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It's a shame

I am very saddened by the decision to close the Society after almost 55 years since starting up in June 1967. I have been involved in the Society since the early 70's.

But with no volunteers to form a Committee, the AGM had little choice but to close down the Society.

However, we're not the only group to find a continuing existence impossible as this country's society at large has evolved. Methods of communication, education, exchange of information and involvement with others have all radically changed in the last 20 years. Covid is just the last straw.

Hopefully, the achievements, the entertainment, the education and the fellowship engendered by the Southampton Canal Society will not be quickly forgotten.

Also, we should not forget the determination and perseverance of the Society's founder and, for 34 years, Chairman, Brian Evans, in ably steering the Society.

Without Brian the Southampton Canal Society would probably have ceased to exist many years ago.

Peter Oates

Chairman's Column

Happy New Year to you all, let's hope things improve in the next few months.

I trust that you have had a good Christmas.

Well, that time has come. At our delayed AGM in December, which was attended by 19 members, it was finally voted to close down the Society at the end of March 2022. This had been in the agenda as Item 7.

It was discussed thoroughly, and a proposal was made and seconded. It was a majority vote that the motion was carried. Although we will close at the end of March there will be no further meetings.

After the AGM formalities had been dealt with, we discussed a New Year's Dinner. I have looked in to this and my suggestion is that we meet at the Chilworth Arms alongside Chilworth Hall either during January or early February, I have not got any firm dates which once you have let me know that you would like it to go ahead, I can then book

things. The cost for a three course lunch would be £34.90 and the two course £30.00 plus any extras you might want.

Possible dates are weeks beginning 24th January or 31st January. It would be a lunch time weekday meal. This all depends of course on the Covid situation.

I would need to know early January, you can email me, phone me, text me, or even write me a letter *[address details on the back page]*.

For the ones that haven't got this technology we will send the news letter by post.

Following the December meeting, we had snacks and nibbles and tea, plus raffle and chats.

The meeting also decided that when we finish, any surplus funds would go to the Basingstoke Canal Society's New Kitty Fund. *[see item on page 2]*

Happy New Year.

Alan Rose

SCS 2021 AGM Report

The delayed 2021 AGM Was held on the 2nd December 2021 at Chilworth Parish Hall with 19 members in attendance.

The Agenda had been printed in both the November and December Newsletters.

After brief announcements by the current chairman we moved on to Item 2. There were two apologies from Brian and Annegret Evans.

Item 3 was to approve the minutes of the emailed 2020 AGM. This was proposed, seconded and approved by the members.

Items 4 and 5 were the Chairman's and Secretary's Reports that had been previously issued in the newsletters. All approved.

Item 6 covered the Treasurer's Report and Accounts for the year ended 31st March 2021. These were proposed, seconded and all approved by the members.

Item 7. As noted in the current Chairman's Column above.

Item 8. As noted in Chairman's Column. All residual funds to go to Basingstoke Canal Society's New Kitty Fund.

As the meeting had already decided to wind up the Society, Items 9 and 10 were not applicable.

Item 11. As there was no other business the formal procedures were closed at 21.30.

We then partied!

*Alan Rose
Current Chairman*



The members present at the last AGM. (Photo: Gordon Osborn)



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).

Date/Time	Organiser	Details	Venue	Contact
Sun 20 Feb 2022 10.00am	Somersetshire Coal CS	Walk - Midford to Lock 22.	Meet: Twinhoe Lane, Midford, BA2 7DD. (ST 760606).	Liz Tuddenham 01225 335974
Thu 24 Feb 2022 7.30pm	Somersetshire Coal CS	Social meeting. For further details please contact Steve Page	Radstock Working Men's Club, The Street, Radstock, BA3 3PR (ST688547). For location see map here	Steve Page: 01761 433418 Email: membership@coalcanal.org.uk

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.

SCS Secretary's Report December 2021

Dear Members,

As I haven't been able to report on anything for the last nearly 2 years I thought I'd better start.

Our 4th November meeting was attended by 17 members and friends to listen to Ron and Myra Glover ably assisted by Dave recounting their boating experience in Ireland over the couple years before lockdown.

They transported their boat by trailer and ferry and were assisted in launching by the boatyard when they arrived in Ireland. They then spent a good deal of time up Loughs, Rivers and Canals; some of the Loughs were like open seas.

Lockdown came and their boat was left in a yard over there till they finally got back to collect her and bring her back to the UK. The trip

back was quite eventful, but she is now safe at a Marina in Warwickshire.

They had taken a good selection of fascinating photos which were enjoyed by all.

Thank you Ron, Myra and Dave for a good evening.

I look forward to meeting you, our members, at our December AGM. We will follow the AGM with nibbles etc.

Bye

Angela Rose

[Unfortunately, this item was omitted from the December Newsletter. - Ed.]

Don't Lose Kitty!

Entirely run by volunteers

The Basingstoke Canal Society has over 1,000 members and as you know is run entirely by volunteers. Kitty, our community trip boat is no exception with a whole band of people giving up their free time to keep her running. Trips on Kitty get a 5 star rating on Tripadvisor and attract thousands of visitors each year.

We need to replace Kitty

A canal boat can only go on for so long before repairs become almost impossible to sustain. Kitty is nearing the end of her life and we plan to replace her with an all-electric boat. Kitty is named after the last horse to tow boats along the canal, so it's fitting that with your help she will be replaced by a boat with an equally environmentally sound power unit!



The current Kitty

We need to raise a lot of money!!

Sadly canal boats don't come cheap! The boat will be produced by a UK based boatbuilder and together with installing the charging network, we need to raise around £200,000 to replace Kitty. To prime this, the Basingstoke Canal Society is contributing £70,000 from its own funds and we are aiming to raise the remaining £130,000 from a variety of sources including grants, individual and corporate donations and an art auction in late February at the Lightbox in Woking.

An Electric Revolution

As well as making the new Kitty non-polluting and all-electric, we also plan to install several charging points on the canal in Woking which will represent the first step towards making the canal fully electric for all users.

Better adapted for the Less Able

The new Kitty will be much better adapted for the less able, being designed from scratch to allow easier wheelchair access and provide enough space for an on-board toilet.

Kitty is a Community Resource

Kitty is very much a community resource which in addition to introducing thousands of visitors each year to the beauty of one of the finest canal environments in the UK also provides trips for local schoolchildren, care homes, hospitals, heritage open days and people with disabilities. Kitty has also had a long association with the Children of Chernobyl taking children on trips each year.

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Don't Lose Kitty!

So please help us reach our funding target. Kitty has a limited life left and if we can't raise the funds, we'll lose this valuable community resource. Please [donate via our crowdfunding site](#) by 26th December 2021 at 2:08pm. Or donate via the [Basingstoke Canal Society's website](#).

About the Crowdfunding Site

Crowdfunder is free to use for charities, however they do have a field on the donation page that asks for a tip. That tip goes to them, not us, so if you don't want to provide them with a tip, then select 'other' under tip and change the amount to zero.

Pass the message on!

The Grand Union it's not



Amazing video footage shows the mammoth *Odyssey of the Seas* cruise ship being very carefully pulled out to sea from the shipyard where she was built.

The fascinating 'conveyance' video begins in the Meyer Werft shipyard in Papenburg, Germany, and it documents the Royal Caribbean Quantum-class cruise ship travelling along the River Ems and out to the North Sea.

This 32km (20-mile) journey down the river takes more than 10 hours, with the ship passing through two bridges, over the Emstunnel, and

finally through the Ems Barrier.

The river is incredibly narrow and shallow for a ship of this scale - *Odyssey of the Seas* measures 41m (135ft) wide and 347m (1,138ft) long and weighs 167,704 gross tonnes.

Two powerful tugboats - each with 9,000 horsepower - push and pull the ship. The video explains: 'The faster she moves, the deeper the hull pushes into the water, so it's important to move slowly.'

The video begins as the ship faces its first hurdle - the Papenburg Lock.

'There's almost no clearance on either side of the lock so rollers are used to gently guide the ship through,' the narrator explains.

There is minimal clearance as the ship proceeds through the Weener Bridge and the Leer Bridge. She's squeezing through the most incredibly narrow gaps - with sometimes just inches between the structures.

Odyssey of the Seas negotiates the swing Leer Bridge at a walking pace of just two to three knots.

The narrator notes that the ship is guided backwards - this makes for better manoeuvrability.

View the video and other related videos on the Royal Caribbean website:

<https://www.royalcaribbeanpresscenter.com/video/1178/odyssey-of-the-seas-conveyance-vinfographic/>

Greener fuel for charity's workboat fleet

CRT has begun a trial of HVO (Hydrotreated Vegetable Oil) fuel in its workboats. The charity sees this as a step towards zero emissions on the waterways and is supporting the fuel as a greener alternative for boats and boating businesses.

The Trust believes that the rapid adoption of greener fuels such as HVO would reduce carbon emissions from the running of existing boat engines in the short-term while not requiring changes to either engines or supply infrastructure.

The fuel is currently being trialed in the urban litter boat *Berkswell* in Birmingham and will start to be introduced with other craft operating out of Icknield Port, continuing until the end of March 2022. During this time, the Trust will be monitoring the effects of using the HVO fuel. Initial reports indicate that the craft is operating well, with no reported issues. If successful, there will be a gradual rollout across the whole Trust fleet from April 2022, to coincide with the withdrawal of commercial red diesel.

The trial is being supported by funding raised by the players of People's Postcode Lottery through its Postcode Climate Challenge Initiative, which is supporting 12 charities with an additional £24 million for projects tackling climate change.

The Trust is considering the short-to-medium term solution of a switch to HVO as a milestone on the way to any more fundamental change. The Trust will be gathering feedback from fuel suppliers and boaters across the Trust's waterways who are now supplying or using HVO.

Additionally, the removal of the red diesel subsidy from fuel for propulsion has disproportionately affected boaters, particularly those who live aboard. The Trust believes that the government has an opportunity to offer tax incentives for greener fuels such as HVOs,

making fuel duty the same or lower than standard white diesel.

Matthew Symonds, national boating manager at Canal & River Trust, said: "COP26 highlighted the importance for all of us to take action to lower our carbon footprint. On the waterways, we hope that HVO will provide a 'quick win': a more sustainable, cost-friendly swap that will enable boaters and boating businesses to easily reduce their emissions. The trial of the fuel in our workboat fleet will provide valuable information on practicalities and performance, and we are also inviting feedback from the boating community on their experience.

"We are committed to working towards a zero-carbon future for boating on our inland waterways, recognising that this needs to be a collaborative effort involving boaters, businesses, local authorities and the government. Our boating customers have a very broad range of needs, and we want to find the right solutions to help them transition to zero-carbon without any significant changes to their use and enjoyment of the waterways."

HVO is made from waste oils from animal fats and vegetable oil and is more than 90% carbon neutral. It has 30% lower nitrogen oxide outputs than

fossil fuel diesel and can reduce particulate emissions by nearly 90%. The fuel is stable when stored for up to ten years, is free-flowing down to at least -25°C and does not attract water. It also mixes with other diesel fuels.

The Government has set out a legal obligation for the UK to achieve net zero carbon emissions by 2050 through amendment (in 2019) of the Climate Change Act. In addition, a route map for achieving net zero in the maritime sector (which includes inland and recreational boating) was set out in the Clean Maritime Plan.

[CRT Press Release](#) - 7 December 2021



The Berkswell on rubbish duty

The Future



Whilst it was agreed at December's AGM to wind up the Canal Society as an entity, there are a couple of matters that, as far as I know, remain unresolved.

I have continued producing the Newsletter every month during the pandemic in the hope that interest in the Society could and would be continued as a result. That hope seems to have been quashed.

Members seem to want the Newsletter to continue to be produced until the Society formally ends in March. Alan has written in an email to me, "We would . . . have no meetings next year [2022], but if we

can we would like to carry on with the Newsletter till then." As the editor of the Newsletter I feel it would be churlish to fail to produce the three editions asked for until the Society ceases to exist. This is the first issue of these.

Alan continued, "After that we would, if you were willing, carry it on as Friends of the Former Southampton Canal Society."

After March, I could continue to produce something but I feel that I would need more contributions from the readership. Most of the content, in the Society's Newsletter over the last few years, I've had to find myself - mainly from the internet but not forgetting the Chairman's Column from Alan and articles from Annemarie Evans and one or two other writers (and thank you for those). I would like to feel some more



contributions from the readership will be forthcoming in the future.

So I appeal to the current readers of this Newsletter. Please tell me whether the Newsletter should be continued or not and if so in what form?

In a similar vein the Society's website may stop being titled as the Southampton Canal Society site but I would probably continue it under a different name. It would likely concentrate, but not exclusively, upon the local waterways. I have put many hours into creating the website which I trust provides much useful information. I would hate to withdraw this from the public domain. Again, I would be interested in any thoughts you might have about the website.

Peter Oates

Linda Pritchard



Ian, the son of our member Linda Pritchard emailed the Society:

I have the sad duty to inform you that Linda Pritchard passed away on 28th November at the Mountbatten Hampshire hospice, aged 78. She will be dearly missed by her family and friends.

My mother enjoyed the activities and friendship offered by many societies in Southampton and Hampshire.

Her funeral was at 10:45 on 15th December, at

Southampton Crematorium East Chapel (SO16 3QB).

There should be a webcast and recording of the funeral for those who were unable to attend in person. Contact J. Lawrence & Sons (Undertakers) (023 80554801) for details.

Donations to Mountbatten Hampshire in lieu of flowers, please.

Our sincerest condolences to Ian and the rest of Linda's family.

Aquavista completes strategic acquisition of Castle Marinas

Aquavista, the UK's premier residential and leisure mooring provider, has today announced an expansion of the company's marina portfolio with the strategic acquisition of Castle Marinas.

The Midlands-based marina operator will see its portfolio expand with an additional 11 high quality marinas added to its footprint at new locations, including Crick Marina home of the world-famous Crick Boat Show and the picturesque Birdham Pool Marina at Chichester Harbour.

Speaking following the announcement Aquavista CEO Steve de Polo said, "We are delighted to announce the acquisition of Castle Marinas and look forward to the exciting opportunities that this will bring to our customers across all 29 of our UK-based marinas.

"Aquavista believes that life is better by the water and our purpose is to help our customers live that life. Since 2019 we have invested more than £3m into our marina estate, improving marina facilities and helping to deliver a great waterside experience, whether you live, visit, or work at an Aquavista marina.

"Both Castle Marinas and Aquavista have a proven track record of

providing a high-quality experience to our customers and we look forward to continuing that tradition through our new combined offering.

"At Aquavista we pride ourselves on investing in our waterside teams, ensuring that our customers' lives are made as easy as possible. I am delighted to have already begun to meet with the waterside teams at the 11 Castle Marinas to hear their views on how we can work together to further improve the marina experiences."

Operations Director, Mike Braidley, from Castle Marinas, commented "Castle Marinas is very pleased to have reached an agreement with Aquavista. It is clear how closely our mission statements align, and we believe Aquavista is ideally placed to continue to deliver and indeed improve on our commitment to be 'Big enough to cope, small enough to care'. This transaction will support our waterside teams to continue providing a friendly, helpful and professional service at all our locations."

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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Facebook: <https://www.facebook.com/SouthamptonCanalSociety>

Basingstoke Canal Archive

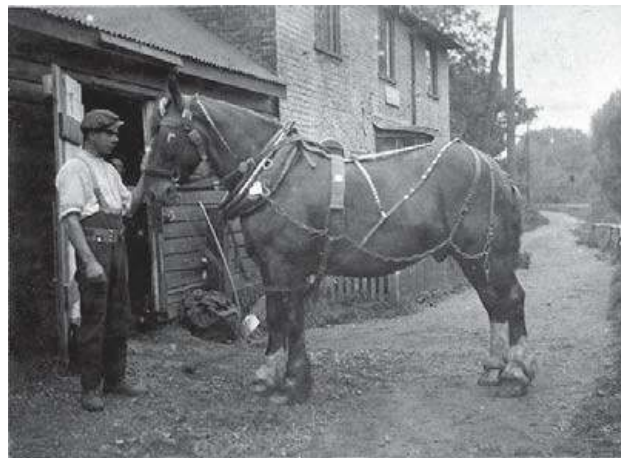
A digital archive will make Basingstoke Canal artefacts available in online museum.

Like many long-standing, volunteer-run organisations, the Basingstoke Canal Society has found itself in a position of having a lot of information being held by different people in different places and at risk of being lost if anything were to happen to these hard copy resources.

As a result, they have been working for some time on converting and saving these items to a digital format.

Volunteer Don Cooper, who is leading the project, said: "We have an extensive collection of nearly 12,000 items, including photos, maps and documents with additional parts of the collection at the Surrey History Museum and the Winchester Public Records Office".

"We must pay tribute to the incredible effort and dedication of our outgoing archivist David Tonkinson, who has



A photo from the Basingstoke Canal Society archive: Barge horse Charlie at Lock 3 in Woodham in 1915.

carried out outstanding work to digitise over 70% of our collection over a period of 10 years! We are now working to complete this project and would welcome new volunteers who would like to support the society, particularly with this ongoing task to maintain our archives."

The Society plans to make its archive available to a wider audience through its website, creating an online museum populated with the digitised documents for anyone to see.

Work on the website has already started with an early scoping phase to see what technology will work best to display the archive properly.

"We will do this through creating a section on our website, like an online museum, and populate it with the digitised versions of our documents for anyone to see. This will then allow us to carry out some housekeeping on the physical material."

Cargoes - Winter 2021

People power rescues canalside cafe

PEOPLE power has taken a major role in rescuing a popular canalside café. The Canal Café, Mytchett, on the Basingstoke Canal, closed in September when owner Mark Rippingale was faced with unmanageable outgoings.

"Due to crazy rent increase," he announced on a poster on the café's door, "we have been forced to close. Thank you for all your business over the last 14 years. Mike & Leck."

For Mike, the rent rise was the last straw. During lockdowns last year, thanks to slow negotiations with the council over the expiry of the lease, he was unable to claim any of the government grants. "I had to borrow money to keep afloat," he said.

When word of the closure got out, there was, as he described it, "uproar on social media". "We've had loads and loads of support in the community that we really appreciate," said Mike. "The council got involved because the community was unhappy."

At this point staff had already been made redundant and he'd begun to move equipment out, but renewed negotiations meant he could take

the notice down from the door. "The people we dealt with in the end at the council were very keen to get us open. It's not a deal we'd have fallen over for, but we've reached an agreement."

Although it's not been an experience that he's enjoyed, it's not been without its benefits. "Hopefully we're better after it. We'd had no chance for a refit," he said, "with the café open all the time."

The kitchen has been refitted, and other alterations made. "We've refreshed what we do. There'll soon be a bigger Thai menu, and more upmarket things like Eggs Benedict."

The café reopened on Friday November 5. Mike doesn't work in the café himself but partner Leck Chongnugul has been delighted to welcome old customers. "We didn't realise the support out there," added Mike. "It's quite humbling."

The Canal Café, open six days a week, and is currently closed on Mondays due to shortage of staff. However, Mike expects to be open all week again in the near future.

Towpath Talk - 18 December 2021