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Please note there is no meeting on Thursday 4 June

Although relaxation of the coronavirus lockdown seems to have started, public events and gatherings are still not allowed. Our Waterways Events feature remains in abeyance.

Evinrude cuts out

One of the most illustrious names in marine propulsion has breathed its last with BRP's announcement today that it will discontinue production of Evinrude E-TEC and E-TEC G2 outboard engines.

A company spokesperson said: "Our outboard engines business has been greatly impacted by COVID-19, obliging us to discontinue production of our outboard motors immediately."

Ole Evinrude, a naturalised American and émigré from Norway is widely credited as inventor of the first practical outboard motor in 1907.

Maritime Journal: 28 May 2020

Chairman's Column

Dear Members,

We hope that you are all looking after yourselves in these worrying times.

Our Future Meetings have been put on hold until who knows?

A Provisional date for the AGM is on Thursday 1st October 2020.

Have a good summer and keep safe.

Please remember we will be requiring a new Chairman and possibly Secretary next year.

At present we are re-roofing our back extension when we should be boating !

Alan Rose

Annual General Meeting 2020

In accordance with the constitution, notice is hereby formally given of the of the Southampton Canal Society's Annual General Meeting on the 1st October 2020 at Chilworth Parish Hall, Chilworth Road, Chilworth, Southampton at 7.45 pm.

Any member may request an item to be included on the Agenda by giving at least 14 days written notice of the item and its nature to the Chairman,

Alan Rose (contact details can be found on the back page).

Please note that the papers associated with the AGM (Agenda , minutes of last years AGM, Officers' reports and the Society's accounts) are published within this newsletter.

Please also note that this date could be changed if the present situation continues.

Getting back to normal - eventually

The Canal & River Trust issued the following notice on 13 May:

In line with the latest government advice issued on 13 May 2020, the Trust is able to announce the phased reopening of navigation to private boating across its waterways in England.

From Weds 13 May 2020

Private boaters may undertake short boating trips – avoiding use of locks and any staff-operated structures if possible – providing, as per current government guidance, they do not stay away from home overnight and return to their home mooring (where they have one).

From Saturday, 23 May:

Mooring exemptions will come to an end and our guidance for continuous cruisers comes back in to force. This doesn't mean that every boat without a home mooring needs to move on this day, just that the Trust expects it to move off its current mooring within 14 days (i.e. by 6 June). Boaters in a high-risk group who need to continue to shield or self-isolate can agree special arrangements with their licence support officer if they haven't already done so.

From Monday, 1 June:

On this date, we anticipate that our navigations will re-open in full, subject to some local exceptions, making longer journeys possible.

According to current

Government guidance, those who do not liveaboard should not stay overnight. We are seeking further clarification as to whether overnight stays will be permissible once full navigation resumes.

The start of getting back to normal

Richard Parry, our chief executive, comments: "I am delighted that government has enabled us to announce plans to start to get boating back to normal across English waterways. We ask customers to make just short, local trips from today, with full navigation restored from 1 June, as it will take time to get the entire network fully operational, and booking for some passages and services will be required.

"Some sections may be closed for a longer period and our website will be kept up to date with the latest information and advice. Please remember that social distancing continues to be maintained, with only members of your household able to go aboard your boat until further notice."

Wales: boats on Welsh canals must follow the latest advice which may be different from above.

Canal & River Trust - 13 May 2020



The Itchen Navigation south of Kiln Lane, Brambridge

The latest information can be found on the CRT website on [this page](#) and FAQs (Frequently Asked Questions) relating to boating are answered [here](#).

The significance of waterways heritage

The Inland Waterways Association (IWA) has launched the first part of a report which aims to highlight the significance of waterways heritage across the UK. Produced with the endorsement of the Historic Narrow Boat Club, National Historic Ships UK and the Railway & Canal Historical Society, with support from Historic England, the report is focusing on the need for better protection of waterways heritage assets and is also calling on navigation authorities, councils, planning authorities, developers and builders to consider waterways heritage in any future development plans for local waterways and adjoining land.

Britain's waterways form a vast, open-air network of working canals and rivers, connecting city and countryside, alive with boats and enjoyed by millions. As a heritage asset it is unsurpassed in scale and accessibility, telling the story of Britain's industrial past as well as being important to its future, in terms of tourism, physical & mental health and our national sense of identity. Surprisingly, many of the unique and diverse heritage features that make the waterways so special are not protected and while vast numbers have already disappeared, those that still remain are at very great risk of being lost.

IWA is highlighting its concerns and calling for a greater level of protection for waterways heritage features, over and above the 2,800 larger structures that are already listed through the Historic England register. These include 70 scheduled ancient monuments and five UNESCO world heritage sites.

Ivor Caplan from IWA's Heritage Advisory Panel says, "Our waterways heritage is at risk— from urban development, lack of protection, loss of skills & knowledge and also climate change. We aim to improve understanding of what waterways heritage is, how it is at risk and demonstrate its value in terms of regeneration opportunities, visitor enjoyment, tourism and education.

"The removal of a strapping post here or a starting pin there doesn't seem like a big deal when viewed as a single action, but when you view the broader picture, you realise that these small details each have their own part to play in a much larger story. Too much of our waterways heritage is being lost due to insensitive development. If something isn't done now, it will be gone forever, and the history of our waterways will never be the same again.

Biodiversity Net Gain guidance

A shift from 'infrastructure versus nature', to an approach where infrastructure is designed, built and maintained in ways that benefit our environment, has led to the publication of a new guidance note by IWA. Written by IWA's Restoration Hub team, [Introducing Biodiversity Net Gain](#) to Waterway Restorations is designed to support waterway restoration projects with future development opportunities.

Managing impacts on biodiversity has long been part of infrastructure development. However, declarations on the joint climate and biodiversity crisis by private and public sector organisations escalated during 2019, placing biodiversity loss, and the need to address it, at the centre of political and public discussions. Biodiversity Net Gain (BNG) looks to be the answer.

The concept is simple as the approach leaves biodiversity in a measurably better state than before. BNG will fundamentally change the way we approach Waterway Restoration in the future. Where previously biodiversity and the environment would have been an afterthought or a nice 'added extra', BNG will require developers and construction organisations to put biodiversity at the heart of all activities from project inception to the aftercare.

Mike Palmer, IWA Trustee says "Biodiversity Net Gain is an opportunity in waiting for Waterway Restoration and canals in general. BNG will give us the tools to really demonstrate the positive impact waterway restoration can offer to the environment and will allow us to talk to

"We are not asking for the waterways to become a museum. In fact, we want the very opposite. The waterways network needs to continue to be a usable and valuable asset now and into the future. All we are asking is that its history is protected and included in development plans rather than being removed."

The reason why there is so much heritage on the inland waterways can be found in the way it was built. Canals started to appear from the late 18th century as a series of disconnected waterways which were built to transport raw materials. The look and feel of the waterway depended on when it was built and the technology available as well as the terrain that it was moving through. The additional stylistic elements were very much on the whim of the engineer or the company that was funding the construction. This lack of centralised planning is what gives the inland waterways network its regional differences and adds to the vast number of important heritage elements. Each canal has a unique look and feel, which not only gives it its appeal but also increases the need for protection. There will never be a case of one rule works for all and IWA is actively working against the homogenisation of the waterways.

Ivor Caplan adds, "IWA is asking local authorities to work with their local heritage organisations when considering any level of development on or alongside the waterways. Any detrimental effects must be mitigated and the unique elements of each individual waterway must be maintained."

Another concern that the report uncovered was the dramatic loss of traditional skills. IWA is working with National Historic Ships UK to develop training courses for anyone who is interested in learning waterways skills so that these can continue into the future.

Part two of this report will be released in the summer and will go into more detail about the value of waterways heritage using a series of in-depth case studies alongside other resources. It is part of an on-going campaign to protect waterways heritage, the need for which was uncovered as part of IWA's Value of Inland Waterways report authored by Nicki Schiessel Harvey of Birmingham City University, which launched in 2019.

[IWA Press release](#) 7 May 2020

larger organisations looking to make their own improvements locally."

Currently the Environment Bill (2019) which introduces BNG, along with other considerations has entered the committee stage within the House of Commons despite the COVID-19 situation. Whilst implementation of BNG will almost certainly not be an immediate, we expect over the coming years to see the key concepts and guidance from BNG to be transposed into planning law.

To find out more about how Biodiversity Net Gain will affect Waterway Restoration [read our guidance online](#) here:

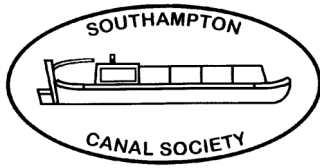
You can also [sign up to our Biodiversity Net Gain webinar](#) taking place on the 11th June at 12.30pm.

[IWA Press Release](#) 28 April 2020



Wood Mill

This picture, taken in about 1910 shows Wood Mill at the head of the tidal River Itchen. More pictures of the Navigation can be found on the [Society's website](#).



SOUTHAMPTON CANAL SOCIETY 2020 ANNUAL GENERAL MEETING

Chilworth Parish Hall, Chilworth, Southampton

Thursday 1 October 2020 at 7.45 pm

AGENDA

1. Announcements
2. Apologies for Absence
3. Minutes of 2019 Annual General Meeting held on the 4th July 2019 (herewith) and matters arising.
4. Chairman's Report (herewith).
5. Secretary's Report (herewith).
6. Treasurer and Membership Secretary's Report (herewith).
7. Review of Annual Subscription Rates and Meeting Schedule.

As recommended in the Hon Treasurer's Report it is proposed that:

1. The Society will hold eight meetings each year, with the AGM to be held in June. The other meetings will be in April, October, November, December, January, February and March.
2. The Society Subscription Rates will be increased to £34 per annum for a Joint Membership and £21 for a Single Membership.

Proposed by: Aelred Derbyshire Seconded by: Angela Rose

8. Election of the following Officers:
 - Chairman
 - Vice-Chairman
 - Secretary
 - Treasurer and Membership Secretary
9. Election of Committee (the Officers plus up to three other Society Members. Additional Members may be co-opted as required).
10. Any other business relevant to an Annual General Meeting, where prior notice of the item has been given.
11. Discussion with regard to the future of the society, see notes within the newsletter.

Note: In accordance with the Society's Constitution, only fully paid up members are eligible to vote at a meeting of the Society. Individual members and affiliated member organisations are entitled to one vote. Joint or family membership entitles that category to a maximum of two votes. Only members aged 18 or over are eligible to vote. All votes have to be cast in person, no proxy votes being permitted.

SOUTHAMPTON CANAL SOCIETY MINUTES OF 2019 ANNUAL GENERAL MEETING

Chilworth Parish Hall, Chilworth, Southampton

Thursday 4 July 2019 at 7.45pm

1 Announcements

The Annual General Meeting was chaired by Alan Rose, Chairman of Southampton Canal Society.

The Chairman announced that the speaker for the September meeting had now been booked and the topic would be the Bursledon Brickworks.

2 Apologies for Absence and Attendance

Apologies for absence had been received from:

Aelred and Sue Derbyshire, Annegret Evans, Tony and Pauline Fry, Ron and Myra Glover, Malcolm and Janet Gunningham, Eric and Sue Lewis, Peter Oates, Brenda Pomeroy, Laura Sturrock.

A register was circulated at the meeting and ten members recorded their attendance. The attendance register forms part of the minutes of the Annual General Meeting.

3 Minutes of 2018 Annual General Meeting held on 5 July 2018 and matters arising

The minutes of the 51st Annual General Meeting held on 5 July 2018 had been published in the Society Newsletter circulated to all members. On being put to the vote the minutes were accepted by the members present.

There were no matters arising.

4 Chairman's Report

The Chairman's report had been published in the Society Newsletter circulated to all members.

The Chairman referred to his report highlighting the main issues. He wished to thank all those whose efforts ensure that the Society functions and, in particular, his fellow officers and committee members, He referred to the sad passing of Eva Drinkwater.

There were no questions

5 Secretary's Report

The Secretary's report had been published in the Society Newsletter circulated to all members. The report was taken as read and the Secretary referred to the list of the Society's activities.

There were no questions.

6 Treasurer and Membership Secretary's Report

The Treasurer and Membership Secretary's Report together with the Income and Expenditure Account for the year ended 31 March 2019 had been published in the Society Newsletter circulated to all members.

In the absence of the Treasurer and Membership Secretary, who was attending a family event in France, the Chairman read out the report, advising that the accounts had been examined and signed off by Laura Sturrock.

There were no questions and acceptance of the Treasurer's report and the accounts was proposed by David Dalton and seconded by Gill Herbert. This was endorsed by those present.

7 Review of Annual Subscription Rates

The Committee was recommending that the subscription rates for the ensuing year should remain unchanged.

Acceptance of that recommendation was proposed by David Dalton and seconded by Gill Herbert. This was endorsed by those present.

8/9 Election of Officers and Committee

That part of the Annual General Meeting was chaired by the Society President, Brian Evans. With the exception of Rob Unsworth, who wished to stand down, all the present Officers and Committee members were willing to stand again and there had been no other nominations either prior to or at the meeting. Because of the ongoing situation relating to David Townley-Jones it was agreed that his name be removed as a Committee member. It was suggested that the election of Officers and the Committee be taken en-bloc, as previously. That suggestion was endorsed by those present.

The re-election of Sue Derbyshire and Gordon Osborn to the Committee was proposed by David Dalton and seconded by Julie Callow.

Gordon Osborn proposed that the existing Officers be re-elected and that was seconded by Linda Pritchard.

The Chairman advised that, whilst he was willing to continue as Chairman for the ensuing year, he would not be standing again in 2020.

10 Any Other Business

There had been no prior notice of any items of business to be discussed.

Gill Herbert thanked the Officers and Committee and Brenda Pomeroy for all their hard work on behalf of the Society. This was endorsed by David Dalton.

The meeting concluded at 8.25pm

Chairman's Report 2019-2020

Our society is working reasonably well and before the lockdown I have been pleased to welcome a number of visitors over the past year. Our numbers at the meetings have been reduced though.

On behalf of our members I wish to thank our editor Peter Oates for the work and time he spends putting our Newsletter together.

Thanks to the ladies who run our refreshments and the members that set up the hall.

Secretary's Report 2019-2020

We enjoyed an interesting year of speakers and here is a resumé of them:

April: with Chris Witts on the River Severn

June: with Paul Gosling Boats & Trains

July and the AGM

September: Bursledon Brickworks

October: William Walker the diver at Winchester Cathedral.

November: Hampshire Wild Life Trust

December: The Annual Society Quiz with IWA Salisbury Group the

Treasurer and Membership Secretary's Report 2019-2020

The first thing to note is the size of this year's deficit, nearly 30% of the Society's reserves. This is clearly unsustainable.

Last year I noted that the Society had run a deficit for the first time for a number of years and I attributed it to exceptional factors. I think that this year's deficit reflects a more serious situation, which underlay my note to members on the future of the Society in the February Newsletter.

Why is this year's deficit so high?

If we look at the Income figures we have only the three basic items, Subscriptions and the proceeds of the raffle and sale of refreshments at meetings. All three are down on last year, which reflects our declining membership.

On the Expenditure side the figure for Hall Hire is the full-year cost, last year we cancelled the March meeting because of bad weather and Chilworth Hall generously waived their charge for that month. The lower figure for Insurance reflects the fact that I was able to negotiate the same cover via the Brokers for the Hall at a lower premium than the IWA scheme. The significant increase is in Speakers' Fees, which have doubled. I noted last year that this was because more speakers were claiming expenses, some semi-professional speakers are also increasing their fees. This trend is unlikely to decrease in the future.

Recommendation to the Society

These accounts show the fundamental state of the Society's finances. If it is to continue, the Society must either increase its income or reduce its outgoings.

The only certain way to increase income is to raise the subscription rate. Since this year's Deficit is roughly equal to the Subscription Income, just doing this would require a substantial increase in subscription rates.

To reduce our outgoings we must spend less on Hall hire charges and Speaker fees.

We can only reduce the Hall hire charges by meeting less often. Currently we do not meet in May or August. It has been suggested that we do not meet in September because a number of members are away then. We could be more radical and move the AGM to June, so that we would not meet in July, August and September, which would reduce the number of meetings by two. The Hall currently costs the Society £49.50 for each meeting, so this would give an annual saving at current rates of £99 per year. It would also mean that the approved accounts would not be published before the AGM; draft accounts could be available for the May Newsletter.

We will have a windfall this year because we are not paying for the Hall

I also would like to thank my committee members for their time and effort over the year keeping our society running smoothly.

We look forward to seeing our members at our rescheduled AGM on the 1st October.

Keep safe and let's hope that the coming months we can start getting back to as near normal as possible.

Alan Rose

winners.

January: We once again held our photographic evening which was well attended.

Also in January, our New Year Dinner was once again a success but with fewer members attending.

For February, we were given a very good update talk on the restoration of FMC Clent by Pete Boyce.

Then it all came to a stop for this year. Hope that next year sees a change.

Angela Rose

while it is closed, but this will merely postpone the problem. The Hall Committee have decided to waive their charges for regular hirers and use their reserves while it is closed. We should expect that when the Hall reopens there will be an increase in hire charges as they rebuild those reserves, and the hire charges have not risen for some years anyway. This estimate is based on the assumption that Hall hire charges stay the same. Last year we paid for speakers at eight meetings, and the median amount charged was £40. If we were to take the radical option above, we would have eight meetings each year. The AGM, Quiz Night and Photographic Evening account for three of those. If the Society could find a speaker from within the members, or hold some other form of meeting, we would only have to pay a speaker for, say, four meetings a year. Four meetings at the above median rate would be £160 and I estimate a saving over this year of £190.

Society membership at the end of March 2020 is 34 subscribing members, plus one Life member and two Honorary members. The subscribing membership consists of 8 single members and 13 joint memberships. The Subscription Income in the accounts reflects the fact that three subscriptions are in arrears, because the members have not attended meetings and paid their subscriptions.

To eliminate a deficit of the order of the one incurred this year will require a combination of all three of the above measures. Assuming that all subscriptions are paid, it means that Subscription Income will need to increase by at least £100 per year. Because of the low membership numbers this will require a significant increase and I suggest it be apportioned by increasing Single Membership from £16 to £21 per year and Joint Membership from £27 to £34 per year. I estimate that this should yield an increase in Subscription Income of £115 per year.

I evaluated a number of scenarios, and the three estimates above should produce a sum slightly bigger than this year's Deficit. This is to give some headroom in case I have underestimated.

I have assumed that the contribution made by the Raffle and the sale of refreshments will stay the same, but it may well decline if we hold fewer meetings. Last year they contributed a sum close to 80% of the Society subscription income. I have also assumed that the membership will stay the same and that Hall hire fees will not increase. These may all be invalid assumptions.

This is not a pretty picture but I feel that Members need to know the facts so that they can decide how the Society should proceed.

Aelred Derbyshire

Hon. Treasurer & Membership Secretary

SOUTHAMPTON CANAL SOCIETY INCOME AND EXPENDITURE ACCOUNT for the Year ended 31 March 2020

| | | | | | <u>Y/E 2019</u> | |
|--|---|--------|-----------------|---------------|-----------------|-----------------|
| <u>Income</u> | £ | £ | £ | £ | £ | £ |
| Subscriptions | | | | | | |
| 2017/18 | | | | 16.00 | | |
| 2018/19 | | - | | <u>490.00</u> | 506.00 | |
| 2019/20 | | 436.00 | | | | |
| Raffle | | 293.00 | | | 359.00 | |
| Teas | | 73.33 | | | 95.90 | |
| Wine | | | | | 8.50 | |
| Donation (uncollected Speaker Fee) | | | | | 30.00 | |
| Sweaters | | | 802.33 | | <u>222.60</u> | 1,222.00 |
| <u>Expenditure</u> | | | | | | |
| Hall hire | | 520.50 | | | 471.00 | |
| IWA Membership | | 54.00 | | 54.00 | | |
| Insurance | | 136.64 | | <u>224.00</u> | 278.00 | |
| Speaker Fees | | 350.00 | | | 174.00 | |
| Secretary's Expenses | | 128.98 | | | 116.98 | |
| Jubilee Trip / Cake | | | | | 95.00 | |
| Sweaters | | | 1,190.12 | | <u>222.60</u> | 1,357.58 |
| Excess of Expenditure over Income | | | - 387.79 | | | - 135.58 |
| <u>Deposit Interest</u> | | | 0.70 | | | 0.46 |
| Deficit for the Year | | | <u>- 387.09</u> | | | <u>- 135.12</u> |
| | | | | | | |
| | | | | | | |
| <u>Balance Sheet at 31 March 2020</u> | | | | | | |
| Current Assets | | | | | | |
| Bank Deposit account | | | 346.86 | | | 346.16 |
| Bank Current account | | | 1,040.52 | | | 1,458.31 |
| Cash in hand | | | 4.11 | | | 4.11 |
| | | | <u>1,391.49</u> | | | <u>1,808.58</u> |
| Less Uncleared cheque (Speaker Fee) | | | | | | 30.00 |
| | | | <u>1,391.49</u> | | | <u>1,778.58</u> |
| | | | | | | |
| Reserves | | | | | | |
| Brought forward | | | 1,778.58 | | | 1,913.70 |
| Surplus/(Deficit) for year | | | - 387.09 | | | -135.12 |
| Carried forward | | | <u>1,391.49</u> | | | <u>1,778.58</u> |
| | | | | | | |
| <u>Report to the members of Southampton Canal Society</u> | | | | | | |
| | | | | | | |
| I have examined the accounts for the year ended 31 March 2020. | | | | | | |
| I have no reason to believe that the accounting records have not been properly maintained. | | | | | | |
| The accounts agree with the underlying accounting records. | | | | | | |
| | | | | | | |
| Laura Sturrock 1 June 2020 | | | | | | |

Some of our yesterdays

Our overseas correspondent, Annemarie Evans, provides another intriguing article for the Newsletter. This time she tells us a little story about her parents Annegret and Brian and a little bit of Southampton history.

Our Miss June is wearing a pastel ensemble as she perches on a bollard at Southampton Docks. With cream trousers and matching shoes and accessories including a helmet and goggles, she has actually just arrived there, in the summer of 1960, on the back of a pristine Triumph Tiger 110 motorbike driven by an Ordnance Survey draughtsman.

"It didn't have a self-starter," says Brian Evans, "you had to kick-start it. And if it didn't like it, it kicked you back."

From the Ordnance Survey building, you could set your watch by the sound of the big horn as at 4 o'clock every Thursday afternoon a ship from the Union-Castle Line would set off for Cape Town, South Africa.

So we depart a little from narrowboat and canal fare to celebrate this genteel form of travel and a visit aboard the Windsor Castle, which in this picture will be shortly setting off on its maiden voyage, but not before Brian and Annegret have had a jolly good look inside.

"It's Thursday today..." said the advert with a nice picture of a Union-Castle liner on a millpond sea. "...it's 4 o'clock now. We're halfway to Cape Town and there's another Castle mailship leaving Southampton this minute. Every Thursday at 4pm, a Union-Castle liner leaves Southampton for the Cape. Fourteen days of sunshine and smooth seas, faultless service, excellent food, films, dancing, swimming and great comfort ... on a holiday ship. The going's good by Union-Castle. The big ship way to Africa."

The Union-Castle Line was a British shipping line that operated a fleet of passenger liners between England and South Africa which also carried some cargo from 1900 to 1977.

"These were passenger ships not cruise ships," says Brian. "There were four or five shipping lines, maybe more. They carried mail to a regular timetable. Planes were small. People didn't fly much, most went by boat."

This was largely before the tourist travel aboard cruise ships. While a few rich could afford to travel for leisure, for



Above: Annegret perching on a bollard at Southampton docks with the Windsor Castle almost ready for her maiden voyage.
Below: the beguiling advertisement.

It's Thursday to-day . . .

. . . it's 4 o'clock now

We're half way to Cape Town and there's another 'Castle' mailship leaving Southampton this minute."
Every Thursday at 4 p.m. a UNION-CASTLE liner leaves Southampton for the Cape. Fourteen days of sunshine and smooth seas, faultless service, excellent food, films, dancing, swimming and great comfort . . . on a holiday ship.

the going's good by

UNION-CASTLE

THE BIG SHIP WAY TO AFRICA

many it was a journey rather than a holiday.

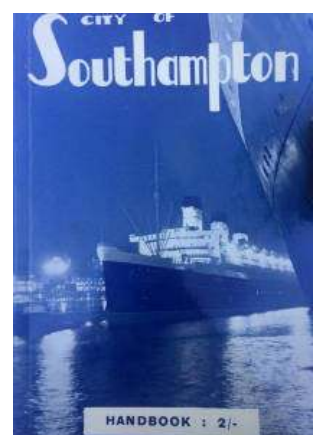
Brian had applied for a tour ticket from the Southern Evening Echo newspaper. "We had never been on a ship that size. It was enormous," says Brian, "just the grandness of it. They had a swimming pool on board." But he was less enamoured with the interior colour scheme. "It was a shade of mauve," he says. "All the Union-Castle ships were mauve and I seem to remember that in the lounge the mauve was mixed with a shade of green."

"I remember there was a ballroom with a big staircase," says Annegret, "and Brian's disappointment about not seeing any machinery, because they only showed us the posh bits."

"I would have liked to go on the bridge and to have also seen the engine room," says Brian. "For me the best bit was looking down through all the decks where the cargo was lowered because it seemed such a long way down." All in all it was a very interesting day.

Brian thumbs through a City of Southampton guidebook from 1966 (2 shillings). "Some very rich people would go cruising," he says. "There was a special steam train that came from Waterloo into the docks with passengers. And at the Royal Pier you'd see several coaches arrive – not the large coaches of today, more likely to be 30-seaters. People on holiday on the South Coast would spend the day in Southampton and usually it included a visit to the docks to watch the ships come and go.

"The Echo used to keep a list, I don't know whether it still does, of the ships that were due in and where they would go. It was interesting to see the time they were expected to go. I must admit I spent quite a lot of time at the Pier viewing them."



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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Brian Evans.

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

Duck Weed Growth Warning

A warning has been issued over an upcoming explosion of habitat-destroying duck weed growth, due to rising temperatures across Europe and ever-increasing heatwaves.

Summer heatwaves made 2019 Europe's warmest year on record, and with higher than usual temperatures sweeping the UK this spring, the impact on the UK's canal system and inland waterways could be severe, said Charlotte Lea, an ecologist at The Rothen Group.

Ms Lea explained: "Last year's heatwaves meant duck weed and floating invasive species blooms flourished on the UK's waterways, which threatened to congest and destroy natural habitats at pace as the warmer weather promotes exceedingly fast growth."

She added that data from the World Meteorological Organization (WMO) "shows clear trends toward increasingly warm summers that could result in pronounced weed growth again in 2020, impeding boat

traffic and damaging the environment for wildlife".

Careful approach

Canal weed removal in the UK requires a careful approach, liaising with the Canal & River Trust or Environment Agency to ensure minimum disruption on the waterways, said Ms Lea.

The methods and equipment used to clear weeds depends on the type of weeds growing, for example invasive species need regular and consistent removal, but during heatwaves maintenance needs prioritising.

"It is important to remember that anywhere weeds can flourish will require some form of maintenance, and continued warm summers makes this need more pressing," added Ms Lea.

Rebecca Jeffrey, *Maritime Journal* 6 May 2020

Waterway Investment

German authorities are ploughing some €2 billion into long-term improvements on the Kiel Canal as the waterway records its lowest ship traffic and cargo figures for years, reports Tom Todd.

Professor Hans-Heinrich Witte told a function in Kiel the €2 billion had been earmarked by the Berlin Government for further long-term improvements and to increase the capacity of the canal – the busiest man-made waterway in the world. Witte heads the country's Waterways and Shipping Administration (WSV), which is the government agency responsible for the Canal.

He added that some €500 million were being spent right now on the 98 kms waterway, which runs between Brunsbüttel on the Elbe/North Sea and Kiel on the Baltic.

One priority project, he said, was the planned Fifth Lock in Brunsbüttel. It is designed to ease congestion on the canal, used by just 28,800 ships of 83.5 million tons last year. That's 5% fewer ships and some 4million tons less than in 2018. A main reason for the decline have been



Brunsbüttel lock complex with new lock construction
(Photo-WSA-Brunsbüttel)

disruptions caused by repairs to ageing locks and by accidents in them.

The original cost of the 360m x 45m Fifth Lock was estimated at €270 million. When construction started in 2015 that had risen to €540 million with completion by about 2021. Later it became at least 2024 and €800 million. Just this year, the WSV acknowledged it would be "the end of 2026" before the lock would be finished at a cost of 830 million.

The cost increases and delays have been blamed on unexpectedly challenging construction works in Brunsbüttel and on legal disputes involving government and contractors.

The problems have reportedly centred on fears that ramming and anchoring of the new Fifth Lock chamber so close to existing old locks in Brunsbüttel might damage walls and chamber soles. An additional problem has been the need for expensive and time-consuming clearance of wartime munitions in an area targeted by Allied bombers in WW2.

Maritime Journal 17 March 2020