the forecast was not good the weather was kind for yet another of Martin's trips and clear air gave the passengers extensive views over the countryside from the coach on the outward journey. The vegetation towards Bath seemed in better condition than in Hampshire and the early autumn made a colourful landscape.

Arriving at Claverton, passengers were given 2½ hours to picnic and view the pumps. Several took advantage of the heavy blackberry crop while strolling down the steep leafy lane, crossing first the Kennet and Avon Canal and then the main line railway (watch out for the Sprinters).

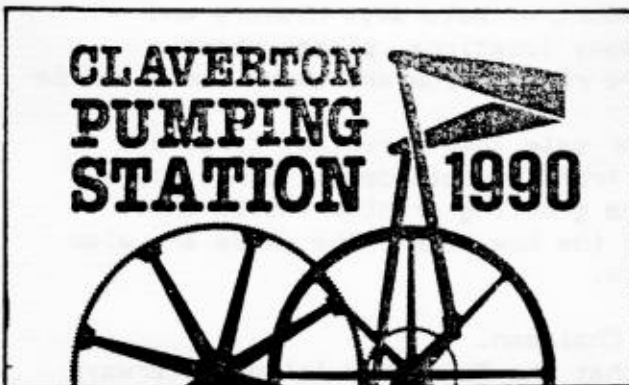
Our party was welcomed and given some details by one of the attendants. Individuals were then free to roam around the site as they pleased. Members had picnics in either the paddock behind the mill or the large adjoining field which was skirted on one side by the stream that feeds the pumps and on the other by the main river. A hundred yards upstream was a long weir with ducks, swans and a heron nearby.

At 2pm the party moved on by coach to Bradford on Avon to board the narrowboat 'Ladywood' for the trip to Semington and back.

Due to the dry season the level of the canal was at least one foot down. Progress was slow and from time to time 'Ladywood' touched the bottom. The turnround at Semington was particularly muddy but the trip was very interesting - 2 new marinas, a housing development with moorings and the rose & hawthorn bushes looking very beautiful with heavy loads of red berries.

Tea was served at the beginning of the return journey and the hungry passengers tucked in. The breeze became much cooler outside but on board the atmosphere was quite cosy. Returning took just as long as the outward trip. A few spots of rain fell just before dark and the last ½ mile to Bradford was navigated by headlight and the smell coming from the local chippy. 7.40pm we were back at Bradford on Avon lock, well over an hour late but we had certainly had value for money.

Once again our thanks to Martin Cripps for organising an extremely enjoyable outing.



The Kennet and Avon Canal has a water wheel driven pumping station which is unusual, at least so far as canal water supply is concerned. It was designed by John Rennie and started work in 1813. With slight modifications down the years it ran until 1952 when a log jammed in the mechanism and the main drive wheel was stripped of some of its wooden teeth. The pumping station then lay derelict until 1969.

In that year engineering students from Bath University began restoration work. The

K & A Trust continued it from 1972 onwards, as a voluntary project, and the restored pump house was opened to the public in 1978.

The water wheel is breastshot and in the form of two wheels, each 15 feet 6 ins in diameter and 11 feet 6 ins wide, on a common shaft. This drives, through gearing, a crankshaft to which are attached two upright 15 feet long connecting rods which in turn drive two overhead rocking beams, of beam engine proportions. The opposite ends of these are connected to the actual pumps.

With the water wheel revolving at 4 rpm, the pumps deliver water at the rate of 77,000 gallons an hour to the canal, which is about 50 feet above the river.

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* THOUGHTS OF CHAIRMAN BRIAN *

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* Why not write a short article *

* to help your overworked Chairman *

* fill empty spaces like this. *

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