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Future Society Meetings

Aelred Derbyshire, our Treasurer, says "I have booked Chilworth Hall for the first meeting in October. Alan suggested that the first meeting(s) could just be a get-together to see how people feel about the future.

"At those meetings we can get the feelings of the membership on whether the Society is viable and take it from there.

"I suggest that the AGM should be organised after that."

Annemarie Evans writes that she's not a member but she feels that if society decides not to continue "I think if things have opened up in the autumn a bit, it would be wonderful if the members could have a last get-together and a chance to catch up after the pandemic. And also to salute the society after all these decades."

Chairman's Column

Dear Members,

Well, things maybe changing slowly so let's look forward to our first meeting in a long time.

We mentioned it in our April newsletter and I had hoped for some feedback and suggestions, but apart from two members ,nobody has bothered to contact us. Which I must say is most disappointing.

Anyway, we will see what happens on the first Thursday in October and then decide the future of the society.

We, hopefully, are going to our boat tomorrow, Sunday, for the first time in nearly 7 months.

We have two meetings arranged for Purton, one is the Crick Boatshow and the other is boat gathering on the Welford Arm of the Grand Union.

We have provisionally booked for a boat festival at Brownhills arranged by the Lichfield and Hatherton Trust. Hope it goes ahead.

Some of you that follow the news would have heard about the massive fire at Platts Eyot on the Thames. Unfortunately, apart from the damage caused to the Historic Yard, a Dunkirk Veteran was destroyed.

The Yard was started by John I Thorneycroft in the latter part of the 19th Century. A large number of torpedo boats and naval launches were built for the Great War and the last war. One of their boats, Coastal Motor Boat (CMB) 4, when Lieutenant Augustus Agar earned a Victoria Cross for carrying out a raid on Soviet warships in Kronstadt and sinking the cruiser *Oleg*. Now I know some of this because I served part of my apprenticeship on the Island in 1964/5.

CMB 4 was on display as you got on the Island. Also there were Thorny No 3 and 5 on racks in the workshops. CMB 4 is now on display at Boathouse 4 in the Portsmouth Historic Dockyard.

All Sad.

Enough of my ramblings though, hope to see some of you in October.

Alan



Calmore Canal



Following on from last month's piece about the Calmore Canal, Alan Rose sent in this picture of this waterway - just a few feet wide. Alan comments that it needs WRG!

Water Supply Problems

The Wilts & Berks Canal Trust's Water Access Group (WAG) has been meeting for some months and has put together two documents to present at Ministerial level, the aim being to try to find a way of overcoming existing regulations that preclude the ability to obtain enough water to fill and use the canal once built. The Trust's Vice-President, Robert Buckland QC MP is in the process of setting up a meeting with DEFRA to present their arguments; senior people from the IWA and CRT have also been sent them and plan to attend this high-level meeting. At the time of writing no date has yet been fixed, but click [this link](#) for the short summary of the arguments they are putting forward.

The River Itchen and Navigation at Otterbourne Waterworks.

See more about this location on the [Society website](#).



Hong Kong Trams



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 the Hong Kong's famous trams. Thank you, Annemarie.



Seen in October 1981, two trams head southbound towards Western Market. They would have been in service since the mid-1950s.

Photo: Alan Murray-Rust/Online Transport Archive

These days, in Hong Kong, I live on a small outlying island and go to work on a ferry. But 25 years ago, I lived in the heart of the city in the nightclub area, Wan Chai, and at 5 every morning, the trams would start up on the line that ran close to my block of flats. I'd hear the double "ding ding" of the bell as it pulled away from the tram stop or warned pedestrians in its path.

Hong Kong has had trams rumbling along the tracks

since 1904 and unlike many other cities – thankfully never ripped up the tracks when buses came along in later decades. It is one of the few places in the world where you can travel on the top deck of a double-decker tram. These days, alongside the iconic Star Ferry that crosses Victoria Harbour, the trams are probably one of the cheapest modes of transport in the world at HK\$2.60 – that's 27 pence per trip.

The trams run the length of the top of Hong Kong Island. Like the old buses in London, you get on at the back, go through a turnstile and then either stay on the ground floor or up the steps for a view at the top. When the trams were first designed, there was some open air seating at the top, which wasn't too popular when it rained, so they arranged a bit of cloth protection from the elements.

For a number of decades the seats were wooden, these days plastic, and the upper deck provides you with a clear view out of the front or sides of the Hong Kong urban landscape.



The number 37 tram was built in 1952 and is seen here heading west towards Kennedy Town in October, 1981.

Photo: Alan Murray-Rust/Online Transport Archive

These days the tram route goes from Kennedy Town on the west side of the town, right over to Shau Kei Wan in the east. The tram lines used to run along the sea front, but a couple of stages of reclamation, mean that the trams are at least two streets back on this flat-tened reclaimed land and many high-rises obscure the sea front view for most of the journey.



This photo was taken in the summer of 1973 in Queen's Road Central on the track heading to Western Market.

Photo: Paul de Beer/Online Transport Archive

There are several de-tours – at one point in an area called North Point, the tram runs next to a busy market, at another it goes round a long curve – Happy Valley Race track. There are regular stops and a dual track means that the trams go in both directions parallel to one another.

These days, while there are one or two trams

that have air conditioning, largely you just keep the windows open, and the moving tram provides a bit of a breeze. Through Wan Chai and Causeway Bay, a major shopping district, by sitting on the top floor you can have a good old nosy into the second floor of the buildings – often hairdressers, Mrs Wong having a perm, Mrs Chan discussing what tints to have.

As you can see from the photos that date primarily from the 1960s and 1980s, the trams also have adverts painted on. These trams in the photos are green, but the more modern trams are all sorts of different colours.

The photos stem from two books – "The Tramways of Hong Kong, A History in Pictures" and "Lost Hong Kong, A History in Pictures" (Unique Publishing) are by Peter Waller, who is the secretary of the Online Transport Archive, based in Shrewsbury. It's an organization – and a registered charity – put together about 20 years

ago to administer a growing collection of cine films, slides, negatives, prints and commercial postcards relating to all forms of transport. So, these trams, for example, were taken by photographers – perhaps who lived in Hong Kong or were on a visit there – and then either donated their photographs to the Online Transport Archive, or they went to the



Seating on the tram was relatively spartan until the fleet was modernized in the 1980s. This 1966 view of the upper deck of tram No. 21 shows the standard wooden seating that was offered. At this stage, the upper deck was reserved for first-class passengers, who entered the tram via the front entrance, while the lower deck was occupied by third-class passengers, who entered via the rear platform. The two-class fare structure was abolished in 1972.

Photo: Douglas Beath/Online Transport Archive



This photo was taken in 1965 at Des Veoux Road West at a time when the tram was still near the sea.

Photo: Harry Luff/Online Transport Archive

archive after the photographers died. Two Inland Waterways Association volunteers work with the archive on identifying canal photographs, and I'll be talking to Peter Waller about that for next month's newsletter and how you can also donate your canal slides or photographs to the archive, if you're interested in doing so.

(Continued on page 5)

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.

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-Steamng 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 beam engines will not be in steam, however it is hoped to have news about steaming weekends shortly.	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
Sun 6 Jun 2021	Wey & Arun CT	"The Puddle" - WACT's annual sponsored walk and major fundraiser. Circular walk to include part of the canal. Start between 9am - 10.30am from Loxwood North Hall. Lunch will be provided then back to the start at approx 3.00pm. Possible to do morning or afternoon only. Further details and registration on website.	Loxwood North Hall, Guildford Road, Loxwood, West Sussex, RH14 0SF (TQ039321).	Trust Office: 01483 505566 Email: events@weyandarun.co.uk Web: weyandarun.org.uk/events65
Sun 27 June 2021 2.30pm - 8.00pm?	Wey & Arun CT	Pulborough to Pallingham Boat Rally. Now full, we regret that we cannot accept any more bookings. Please email support@weyandarun.co.uk for advice on alternative launch times or locations. This event aims to confirm the right of navigation on the River Arun above Pulborough, reaching the site of the junction with the Wey and Arun then on to the navigable limit at Pallingham Quay. No entry fee, but donations towards costs welcome. Launching and other info on website.	Launching from Pulborough slipway. Adj to The Corn Store, London Road, Pulborough, RH20 2BJ (TQ045184). Map here . Canoes can launch at Stopham Bridge, RH20 1DS (TQ030183). Map here .	Please register for event on website. Further information, please email. Trust Office: 01483 505566 Email: events@weyandarun.co.uk Web: www.weyandarun.org.uk
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/

Wey & Arun Apprentice

THE Wey & Arun Canal Trust has become the first independent canal trust in the UK to take on a water environment worker apprentice.

Nineteen-year-old Adam Rayner has begun work with the trust on the level 3 apprenticeship, run in tandem with Bridgwater & Taunton College.

The course was developed by the Environment Agency in partnership with the National Trust, the Canal & River Trust and Somerset Drainage Board in conjunction with the Canal & River Trust in 2019.

During the 18-month apprenticeship scheme, Adam will work with Wey & Arun Canal Trust employees and volunteers to gain on-the-job training while studying remotely and in person at the West Country college.

Adam said his background working with the Girlguiding and Scouting movement and interest in the outdoors made the role an appealing one. "I'm looking forward to learning many new things and being able to work with all the volunteers.

"The apprenticeship scheme means I get some real hands-on experience alongside my classroom work and a professional training qualification at the end of it."

With no shortage of projects on the go and ongoing canal maintenance tasks, he will receive a thorough grounding in many elements of canal restoration through the trust, from site work, health & safety to habitat management and more.

"The trust has achieved so much already and I am keen to be a part of their future success," Adam added.

WACT vice-chairman and training director Margaret Darvill said: "This is a bold move for an independent canal trust and we are really proud to have been able to offer Adam this opportunity to learn about waterway management and show how rewarding canal restoration can be.

"The trust already employs two full-time maintenance and restoration staff and so we are well placed to take on an apprentice, offering on-the-job training alongside structured college-based learning.

"It is a particularly exciting time for Adam to join us, too, as we have begun a major project at Tickner's Heath in Alford in Surrey, where we are constructing a road and pedestrian crossing to allow restoration of the canal there, and plenty of projects in the pipeline.

"I'm sure he will be a real asset to the trust and enjoy working with our volunteers to restore London's lost route to the sea."



North East Waterways Freight in Jeopardy

Plans for freight traffic on the waterways of the North East are at risk, due to ongoing delays in dredging and repairs to a breach on the [Aire & Calder Navigation](#).

Commercial traffic returned to the Aire & Calder last autumn with a weekly run from Hull to Knostrop. This had the potential to replace 17 lorry journeys for every barge fully load with aggregate. Following a breach and the closure of the canal in December, this traffic is now in serious jeopardy.

The proposed mid-August date for reopening the waterway means that the canal will have been closed for eight months. The closure is also affecting the oil traffic to Rotherham and plans for the development of the Port of Leeds. Dredging is also needed to allow these barges carry at full capacity, which enables them to operate economically.

Statutory duty for Freight

Canal & River Trust has a statutory duty to make the Aire & Calder Navigation available for the carriage of freight, but at the same time has to juggle its finite resources. Working to get more freight onto the

Unique Waterways Heritage under Threat

The heritage of the inland waterways system are not just the canals and rivers themselves but also the buildings, engineering structures, working mechanisms, artefacts, boats, people, skills and culture.

This heritage is what makes our waterways special and it must be actively protected – through the local planning system and sufficient funding.

Our waterways are not a museum; they are a usable asset with a living heritage. We want to make sure they evolve for the enjoyment and involvement of present and future generations.

Much of the waterways infrastructure is 200 to 250 years old; Government needs to ensure sufficient funding is in place for historic structures such as reservoirs, dams and embankments, and other structures such as locks, bridges, tunnels and aqueducts. We need to

CRT Funding

IWA was instrumental in Canal & River Trust receiving a sufficient funding package from Government when the new charity was set up in 2012 to run the waterways previously managed by British Waterways.

This 15 year contract comes to an end in 2027, with a review starting in 2022. We are lobbying Government to persuade them that a continued level of Government funding for Canal & River Trust beyond 2027 is essential, given the significant benefits that the waterways in their care give to the nation in terms of leisure, health and wellbeing for

Invasive Plant Species

CRT, working in partnership with the water company Severn Trent, is launching a four-year project to help eradicate invasive plant species along 180 miles of canals across the Midlands.

The £600,000 project, the largest project of its kind in England & Wales to tackle invasive plants along inland waterways, is being funded by Severn Trent's Great Big Nature Boost scheme and will focus on eradicating the most common invasive plant species found along our waterways. The project will focus particularly on the Midlands and those waterways within the Severn Trent Water catchment area.

The plants include giant hogweed, Japanese knotweed, floating pennywort and water fern (azolla), all of which can cause damage to historic structures, prevent navigation, and inhibit water control. Invasive plants can also reduce water quality and habitat availability, having a huge impact on canals and rivers and the native wildlife that live along them.

Invasive species are considered the second greatest threat to native plants and wildlife after habitat loss, with many of these species introduced to the canal network by members of the public and boaters who have inadvertently transported small plants and seeds along the

waterways is an important way in which the waterways can contribute to the Government's zero carbon agenda.

As well as asking Canal & River Trust for assurances that everything possible is being done to allow this waterway to reopen as soon as possible, we are calling on Government to make more money available for essential works such as dredging.

Canal & River Trust estimates that the breach will cost around £3 million to repair. This is just one of several major breaches and culvert collapses over recent years. With the recent extreme weather patterns and climate change, things are not going to get any easier for the Trust and other navigation authorities looking after 200 to 250 year old waterway infrastructure.

We will continue to lobby government for sufficient funding, so that navigation authorities can maintain and protect this vital network that contributes so much to the economy, health and wellbeing of the country.

[IWA website](#) - 28 May 2021

protect the small details that make it possible for traditional boating skills to be practiced and evolve.

To preserve our waterways for the future, we need to:

- understand how waterways heritage is at risk and what has been saved
- demonstrate how waterways heritage adds value through regeneration opportunities, visitor enjoyment, tourism and education
- make sure our planning officers are consulted on any waterways-related development
- lobby for waterways heritage protection, alongside other organisations

[IWA website](#)

individuals, and to communities through tourism and the local economy.

Economic valuation research carried out for Canal & River Trust estimates that waterways deliver an estimated social wellbeing value to those using just their waterways of £3.8bn per year.

For further information on IWA's current campaigns for the waterways see [here](#).

canal. Every year CRT spend around £700,000 tackling invasive plants across its canals in England & Wales.

Using a variety of tried and tested methods, such as traditional chemical treatments, CRT will also be able to try new ways and techniques to deal with the invasive plants. This will include biological treatment for water fern as well as specialised mechanical boats to tackle floating pennywort.

Charles Hughes, CRT's environmental scientist, said: "As a charity we spend a lot of time and money trying to tackle and stay on top of invasive plants along our canals and rivers. Many invasive plant species not only outcompete the native plants, but they have little to no native predators, allowing them to thrive. Many invasive plants are also experts at seed dispersal and vegetative reproduction and will travel by any means to get to a new location along the canal.

"Treating and removing these plants is a never-ending job but I'm hoping this project will allow us to try new and different ways to remove and prevent these plants from coming back year after year."

[CRT News and Views](#) - 27 May 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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New rudder technology

A more efficient rudder system, designed at the University of Strathclyde, will be demonstrated as part of a €6 million EU-funded research project.

The GATERS project led by the University of Strathclyde under the Horizon 2020 Fund, will see the 'gate rudder' – a novel propulsion and steering system – retro-fitted to a commercial vessel as part of a trial.

Unlike a traditional rudder which sits behind a ship's propellers to steer the vessel, the U-shaped gate rudder – essentially two separate rudders – sits astride the propeller which, as a result, acts like a nozzle around the propeller and generates additional thrust.

Both rudders can be independently controlled to provide better steering as well as providing additional crabbing ability when docking.

In early trials, the gate rudder has shown 'remarkable' fuel-saving potential of 15% in calm waters, while this can be as high as 30% in rough seas, the team claims.

The gate rudder is also quieter than a traditional rudder system, reduces hull wake, and can help to protect the propeller from damage – particularly beneficial in sensitive environments such as the Arctic.

The researchers will use data gathered from the sea trials to demonstrate for the first time whether the system could be applied to an existing 90m coastal cargo ship as a "retrofit" and to explore its applications for other oceangoing vessel types and sizes, hence, ultimately become the next generation propulsion and steering system for waterborne transport.

[Maritime Journal - 4 May 2021](#)

Rhine-Main-Danube Canal re-opens

Ships are moving again on the Rhine-Main-Danube (RMD) Link Canal after lock maintenance and renovation, reports Tom Todd.

Two of the 16 locks on the 171kms Bavarian canal – at Leerstetten and Berching - were completely drained and lock chambers, gates and below-water structures as well as approach areas inspected. Similar draining was undertaken at the same time on a third lock at Geisling on the Danube itself just south of the canal. Maintenance and repairs were also completed on the Canal locks at Bachhausen, Berching and Dietfurt and old lock gates were replaced.

Officials said work is carried out every six years to assess lock deterioration and damage early as well as repair needs, and to forestall accidents on the RMD Canal. The next RMD lock projects have already been scheduled for next March and April.

Thirty years old next year, the RMD Canal is the lynch pin on a 3,500 kms pan-European Rhine-Main-Danube shipping route linking the North

Sea and the Black Sea as well as the economies of some 15 European countries.

The WSA Donau MDK, part of the German Waterways and Shipping Administration, said the latest work, costing about €8.4 million, was "comprehensive and challenging". The canal and the entire route was re-opened to international shipping after just three weeks.

The RMD Canal runs from Bamberg on the River Main to Kelheim on the River Danube. It opened to shipping in 1992 and rises through 243m to the summit 406m (1332ft) above sea-level making it the highest waterway in Europe. Its 16 locks are among the biggest and most modern in Europe handling vessels up to 190m long and 11.45m wide. Among a range of technical innovations developed specifically for the Canal are water-saving side storage tanks at three levels (*Ed: known as side ponds on English canals*).

[Maritime Journal - 26 May 2021](#)

Hong Kong Trams (continued)

(Continued from page 2)

Back to trams – a few facts and stats... when the trams were first started, they were going to be divided into three classes, but in the end they just stuck with first and third class. On average during peak hours, the headway, the time between trams, is 1.5 minutes. Each tram can take 115 people and these days the maximum speed of a tram can be up to 60 kilometres per hour.

For me they represent a wonderful link to the past and also a cheap and environmentally friendly way to travel. You can also hire a dark red antique tram for a party – which I've done a couple of times. So we all brought food and drinks and then stood on the roof of the tram, sipping a glass of wine as we took in the lights and buzz of Hong Kong. Ding Ding!

Annemarie Evans