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Editor's Expressions



As I finish this final issue of the Newsletter, I have mixed feelings. Little did I

imagine back in September 1995 that I would still be producing it 299 editions and 26½ years later.

I must admit to disappointment that only four readers responded to my offer to produce a replacement newsletter. Without much encouragement, there seems little point in putting out what few seem to want. So I'm sad that an 'institution' is coming to an end but feel I will gain several evenings each month.

The Canal Society website will, however, continue under the name "Hampshire Waterways". The internet address will not be changed so to go there you can still use <https://sotoncs.org.uk>. I expect the change to occur sometime in April.

The modified site will acknowledge its ancestry with some information about the former Society remaining on line; in particular the Newsletter Archive.

Peter Oates

Final Chairman's Column

Dear Friends,

Well this is it, the final newsletter and ramblings by me, a sad time after all these years.

I have only been a member for about 40 years. We first went to the St Johns Ambulance Hall in Southampton. I cannot remember what went on at that time but I remember we bought a SCS plaster plaque which we were going to paint up. It still hasn't been done.

We had just got our first canal boat, a Norman 23 which we had salvaged on the Thames in the backwater at above Bell Weir Lock at Runnymede. We repaired the holes in the hull, cleaned out the engine and got it running. We then relaunched it, late Sunday afternoon in January, started the engine and motored down to Nichols Boatyard for it to be lifted out and then transported back to Southampton. Bluebell, as we eventually called her, had sunk over Christmas 1982.

We eventually got her to Adkins Farm, Napton in the July and met up again with Ken and Margaret Froud, we had met them earlier in the year while looking for a mooring.

We still moor Liberty in the engine house arm 39 years later.

Anyway enough of us, I trust you are all keeping well and you have all had 3 jabs.

The last two years certainly has been a challenge. We, like a lot of people haven't done a lot of boating. This year, I hope, will be different.

We had hoped to have gone to Napton last weekend, but storms got in the way.

I would like to thank you all for having me as chairman and Angela as secretary, but the time had come for a change, then we got shutdown, so no society for nearly 2 years.

Anyway please look after yourselves and maybe we might meet up sometime.

Bye,

Alan and Angela



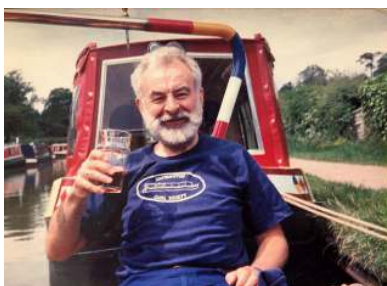
President's Piece

Formed in a small scout hut at Milbrook Point, Southampton, in 1967, the Southampton Canal Society grew rapidly over the life of 54 years and for the larger monthly meetings necessitated several changes of venue. Fifty-four years of interest, fun, work, outings and education. We had many speakers come to give illustrated talks to us and in turn we gave many talks on waterways to local clubs talking to people who did not know of the existence of our waterways.

Often a large number of our members took part in working parties. The first one that we joined in on was an early IWA work party at the east end of the Kennet & Avon at Sulhamstead in 1968. Many were to follow: as large groups or just a car full. Notable spots where a good turnout from Southampton were Froxfield locks, Bath locks and on the Basingstoke, the Deepcut Dig.

Peter Oates should be mentioned for leading regular groups of young people to work on the Basingstoke Canal, so often that a section became known as the Southampton piece. Peter also led some workers on the Itchen Navigation.

Boat trips were fairly regular. We had a good friend and photographer known as "Sherlock" Holmes, well known at the then-Southampton



Brian at Stoke Bruerne in 1995. Cheers!

Evening Echo. He came on trips and for a free seat and maybe a meal we could be sure of half of "Tom Bargate's Page" in the Echo, with fine black and white picture.

A little dip into the history – there is very much more.

I hope that I've shown that Southampton Canal Society has played its part in

restoration and development and kept waterways in the eyes of the folk in our part of the central-south of England.

Sadly dwindling membership has caused the closure of the society. I hope that members will be still be able to keep in touch with each other and maybe have the occasional meeting. To those who own boats, those who hire boats and those who walk beside them, make the most of the waterways. Without societies like Southampton, those waterways may not be what they are today. My thanks to our committee, particularly chairman Alan, for keeping the society going through very difficult times.

Particular thanks go to Peter Oates for producing a newsletter throughout the last two years, keeping members in touch with waterways happenings and each other. We wish you all the very best for the future.

Your president Brian Evans and Annegret

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).

OS grid references and/or postcodes are shown (where known but not guaranteed) to aid location of the event.

As a result of the Covid restrictions put in place by the Government, virtually all events since April 2020 have been cancelled. However, many restrictions were lifted in July and virtually all were abolished in February 2022. Some events may be cancelled or amended if Covid-19 infections increase again. More events are now being organised in our area.

Date/Time	Organiser	Details	Venue	Contact
Wed 9 Mar 2022 7.30pm	IWA Warwickshire Branch	IWA Silver Propeller Challenge & AGM. A talk about IWA's Silver Propeller Challenge by Richard Sanders, preceded by the branch Annual General Meeting.	Online with Zoom. Advance registration for this event is necessary via email.	Web: https://waterways.org.uk/support/ways-to-get-involved/events/ Email: info.warwickshire@waterways.org.uk
Wed 16 Mar 2022 7.30pm	IWA Lancashire & Cumbria Branch	The Leeds & Liverpool Canal An online webinar with Mike Clarke, President of the Leeds and Liverpool Canal Society, on 25 years of the Society and how the Canal has changed over the last 50 years.	Online with Zoom. Advance registration for this event is necessary via the IWA website.	Web: https://waterways.org.uk/support/ways-to-get-involved/events/the-leeds-and-liverpool-canal
Thu 24 Mar 2022 7.30pm	Somersetshire Coal CS	Canal Restorations by Patrick Moss.	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 .
Sat 26 Mar 2022 9.30am-2.30pm	Inland Waterways Assoc & Canal and River Trust	Waterway Restoration Conference 2022. This year the focus is on overcoming obstacles and seizing opportunities, including case studies from the Cotswold Canals & Montgomery Canal. The event is free to attend and includes lunch.	The Subscription Rooms, George St, Stroud, GL5 1AE (SO850051). Advance booking for this event is necessary via the IWA website.	Web: https://waterways.org.uk/support/ways-to-get-involved/events/waterway-restoration-conference-2022
Sun 27 Mar 2022 10.00am	Somersetshire Coal CS	Walk - Midford to Lock 22. Looking at the lower part of the Combe Hay lock flight.	Meet: Twinhoe Lane, Midford, BA2 7DD. (ST 760606). For location see map here .	Liz Tuddenham: 01225 335974 Email (not HTML): liz@poppyrecords.co.uk .
Sat 2 Apr 2022 - Apr 2023	The Novium Museum	Learn about Chichester Canal 1822 – 2022. The Novium Museum are curating an exhibition about Chichester Canal, as part of the Season of Culture.	The Novium Museum, Tower Street, Chichester, West Sussex, PO19 1QH. (SU858049). For opening times see website.	Tel: (0)1243 775888. Web: https://www.thenovium.org/
Sat 9 Apr 2022 11.00am-3.00pm	Chichester Ship CT	200th Anniversary Celebration Event. Bicentenary of the opening of the canal to Chichester. See page 6 of last month's Newsletter .	Canal Basin, Chichester, PO19 8DT. (SU 858041)	Canal Centre: 01243 771363 Website: https://chichestercanal.org.uk/happy-birthday-chichester-canal-9th-april/ .
Sat 9 Apr 2022 Tue 12 Apr 2022 + each 2nd Sat & 2nd Tue until Oct	Claverton Pumping Station	Waterwheel driven pump. Open days: 2nd Sat (pump running) and 2nd Tue (pump may not run) each month Apr - Oct. Adult: £10 (running), £5 (static); Under 16: Free	Claverton Pumping Station, Ferry Lane, Claverton, Bath, BA2 7BH. (ST790643)	Telephone: 01225 483001 Email: enquiries@claverton.org Web: https://www.claverton.org/
Wed 13 Apr 2022 7.30pm	IWA Warwickshire Branch	Managing a Hire Fleet During a Pandemic. A talk about managing a hire fleet during a pandemic by Cheryl Howes from Kate Boats.	Online with Zoom. Advance registration for this event is necessary via email.	Web: https://waterways.org.uk/support/ways-to-get-involved/events/ Email: info.warwickshire@waterways.org.uk
Sun 17 Apr 2022 10.00am	Somersetshire Coal CS	Walk - The Lower Lock Flight. Looking at the lower part of the Combe Hay lock flight.	Meet: Bridge Farm, Combe Hay, BA2 7NX. (ST745604)	Liz Tuddenham: 01225 335974 Email (not HTML): liz@poppyrecords.co.uk .
Thu 28 Apr 2022 7.30pm	Somersetshire Coal CS	Collieries of Timsbury & Paulton by Roger Halse.	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 .
Sat 30 Apr - Mon 2 May 2022	Inland Waterways Assoc	IWA Canalway Cavalcade. This is London's biggest, brightest and best waterways festival.	Little Venice, Paddington, London, W9 2PF and W2 6NE. (TQ262818)	Website: https://waterways.org.uk/support/ways-to-get-involved/events/
Sun 15 May 2022 10.00am	Somersetshire Coal CS	Walk - The Upper Lock Flight. Looking at the upper part of the Combe Hay lock flight.	Meet: Bridge Farm, Combe Hay, BA2 7NX. (ST745604)	Derrick Hunt: 07986 972984
Sun 12 Jun 2022 Start 9.00-10.30am	Wey & Arun CT	Puddle Sponsored Walk 2022. Details on website: https://weyarun.org.uk/backdrop/civcrm/event/info?id=300&reset=1	Start from St Mary's Church Hall, Church Farm Lane, Sidlesham PO20 7RE. (SZ855989)	Web: https://weyarun.org.uk/backdrop/civcrm/event/info?id=300&reset=1
Sat 27 Aug - Mon 29 Aug 2022 10.00am - 6.00pm (Mon: 5.00pm)	Inland Waterways Assoc	IWA Festival of Water 2022. On the Trent & Mersey Canal in Burton Upon Trent for a bank holiday weekend of fun for all who love spending time by the water. See website for more details.	Shobnall Fields, Shobnall Road, Burton-upon-Trent DE14 2BB. (SK236238)	Website: https://waterways.org.uk/support/ways-to-get-involved/events/
Dates yet to be confirmed	Crofton Beam Engines	Steaming and Non-Steaming Days: Dates not currently available. Details of last year's admission and car parking on website. This year's should be there soon.	Crofton Beam Engines, Crofton, Nr Marlborough, Wiltshire SN8 3DW. (SU261622)	Tel: 01672 870300 Email: crofton@katrust.org.uk Website: https://www.croftonbeamengines.org/

Waterways bring on a smile

I read and watch canal blogs and vlogs and perhaps it is only natural that people document their problems, concerns and frustrations. This might include boats speeding past moored boats, poorly moored boats, people cruising too slowly or the mistakes of new boaters. I therefore thought it would be worth recording for this final newsletter what it is about canals that makes me smile, to help in some small part to redress the balance.

I'm sure everyone would smile at the typical signs of spring and summer, ducklings following in a line along the canal except the one brave loner stranded on the opposite bank of the canal as you cruise past. Rabbits at the edge of a field waiting to run for cover at the slightest movement ignore your passage past, secure in the knowledge that it is too shallow for you to get to them even if you wanted to. Spring brings flowers and new life with perhaps the first signs indicated by snowdrops and daffodils which bring a smile of what is to come.

It's not just that there is nothing quite like messing about in boats, and there isn't, it is all the more enjoyable that the land is never far away and even if sometimes 'the bottom gets a little too close to the top', this just adds to the adventure. The inability to stop and go back requires a commitment to continue and see what's round the next bend and adds to a completely unjustified sense of adventure and achievement at the end of a long day's cruising.

On the Southern section of the Staffordshire and Worcestershire canal each CRT post along the canal has been marked with a simple smiling face made from a few pieces of plastic washers and the like nailed in the appropriate position. I don't know the history of these or who did this small gesture, but it always makes me smile.

Many canals run alongside railways which, when cruising with my



children, provides the opportunity to wave at passing train drivers. When the driver acknowledges this pleasantry with a short blast on his horn this never fails to raise a smile.

I enjoy the architecture and engineering of the canals which are necessarily on a very human scale, solving problems many years ago to facilitate the life of the working boatman and his horse but that are still relevant to the cruising boats today. The variety of engineering design solutions to the

same basic problems are numerous but all work with a pleasing simplicity and a smile of understanding.

I enjoy the brief conversations waiting for locks or the even shorter exchange of pleasantries as you pass other boats.

A perfectly executed boat manoeuvre is witnessed by no-one, but make a complete pigs breakfast of the process and your efforts are likely to be in front of an appreciative audience of gongoozlers. You can only comfort yourself in the knowledge you have made others smile.

My thanks go to the kind fellow boater this morning who had spotted and understood the difficulties of trying to push off from the towpath into the middle of the canal whilst a steady wind kept the boat firmly pressed against the bank and came running over in the February weather to assist, resulting in a smile of gratitude.

Open farmland and countryside has its natural attractions of birdsong, heron and occasionally fleeting glimpses of kingfishers. Urban areas can also bring interest and a smile as you pass 'back door Britain' and its collection of gardens, gnomes and for some reason mannequins.

I hope one or more of these items is familiar enough to raise a smile of recognition of your own enjoyment of canals and waterways.

Gordon Osborn

SOUTHAMPTON CANAL SOCIETY

NEWS LETTER No.1 - November 1967

CHAIRMAN: Mr. Brian Evans,
19 Lensdowne Gardens,
ROMBEY SO5 8FN.
SECRETARY: Mr. Laurie Pearce,
"Ningwood"
4 Somerset Avenue,
SOUTHAMPTON SO2 5FL.
Tel: 49660
TREASURER: Mr. David Kessler-Lyne,
62 Ashmead Road,
Maybush,
SOUTHAMPTON SO1 6DL.
COMMITTEE MEMBERS:
Miss Barbara Hosking
Mr. Robert E. Rice

NEXT MEETING:

Mr. Dennis Hutchings - Honorary Secretary of the Kennet & Avon Trust will be giving an illustrated Lecture on British Canals at our next meeting which will be held at 7-30 p.m. for 8 o'clock, in the Harman Room at the Temperance Institute, Carlton Crescent, Southampton. Your friend is welcome.

MEETING PLACE AND TIME:

It was decided at the November meeting that from January onwards, our meetings will be held on the second Thursday in each month.

This is necessary to enable us to obtain a regular meeting place.

VOTING:

It has been decided to add two more members to the Committee. A voting slip is enclosed - would you please vote for any two of the four names proposed.

Slips should be sent to the Chairman or handed in at the December meeting.

F I L M:

A programme of Canal Films is to be shown at the National Film Theatre at 4-00 p.m. on Sunday the 7th. January 1968.

Tickets 4/6d and 8/6d

At present 19 members of the Society wish to go. Would anyone else wishing to have a ticket booked, please let the Chairman know their requirements by 27th. November at the latest.

No definite arrangements have yet been made about transport, but group travel can probably be arranged if sufficient people are interested.

Further transport arrangements at the next meeting. Please see enclosed slip.

590 Issues

On the left is a scan of the front page of the first issue of this Newsletter. Although the current edition is numbered 589, I discovered a few years ago that there were two issues numbered 127 in both October and November 1979.

The first issue appeared as a single, stenciled, foolscap sheet folded in half to give four pages. The editor seems to have been Mr Robert E Rice and Mrs Bessie Allcock did the printing (but their credits for these tasks appear only in the second issue). The newsletter gives details of the Society's second work party on 12th November at Sulhamstead Lock on the K&A, and has a report of the Society's four hour boat trip at Newbury aboard John Gould's Motorboat *Kelston* in September.

The first year saw seven issues and ever since there have been between ten and twelve issues a year. In July 1972 it was reported that the Committee had purchased a secondhand duplicator which had been reconditioned by Roneo with a 1 year guarantee for £22.50.

The 45th issue in October 1972 was the first issue not in the folded foolscap format and was the first to comprise two sheets of paper. This also appears to be the issue when Misses Daphne and Diana Lusby became editors. The next two years saw a variety of different size issues, both in the number of pages (usually 4 or 6) and paper sizes. March 1973 was the largest ever issue (issue 50) with four pages of news plus a ten page article by Peter Wheble about a holiday on his new boat.

(Continued on page 12)

Preserving Photos for Posterity



Our occasional correspondent Annemarie Evans, daughter of our President and a journalist/broadcaster based in Hong Kong, has sent in this article and the accompanying pictures on the opposite page.

Thank you, Annemarie.

Peter Waller is wading his way through sets of proofs for four books on trolley buses when I call him at his Shropshire home. He's the secretary of the Online Transport Archive, a charity set up to preserve transport photographs – collections of trams, canal boats, trains, planes, cars – over the past decades. These days it has more than two million photographs and more than 4,000 hours of film footage. Among the photographs is the collection of Jack Parkinson, who photographed canals in the 1950s and 60s. Photographs from the Jack Parkinson Collection have appeared in a variety of publications and include daily canal traffic and working boats.

Two Inland Waterways Association (IWA) specialists volunteer with the archive to properly document the canal photos that come in. Some collections are from photographers who have scanned their work and donated them to be shared by the archive so that the knowledge from those photographs can be used by researchers and readers. If a project is commercial, a book or magazine that is for sale, then the archive funds itself by charging a fee to reprint the photo. If the project is not for profit, then the photo is free of charge.

With the wonderful collections of photographs taken by Southampton Canal Society members over the years Peter Waller would be happy to hear from any of the members who would like to either share their collections, or find a home for them in coming years. The archive is one of several options, the important thing, says Peter, is that photographers make their intentions clear to their family and friends, by formally writing down their intentions so that these photographs

don't end up in the skip.

"I think the most important thing to stress is whatever organization people want to donate to, to make their instructions explicit. 'I want my collection to go to the IWA or the local museum.' Often these things can get twisted and lost, so ensure it is written down legally. Precious collections can end up put in a skip because no one appreciates its value."

It's always the photographer, who has the knowledge about the pictures they have taken "so it's nice to have those stories", says Peter.

One of the IWA volunteers with the archive is Chris Clegg who has created a number of guides to canals. He has been helping to scan the Jack Parkinson Collection, which consists of tens of thousands of slides and several hundred hours of cine film, which Peter says is slowly being digitized. A book of his Parkinson's photographs will be published later this year. Parkinson also knew Tom Rolt "who was one of the leading lights of canal restoration in the 1950s," says Peter, and a co-founder of the IWA.

Often when sets of photographs arrive, says Peter, "you have no idea what they contain". But while certain slides might not look like anything special, someone like Chris Clegg can recognize if a photograph shows something unique.

The knowledge that Southampton Canal Society members will have collectively or individually will be massive, says Peter, so it's important to note it down. The Online Transport Archive is a registered educational charity intent on getting the photographs out to a wider audience through digitization.

If you would like to find out more details from Peter Waller, you can email him at: secretary@onlinetransportarchive.org and he can supply information sheets and newsletters to give a better idea of the archive's work. You can also take a look at the archive's website at: <http://www.onlinetransportarchive.org/>

Annemarie Evans

Photos on page 5 - clockwise from top left:

- ① Coaster Merak at Saul Junction, Gloucester & Sharpness Canal, date not known.
- ② Maid Mary Sheila, steered by Capt. Munk, leaving Lady Capel's Lock No. 74, Watford, Grand Union Canal, June 1965
- ③ Lock 3 top gate, Marsworth, Grand Union Canal, Aylesbury Arm, May 1965

- ④ Kings Norton Stop Lock, Stratford Canal, 1959.
- ⑤ Paper Court Lock, River Wey, July 1965
- ⑥ Old Barge Inn, Hertford, River Lee, July 1965
- ⑦ Loaded narrow boats including Aldgate, Brighton, Baildon above Cassiobury Park Lock 75, Grand Union Canal, June 1965.
- ⑧ Tyrley Top Lock, Shropshire Union Canal, Aug 1965

The End of an Era

The following are extracts from two (out of only four) emails I received about the closure of the Society and ending the Newsletter despite my pleas for feedback from over 40 readers. Both of these emails are from former members. Frank and Norma Stokes were keen members until ill-health intervened. David was the Society's first Treasurer from 1967 to 1973 and Margaret was on the Committee for a while. They also jointly produced this Newsletter for the two years 1975-6.

Although we retired from membership of SCS some years ago, owing to my lack of mobility, you have kindly retained us on your mailing list. We have appreciated your very informative monthly missives and the professional presentation.

It is sad that the Society has to close. I still remember, 50 years ago, inviting a young Brian (Evans) to Plessey, Roke Manor in Romsey, to talk to our Technical Society about Inland Waterways and of the volunteers' restoration work going on at that time. Tempus Fugit!

Keep up the good work,

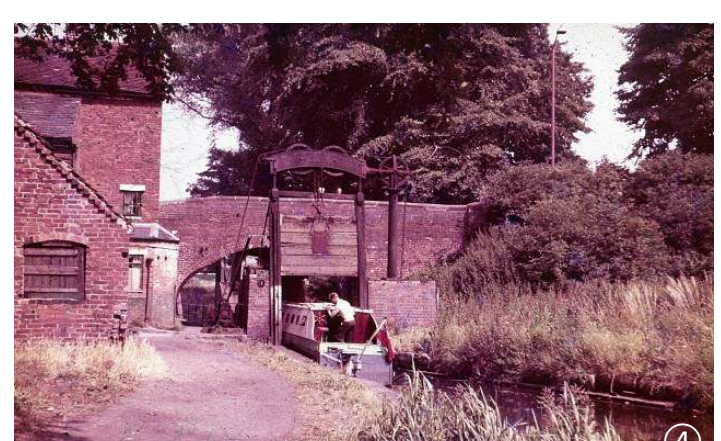
Frank Stokes

It is sad to learn that the Society is to close, but you can't push water uphill, at least not without a lock!!! When I think back to the very early days of the Society the waterways in general were still very much at risk. It now seems that they are in a much safer position with the Canal and River Trust and of course with lottery funding being available for many projects. So whilst it is sad, I think we can say that one of the original aims of the Society, to help restore and protect our waterways, has been achieved and I think that past and present members can take pride in that.

Whilst we have not boated (is that a word?) for many years we still get some excitement from finding we are near a canal or navigable river during our travels in our motorhome both at home and abroad. When we lived in Southampton it was a 40 mile trip to the Kennet and Avon where we moored our small boat. For the past 42 years we have lived within a gentle 15 minute stroll of the Grand Union in Milton Keynes.

Regards and Best Wishes to all

David and Margaret Kessler-Lyne



Fund Raising to replace Kitty

First, a massive thank you to the 208 people who made pledges adding up to £14,627 in our crowd funding campaign run for 6 weeks before Christmas.

From the comments left by contributors, clearly the cause of trying to save Kitty and replace her with an electric boat struck a note with many people:

"The canal is a wonderful place for everyone to enjoy. Making it more accessible with an electric non-polluting boat is a joy for me to contribute"

"Best wishes for your project to replace Kitty with a sleek and silent new electric Kitty III!"

As well as giving others the opportunity to provide feedback on the canal and the Society:

"What a very worthy cause, I love the Basingstoke Canal and I'm really grateful to all the volunteers looking after it. Looking forward to a trip up the canal with my 7-year-old son on the new 'Kitty'"

"Hope you make the amount quickly and can proceed with the environmentally friendly replacement. Good luck in your endeavours. In my youth the canal was a muddy ditch full of rubbish. You have done amazing stuff."

We had hoped to receive more funding from granting bodies, but this has proved far more difficult than it used to be. During the worst of the pandemic funds were diverted to keep charities and sports bodies

afloat with virtually no project grants handed out. Now these bodies have finally opened up again to project-based grants, the pent-up demand is massive making it extremely difficult to obtain grants. A lot of hard work has gone into raising just £5,000 in grants so far. One of our volunteers, Diane Sanderson who has had a lot of success previously in winning grants, has spent many, many hours filling in forms to apply to seemingly endless numbers of granting organisations and sadly mostly received refusals.

The next big fundraising event will be at The Lightbox in Woking where we will be running an Art Auction from February 22nd to March 6th. As well as local artists we will also feature nationally and internationally known artists. Mark Weighton who had a sculpture displayed at COP 26 has kindly agreed to contribute – Mark is local but internationally known. In addition, Ian Mowforth who has a national profile will also be providing an artwork. Jonathan Lord MP will formally open the exhibition, we look forward to seeing you there. Click here for more information.

In the next year we'll continue to push towards our target. We're looking to see if we can obtain corporate donations – the right amount gets your company's name on the side of the boat and a lot of positive publicity, so please let us know if you're interested.

So please keep supporting us – and thanks to everyone who has helped so far.

[Basingstoke Canal Society website](#)

Chichester Canal creates Canalcast podcast

Chichester Canal can be explored in many different ways, and now can be enjoyed on a podcast. The Chichester Ship Canal Trust, the volunteer-led, self-funded charity behind the canal, has dipped a toe into the world of podcasts, and recorded the first episode of an intended series. A podcast is best described as a series of audio files, which the listener can listen to at a time of their choosing, and dip in and out of different episodes.

The voices you'll hear on the first episode are Catherine Cannon, Trustee, and Adam Porter, BBC Radio 2 News reader, Trust patron and canalcatholic. The initial recording is an introduction to the canal, highlighting some of the ways people can enjoy the canal and the 200th anniversary celebrations.

Catherine said, 'We're always looking for different ways to tell our stories and enable our community to learn about the canal, and a podcast was suggested. The feedback on the first episode has been really positive and we're already thinking about different themes and topics to focus on in future episodes.'

Adam said, 'There's so much material to use at the canal, with tales of volunteering, the wildlife you might see, the experience on a boat trip, the 200 year history, and of course the continued need for funding to ensure the canal remains open, safe and accessible for all users'.



You'll also hear voices of canal users, who were happy to contribute, including Dave Standley, a keen photographer who has previously won the Trust's popular photography competition.

The second podcast will focus on the trip boats, a popular way to enjoy the waterway, and hear from some of the volunteers who crew the boats.

Building on the success of the podcast, the canal will be featured in the March edition of the Chichester Area Talking News Insight Magazine programme. The Talking News is a 'talking newspaper', recorded fortnightly and distributed to more than 300 blind, partially sighted and other disabled people in the wider Chichester area. Catherine and Adam met with Geoffrey, from the Talking News, to record an

interview on Kingfisher, one of the trip boats cruising along the waterway to Hunston. Coincidentally it was recorded on Valentine's Day, a perfect day to show people how well-loved the canal is

Geoffrey said, 'I really enjoyed my trip down the canal. It's a wonderful way to be able to bring it to life for our Talking News listeners in this anniversary year'.

The Chichester Canalcast podcast can be found on Spotify, Google Podcasts and Apple Podcasts.

[Towpath Talk](#) - 22 February 2022

Annual Lockage Report for 2021

As Covid-19 restrictions lifted in the spring, most places recorded counts that were close to pre-pandemic levels.

However, this compares a full year with just eight months as 2021 saw little traffic before May due to the extended lockdown period in the first four months of last year. In the peak summer months lockage was higher in 2021 than prior to the pandemic reflecting the surge in popularity once restrictions were lifted (Annual Lockage Report 2021, page 3).

Hillmorton Locks 2&3 (twinning locks) on the Oxford Canal, which saw 8,147 lockages, an increase of 37% remained the busiest locks on the English and Welsh canal system. New Marton on the Llangollen Canal was the second busiest, with a 77% increase to 7,457 lockages. Cholmondeston on the Shropshire Union Canal was in third (7,103), followed by Woodend on the Trent & Mersey Canal (6,279) and Bradford-on-Avon on the Kennet & Avon Canal (5,994).

[Canal and River Trust News](#) - 4 February 2022

Southampton Canal Society

Income and Expenditure Account for the Year ended 31 March 2022

	£	£	£	Y/E 2021	£	£
Income						
Subscriptions						
2021/22 Subscriptions paid in advance				140.00		
2021/22		113.00				
2021/22 Subscription paid in advance				7.00		
Donation		3.89				
Donation (uncollected speaker fee)				30.00		
Raffle		57.00				
Teas		20.00	193.89		177.00	
Expenditure						
Hall hire		148.50				
IWA Membership		54.00		54.00		
Insurance				140.74		
Bank charges		10.54				
Bank charges (3/22)		5.00				
			218.04		194.74	
Excess of Expenditure over Income		-	24.15		-	17.74
Deposit Interest			0.03			0.19
Deficit for the Year		-	24.12		-	17.55
Balance Sheet at 30 September 2021						
Current Assets						
Bank Deposit account					347.05	
Bank Current account			1,349.82		1,022.78	
Cash in hand					4.11	
			1,349.82		1,373.94	
Reserves						
Brought forward			1,373.94		1,391.49	
Surplus/(Deficit) for year		-	24.12		-	17.55
			1,349.82		1,373.94	



Note on the Accounts

These accounts are provisional because I will not have the final Bank Statement until the end of March. Because there is no activity on the account the only change will be the Monthly Service Charge, of £5, for March. I have marked this as provisional in the accounts. It is intended that copies of the final accounts will be emailed to members at the end of April.

I have been in contact with David Wall, the Treasurer of Surrey and Hampshire Canal Society Limited, and he has given me their bank details so that we can make an interbank transfer towards the new Kitty trip boat (see page 6).

Ian Moore, Vice-chair of Basingstoke Canal Society, has thanked the Society for the donation and said the SCS will continue to live on their Hall of Fame for Donors.

Aelred Derbyshire
Hon. Treasurer

Thames boater fined for illegal moorings

THE owner of two boats was recently fined £800 and ordered to pay costs of almost £21,000 for obstructing a busy part of the River Thames.

Alistair Trotman broke safety byelaws when mooring the barges he rented out as accommodation at one of the busiest sections of the river, at Molesey Lock in Surrey.

At Staines magistrates' court on January 19, he was ordered to pay the Environment Agency's costs of £20,591.40 and a victim surcharge of £80.

The Environment Agency took the 55-year-old to court for compromising the safe passage of other boats through the lock. Trotman kept Kupe and Rhythm of River, each 25m long, in the same spot next to EA land for months.

Boats moored permanently without the consent of the landowner can only remain stationary on the non-tidal Thames for up to 24 hours – and mustn't cause an obstruction to other traffic.

Staines Magistrates last year convicted Trotman, who lives on board Kupe, at Kingston-upon-Thames, of berthing the boats for longer than legally allowed. He was also guilty of ignoring orders from the Thames harbour master to move them.

Colin Chiverton, environment manager for the River Thames at the Environment Agency, said: "Most boats using our locks do so lawfully and continue along the river. Trotman's £800 fine and nearly £21,000

costs, instead of the taxpayer footing the legal bill, show the result of not doing so.

"The Environment Agency also maintains some limited short-stay public moorings along almost 150 miles of the non-tidal River Thames to encourage pleasure boating and enable secure berthing at set locations. We urge all Thames boat-owners to consider the size and type of vessel they use and how to comply with mooring requirements."

The court heard evidence from Environment Agency officers that Trotman's inconsiderate actions exposed other boats and their crews to obstruction and possible danger.

District judge Susan Cooper ruled in favour of the harbour master's evidence the boats "were likely to affect the navigation of other vessels" in a stretch of water narrowed by Trotman's actions.

Trotman did move Rhythm of River a few metres from its original position after being warned legal action was a possibility, but he was still in breach of the harbour master notices issued against both boats.

In keeping the boats in place and failing to comply with the harbour master's two notices to move the boats, Trotman breached the Thames Navigation Licensing and General Byelaws 1993 and the Thames Conservancy Act 1932. He was fined £200 for each of the four offences.

Towpath Talk - 26 February 2022

As we were

The following four pages contain a selection of items from previous editions of the Newsletter:

SOUTHAMPTON CANAL SOCIETY WORK PARTY:

A second work party was organised for Sunday 12th November. Twelve members met at the Kennet and Avon W P Blockhouse at Sulhamstead Lock where Maurice Cusden greeted us with armfuls of riphooks, axes and other useful implements.

The day was bright and dry as smoke billowed up from piles of cleared undergrowth and trees. Unfortunately, some mature trees have to be felled to allow access by the British Waterways Board dredger which will be working on the pound above Sulhamstead Lock when the bank clearance is completed.

We all returned home that Autumn evening feeling well satisfied with our efforts and full of Maurice Cusden's cups of tea which he generously provided.

Our Society has now cleared the bank as far as the first swing bridge - an effort of which we can quite justifiably feel proud!

Laurie Pearce

Issue 1 (November 1967)

YEARLY SUBSCRIPTIONS:

It was agreed that these should remain the same as last year ie

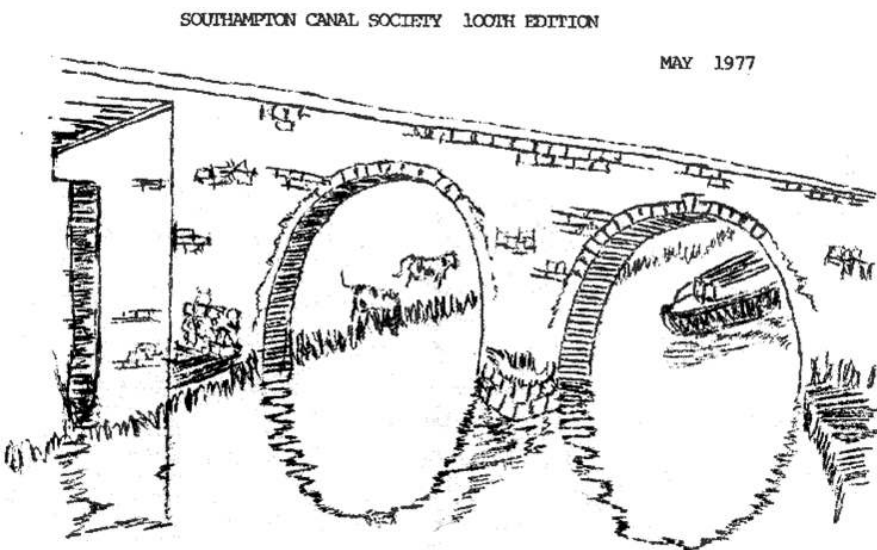
10/- for each member [50p]

15/- for Husband and Wife [75p]

5/- for members under 18 years of age. [25p]

If you intend to renew your membership, please forward your name and remittance to the Treasurer as soon as possible.

Issue 4 (June 1968)



One of Charlie Hockley's stencil drawings for Issue 100

Extract from

MINUTES OF THE 13TH AGM HELD ON 5TH JUNE, 1980

SECRETARY'S REPORT: He was pleased to report an overall increase in membership from 135 to 148 including 7 family memberships. Monthly attendances had increased from an average of 56 to 65 members.

Issue 134 (July 1980)

THANKS

Our thanks to Mr & Mrs "Bunny" Austin, through whose efforts we were able to keep to our planned programme at the February meeting. One of our guest speakers, Mr Tony Jervis, unfortunately sustained an accident whilst starting off for Southampton on his moped. The Austins went all the way to Southsea to pick him up. On the return journey, Mr Jervis collapsed, probably through deferred shock from his accident.

Bunny and Lillian took him to Haslar Hospital at Gosport for treatment and examination and then put him to bed at their home at 4.30 am! The next day, Bunny took Mr Jervis back to his flat in Southsea and made sure that he had medical attention and that he was fit enough to be left. It is pleasant to know that we have such kind and considerate people as members of our Society.

Issue 50 (March 1973)

The editors offer their apologies for the varying sizes of paper used in the production of the Newsletter. Recently a free gift was made of paper of a now not used size of duplicating paper and it was felt, in view of the costs involved, that this could not be refused.

Issue 50 (March 1973)

FAREWELL TO A FOUR-LEGGED CHARACTER

There are canal dogs and canal dogs. Some are obedient and sure footed, and will sit on the cabin top of a narrow boat all day, minding their own business.

Then there are others, small in stature, but who think that they are of elephantine proportions with courage to go with it. If you tell him to "sit there" in the confines of the boat cabin, and then return to the tiller, you suddenly sense another presence and find that you have four-legged company precariously balanced on the edge of the stern deck and doing his best to see who is on the foredeck by peering along the side of the boat. You push him back down the hatchway steps, and the next moment he has fallen down the engine well! You hastily slow down, take the engine out of gear, and drag him out!

By the end of the day, you are in a state of near collapse, after he has balanced precariously on lock gates, fallen in the cut, got himself smothered in burrs from overgrown towpath, got under your feet just as you are about to leap for the bank, and barked to go ashore and spend a penny as you are heading down Cliveden Reach! You think that you must have been out of your mind to have ever bought a dog, let alone introduce him to canal boating.

Thus it was with that well loved Yorkshire Terrier, 'Rupert' of N.B. Bittern and two previous trailable "Bitterns". I doubt if many 'Yorkies' have travelled so many canal miles in their lives, and treated so many mooring stakes with such contempt!!

Alas, Rupert has walked his last gang plank and has left us for another world after a severe illness. He will be sadly missed by his owners, and I would give anything to be able to curse him once again, for making me get out of my sleeping bag and stagger out on to a muddy towpath on a rainy night to allow him to obey the call of nature!

He will be very hard to replace.

*Laurie Pearce
Issue 75 (April 1975)*

HARECASTLE TUNNEL

The 150-year old Harecastle Tunnel on the Trent and Mersey Canal is to remain closed throughout next year according to the BWB. The tunnel has been closed for more than a year after two falls of roof lining which blocked it to navigation. The Board originally hoped to reopen the tunnel to the public after repairs but an engineering survey has shown seven further sections liable to collapse. As water erosion has left the surrounding ground unstable, rebuilding is expected to be slow. The cost is estimated at £100,000.

Issue 70 (November 1974)

RESTORERS REPORT

Over the weekend of April 10/11th, we again had a most successful working party at Ash Wharf. This month the task was 'jungle bashing' to use Navy parlance. As pumps were not available to allow us to continue clearing the bridgehole at Ash Wharf, we were given the task of clearing the towpath as a preliminary to the dredging of the canal using a HyMac or similar digger. Such a machine is a tracked vehicle which needs about 10/12 feet working space on the bank, and although the towpath was clear for walkers (of which there are a fair number) the remainder of the space between bank and hedge was filled with brambles, bushes etc.

Thus we started on Saturday morning with a bundle of slashers and a determination to get the job done. The five adults and three children from Southampton soon made a distinct impression on the vegetation helped by a member of the Surrey and Hampshire Canal Society. We were aided in the afternoon by the enthusiastic and surprisingly effective labours of two local seven year old boys. The weather was warm and sunny making our task far more agreeable than last time. By the end of the day we had cleared 100 yds of canal bank and an air of cared for (if still unusable) navigation was definitely apparent.

On the Sunday 15 members of the Society carried on the work of the previous day. A further 175yds of towpath were cleared of brambles, bushes and hedge trimmings deposited by neighbouring householders (on the credit side one householder did help with the bonfire near his property.) (To make sure we didn't burn it down! Ed.) In addition, although not strictly in our brief, the enthusiasm of our party was such that a start was made on clearing fallen branches from the bed of the canal. The offside bank of this part of the pound is lined with a number of willows which through neglect have come to be in poor condition: some have either completely or partially fallen into the waterway. The cut at this point is not fully watered because the breach in the Ash Embankment has separated this part from the main water supply, but the 18 inches or so of water in the bottom made operations less than easy as most of us had not bothered with waders. One member decided that they were not necessary and spent half the afternoon with water washing his kneecaps. A large amount was indeed removed but to complete the job better equipment will be needed such as more rope and a power saw. This in no way detracts from the sterling work done.

A most heartening aspect of the Sunday work party was the participation of a number of local children (including the two seven year olds from the day before). Upwards of a dozen youngsters of both sexes were at work during the afternoon; by all accounts they thoroughly enjoyed themselves and would appear to have booked themselves for the next working party. Whether we are quite so popular with their mothers because of the dirty washing is less certain.

Overall, the weekend was a great success. Jeff Adams and myself would both like to offer our congratulations and appreciation to all those who attended on either day. It has brought re-opening just that little bit closer. Our next working parties on May 8/9th will be in the same vicinity (Ash Wharf: OS Reference SU 893517) when work will probably consist of further jungle bashing.

It may be appropriate to mention in this report that the Society has been congratulated on the work carried out on our first outing. Surrey County Council representatives inspecting the results of our labours of our labours on that occasion were most impressed with the quality and quantity of our work. They didn't believe that only 16 'man-days' had achieved so much. This is largely responsible for the decision that the council need not directly supervise the efforts of volunteer workers - high praise indeed. It is encouraging to be thus recognised and I exhort you to join in and carry on the work begun in such fine style. Work can be found for everyone but please let Jeff or myself know that you intend coming to ensure that work is arranged as efficiently as possible.

Peter Oates

Issue 88 (May 1976)

COPS SCUPPER CANAL PIRATES

A hijacked canal boat was stopped by police yesterday after a family raced off in it - at 4 mph. A helicopter joined the chase after the green narrowboat was pinched from moorings at Nether Heyford, Northants. By the time they caught it, nearly 40 miles away on the Grand Union Canal at Stoke Bruerne, it had been repainted black. A man was being questioned last night. (Eva Drinkwater spotted the above in 'The Sun' on Monday, 16th February).

Issue 200 (April 1987)

SPONSORED WALK

Members will be pleased (the hard-up may not) to hear that Mike Smetham walked 17 miles on the Basingstoke Canal in the Surrey & Hants Canal Trust sponsored walk on 18th May. Mike would like to collect in sponsor money at the July meeting please.

Issue 134 (July 1980)

No news is good news ...?

NEWS LETTERS

It was not possible to publish a News Letter for December 1967 and January 1968 due to lack of news from members. Can you help us each month with YOUR contribution?

Issue 2 (February 1968)

WINTER AFLOAT

"What is it like in wintertime" is the first question we get asked when it is realised DUORF II is our permanent home. It is very well insulated against extreme cold and heat and has a Parkray fire complete with backboiler, supplying six radiators throughout the cabins and engine room, giving us an even temperature of about 80°. Consequently we are able to dress in summer weight clothes whatever the weather outside; also we have not had a cold since we have been here.

Last winter saw the temperature drop to minus 25° - the ice on the canal was 9" thick and after three blizzards during December it was easier to walk on the canal than on the path, as the snow was piled up to rooftop height against the boats.

Being independent of power supplies has advantages too - when the lines were brought down by the snow we still had our own supply of electricity as we generate our own - in the village electricity was not restored for four days!

As we live in an isolated position we have adequate food stocks on board for such emergencies, so the arctic weather really was not a problem at all.

We both agree we do not want to live in a house again - a boat is much warmer and has no draughts!

Margaret Froud



Issue 156 (November 1982)

Issue 209 (March 1988)

REPORTED in the Daily Mail

'Water Washout'. Someone left the tap on on the model lock in the new Waterways Museum in Gloucester

UTTERANCES OF CONFUCIUS

These are well documented. There are hundreds, all applicable to a variety of situations, and on one occasion last summer, when the panic abated, I added another.

Most of us have a problem or two, and mine is deafness, but never mind. It was mid morning, the weather was perfect, no sign of rain, no wind, and halfway up the Oxford. I had waited a long time for just such a day to paint the roof of my 50 footer, so I steered into the bank to tie up on a nice "quiet spot". Quiet spots soon become popular, congested, noisy, and this was no exception.

Preparation involved the usual dry and dusty sandpapering, so between jobs as it were, I decided on a cuppa, what better? So down off the roof I went to put the kettle on. Back again to the job in hand applying a new tin of grey primer with a 2 inch brush.

It was about midday and adjacent boat owners were rattling pans and plates so it was obviously lunchtime. I carry on painting and minding my own business when an unpleasant smell pervades my nostrils. Quite honestly I thought it was a culinary disaster on a towpath barbecue gadget, something on fire! I must admit to not enjoying the close company of burning meat, in fact I detest it, IF that's what it was. The smell got worse and from my elevated position, with nostrils flared, I scanned the area, even across the cut to a small marina to locate the offending culprit.

I came down off the roof to get some rag and on passing one of my own partially open windows, the said smell was both acrid and ghastly.

CRIME! The penny was dropping. Oh yes, I put the kettle on an hour ago and where was the plastic handle? It had vanished into 3 black sticky puddles on top of my wife's 4 burner cooker!

So apologies to all you barbecue fans. Confucius adds to the list by now saying "HE WHO IS HARD OF HEARING SHOULD NOT BUY WHISTLING KETTLE."

from forgetful 'POLLY'
Issue 259 (November 1992)

BOATING WITH A DIFFERENCE!

The Society has recently received details of 4-berth self-drive hire boats and a 16-berth hotel boat on the Gambia River, West Africa. These boats are operated by a subsidiary of Friesland Boating, an established hire boat company in the northern Netherlands. More details of both destinations from the Editor.

Issue 294 (December 1995)

REVEALED: EC DIRECTIVE TO BE RELEASED ON 1ST APRIL 1998

The European Commission has just announced an agreement whereby English will be the official language of the EU rather than French, which was the other possibility. As part of the negotiations, and strongly lobbied for by the German government and the new member Austria, Her Majesty's Government conceded that English spelling had some room for improvement and has accepted a five-year phase-in plan that would be known as 'EuroEnglish'.

In the first year, 's' will replace the soft 'c'. Certainly, this will make the civil servants jump with joy. The hard 'c' will be dropped in favour of the 'k'. This should clear up confusion and keyboards can have one less letter.

There will be growing public enthusiasm in the second year when the troublesome 'ph' will be replaced with the 'f'. This will make words like 'fotograf' 20% shorter.

In the third year, public acceptance of the new spelling can be expected to reach the stage where more complicated changes are possible. Governments will encourage the removal of double letters, which have always been a deterrent to accurate spelling. Also, all will agree that the horrible mess of the silent 'e's in the language is disgraceful and they should go away.

By the fourth year, people will be receptive to steps such as replacing 'th'

with 'z' and 'w' with 'v'. During the fifth year, the unnecessary 'o' can be dropped from words containing 'ou' and similar changes would of course be applied to other combinations of letters.

After the fifth year, we will have a reliable sensible written style. There will be no more troubles or difficulties and everyone will find it easy to understand each other. ZE DREM VIL FINALI KUM TRU!!

The above has been reproduced, with acknowledgement, from the latest (Spring) edition of the Chichester Canal Society Newsletter. It must be true!!

Issue 318 (March 1998)

APRIL FOOL AGAIN

Remember the shark attack at Bow in 1996? For the second time, BW got an April fool story on television news. BBC South East liked the idea of a submarine service from Docklands to the Millennium exhibition at Greenwich. They interviewed the commercial development manager, Mark Lloyd, at Watford a couple of weeks beforehand and intercut him with film of a Thames passenger boat and a map of the submarines' proposed route. The item was broadcast four times during that morning. The plausible justification for the scheme was that passengers could watch the underwater life while they travelled!

BW Monthly April 1998
Issue 320 (May 1998)

AT A COMPUTER NEAR YOU

Most of the larger waterway organisations now have a web site of their own as interest in the Internet from the general public continues to grow.

The Southampton Canal Society has joined in the latest form of publication in order to spread word about the waterways and the Society in particular. The site has been put together over the last few months by the editor of this Newsletter and has been available since the second week of May. Already, several dozen people have accessed the site from ? Well, it's possible that it could be from anywhere in the world, but more likely it's canal enthusiasts from this country.

Issue 332 (June 1999)

JANUARY MEETING

Our January meeting was always going to be rather a poignant affair, being the Society's 327th and last event in the St John Ambulance Hall in Kings Park Road, Southampton before moving out of Southampton to our new home at Chilworth Parish Hall.

This final event was advertised as 'Southampton Canal Society and St John's Ambulance Hall' with the double act of our Chairman and Secretary, Brian Evans and Peter Oates respectively, looking back on our long association with Kings Park Road. In the event, because of Brian's unexpected incarceration in hospital over the Christmas and New Year period, Peter had to go it alone (albeit using some of Brian's notes and other material along with his own research).

Peter reminded us that the Southampton Canal Society had its beginnings in early 1967 with a number of letters in the Southern Evening Echo. The Society's first meeting was held on 1 June 1967 at the 22nd Millbrook Scouts Hut, attended by 20 people. The Society had to be on its way after only a few meetings because the old Scout Hall had to be demolished to make way for a more permanent structure.

One or two meetings were then held at the Old Thatched House in Old Shirley before, in December 1967, the Society moved to its new home for a few years, the Temperance Institute in Carlton Terrace. Because of overcrowding (!!!) it was decided to move to new premises and in December 1973 the Society moved to the St John Ambulance Hall in Kings Park Road.

Membership had passed the hundred mark in 1971 (an increase of 43% was reported in the Echo in May) and by February 1972 this had further

(Continued on page 11)

(Continued from page 10)

increased to over 130.

Peter's presentation included slides and a variety of photographs, news cuttings and other printed material from the archives shown by using the Society's recently purchased Episcopo.

Peter covered many different aspects of the Society's 34 year life, including the first Chairman (Brian Evans, still going strong in the Chair) and other officers and editors of the Society's Newsletter (including Peter himself, who has been the incumbent since 1995).

He continued with a glimpse into various Society activities in the early years including boat and other trips and restoration working parties, mainly on the Kennet & Avon and Basingstoke Canals. In the early 1970s, several of these were referred to, with some accompanying photographs.

In 1976, the Itchen Navigation Society was formed and Southampton Canal Society members surveyed the navigation - their results being published in 1977 (the famous yellow booklet, now a collectors' item).

Peter's presentation continued with reference to more recent activities including exhibitions in local libraries and museums and, in 1996, how the Society celebrated the 50th Jubilee of the IWA by participating in the carriage of the region's jig-saw piece on local waterways.

To conclude, Peter referred to Brian's 30th anniversary as Chairman of the Society when our guest speaker on that occasion, in 1997, Audrey Smith, IWA National Chairman, presented Brian with a waterways print from the Society which has pride of place in Brian and Annegret's living room. Shortly afterwards, in June 1997, Society members enjoyed their 30th birthday party.

Peter had put together, with Brian's assistance, a very interesting and entertaining presentation which all those present, be they long term, or more recent, members thoroughly enjoyed.

Paul Herbert
Issue 349 (March 2001)

SOUTHAMPTON CANAL SOCIETY AT THE BOAT SHOW

September this year saw the 34th Southampton Boat Show held at Mayflower Park. Whilst this event is predominantly for sea water boaters, the Inland Waterways Association has had a stand at each show since Year 2. The Southampton Boat Show is important for the IWA, not only for the sales that can be made but also for flying the 'canals flag'. For seven or eight years (he cannot remember just how many) our Secretary and Newsletter Editor, Peter Oates, has been responsible for running the stand. Not an easy task. One of Peter's duties is to round up a volunteer band of helpers to assist him in staffing the stand and many of these come back year after year.

Many Southampton Canal Society members are willingly roped in to assist Peter (and Ray Carter from IWA HQ) to erect the stand before the Show; staff it over the ten day period that it is open to the public, and then dismantle it on the last evening.



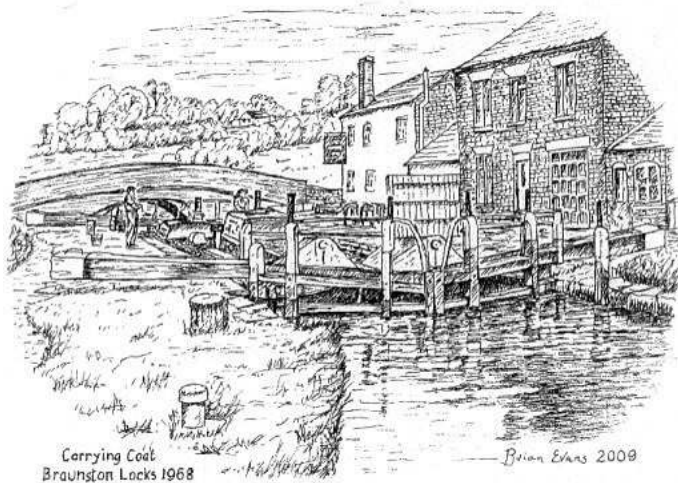
Laura Sturrock and Ray Brooks on duty

The most demanding task, in my view, is the actual setting up and dismantling of the stand. This year the former took five of us nearly all day to complete, though the breaking down is a lot quicker at around two hours.

The actual attendance duties on the stand are far less onerous and quite enjoyable. Apart from selling waterways books, maps and other items, there are numerous enquiries from people thinking of taking holidays or moving more permanently onto the canals in England and abroad.

So, if you are interested in helping out on the stand next year, just have a word with Peter.

Paul Herbert, Issue 366 (October 2002)



One of Brian Evans' pen and ink drawings: Nelson Lock, Braunston
Issue 438 (July 2009)

FRIENDS OF RAYMOND

When we had a talk on the restoration of the butty Raymond at an SCS meeting, Annegret and I bought "Friends of Raymond" tee shirts. We gave one to Annemarie (our daughter). She lives on the island of Lamma, Hong Kong, in a flat above a restaurant. Sometimes, on Sunday mornings, Annemarie and friends (of several nationalities) meet at the restaurant for breakfast.

Recently, Annemarie turned up wearing her "Friends of Raymond" tee shirt. She was teased by her friends for trying to get an extra large helping of breakfast! Name of the restaurant owner — Raymond.

Brian Evans
Issue 449 (June 2010)

A SENIOR'S PERSPECTIVE OF FACEBOOK

For those of my generation who do not, and cannot, comprehend why Facebook exists, I am trying to make friends outside of Facebook while applying the same principles.

Therefore, every day I walk down the street and tell passers by what I have eaten, how I feel at the moment, what I have done the night before, what I will do later and with whom.

I give them pictures of my family, my dog, of me gardening, taking things apart in the garage, watering the lawn, standing in front of landmarks, driving around town, having lunch, and doing what anybody and everybody does every day.

I also listen to their conversations, give them the 'thumbs up' and tell them I like them. And it works just like Facebook.

I already have four people following me: two police officers, a private investigator and a psychiatrist.

Issue 537 (October 2017)

SMILE CORNER

An item that made the editor smile recently:

Everybody was sure that Somebody would do it,
And Anybody could have done it
But in the end Nobody always ended up with the task.
When Nobody did it,
Somebody was angry because it was Everybody's job.
But Everybody thought that Somebody would do it instead.
Now Nobody realised that Nobody would do it.
So consequently, Everybody blamed Somebody
When Nobody did what Anybody could have done
In the first place.

Issue 538 (November 2017)

SOUTHAMPTON CANAL SOCIETY

Established 1967

The objectives of the Society were 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 were normally held on the first Thursday of each month. However, with the winding up of the Society, no further meetings will be held.

This Newsletter is normally published during the first week of each month in time for the Society's meeting.

Died 2022

RIP

President:

Brian Evans.

Chairman:

Alan Rose, 33 Brackley Way, Totton, Hampshire, SO40 3HP. Tel: 02380 675312.

Email: alanjrose@btinternet.com**Secretary:**

Angela Rose, 33 Brackley Way, Totton, Hampshire, SO40 3HP. Tel: 02380 675312.

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590 Issues

(Continued from page 3)

New Year 1975 was the beginning of a two year stint by Margaret and David Kessler-Lyne to be followed in turn by Pauline Hockley at the beginning of 1977 with issue 96. This and the following 20 issues saw the introduction of pictures drawn by Pauline's husband, Charlie. This was no mean feat when you consider that he had to draw straight onto the typing stencils (rather like a thin waxed paper) with a needle-like implement

Sadly, Pauline had to give up being editor through ill health and her obituary appeared in May 1979. For a number of issues, there seems to have been no regular editor - a few seem to have my hallmark as I think I recognise an old typewriter of mine.

At the 1980 AGM, the Chairman thanked Jan Durrant and Annegret Evans for typing the newsletter and someone called Peter Oates for doing the duplicating. It seems that Brian Evans became editor and Annegret the regular typist for the next few years. In August 1983, the family were involved in a car accident and an anonymous typist took over for a few months.

During 1985 there were a number of appeals for help with the newsletter, but I have been unable to find any mention of who was editing or producing the newsletter. It seems, from the quality of reproduction, that the first edition to be photo-copied (rather than duplicated) was number 180 in April 1985.

A computer seems to have been first used in the production of the Newsletter in November 1989 (issue 227) where one page out of the two was printed with a dot matrix printer (the other page was typed). The whole publication has been printed using a computer from February 1990, although the computer printouts were reproduced by photo-copier.

It is not until June 1990 that we find Tony Coles is thanked for composing and typing the Society's publication, but I suspect that Brian Evans was editor for much of the 1980's. In September 1990, the accounting firm of Hunt & Co began a long standing sponsorship to print and distribute the Newsletter. The last issue to be sponsored in this way was the October 2004 edition.

The introduction of photo-copying made it easier to include items from other sources. The Society logo had been introduced at the top of the front page in October 1986 but it wasn't until Tony's editorship that the

use of "cut and paste" techniques became usual so that drawings, newspaper cuttings and even photographs came to be included. Cut and paste in the beginning was literally that - involving the use of scissors and glue. In 1993/94, Tony also started using computer publishing software to improve the layout of the periodical.

Every so often there were appeals for items for the newsletter, but if your only contact with the Society was the Newsletter you still would have had to send your contribution to one of the Society Officers rather than the editor - not that many people did. During the 15 years up to 1995, only a small number of issues had more than two sides.

Tony Coles retired from the editorship at the 1995 AGM and I took over the mantle as from the September issue (number 291). Being a bit of a computer buff, I continued to develop the production of the Newsletter by electronic means.

The first issue to include colour was number 310 on the occasion of the Society's 30th birthday (June 1997). The front page was laboriously printed (about 75 copies at nearly two minutes a time) in colour on an ink-jet printer. The other seven sides were produced normally in black and white. The personal acquisition of a scanner at the end of 1999 meant that almost any printed text and images could be more easily incorporated into the Society's publication.

Since the late 1990s, information could also be gleaned from the internet and the use of email could transfer the Newsletter from the editor to the person making printed copies of it in minutes rather than days.

Since May 1999, the Newsletter was published not only in paper format but is available to anyone around the world (in full colour) from the Society's website. By 2006, the rising cost of printing the Newsletter and particularly distributing it by post led to the introduction in June 2006 of delivery via email. Since then most members have got their copy this way and the Society has printed very few copies each month. The Newsletter also appears on the Society's website and all issues since the beginning of 1990 can be found there in the Newsletter Archive.

I hope that I have continued to inform our readers over the last 299 issues as well as past editors (whoever they were).

Peter Oates

(based upon articles in previous issues)