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The Society's website

Over the last year or so, I have been working, a bit intermittently, on expanding the sections of the website about the Andover Canal and the Southampton and Salisbury Canal.

I have felt for some time that the pages on the website about these two waterways needed improvement. The pages about them originally date from 2005 at a time when I was still learning the game. Although a bit of revision has happened since then, I still consider them substandard.

I had hoped that this upgrade would go live at the beginning of July but yet another deadline has had to slip.

However, I'm fairly confident that the update about the Andover Canal should be published within the next couple of weeks.

I still have more work to do on the other waterway and it may be some months before that becomes live.

In the meantime, a sampler appears on the right.

Peter Oates

Chairman's Column

Well here we are again and not a lot has happened since my last note. Weather been up and down. We managed to get to the boats for a few nights and one night away to Braunston for a drink or two at the Nelson with friends.

We also, met up with Paul and Gill Herbert and had a nice evening and afternoon tea with them. Last weekend another trip up but weather sent us back home on Sunday.

If our meeting in October goes to plan we have booked Ron and Myra Glover for November with a talk on the Irish Waterways and their experience over there - it will be a good one.

We need thoughts for what is required for December and are open to suggestions from you, our members!

Please let us know.

The January meeting could be our photographic evening.

Also another thought is, how many of you would like our New Year Dinner again? Suggestions please.

Look forward to seeing you in October.

*Alan Rose
Current Chairman*

Future plans for Surrey canal restoration

The Wey & Arun Canal Trust has acquired a length of canal at Rooks Hill/Fanesbridge, south of Bramley in Surrey, and has submitted a planning application to Waverley Borough Council to restore the waterway in this area.

Restoration here will extend the 900m section of canal at Birtley which the Trust bought in 2019. On the Birtley section Trust volunteers have constructed the first of two new bridges. South of the Rooks Hill/Fanesbridge section, plans for the Rushett Farm length of canal are currently being considered by Waverley Borough Council.

The Rooks Hill/Fanesbridge restoration will provide sections of new and reinstated canal, restoring an additional 1km length of waterway.

This will be a further move towards the Trust's long-term goal of restoring the canal from Shalford to Pallingham as a fully navigable waterway, delivering enhanced sport, leisure and recreation facilities.

Plans for Rooks Hill/Fanesbridge include the construction of a brick-faced canal lock and a traditional brick-arched brideway bridge, plus new and improved footpaths and cycleways/bridleways. Together with the proposals further south at



The new section of canal available for restoration is south of this new bridge at Birtley, where in the next few months volunteers will be adding the deck.

Rushett Farm, the restoration will create more than 2km of quiet and safe rural footpath for public enjoyment and healthy exercise.

The paths will be designed to be accessible to all users and could result in more of the existing long-distance Wey-South Path being able to follow the route of the canal.

The proposals will not only preserve the Downs Link cycleway and footpath for leisure and recreation but also enhance its long-term use.

Wey & Arun Canal News - June 2021



Andover Canal

Left: In water beside Fishlake Meadows, Romsey in April 2021

Right: Dry section of canal by Lee Lane, south of Broadlands, Romsey November 2005



Waterways Events

The following is a list of waterway events due to take place within approximately 50 miles of Southampton. 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. Some or all of these events may be cancelled or amended if Covid-19 regulations require such action.

OS grid references and/or postcodes are shown (where known but not

guaranteed) to aid location of the event.

If YOU know of an event taking place that should be in this list then please contact the editor.

Currently, details of further events are unavailable. However, if Covid restrictions are lifted on 19 July as the Government are currently indicating, many events could be announced by the next issue of this Newsletter.

Date/Time	Organiser	Details	Venue	Contact
Every Sat, Sun & Bank Holiday Mon 10.15am - 4.00pm	Kennet & Avon CT (Crofton Br)	Crofton Beam Engines - Non-Steam Days. Admission: Adult (16+): £5.00, Concession (60+ & Students): £4.50, Child (under 16) & K&A Trust members: Free. See website for further details. The engines were in steam on 26 & 27 June for the first time since 2019. However, no details of future steamings are currently available.	Crofton Beam Engines, Crofton, Marlborough, Wiltshire, SN8 3DW (SU261623).	Tel: 01672 870300 Email: crofton@katrust.org.uk Web: www.croftonbeamengines.org
Most days	The Claverton Group	Claverton Pumping Station. Open for pre-booked visits only - day or evening. Pump in action. 90 minute conducted tour. Adults: £10.00, Accompanied Children under 16 free. Minimum spend £40. See website for further details.	Claverton Pumping Station, Ferry Lane, Claverton, Bath, BA2 7BH (ST790643).	Tel: 01225 483001 Email: bookings@claverton.org Web: www.claverton.org
Sat-Mon 28-30 Aug 2021 10.00am - 6.00pm (Mon 5.00pm)	Inland Waterways Association	IWA Festival of Water 2021 - postponed from last year, a bank holiday weekend of fun for all who love spending time by the water. Entry to the festival and car parking is free.	Perdiswell Park, Droitwich Road, Worcester, WR3 7SN (SO855572).	IWA Office: 01635 414567 Email: event.enquiries@waterways.org.uk Web: www.waterways.org.uk/support/ways-to-get-involved/events/

Highways England M4 agreement signed

The Wilts & Berks Canal Trust's grand ambition, the restoration of the Wilts & Berks canal to link the English northern and southern waterway systems, has been clouded for many years by uncertainty about obtaining a crossing of the M4. This is about to change.

The funding agreement between Highways England and the Trust, under which WBCT will conduct first phase studies into the M4 Crossing project near Junction 16, was signed by the Trust on 17 June 2021.

Trust CEO Gordon Olson said "This is a landmark agreement for the Wilts & Berks Canal Trust. Its signing sends a clear message that we are

on course to remove the biggest obstacle the Trust has always faced, since it was founded in 1977, the severing of the historic canal route by the 20th century motorway."

Work on the studies will begin in July, in close cooperation with Highways England. We will also be working with Stantec, a consultancy which has in-depth knowledge of the engineering challenges posed by delivering a crossing under a live motorway.

[Wilts & Berks Canal Trust website](http://www.wiltsberks.org.uk)

TV investigation finds river pollution at dangerous levels

AN ITV News Central investigation has found dangerous levels of harmful chemicals are polluting rivers and streams in the Midlands.

The investigation chose 10 locations and took 10 samples from each over a period of three days in April. Seven different rivers were selected for the research, only two of which were found to have phosphate levels within the limit of 0.03-0.05 parts per million.

WWF-UK's chief advisor on freshwater conservation, David Ticknew, told the investigation team that he felt "the health of our rivers certainly won't get better, and may get worse". According to the news investigation, many rivers in the Midlands are suffering from this problem, a view borne out by local fishing clubs and societies.

A number of angling societies told the TV crew that they had seen a decline in fish numbers over the past 20-30 years, with many not reaching maturity. Some speculated this was down to the levels of sewage entering the rivers.

However, the investigators highlighted that it isn't just sewage that contains phosphates. Run-off from farmland can also contain these harmful chemicals that stimulate growth in plants, including algae in rivers.

As a result, this increased growth can cause shading across the water and result in lower oxygen levels. This impacts on the chemical levels within the rivers and, in turn, on the wildlife.

In reply to our request for a comment on the findings of the ITV News

Central investigation, a Defra spokesperson said:

"Making sure we have clean rivers is an absolute priority, and we are working urgently to reduce the environmental impacts of all sources of pollution.

"There are specific regulations in place in England to protect our rivers from agricultural practices, including the use and storage of fertilisers and manure. We are also putting new commitments into law to cut down the water sector's reliance on storm overflows.

"However, we are aware there is much more to do to tackle the sources of nutrient pollution to rivers, including those in the Midlands."

An Environment Agency spokesperson said: "Over the last 25 years, there has been huge progress in enhancing the water environment, but there is more to do and ongoing work needed. A major challenge is how to achieve significant reductions in diffuse water pollution, which includes phosphates. Sources of this include pollution that comes from agriculture, roads and urban run-off. We are working collaboratively with a range of stakeholders and partners to address these concerns and reduce these, and other, sources of pollution."

So it remains to be seen if and when these plans come to fruition. In the meantime, it would seem many river users will be keeping a close eye on their particular stretch of river. Until then, it would appear that some parts of our rivers are going to be ideal for algae but not much else.

Volunteers uncover vintage 'vandalism' in Bath

CRT volunteers have discovered carved Georgian 'graffiti' dating back almost 200 years during their recent removal of vandalism from the Grade II* Listed Kennet & Avon Canal tunnel.

Their volunteers are helping to keep Bath beautiful for local people and its thousands of visitors by tackling the graffiti along the [Kennet & Avon Canal](#). Recently, the team uncovered carved Georgian 'graffiti' dating back just under 200 years.

Inscriptions in stone

The volunteers have been removing the graffiti from the Grade II* listed Kennet & Avon Canal tunnel under Cleveland House and Sydney Road. The historic structure, constructed c. 1800 in the local Bath stone, is notable for its fine decorative carvings (including a female head representing Sabrina, the Spirit of the Severn, who continues to watch over the waterway). Sadly, it has recently been the target of



vandalism from unsightly graffiti.

Initials 'C.Y.M.' were discovered carved into the Bath stone along the canal, alongside the year '1824', meaning that the canal first saw graffiti almost 200 years ago – back in the canal's freight carrying heyday. Later graffiti dated '1896' saw the initial 'J.P.' carved into the stone.

Tackling the graffiti problem

Morgan Cowles, CRT's heritage and environment manager explains: "The waterway through Bath is a key part of this historic city, providing a tranquil oasis away from the bustling streets, and we're working hard to make it even more attractive.

CRT are taking face to face fundraising in-house

CRT have announced plans to bring its face to face fundraising programme in-house as it steps-up its post-lockdown fundraising activity.

An initial 24 roles will be advertised on their website and recruited over the next few months. They will be based across the Trust's 2,000 miles of waterways in England and Wales. Nine agency fundraisers, on assignment at the Trust from agency Inspired People, have been invited to apply for the in-house roles.

Changing the way we operate

Hamish Shilliday, CRT's head of individual and legacy giving, comments: "The Trust, like all in the sector, has been impacted by the restrictions in place as a result of coronavirus.

"With the easing of restrictions, we are relaunching our face to face activity and, following an in-depth review, we are excited to be changing the way we operate to drive our covid recovery plans and future performance.

"The new roles are benchmarked so that the Trust is able to attract the best candidates and the move to an in-house team will allow the charity to give more direct input and support for its fundraisers day-to-day."

Creating a positive impact on communities

James Munoz, the Trust's face to face development manager, says:

"Graffiti is a problem for our charity, and we work with our amazing volunteers to help protect the delicate fabric of some of Bath's most iconic sites. However, it appears that 'tagging' isn't a new scourge, with this carved graffiti dating back almost two centuries."

An architectural gem

Removing the graffiti demands extreme care and specialist knowledge so CRT have been guided by a leading national expert in the field. Jamie Fairchild of Restorative Techniques has trained their employees and volunteers to meticulously remove the damaging paintwork without harming the historic stonework.

Morgan continues: "Sydney Bridge is an architectural gem so we have acted as quickly as possible to remove the graffiti. Using a variety of methods from cleaning with water and hand brushing only, through to the use of specialist stone cleaning equipment, we peeled back the



layers of the offensive paintwork to reveal the beauty of the stone underneath.

"Thanks to the support of our wonderful volunteers including Ian Herve, Brett Van Drie, and Pete Kingston we have restored the tunnel façade and it is once again looking magnificent."

CRT are responsible for one of the world's greatest industrial heritage estates and the third largest collection of designated heritage assets in Great Britain. These include bridges, aqueducts, locks, mileposts and other canal artefacts.

[Canal and River Trust News](#) - 3 June 2021

"This past year has seen large increases in the use of local towpaths in many urban areas as people discovered the Trust's vital green and blue spaces on their doorstep. Our canals and rivers have been an escape and a place for exercise and for mental wellbeing.

"Towpath fundraising is about raising much needed funds to continue our work, but also about introducing communities to the waterways – encouraging people to explore the network and all it has to offer. Our Friends and regular givers make an important contribution to the work of the Trust in protecting the benefits that our network of waterways provide.

"It is therefore our responsibility to ensure we create ways of working that are of a high standard but also create the biggest positive impact on the communities at the receiving end.

"We would like to thank Inspired People and their team for the work they have done to support the Trust over the last eight years in growing our community of regular givers and Friends."

CRT currently has just under 28,000 Friends who make a regular monthly gift to the Trust. This is down from 30,000 prior to the pandemic, which resulted in a halt to towpath engagement and fundraising activity.

[Canal and River Trust News](#) - 29 June 2021

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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First hydrogen powered inland vessel

European maritime majors have signed a historic contract to build what they claim is the first inland waterway vessel propelled by a hydrogen fuel cell. Concordia Damen signed the contract with Lenten Scheepvaart on 18th March.

The vessel, to be named *MV Antonie*, will be 135 metres long, weigh 3,700 tons and boast a revolutionary fuel cell propulsion. She will be used to transport salt between Delfzijl in the north of the Netherlands to Botlek in the Port of Rotterdam for Nouryon – a leading global chemical supplier.

Concordia Damen CEO Chris Kornet said of the contract, "At Concordia Damen we have always been at the forefront of bringing increased sustainability to our industry. Greening the inland shipping sector is something which we feel passionate about and we will continue to

work towards this goal. I believe there will not be one single way to reduce emissions in our sector, but a number of approaches. Hydrogen is likely to play an important role in the achievement of zero emissions in inland shipping. Lenten Scheepvaart are to be commended for taking this leading role."

Lenten Scheepvaart has received a subsidy for the construction of the vessel to the value of 4 million euros. The subsidy, from the Netherlands Governmental department of Infrastructure and Water Management, aims to stimulate the development of the use of hydrogen as a fuel on the path towards zero emissions inland shipping.

The vessel and its operation will benefit from the subsidised hydrogen bunker station in Delfzijl.

Maritime Journal - 3 June 2021

Maintenance Dredging of the Caledonian Canal near Laggan Locks

Over the last decade, Scottish Canals' maintenance dredging works in its beautiful touristic inland canals where almost minimised to zero.

In the high ecological environment, nearby the 5mtr high waterfall at Laggan Spout, part of the Caledonian Canal nearby Laggan Lock and Fort William, the canal had to be deepened. These mainly recreational ships had to be prevented from grounding. Scottish Canals asked her main contractor Mackenzie Construction Ltd to hire in hydraulic dredging specialist Royal Smals to remove approximately 12,500m³ of superfluous sediment out of the canal.

After a first investigation on site, and gathering enough sediment samples together with some crucial tests in the Royal Smals laboratory, the design of the project was developed. Several fruitful meetings with the cooperative team (Scottish Canals, Mackenzie Construction Ltd, Suricates; international reuse of sediment network represented by University of Strathclyde, Royal Smals, canal users, local people knowing the environment), Royal Smals designed the 100% circular approach of the dredging campaign. Separation of the dredged up material into at least 4 reusable flows of raw material was the outcome. And the idea was to reuse all sediments after gathering it.

The 10-inch Cutter Suction Dredger 'Pioneer' with additive equipment Multi Cat Pontoon (to get the gasoil tank refilled) and a workboat were, together with the 500 meters of pipeline for sediment transportation, deployed to dredge the sediment from the bed of the Caledonian Canal



to the 'treatment site'.

The total amount of 12,500m³ of sediment was pumped into a special hired innovative separation installation to first sieve the finer particles (broken leaves, organic material) and separate the big stones and shingles. Afterwards the approximately 10,000m³ of sand and silt were lead into the higher located lagoon to separate all the sand by gravitation. Connected with a wooden cascade waterbox the left over silt was gathered into the lower lagoon.

By using the 10-inch CSD with its gently manoeuvring articulated swing ladder moving slowly over the bottom of the canal, nature and eco-life were hardly disturbed. By transporting all the sediment to the sieve and afterwards to two special designed lagoons, the outcome of the works where impressive.

Coarse fraction will be reused in civil, construction or gardening works, the very fine organic particles can be reused as compost or fertilizer for farmers. The sand left in the upper lagoon, can be sold to either concrete industry, as additive for asphalt or for construction purposes. The silt left in the lower lagoon can be reused as fertilizer of the local fields.

For this project the required permits and licences were awarded by Scottish authority SEPA. Apart from that, local authorities like the council were involved in the permission for this challenging approach as well. The innovative project was completed in altogether 4 weeks.

Maritime Journal - 24 June 2021