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**This Month and ...**

Quite a bumper issue this month - 8 pages! Hopefully, there's something to keep you all entertained, informed, make you think, give you ideas for doing things, now that the pandemic seems to be on its way out.

Next month's issue will be the last Newsletter under the banner of the Southampton Canal Society. I have been considering the production of a free Newsletter on a similar pattern after that. But I must admit that I have not been encouraged by the lack of responses to my appeal last month for your thoughts - just one email.

However, I definitely intend to keep and develop the website.

So, tell me what **YOU** think - even if it's just to say "No, thank you!"

## Chairman's Column

Dear Members,

Well this is the last but one column from me. A sad moment but inevitable.

I hope that you all had a good Christmas and New Year. We had a strange Christmas which ended with Christmas Dinner of Scrambled Egg and Bacon.

Since then, Angela and I have been to Bembridge IOW for a four night break with some friends.

It was a very good week with plenty going on all the time.

After rebuilding our roof during the first lockdown we have now started a new project with the building of a small side extension to the house to incorporate a down stairs loo for our old age!

We have booked our boats out of the water for

hull blacking etc during March so that we can be ready for our first trip out in May to Rickmansworth Festival and then down to London for a HNBC Gathering. Then up the Thames to the end followed by our return to Napton via the South Oxford.

We have three other meetings booked for Purton after that.

A good change after the last couple years.

I have only had three replies re a dinner. So I will not be organising this event. After members' reaction at our AGM, when there appeared to be interest in a dinner, I was very disappointed in the lack of interest.

*Regards  
Alan Rose*

## Wendover Arm Canal back in water



434 metres of the Wendover Arm Canal started re-watering on the 27th November, a process that takes about 3 weeks. This is a significant and exciting step forward

for the full restoration of the Wendover Arm Canal.

IWA's Restoration Hub has been providing a significant amount of support to the project, led by the Wendover Arm Trust. Our Technical Support Officer, Mikk Bradley, worked with Canal & River Trust over the drawings and designs. This allowed this section of restoration work to be

undertaken by volunteers. He has also prepared detailed drawings for the repairs to the foundations of the swing bridge, including stop plank channels and sheet piling bank protection. Mikk has also taken on an active role in training Wendover Canal Trust volunteers in levelling and relevant regulations.

The re-watering has come about thanks to the enormous effort of the Wendover Canal Trust volunteers over the last 6 years. During lockdown, local Waterway Recovery Group volunteers got stuck in at the Trust's regular work parties. IWA's Restoration Hub will continue to support this project and we will be running a Family Canal Camp with Wendover Canal Trust in 2022.

*[IWA Website](#) - 2 December 2021*

## HVO subsidy anomaly

Having identified HVO (Hydrotreated Vegetable Oil) as the interim solution for enabling boats with diesel engines to be run in a nearly carbon-free way. IWA has been dismayed to discover a problem with a Government subsidy which has the potential to make such biofuels prohibitively expensive for inland waterways craft. This anomaly threatens the Government's own aspirations for boats on the inland waterways to meet zero emissions by 2050.

HVO is about twice as expensive to produce as mineral diesel. The Department of Transport's Road Transport Fuel Obligation (RTFO), aimed at encouraging the use of biofuels, effectively subsidises the fuel making it competitive in price with mineral diesel. However, this subsidy only applies to fuel that is used for transport, and not to the proportion of fuel used for domestic purposes (heating, cooking and lighting through

charging batteries).

The recommended 60:40 split for propulsion/ domestic use on boats (accepted by HMRC for the taxation of red diesel) would make HVO prohibitively expensive for most boaters. As a result boatyards will likely continue to supply red diesel rather than HVO.

The Government's Clean Maritime Plan states that by 2025 there must be a plan to ensure that all vessels are able to meet the zero emissions by 2050 target. With many existing boat engines having decades of life left in them, IWA believes that an important part of this plan has to be the use of biofuels. IWA has now written DfT to request a modification to the scheme to allow both propulsion and domestic use of biofuels in vessels on the inland waterways.

*IWA Waterways- Spring 2022 issue*

## Waterways Events

The following is a list of waterway events due to take place within approximately 50 miles of Southampton plus other major events.

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. If YOU know of an event taking place that you feel should be in this list, but isn't, then please contact the editor (details on the back page).

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

As a result of the pandemic and the related restrictions put in place by the Government, virtually all events since April 2020 have been cancelled. However, most Covid restrictions were lifted in July and it was expected that more events would be announced soon. Some or all of these events may be cancelled or amended if Covid-19 regulations require such action.

Date/Time	Organiser	Details	Venue	Contact
Wed 9 Feb 2022 7.30pm	IWA Lancashire & Cumbria Branch	<b>Canal Lifts.</b> An online webinar about canal lifts by Peter Brown.	Online with Zoom. Advance registration for this event is necessary via the IWA website.	<a href="https://waterways.org.uk/support/ways-to-get-involved/events/canal-lifts">https://waterways.org.uk/support/ways-to-get-involved/events/canal-lifts</a>
Sun 20 Feb 2022 10.00am	Somersetshire Coal CS	<b>Walk - Midford to Lock 22.</b>	Meet: Twinhoe Lane, Midford, BA2 7DD. (ST 760606). For location see map <a href="#">here</a> .	Liz Tuddenham 01225 335974
Thu 24 Feb 2022 7.30pm	Somersetshire Coal CS	<b>Social meeting cancelled</b> due to uncertainty about Covid.	Radstock Working Men's Club, The Street, Radstock, BA3 3PR (ST688547).	Steve Page: 01761 433418 Email: <a href="mailto:membership@coalcanal.org.uk">membership@coalcanal.org.uk</a>
Wed 26 Feb 2022 10.00am-3.00pm	Chichester Ship CT	<b>Feathers, Fins and Fur</b> An event for pre-school and primary age children and it's completely free. All we ask is that parents and/or carers remain with children at all times. Refreshments are available to purchase. Further details on website.	Canal Heritage Centre, Canal Basin, Chichester, PO19 8DT. (SU 858041)	Canal Centre: 01243 771363 Website: <a href="https://chichestercanal.org.uk/">https://chichestercanal.org.uk/</a> .
Wed 16 Mar 2022 7.30pm	IWA Lancashire & Cumbria Branch	<b>The Leeds &amp; Liverpool Canal</b> An online webinar with Mike Clarke, President of the Leeds and Liverpool Canal Society, on 25 years of the Society and how the Canal has changed over the last 50 years.	Online with Zoom. Advance registration for this event is necessary via the IWA website.	<a href="https://waterways.org.uk/support/ways-to-get-involved/events/the-leeds-and-liverpool-canal">https://waterways.org.uk/support/ways-to-get-involved/events/the-leeds-and-liverpool-canal</a>
Thu 24 Mar 2022 7.30pm	Somersetshire Coal CS	<b>Canal Restorations</b> by Patrick Moss.	Radstock Working Men's Club, The Street, Radstock, BA3 3PR (ST688547). For location see map <a href="#">here</a> .	Steve Page: 01761 433418 Email: <a href="mailto:membership@coalcanal.org.uk">membership@coalcanal.org.uk</a> .
Sat 26 Mar 2022 9.30am-2.30pm	Inland Waterways Assoc & Canal and River Trust	<b>Waterway Restoration Conference 2022.</b> This year the focus is on overcoming obstacles and seizing opportunities, including case studies from the Cotswold Canals & Montgomery Canal. The event is free to attend and includes lunch.	The Subscription Rooms, George St, Stroud, GL5 1AE (SO850051). Advance booking for this event is necessary via the IWA website.	<a href="https://waterways.org.uk/support/ways-to-get-involved/events/waterway-restoration-conference-2022">https://waterways.org.uk/support/ways-to-get-involved/events/waterway-restoration-conference-2022</a>
Sun 27 Mar 2022 10.00am	Somersetshire Coal CS	<b>Walk - The Lower Lock Flight.</b> Looking at the lower part of the Combe Hay lock flight.	Meet: Bridge Farm, Combe Hay, BA2 7NX. (ST745604)	Liz Tuddenham: 01225 335974 Email (not HTML): <a href="mailto:liz@poppyrecords.co.uk">liz@poppyrecords.co.uk</a> .
Sat 9 Apr 2022 11.00am-3.00pm	Chichester Ship CT	<b>200th Anniversary Celebration Event</b> Celebration of the bicentenary of the opening of the canal to Chichester. See page 6 of this Newsletter.	Canal Basin, Chichester, PO19 8DT. (SU 858041)	Canal Centre: 01243 771363 Website: <a href="https://chichestercanal.org.uk/">https://chichestercanal.org.uk/</a> .
Sun 17 Apr 2022 10.00am	Somersetshire Coal CS	<b>Walk - The Upper Lock Flight.</b> Looking at the upper part of the Combe Hay lock flight.	Meet: Bridge Farm, Combe Hay, BA2 7NX. (ST745604)	Derrick Hunt: 07986 972984

## Consultation on managing mooring space in inner London

CRT are inviting boaters and local stakeholders to take part in a consultation on ways to improve the management of mooring space on central London's busy canals<sup>[1]</sup> to balance the needs of local and visiting boats.

### Why are they doing this?

With boat numbers across the whole London waterway network remaining at around record levels (c.4,000 boats<sup>[2]</sup>), amongst the proposals included in the consultation is an increase in pre-bookable paid moorings at ten central London short-stay visitor sites.

Pre-bookable paid moorings have been successfully operating at an initial two locations since 2019, offering the assurance of a mooring spot to both residential and leisure boaters in and around London as well as boaters visiting the capital. Combined, the pre-bookable paid moorings will account for around 40 berths with the majority of short-stay visitor moorings, and all the 14-day towpath moorings, remaining unchanged.

Views are also being sought on a proposal to make access to short-stay visitor moorings fairer by a more active management of the sites, limiting the amount of time individual boats can use them in a year and increasing the overstay charge if they stay longer than permitted.

Finally, to reduce the risk of blocking the channel and to make navigation safer, the consultation proposes preventing triple mooring and mooring against a widebeam on the busiest central London

waterways.

### London Mooring Strategy

The Trust's 2018 London Mooring Strategy, which set out plans to improve the experience of boating in London and make the waterways a place that can be shared safely and fairly, highlighted the need to make moorings more accessible for all boats visiting and navigating through the capital, as well as those boats that predominantly cruise in London. This consultation is aimed at balancing the needs of boaters without permanent moorings with those of boaters who want to visit the capital.

The Trust has sought suggestions from boaters about how to fairly manage the space and has ruled out several options, including a 'congestion charge', a 'London Licence', and a limit to the time boats can spend in central London on top of existing continuous cruising guidelines.

### An intrinsic part of the capital's canal culture

Ros Daniels, CRT's regional director, said: "Boats and boaters bring so much to London's waterways and are an intrinsic part of the capital's canal culture. Our proposals recognise and protect that and will help make the waterways accessible to boaters who want to visit them, and who have previously been put off because they don't think they'll be able to find a place to moor.

(Continued on page 4)



## New railway bridge ensures the canal restoration is on track

A major project to replace a railway bridge which means boats will be able to pass underneath it has been completed on time during the Christmas holiday.

A team of 150 operatives from Network Rail and its contractor Alun Griffiths Network Rail worked around-the-clock on behalf of the Cotswold Canals Connected partnership to ensure the project was completed while the rail line was closed for seven days between Christmas and New Year.

The original bridge had been replaced in the 1960s, with an embankment leaving only a narrow opening that was too small for boats to pass through, and needed to be replaced as part of the restoration of the Stroudwater Canal. The Ocean railway bridge project took more than two years of planning, which included casting the new bridge sections on site, catching and relocating thousands of fish, draining a 230 metre section of the canal. The team used a total of 4,000 tonnes of material for the foundations and backfilling around the new structure and 500 tonnes of track stone when reinstating the railway.

The new bridge sections, the largest of which weighed 64 tonnes, were lifted into place using a 1,200 tonne crane. Despite strong winds and heavy rain, the work was completed on time. The new bridge, with its integrated towpath, will allow boats to pass under the railway as part of the restoration of The Stroudwater Canal which will eventually make Stroud and Stonehouse canal towns once again.

Chris Mitford-Slade, Cotswold Canals Connected Project Director said: "This was the largest and most complex project on this section of the canal (known as Phase 1B) and we would like to thank all of those living in the locality for their support, understanding and tolerance.

"This project, and the canal restoration, would not have been possible without the support of the National Heritage Lottery Fund, private donations, fundraising and grants."

Network Rail project manager Deborah Elliott said: "We are very proud to have completed this stage of the Ocean railway bridge replacement on behalf of Cotswold Canals Connected. Our teams worked through challenging conditions to deliver this important project for the local community and we were very grateful for their interest and support throughout."

Stroud District Council Leader Doina Cornell said: "This is more than just an engineering project; our aim is for the canal restoration to act as a catalyst for social, cultural, economic and environmental transformation. We look forward to working with communities and organisations along the canal and recognise the significant effort that will be required from volunteers to complete the project."

Alun Griffiths' Managing Director Stephen Tomkins said: "After months of detailed planning, Griffiths are proud to have successfully and safely delivered the 172-hour blockade at the Ocean over the Christmas period. The success of this scheme is testament the strong collaboration with Network Rail, Stroud District Council and their stakeholders, along with our trusted supply chain partners. "As a local contractor, we pride ourselves on delivering schemes that leave a positive legacy for the communities in which we work. This scheme is a great example of leaving a positive legacy by once again having a navigable canal for users and the local community."

A time-lapse film of the installation will be released soon, and will be available to view on the Cotswold Canals Connected website and social media channels.

The canal towpath either side of the bridge will remain closed until the end of March to allow follow-up work including re-establishing the clay lining to the canal, refilling the canal, constructing a new towpath and planting trees on the canal bank. An alternative walking and cycling route is signposted.

Finally, the site compound and other working areas will be restored to their previous condition.

Information events about the canal restoration project will take place over the coming months at a number of canalside locations.

Cotswold Canals Connected is a partnership of organisations led by Stroud District Council and the Cotswold Canals Trust which are restoring the canal network. Phase 1A, which is now complete, restored the section between Stonehouse and Thrupp. Phase 1B, which includes this project, will restore a further four-mile section between Stonehouse and Saul Junction providing a connection to the national waterway network.

The partnership is committed to significant outcomes for wildlife, people and communities, and our canal heritage.

Find out more about Cotswold Canals Connected at [www.cotswoldcanalsconnected.org](http://www.cotswoldcanalsconnected.org) and on Facebook, Twitter, Instagram and LinkedIn.

<https://cotswoldcanals.org/>



Above: The railway crossing in 2008

Below: Preparations almost complete - 24 December 2021



Above: The new culvert in position - 29 December 2021

Below: The track has been relaid - 31 December 2021



## Have you seen the latest panorama at Leicester Square?



*Our occasional correspondent Annemarie Evans, daughter of our President and a journalist/broadcaster based in Hong Kong, has sent in this article and the accompanying picture on the opposite page - hardly the latest item from the internet!*

*Thank you, Annemarie.*

"What you doing on Saturday?" "Oh I'm off to see the panorama in Leicester Square." Before cinema, visitors to a circular building in London would go to see a panorama - a massive oil painting of a geographical wonder of the world - such as Hong Kong in 1843 - that they could look up and round and marvel at. Robert Burford was a 19th Century British entrepreneur and oil painter who created these enormous paintings, with H.C. Selous providing the figures. These panoramas exhibited at Leicester Square included The View of the Island and Bay of Hong Kong based on the sketches and scribbled notes of Lieutenant F. J. White of the Royal Marines. So this humungous oil painting of Hong Kong was created just three years after Hong Kong became a British colony 180 years ago.

"Robert Burford had this thing called The Panorama which was started in The Strand and then moved to Leicester Square which was an enormous building and he painted a very large oil painting of Hong Kong and people would pay to go inside and see this great wonder of the world as an oil painting," says antiquarian Jonathan Wattis, who has

been based in Hong Kong since the 1980s.

"He did about 31 different cities or places in the world and people would marvel. They were able to go and view these different exotic places from all over the world and Hong Kong at the time was particularly interesting and this is how this came about. The thing is when all the oil paintings were taken down they were cut up and reused. So none of the original oil paintings still exist."

What still does exist is the accompanying information leaflet, which is what you see here. So visitors would buy a ticket and then they could also buy this leaflet with more details on the new buildings going up in 1843, the junks, sampans and British naval ships, the house of Major Caine, who headed up the civil and military magistracy and jails.

"All of the boats have numbers on them so it tells you what you're looking at," says Jonathan, although there's a few spelling mistakes in there where Burford and Selous perhaps struggled with Lieutenant White's handwriting.

"This is an 1843 view of Hong Kong Island and the surrounding area - so you're going through nearly 360 degrees of the island of Hong Kong and Kowloon. The panorama would be shown in a big circular building. So you'd go in and you'd go up steps and see from a distance this great panorama, a circular panorama within this building and Hong Kong was one of them. Right round the wall."

*Annemarie Evans*

## Mooring space in inner London

*(Continued from page 2)*

"After a lot of discussion with boaters, we've identified proposals that we believe will offer a balanced solution, giving boaters the option of guaranteeing a space, ensuring our short-stay sites are being used fairly, improving safety, and preserving all our existing 14-day towpath moorings.

"We must find a way to manage this finite space to keep the canals safe and shared fairly between liveaboard, leisure and trade boaters. I'd urge every boater to take part in the consultation and share their views."

### The consultation

The consultation is running until March 2022. To take part, please visit: [canalrivertrust.welcomesyourfeedback.net/London](https://canalrivertrust.welcomesyourfeedback.net/London)

Other London Mooring Strategy strands include installing more mooring rings, upgrading boater facilities and scoping locations for new facility sites, identifying ways to make the waterways safer for powered and unpowered boats, and reviewing short-stay mooring sites. The

Trust will be providing an update on work to install new towpath mooring rings and customer service facilities improvements in January 2022.

CRT are also introducing Water Safety Zones on the Lee Navigation as part of the Strategy. Following independently facilitated consultation with stakeholders, it is currently following the first recommendation in the independent report - to 'explain and enforce the existing rules and regulations' - putting up clear signs and walking the towpaths daily, speaking to boaters about the existing 'no mooring' areas, with the Trust's existing Improper Mooring Process due to come into effect from January 2022.

<sup>[1]</sup> Waterways covered by the proposals include the Grand Union Canal east of Kensal Green, the Regent's Canal, the Hertford Union Canal, and the Limehouse Cut.

<sup>[2]</sup> 4,274 boats at the last full national boat count in 2019, with weekly sighting data over the past 18 months showing numbers remain high.

*Canal & River Trust News - 21 December 2022*

## Exeter Harbour – A new outlook for Exeter Canal Basin

A new plan and a fresh vision for the Exeter Canal Basin was published in January, the aim is to bring back the interest and vibrancy of maritime activity to Exeter and give the Canal Basin economic and visitor focus as a busy harbourside for the city.

John Monks, president of the Friends of Exeter Ship Canal said "Following our publication of Making the Canal Matter Again to Exeter in November 2020 we are now pleased to present our vision for the future of the Exeter Canal Basin. The Canal Basin Masterplan approved by Exeter City Council in 2004 is now outdated and our new plan is intended to transform the Canal Basin through promoting a long term strategy for sustainable maritime activity.



"Today it is widely appreciated that waterway regeneration represents good value for the investments put into it. It can expand an area's overall economy, increase vitality of communities, help to meet crucial environmental challenges and draw more visitors through the diversity of its activities.

"The Friends vision for Exeter Harbour incorporates this fresh approach".

The Friends of Exeter Ship Canal are a voluntary group dedicated to preserving and bringing new life to the heritage of the canal as an integral part of the city's life and economy and for the enjoyment of everyone today and in the future.

*Towpath Talk - 12 January 2022*



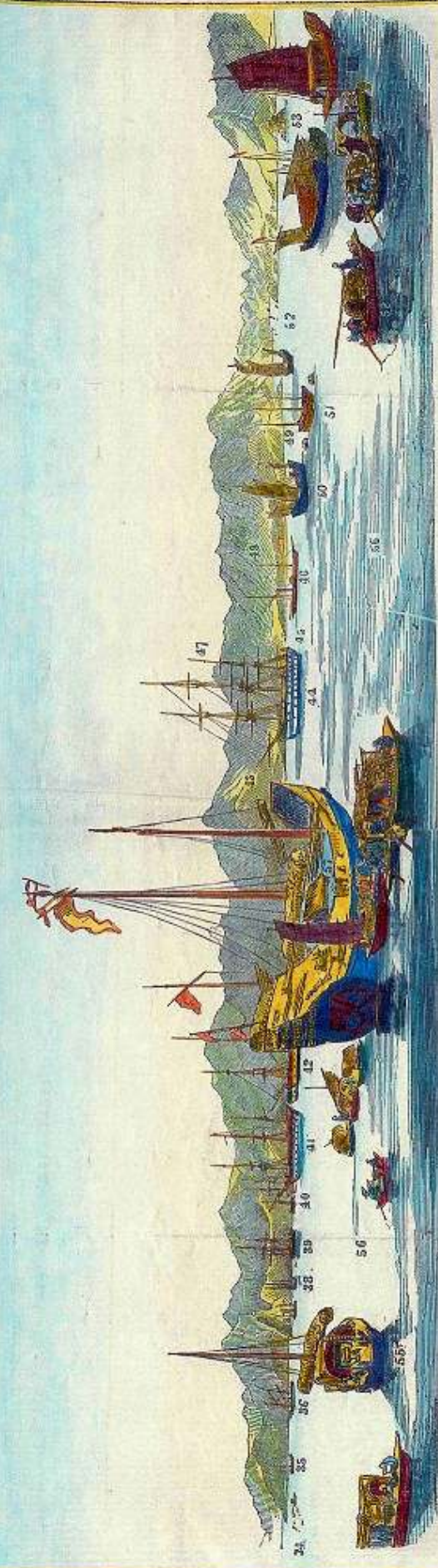
**Megal Panorama,  
VIEW OF THE ISLAND AND  
BAY OF HONG KONG.**



**Leicester Square,  
BAY OF HONG KONG.**



- 1. Mr. Matheson's New House.
- 2. Captain Morgan's House.
- 3. The Chinese School.
- 4. The Happy Valley.
- 5. Captain Morgan's Residence.
- 6. The Monk's Room.
- 7. Mr. Gillespie's Stores, to the right of which are War-Junks.
- 8. Mandarin Boat.
- 9. Canton Bazar.
- 10. Lord Selkirk's House.
- 11. Adjutant-General's.
- 12. Sir Henry Pottinger's.
- 13. Mr. Pinder's Harbour-Master.
- 14. Mr. Johnson's, Civil Governor.
- 15. Major Cairn's, the Military and Civil Magistrate. The Jaks.
- 16. Roman Catholic Church.
- 17. Mennon Steamer.
- 18. Victoria Hotels.
- 19. Danish Consul's.
- 20. Anselm Hotel.
- 21. Old London Hotel.
- 22. Vixen Steamer.
- 23. The Market Place.
- 24. Chinese Town.
- 25. Possession Mount.
- 26. West Point Barracks.
- 27. Victoria Mount.
- 28. Island of Cowwallow.
- 29. Island of Lantau, or Tyso.
- 30. Opium Boat, called, by the Chinese, "Sung" Boat.
- 31. Boat and Group of Chinese at Dinner.
- 32. Mandarin Boat.
- 33. Trading Junk.



- 34. North Passage, leading to Canton River.
- 35. Opium Clipper.
- 36. Phlegedon Steamer.
- 37. Granite Quarries, or Wanchow-chow Island.
- 38. Opium Clippers.
- 39. Moleats.
- 40. Royalist and Lamo.
- 41. Agincourt, Flag Ship of S. T. Cochran.
- 42. Jupiter and Belleisle.
- 43. Main Land, under which is Pirat's Bay.
- 44. Cornwallis, Flag Ship of V. A. Sir W. Parker.
- 45. Wasp.
- 46. Nemesis Iron Steamer.
- 47. Kowloon Peak.
- 48. Kowloon.
- 49. Original Chinese Fort, called, by the English, Fort v. Victoria.
- 50. Trading Junk.
- 51. Salt Junks.
- 52. Eastern Passage.
- 53. Kollat's Island.
- 54. San Pass, or Three-plank Boat.
- 55. Chop Boat.
- 56. Day of Victoria, or Hong Kong Junk, from Cochin China.
- 57. Fishing Boats.
- 58. Fishing Boats.

View of the Island and Bay of Hong Kong in 1843

Robert Burford and Henry Courtney Selous from drawings by Lieut. F. J. White, Royal Marines



## Chichester Ship Canal's season of bicentenary celebrations

CHICHESTER Ship Canal's season of anniversary celebrations will start on Saturday April 9 – 200 years to the day from its formal opening in 1822.

**Alison Golt, 200th Project Team, said:** 'We're inviting the community to the Basin, where the event will begin at 11am with short speeches followed by a gunfire salute from the Fort Cumberland Guard.' The day will culminate in a flotilla along the canal arriving at the basin at 3pm.

**She added:** "The Chichester Ship Canal Trust is hosting a day of live music, stalls, food, entertainment, children's activities, water-based displays including the 1950s vintage tugs, canoe club and model boats, and land-based exhibitions which will feature knitted bunting, volunteer stories and our heritage centre display."

Events will then run through the spring and summer and will feature a historical talk by local author and historian Alan Green at the West Sussex County Record Office, a year-long curated exhibition at the Chichester District Council Museum 'The Novium', hosted boat trips along the canal, a photography competition and a pub quiz.

A new sign to mark the location of the famous view painted by JMW Turner will be installed and there will be family-friendly activities through the school holidays, a guided walk with the Friends of the Old Ford to Hunston Canal and an art partnership with a contemporary art group ARTEL.

**Trustee Catherine Cannon said:** 'Recognising the canal's position at the heart of the cultural, leisure and heritage sector in Chichester city, the Trust is really pleased to be a host venue for Chichester District



A view of the Chichester Canal close to the location of the famous view painted by JMW Turner. PHOTO: HOLLY BATESON

## Canal restoration boosted by Borough Lands grant

GRATEFUL volunteers have received a welcome boost to their efforts to restore a former waterway. The Melksham, Chippenham & Calne branch of the Wilts & Berks Canal Trust has been awarded a grant of £4825 from Chippenham Borough Lands Charity.

The money has been used to provide additional equipment for local work parties including an all-terrain mower, chainsaw, hedge-trimmer, brush-cutter, pole-saw, scythe and various other tools as well as training. The grant will help the charity to cope with a surge of support from local people and businesses who are keen to bring the former canal back to life.

**Chairman of the Melksham, Chippenham & Calne branch Dave Maloney said:** "The national lockdowns encouraged a much greater appreciation of nature and outdoor exercise, which inspired more people to seek an active role in the restoration campaign.

"We've also seen increasing interest from local businesses who want to use our work parties for team-building days. He added: "This welcome support provides more opportunities to work on multiple projects, but we're sometimes limited by the amount of equipment available.

"However, this generous grant from CBLC will allow us to train and equip even more volunteers and therefore quicken the pace of restoration."

**Phil Tansley, CEO of Chippenham Borough Lands, said:** "We are delighted to be providing funding support to the Wilts & Berks Canal

Council's 'Spark Culture' opening event and a partner host for Chichester University and the Fringe performers through the summer'.

The trust, which is a self-funded charity, will further mark 20 years of formation in September 2022, which coincides with the second formal opening of the canal and Heritage Open Days.

### Boat inspections

Volunteers at the trust have been busy making sure everything is shipshape at the canal ahead of the celebrations.

Every January one of the canal trip boats is removed from the water for inspection. Because the trip boats Kingfisher and Richmond carry passengers they must each have an inspection every two years. This time it was Kingfisher's turn to be lifted out of the water. It is the job of the Marine and Coastguard Agency (MCA) to make sure that everything is in order.

**Volunteer director Ian Jackson said:**

'It was not just Kingfisher that was removed from the water. This year saw an extra three boats lifted: Frisky, a 1950s built tug was removed to repair her prop shaft; Cygnet, a glass fibre work boat required some much-needed TLC and finally the canal's newly acquired 1960s built tug was moved to the water after having its hull restored and repainted by canal volunteers."

Preparation for the lifts started before Christmas and there was much activity on January 4 with the removal of the canal's popular Christmas lights and decorations. Lifts were performed on January 5.

*Towpath Talk - 28 January 2022*

Trust "Their fantastic work along the canal is helping to bring back into use the waterway for the benefit of local residents."

### Dry dock

Volunteers have already reconstructed a towpath, wharf, bridge and spillweir to the south of Pewsham and are now rebuilding a dry dock. The stretch includes around a mile in water.

Teams are also working on another mile of canal to the east of Pewsham, from Green Lane Farm towards Stanley.

The aim is to extend and then connect these sections with the original line south of Lacock, where the trust has already purchased some of the land, to join the proposed new 'Melksham Link' which would provide access to the Kennet & Avon Canal.

Aside from the welcome boost to local tourism and employment, and the creation of safe new routes for walking and cycling, the restoration would also provide valuable new wildlife habitats.

Work party tasks include digging, bricklaying, hedge laying, grasscutting and tree planting, as well as operating chainsaws or driving dumpers and excavators, with training available.

There are also opportunities to volunteer with event management, fundraising and research.

Email [dave.maloney@wbct.org.uk](mailto:dave.maloney@wbct.org.uk) or visit [www.wbct.org.uk](http://www.wbct.org.uk)

*Towpath Talk - 10 January 2022*

## HS2 & Integrated Rail Plans continue to threaten waterways

The Inland Waterways Association (IWA) welcomes the scrapping of the Eastern Leg of HS2, but there is more to be done. They have submitted their response to an Inquiry into the Government's Integrated Rail Plan.

The decision to scrap the Eastern Leg of HS2 between the East Midlands and Leeds in favour of upgrading existing routes is good news for several waterways that were threatened by the proposals.

We have welcomed this in our submission to an Inquiry into the Government's Integrated Rail Plan (IRP), which affects several waterways and canal restoration projects. However, we continue to be critical of the intention to press ahead with the Western Leg of HS2 2b. Additionally, there is a lack of detail on the Northern Powerhouse Rail (NPR) routes which may adversely affect other waterways.

The IRP was published in November 2021. It covers HS2 Phase 2b, NPR and some Midlands Rail Hub proposals and sets out the Government's decisions on new high speed lines and major upgrades of the rail network in the North and Midlands over the next 30 years.

Our submission was made in response to an invitation by the House of Commons Transport Select Committee to anyone concerned by the implications of the IRP and how it integrates with HS2.

### HS2 Phase 2b East

Scrapping much of HS2 East avoids adverse impacts to several waterways including the Cranfleet Cut, Erewash Canal, Nottingham Canal, [Chesterfield Canal](#), [Sheffield & South Yorkshire Navigation](#), and [Aire & Calder Navigation](#). However, the "safeguarding" orders remain in place which means the Chesterfield Canal restoration at Staveley continues to be blighted by uncertainty, and we have called for this to be lifted.

HS2 Phase 2b East will now end at East Midlands Parkway station but the IRP says nothing about its route through Measham which still threatens a large housing site that was set to contribute significantly to the restoration of the [Ashby Canal](#). The review of this route which was promised in 2018 should now be speedily completed to allow the restoration to proceed.

### HS2 Phase 2b West

The IRP confirms the intention to proceed with HS2 Phase 2b West

from Crewe to Manchester, which will have major impacts on the environment and heritage of the [Middlewich Branch of the Shropshire Union Canal](#) and on the [Trent & Mersey Canal](#) north of Middlewich. We have been critical of the engineering design of this route, crossing the Cheshire salt field with its unpredictable subsidence problems, and its poor integration with the NPR proposals for east-west connectivity. Therefore, we are advocating for progress on this route to be paused while new proposals are considered.



Western entrance to Standedge Tunnel

### New Transpennine Route

The NPR proposals for a new Transpennine route have been cut back to upgrades of the existing route via Huddersfield to Leeds, with a new section of high speed line from Manchester to Marsden, east of Standedge tunnel. But finding a new route through hilly terrain and dense built development will be a major challenge. We have called for more

information about the routes of new sections of NPR line, and where widening of existing lines outside the present railway land take is planned, which could impact several waterways. They should also make clear if they plan to re-open the two original single track tunnels at Standedge, which would affect the current operational safety measures for the canal tunnel.

### Warrington to HS2 West

Another section of high speed line is proposed between Warrington and a connection with HS2 West. This uses a freight line which crosses the St Helens (Sankey) Canal at low level on a former swing bridge which would permanently prevent its full restoration. Either a raised crossing should be provided or if this is not feasible than a different route for NPR through Warrington Central should be considered.

### Protecting the Waterways from the worst effects of HS2

We're campaigning to protect canals and rivers from the [damaging effects of HS2](#), especially where the tranquillity of the waterways is under threat. Our HS2 route changes have already reduced waterways crossings – saving the project £50 million – and we have secured agreement for a new canal restoration route, a new mooring basin, changes in viaduct designs and improved noise protection.

[Download IWA's response to the Transport Committee Integrated Rail Plan Inquiry \(164.76KB\)](#)

[IWA website](#) - 28 January 2022

## Tickets for the Crick Boat Show 2022 are now on Sale

Advance tickets are now on sale for the 2022 Crick Boat Show, saving up to 15 percent on the entry price. The event, which takes place at Crick Marina, near Daventry in Northamptonshire, will be held across the Bank Holiday Weekend celebrating the Queen's Platinum Jubilee (3-5 June 2022), with an extra Trade & Preview Day on Thursday 2 June.

Britain's biggest inland waterways event, Crick Boat Show is organised by Waterways World in association with the Trust and Crick Marina, and is expected to attract over 26,000 visitors.

For Friday 3, Saturday 4 and Sunday 5 June, adult tickets are £18.00 on the gate, £15.30 if purchased in advance. Entry for children aged 16 and under is free on Friday 3, Saturday 4 and Sunday 5 June. Three-day adult tickets are £40.00 on the gate, £34.00 in advance.

Tickets for the Trade & Preview Day on Thursday 2 June are only available in advance (from February 2022) and are priced at £25.00 each. Preview Day visitors will have access to an exclusive online bookings system for boat viewings on Thursday 2 June. The bookings

system will open in early May 2022. Preview Day visitors will also receive a gift bag and a free hot drink.

All advance tickets will be sent out in May and delivery is free of charge. Advance tickets can be ordered online or by phone until 12 noon. Camping pitch prices start at £45.00 for one night for a 6m x 6m pitch for a tent and car. Mooring costs start at £1.50 per foot.

For more information and to book tickets, camping pitches and moorings, visit [www.crickboatshow.com](http://www.crickboatshow.com) or call 01283 742970, Monday to Friday 9am to 3pm.

The Show will open from 10am until 6pm on Friday 3 and Saturday 4 June and until 5pm on Sunday 5 June. On Trade & Preview Day, Thursday 2 June, the Show will be open from 12 noon until 6pm for Preview Day Visitor ticket holders, and from 10am to 6pm for pre-registered Trade visitors. Evening entertainment will run from 7.30pm to 11.30pm on Thursday 2, Friday 3 and Saturday 4 June.

[Canal & River Trust News](#) - 17 January 2022

## SOUTHAMPTON CANAL SOCIETY

Established 1967

The objectives of the Society were 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 were normally held on the first Thursday of each month. However, with the winding up of the Society, no further meetings will held.

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

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## Fish deaths on the Aire & Calder Navigation

CRT have taken the decision to temporarily suspend freight traffic on the Aire & Calder Navigation as investigations continue into the harm being caused to wildlife.

A significant number of fish deaths have occurred in a localised stretch of the navigation at Knottingley. Whilst commercial barges have been limited to slower speeds and reduced loads in the past few weeks, the impact to fish has continued without explanation.

On 11 January 2022 (the first passage post-Christmas) the Trust estimated it sighted around 100 fish deaths following commercial passage.

### A high priority investigation

Sean McGinley, director Yorkshire & North East explained: "It is a priority to complete our investigation to establish why, on this short stretch of the navigation, fish are being harmed in this way.

"Whilst there are environmental benefits of barge traffic in taking lorries off the region's roads, we are told by the operators that to reduce load sizes further would make passage uneconomic. While we have taken the difficult decision to temporarily suspend freight, we will

continue to work with freight operators as part of our investigations. A series of pre-arranged, carefully monitored passages to determine and subsequently avert the impact of freight vessels on wildlife will continue alongside sampling to identify the presence of any toxins."

### Identifying the cause

The Trust supports freight by water where possible on its waterways, as a greener, more sustainable alternative to lorry loads. Within the last 18 months they have spent £5 million to facilitate freight passage on the Aire & Calder Navigation - dredging sections of the waterway, training freight volunteer lock keepers and repairing the navigation following the major breach in December 2020.

Richard Parry, the Trust's chief executive added: "We appreciate the frustrations of pausing freight operations, but we must remain mindful of the environmental impact this is having. To allow it simply to continue to operate as normal, knowing that it is likely to cause numerous fish deaths, would be wrong. We are working urgently to determine the cause and to identify effective solutions working with the freight operators."

*[Canal & River Trust News](#) - 18 January 2022*

## Canal project team wins community award

THE Montgomery Canal Restoration Project won the Community Engagement Award at the 2021 Ground Engineering Awards Ceremony held recently in London.

Supported by the Heritage Lottery Fund, the project near Crickheath involves rebuilding a section of canal channel across very bad ground including an area that was a peat bog. The original canal channel in the area had mostly disappeared due to subsidence and the challenge was to reinstate the canal banks in such a way as to avoid further subsidence in future.

The technique used was to build oversized banks weighed down with water-filled tanks over the peat areas. This induced subsidence both quickly and irreversibly after which the banks were reduced to their finished shape.

Consulting geotechnics engineers Arcadis, provided a design solution in conjunction with Canal & River Trust which was suitable for construction by volunteers. The Shropshire Union Canal Society acted as contractors to deliver the technically complex work.



SUCS project manager David Carter said: "It is rather surreal to see a volunteer organisation such as ours win a national award like this and beating many construction industry household names in the process.

"We are very grateful to the staffs of both Arcadis and Canal & River Trust for their help and guidance during this work. It has been a real team effort."

On site for two three-day work parties a month the 40-strong volunteer group has now completed the critical work. Finishing work on the project will go on into next year.

The Ground Engineering Awards Ceremony celebrates the achievements of projects, people, and businesses working across Geotechnical Engineering. The GE Awards are open to any business/project and attracts the biggest names in main contracting, consultants, geo-technics, ground investigation specialists, suppliers and manufacturers.

*[Towpath Talk](#) - 15 January 2022*