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Coronavirus

The latest advice from CRT is:

All navigation in Tier 4 areas in England, and in Wales, should be limited to essential use only. Boaters who are not currently occupying their boat should not take short overnight breaks on their boat during the period. Those living aboard are advised to limit their navigation, moving only a minimal amount to access essential facilities or services when necessary. Please moor considerately.

Boat licence terms & conditions regarding moving every 14 days will be suspended in Tier 4 and Wales until the restrictions come to an end.

Navigations will be open, subject to the ongoing government guidance. Boaters can stay overnight on their boats and take extended cruises in Tier 1 and 2 areas. In Tier 3, overnight stays outside of the local area are advised against, unless necessary for work or education etc. We would also strongly advise against travelling to or from your boat in Tier 3 areas.

Our towpaths remain open for people to enjoy exercise and being in the outdoors, close to nature.

For further information see the [CRT website](#). (Dated 29-12-20)

Chairman's Column

Dear Society Members,

I am writing this just after having further liberties removed for 2020. I agree with their actions but it's a pity they don't make their mind up. Brexit is another thing, (I am one of the millions that didn't want it and fully believe that we should have stayed in Europe).

Anyway enough of that, it looks highly unlikely that we will be meeting in the near future but with the vaccines hopefully we will be able to meet sometime in 2021.

Angela and myself, like most of you have been spending our time at home just pottering, and hopefully looking forward to a bit of boating and travel to France when we can.

We cannot go and stay on our boat at present, we are told not to travel unless essential although I think it is essential to get out in the fresh air of the canals, we will see after Christmas.

Our Christmas, like many of the country, will be spent at home with just the two of us eating a Fresh Cockerel (now cut down the middle) with all the trimmings, which should last us to the Curry stage end of January.

Maybe if things improve over the next few months we could even have a Society New Year's Dinner sometime in the summer! We still have some crackers and one party popper from our last get together at Keates.

The first part of this column was done a few days ago ,we now have further restrictions, which does appear very necessary. The New Forest area, which we are in, is now moving up a tier to 3.

It really doesn't change a lot for us but it makes a considerable difference to a great number of people and businesses throughout the country.

Anyway the days are now getting longer. We have also been informed that with a bit of luck the Braunston Historic Show may go ahead, plus early May the Crick Boat Show followed by a get together on the Welford arm. We will see! We are still booked in for the IWA Festival of Water at Worcester at August Bank Holiday. This was postponed from August 2020. Lets hope it proceeds. We have to be positive that things will happen this year.

I know this is the January Newsletter so I trust you all had a reasonable Christmas and New Year despite restrictions.

The following verse was taken from my Marine Engineer Apprentice Handbook which I was issued with on entry to the Merchant Navy in 1962 which I feel is appropriate:

Keep up steam and forge ahead
 Whatever your form of traction
 And lubricate the Wheels of Life
 By friendly word and action.

Best wishes and Keep Safe,

Alan and Angela

Sounds Familiar

Just a line to say I'm living,
 That I'm not among the dead,
 Though I'm getting more forgetful
 And mixed up in my head.

I've got used to my arthritis
 To my dentures I'm resigned,
 I can cope with my bifocals
 But, ye gods, I miss my mind!

Sometimes I can't remember
 When I'm standing by the stair
 If I'm going up for something
 Or just come down from there.

And before the fridge so often
 My mind is full of doubt,
 Now did I put some food away
 Or come to take it out?

So remember I do love you
 And wish that you lived near,
 And now it's time to post this
 And say goodbye, my dear.

I'm standing by the post-box
 And my face it sure is red,
 Instead of posting this to you
 I've opened it instead!

Giant canal upgrade enters new phase

A €500 million widening project just inaugurated on Germany's Kiel Canal is but one part of an extensive €2.6 billion upgrade of the world's busiest man-made waterway, writes Tom Todd.

Widening work on a 20km stretch at the north-eastern end of the canal officially opened in October marking the start of what is billed as the biggest current German waterway network investment. Lasting ten years, it is the responsibility of the government's Waterways and Shipping Administration WSV.

Built 125 years ago, the 98km Kiel Canal links the North Sea and the Baltic across Schleswig-Holstein saving ships a long detour north through the Skagerrak. As many as 30,000 ships a year normally use it but that has declined of late. In 2019 less than 29,000 of 83.5 million tons sailed through it - 5% fewer ships and 4 million tons less than in 2018.

Accidents, many involving locks, as well as aging facilities are among the main reasons for decline and are motivating current upgrading.

The stretch now being widened is between Grosskönigsförde and Kiel-Holtenau and is described as the last remaining bottleneck on the waterway.

At this point the canal is just 44m wide. It is being widened by some 40m to provide a minimum bottom width of 70m, improving traffic flows and minimizing delays. Curve radii easing will also make it easier for ships to pass each other.

German Transport Minister Andreas Scheuer points particularly to significant improvements for international shipping. "The canal is already a fundamental part of the global transport network", he says. "Its advantages are obvious: lower costs, less travel time and less CO2. Every single investment in the Kiel Canal is a contribution to climate protection and to strengthening the German economy", he adds.

A €120 million contract was awarded earlier this year covering the dredging, widening and landscaping of the first 4kms of the 20kms upgrade stretch. About two million m3 of soil are being moved, some 58,000 m² of revetments installed and over a million m3 of soil dredged



and relocated by the end of 2023.

The WSV told Maritime Journal the work was being tackled by a consortium grouping DEME subsidiaries Nordsee Nassbagger und Tiefbau and Dredging International. Also involved are the Dutch firms Depenbrock Bau and Van den Herik Kust- En Oeverwerken.

Another ongoing major project is the Fifth Lock in Brunsbüttel on the Elbe Estuary to the south. It has been under construction since 2015 but plagued by delays and rising costs, many blamed on

challenging construction and disputes. The latest word is that the planned new 360m x 45m x 16m Fifth Lock will open late 2026 and cost €830 million – nearly three times the original estimate. A consortium grouping Wayss & Freytag Ingenieurbau, BAM Civiel and Wayss & Freytag Spezialtiefbau are handling the project for the WSV.

North on the Baltic, the historic and much deteriorated double-chamber small lock in Kiel-Holtenau has been filled in with 130,000m³ of sand for stabilisation. Work on a replacement lock is not expected to begin there until at least 2023.

The plan is to replace the 125m x 21.5m chambers with bigger 155m x 22.5m locks costing some €315 million. They would be capable of handling up to 70% of traffic diverted during the later renovation of the parallel 310m x 42m double lock. The likely cost of that lock is not known. With time it will cope with expected sea level rises and higher water levels.

Other projects are also taking their time elsewhere on the waterway. Work on replacing the important Levensauer Bridge could start next year, take five years to complete and cost €68 million. The completion of a €90 million renovation project on the Rendsburg Canal Tunnel, expected this year, has now been delayed. So too - probably until next year – has the €11.5 million rebuilding of the historic Rendsburg Transporter Bridge, damaged in a ship collision in 2016.

[*Maritime Journal - 27 November 2020*](#)

Southampton's fifth cruise terminal nears delivery

Associated British Ports is to open a new next-generation-ready and open access cruise terminal for the 2021 cruise season in Southampton.

No doubt sitting quite comfortably within the category: 'Contracts signed before we knew there would be a worldwide pandemic', the fifth dedicated cruise terminal at the port will benefit from roof-mounted solar power and will also have Shore Power connectivity installed. This further commitment to sustainable operations at the port will enable cruise ships, with the right onboard technology, to 'plug in' while they are alongside, helping to alleviate some of Southampton's currently problematic air quality issues.

In strategic partnership with MSC Cruises and Norwegian Cruise Line Holdings Ltd, the Port of Southampton's newest terminal will 'support a developing industry welcoming the next generation of ships in terms of size, capacity and technology'.



The projected design of the fifth cruise terminal

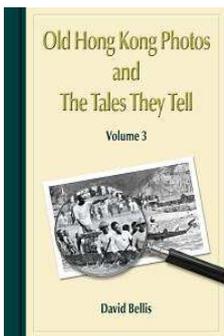
The project has received support from the Solent Local Enterprise Partnership (LEP) through the Government's Getting Building Fund with an £8 million grant.

[*Maritime Journal - 24 November 2020*](#)

Old Hong Kong Photos



Continuing our series of occasional articles from Annemarie Evans, daughter of our President and a journalist/broadcaster based in Hong Kong, this month we look at a few old photographs of Hong Kong.



David Bellis is a British friend of mine in Hong Kong. Like me, he's been here nearly 30 years and has a great love for the place. His wife is Hong Kong Chinese and they have two daughters. David's background is in computers but over the past 15 years or so, he's started to specialize in old photos of Hong Kong. These can be on postcards from a century ago, or stereogram cards – two photos side by side on one card in a stereoscope which you look at through the viewer and the photos merge to become 3D. It was an early photographic form of entertainment. That was before Southampton Canal Society slide shows, see.

As David has two teenaged daughters, he only has a certain budget per month to buy these old photographs from places like eBay – so since Hong Kong photos are quite popular, he has to choose the cheaper ones – but in doing that he's found some really interesting stuff. And the ones I'm showing of his in this article are maritime - or "harbour" as he calls them - themed photos of Hong Kong, including various work scenes, a submarine or two, and one of these 3D images.

David is the founder of a Hong Kong history website called gwulo.com. Gwulo means old things in Cantonese, and we laugh when he sometimes comes on my weekly history radio show called "Hong Kong Heritage" as we have a segment called "Gwulo Gubbins" where indeed David talks about old stuff, pics he's found, an old colonial bollard, he has a thing about old red water hydrants. The website is impressive – around 40,000 pages and 25,000 photographs with input from him and his subscribers. All to do with Hong Kong history. Out of that, he has produced four books of photos that provide short stories around the photos we see. The "harbour" ones are Volume 3 of "Old Hong Kong Photos and the Tales They Tell".

In one photograph, David shows a team of ship stokers in Hong Kong from around 1902. "And yet 20 years later," he says, "all these stokers were gone," as oil took over from coal. It's a rare photo, he says, because people don't often take photos of themselves working.

Volume 3 includes maritime scenes of crews and cleaners: two submarines in naval dry dock where China's People's Liberation Army barracks stand today in Hong Kong's main business district, Central. Then there are Aberdeen Harbour sampans; dragon boat races; leisure boats of a genteel age; and swimming parties.

A century or more ago, photography was still a novel concept, so tourists would buy photos from a studio or even an album as a keepsake or a gift for family and friends back home. So the third paperback volume of David's photos starts with a look at what travellers might have seen as they arrived in the former British colony on ships, and the dramatic rise of the buildings in the town of Victoria – now better known as Central on Hong Kong Island – looking up to The Peak.

David's collection here begins in the 1890s - so there are original

(Continued on page 4)



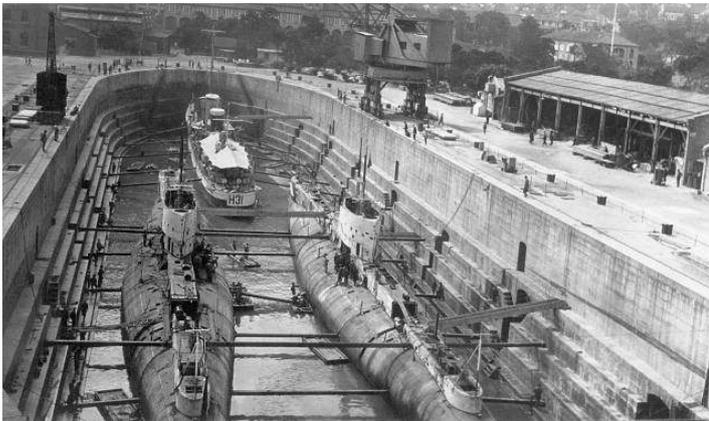
Above: This picture comes from a 1902 stereogram titled: 'In the stoke-hole of H.M.S Terrible. Hong Kong'. Terrible had 48 coal-fired boilers. But within 20 years stokers would be no longer needed with the advent of fuel oil. Credit: Gwulo

Below: Aberdeen Harbour, where the boat people moor their sampans in the shelter of Staunton Creek in this 1920s photo. Credit: Gwulo

Bottom: Four bathers from the private launch Paula take the chance to cool off in the sea sometime in the late 1910s or early 1920s. Credit: Gwulo



Old Hong Kong Photos (continued)



(Continued from page 3)

albumen prints eight inches by ten inches and poring over them with a magnifying glass and cleaning them up in Photoshop, he's able to glean lots of new information.

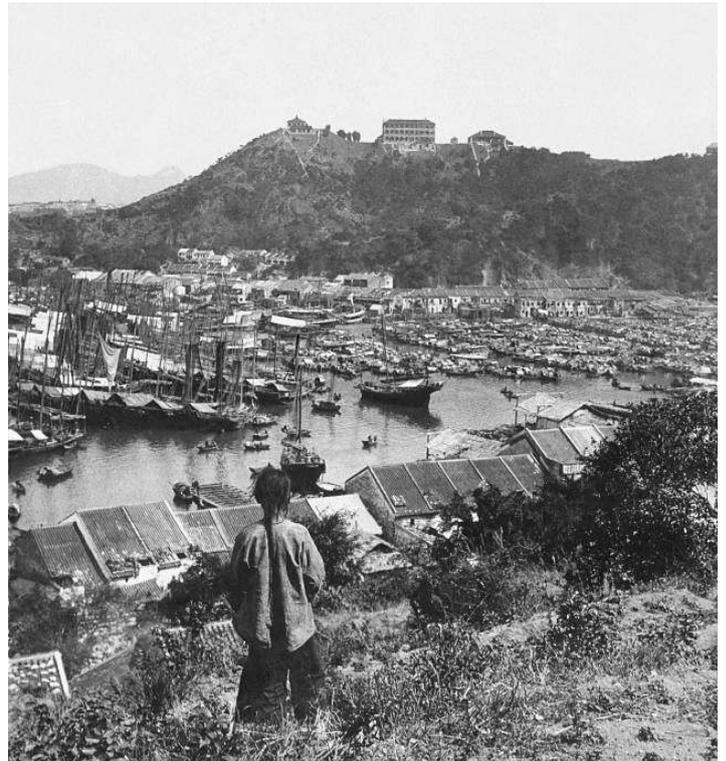
Some of the photos show the water as a recreation area. There are four expatriates cooling off next to their vessel called Paula. And the back of a Chinese girl as she looks down on the bay at Shau Kei Wan, to the west of Hong Kong Island. That's a stereogram – so one of the 3D photos – that you could buy en masse in a shop.

David's photo collection also shows Hong Kong as a bustling maritime port. In one photo there are women in amah outfits grinning from a sampan. Amahs were Chinese women house servants usually who wore a traditional outfit of black trousers, white top, and a long plait of hair. The women in the photo are part of Mary's Side party. There were a number of Side parties, groups of women who would set about cleaning and repainting the side of Royal Naval and commercial vessels in return for free ship food that they in turn would sell. Jenny's Side party was another group. Both women had set areas where they could solicit business.

Aberdeen Harbour is one of my favourite areas of Hong Kong and where I arrive in Hong Kong every day from the outlying island of Lamma. Here David shows a very early photo of Aberdeen Harbour with a couple of sampans. The Tanka people are the traditional boatpeople who for decades lived and worked on the boats.

David comes from Pembrokeshire in Wales, and when he was nine or 10, he says "I used to get this comic called "World of Wonder" and the family joke was that the next mealtime would start: "Did you know?" I just found it fascinating." So he hopes to trigger that same curiosity among readers about Hong Kong history, the photos he shows and the stories behind them.

Annemarie Evans



Above: This is a view over Aldrich Bay, more commonly known as Shau Kei Wan, on the north side of Hong Kong Island. This photo is notable for its square shape and comes from a stereogram: a pair of photos mounted on a card that, when viewed through a stereoscope, gives the illusion of 3D. This stereogram was published in 1902. Credit: Gwulo

Top left: A dragon boat race in the early 1900s. In 1904, eight boats took part in the local races at Aberdeen. Credit: Gwulo

Bottom left: The Naval dry dock housing two submarines. The dry dock was where the People's Liberation Army's Central Barracks are today in Hong Kong. Credit: Gwulo

Below: Mary Ah-Choy Side Party Boat... or Mary's side-party working on HMS Warrior in 1954. The photo was on a postcard. The women in side parties would clean and paint the sides of ships, and in return would be paid with ship's food that they would sell on. Credit: Gwulo



Major project completed at Crofton

CROFTON Beam Engines, owned by the Kennet & Avon Canal Trust, has just completed a major £750,000 project to restore and protect its Grade I listed building near Marlborough, Wiltshire. It houses the oldest working beam engine in the world that is still in its original location and capable of performing the task for which it was installed. The project to tell 'Our Crofton Story', which was supported by a grant of more than £500,000 from the National Lottery Heritage Fund, has also delivered new accessible and family friendly toilets and a disabled ramp to allow better access to the buildings. New interpretation panels have been installed throughout the site and video screens will show the engines in operation. Improved facilities around the grounds include additional picnic tables and cycle racks. The project has enabled the trust to employ a learning and community engagement officer, who

has started developing a programme to provide online resources and encourage school visits. Because of the impact of the Covid19 pandemic, the Crofton site was only open for a limited period in 2020, and the engines were not steamed. This has had a major impact on revenue. The trust is therefore very grateful to the Wolfson Foundation, which also supported the major project, for a further grant of £35,000 to help mitigate the impact of Covid-19 in 2020 and move ahead into 2021. Plans are already in place for steaming to recommence at Easter 2021. Chris Bolt, trust treasurer and project manager for the final stages of the major project, said: "Today is a major milestone for the trust. The grant from the Wolfson Foundation is a vote of confidence in the whole Crofton team and the unique heritage of the site."

[Towpath Talk - January 2021 Edition](#)

Cotswold Canal channel complete

Cotswold Canals Trust is delighted to announce a gift to the community. Less than one year since the first spade went into the ground the first stage of the restoration of the Stroudwater Navigation, through the A38 Whitminster roundabout, is complete.

This spectacular community heritage restoration project has been brought to Stroud District with thanks to the £4m grant from Highways England's Designated Funds, the project management of Gloucestershire County Council Highways Team and the dedication of the winning contractors Alun Griffiths LTD.

Despite Covid-19 restrictions, the delivery teams worked solidly to ensure the works could continue throughout the pandemic, with minimal disruption and delay.

Although no roman road remnants or indications of it were found, the old A38 road was uncovered under the roundabout and in reasonable condition. Also, a large capping stone, which formed part of the original lock, was unearthed and can be seen inside the roundabout compound.

"Unlike most road infrastructure projects, this is the cornerstone of a local charity's mission to restore the historic canals between the River Severn and The Thames.

"The public have been amazingly supportive throughout the works. We are especially grateful to the neighbouring residents, who have been enormously kind, even bringing the team home baked cakes every week. The Cotswold Canals project can now continue and by 2023 the reinstated canal will be navigable once again," said Aimee-Louise Malcolm, Ambassador Cotswold Canals Trust.

Highways England Project Manager Sarah Lewis said: "We're delighted that the first stage of the 'Missing Mile' of the



The new length of canal within the A38 Whitminster roundabout

Stroudwater Canal is now complete.

"Our Designated Funds programme was developed so that we can invest in improvements like this, which go beyond traditional road building and maintenance, and have a positive impact on people and communities.

"Funding for this project has brought

significant benefits to the whole restoration as well as the local community and we are very pleased with the progress made by the contractor, Alun Griffiths Ltd. We look forward to seeing the scheme progressed in the new year and beyond."

As well as the canal, the whole restoration will provide a new walking and cycling route, environmental improvements with more than 21 hectares of wildlife habitats and a safe crossing for people under the A38. This project is the first of many, next May the Ocean Rail Bridge in Stonehouse will be replaced and Walk Bridge will be re-commissioned.

With the whole Cotswold Canals Connected Phase 1b project due to be completed in late 2023, we hope the public will continue to support our fundraising efforts and help us to raise the remaining £1.2m required to achieve our ambitions, to give a gift of time or by donating [here](#)...

To read or view more about the works visit

<https://www.cotswoldcanals.org.uk> or

<https://www.gloucestershire.gov.uk/highways/major-projects-list/a38-canal-bridges/> or

<https://www.youtube.com/watch?v=3tRmZCIZCIU>

[Cotswold Canals Trust - 17 December 2020](#)

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 Village 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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Trust submits planning application for Cranleigh

The Trust is pushing ahead with restoration plans in Cranleigh, Surrey, with a project that would see the construction of a replacement bridge to take the canal below Elmbridge Road.

An application has been made to Waverley Borough Council which includes widening the problematic single-lane Elmbridge Road that runs from the A281, to create a two-way road and footway. The road widening would allow restoration of the Wey & Arun Canal beneath the major obstacle that the current road represents.

Surrey County Council has identified Elmbridge Road as a priority project, setting aside Section 106 funding (developer contributions) from new housing, and these funds will be used for the road widening, while the Trust will fund footpath improvements and restoration of the canal itself.

The project also includes some "enabling development" on the existing residential plot that will be severed when the canal is reinstated.

The proposal includes the restoration of 330m of the canal south of Elmbridge Road. The level of the canal will be lowered by about 2 metres to pass through the new bridge without excessive raising of the road. This will in turn require a new lock to be built, towards the southern end of the restored length, and the line of the towpath will be adjusted to cross the canal twice, once via the new bridge and again via a footbridge at the lock.

The project involves extensive improvements to existing footpaths with widening and resurfacing, and the creation of a new dedicated route for the residents of the nearby retirement village to reach Cranleigh's centre.

Responses to a public consultation held in October last year were overwhelmingly positive, with respondents believing the plans to be an enhancement of the current road situation and enhancement to public access to the canal and countryside.

[Wey & Arun Canal Trust - 8 December 2020](#)



The Itchen Navigation

Top left: The waterway between Brambridge and Otterbourne Water Works.

Bottom left: The Old Barge Cottages from the south with the site of Domum Wharf on the right in Winchester.

Centre: A couple viewing Allbrook Lock probably before World War I.

Above right: A run-off weir on the Navigation between Allbrook and Brambridge.

To see these and over 600 other images of the Navigation visit the [Society's website](#).