NEWSLETTER No. 260 DECEMBER 1992 MEETINGS - 1st Thursday each month at 7.45 pm. St. John Ambulance Hall, King's Park Road, Southampton. FORTHCOMING EVENTS. 1992 3rd December - American Supper and a talk on Owls by the Ringwood Owl Centre complete with a couple of live owls. 1993 7th January - B.W. Boat Standards by George Gibson, Marine Surveyor. 4th February - Historic Portsmouth by George Gibson, Marine Surveyor. 4th February - No job for a gentleman" by Commander Compton-Hall, EN Retd., MBE. History & development of the Submarine by the Director of the RN submarine museum at HNS Haslar. NOVEMBER MEETING. Hugh McKnight began the evening with a short slide show of belgian lifts, new and old, then followed up with a 15mm film by June Humphries too the film gave us the moving version as Hugh and the Humphries too their boat 'Avonbay' up and down both the vertical lifts and the inclined plan at Ronquieres. He continued the programme with slides of the opening of the new Hein-Main-Donau Obanube) Canal in Germany. 'Avonbay' having been the first British registered boat into Zastern Germany after the wall came down the cri- were keen to also be the first to use the new canal. Once again Hugh was abl to give us many facts and make the show most interesting. In fact it was one the longest meetings that we have had for some time. As on his previous visits Hugh brought a large selection of books for si many of them now out of print. Before he left, Martin Cripps 'booked' him for another visit in about a "Thanks to Feter, one of loor by mistake. The last note should have read- "Thanks to Feter, one of loor by mistake. The last note should have read- "Thanks to Feter, one of loor by mistake. The last note should have read- "Thanks to Feter, one of loor by mistake. The last note should have read- "Thanks to reter, one of loor by mistake. The last note should have read- "Thanks to reter, one of loor by mistake. The last note should have read- "Thanks to reter one of loor by mistake. The last	CANAL SO	Treasurer & : E Membership : C Secretary : M	rian Evans, 19 Lansdowne Gardens, II omsey. Tel:- 0794 517115 ric Lewis, 51 Friars Croft, almore. Tel:- 0703 860384 artin Cripps, 42 Delamere Road,	
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I.W.ASALISBURY GROUP.	We have a list of the meetings of the Salisbury Group.
Thursday 28th January	<ul> <li>Ron and Myra Glover talking, with slides, about their recent French canal trip.</li> </ul>
Thursday 25th March	<ul> <li>Progress on the Wilts &amp; Berks Canal by Peter Williams or Neil Rumbold.</li> </ul>
Sat/Sun 27/28th March	<ul> <li>Involvement in the clean up weekend with IWA Avon and Wilts Branch at Claverton Pump.</li> </ul>
20th or 27th May	- Boat trip - possibly 'Ladywood' from Bradford on Avon.
Thursday 29th July	- Barbecue - venue to be on the line of the old Southampton/Salisbury Canal
Thursday 28th September	r - AGM - speaker to be decided.

Meetings to be held at the Salisbury Rugby Club, Castle Road, Salisbury. Further details from Dave Hankins, 759 Netheravon Road, Durrington, Salisbury, Wilts, SP4 8AX. (please enclose an SAE) or phone 0980 53734.

THAMES & SEVERN CANAL. October 18th was the day 16 members of 'Southampton Leggers' went in search of the Thames & Severn Canal. (Southampton Leggers is the name Jon Sims has given to this group - drawn from canal enthusiasts and industrial archaeologists)

Our minibus headed north through Marlborough and Swindon and on towards Cirencester before stopping on the A419 just outside Cricklade. About 200 yards from the main road we crossed the line of the Thames & Severn Canal and then, in the garden of a private house, was Latton Basin. This basin, about 200'  $\times$ 60', is largely intact and was the entrance to the North Wilts canal. This canal was opened in 1819 and gave an improved link, via the Wilts & Berks Canal, to the River Thames.

We walked along the T&S Canal to Cerney Wick Lock and roundhouse. The lock has been the subject of some restoration and the roundhouse is one of five along the canal, and looks in very good condition. The roundhouses were built about 1790 with 3 storeys. The ground floor was a stable and the two upper floors as living accommodation. The walls were 20" thick and internally the rooms are 16' 10" in diameter. This roundhouse has a upright conical roof. We walked on to the entrance road to the Cotswold Water Park where there are some very interesting information boards about the T&S Canal and the Water Park.

The minibus was waiting to transport us to the Coates Portal of Sapperton Tunnel. Here we walked to Coates roundhouse, which is in a poor state of repair, but at least we were able to go inside and have a look around. This roundhouse was different to Cerney Wick in that the roof was inverted, lined with lead and used to collect water for the occupants. Unfortunately the roof no longer exists. As we walked back to the tunnel some bright spark suggested that we 'Challenge Anneka' to restore the Canal (29 miles in 3 days - a bit much even for her). The Coates portal was restored in 1976-7 at a cost of f6000 by the Canal Trust.

We drove over the top of Sapperton Tunnel to the site of Daneway Bridge Lock, now a car park for the Daneway Inn. Here we sat outside and had our lunch, not bad for the middle of October. The building was constructed in 1784 as a base and accommodation for the navvies constructing the tunnel, and became a public house before it was sold by the canal company in 1807.

After lunch we walked to the West portal, not nearly as impressive as the Coates portal, but some restoration work has been carried out. Retracing our steps past the pub we started walking downhill towards Stroud (241' lower than the summit through 28 locks). Immediately after the pub is Daneway Wharf, now landscaped in a private garden. The wharf was used to unload boats before the tunnel was completed (3 years after the canal reached there) and later as a lay up point for boats waiting their turn to pass through the tunnel. Partway down the valley the towpath is raised and runs between the canal and a reservoir (now private), formerly a mill pond which was bought by the canal company to try and preserve water supplies for the lower part of the canal. The canal now passes several old mills, some restored and some derelict. Another roundhouse is passed at Chalford, very nicely done up in a pleasant garden. Our walk finished at Brinscombe Port, originaly a transhipment point between Severn trows and the Thames barges. A pleasant day out organised by Jon Sims and Peter Oates made all the better by the weather.

PS. Five minutes after getting on the minibus for our journey home we had a tremendous downpour - a good job we decided not to walk any further.

Distributed by:- Hunt & Co Chartered Accountants, 123/124 High Street, Southampton, SD1 0AA. Tel:- 0703 225255