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**NB: There is no meeting on Thursday 3rd September**

## A Gentle Reminder

So far this year only one member has paid their subscription. Most members pay in cash at meetings, so for obvious reasons they have not been able to do so. However, it is possible to pay by bank transfer (contact me for the Society's bank details) or by cheque, as I am now able to pay these in. I know the Society has no outlay at the moment but subscriptions are required to maintain your current membership.

*Aelred Derbyshire*  
Hon. Treasurer

## Society Website

Our website has been hosted on Plusnet since December 2002 for free! However, the amount of space available has recently become a constraint upon expansion of the site. So, somewhat reluctantly, the website has been moved to a new host. The address <https://sotoncs.org.uk> has now been moved with the site. Please change any of your browser's bookmarks pointing to the website at [www.whitenap.plus.com](http://www.whitenap.plus.com) to <https://sotoncs.org.uk>

## Chairman's Column

Dear Friends and Members,

Well another month has passed and still the world is in a turmoil it seems.

We have had the last month in France which was lovely but a busy time cutting the lawn, which hadn't been cut since our last visit last November, so was very high.

Temperature peaked at 38 degrees, so pretty warm. Plenty of apples and pears though, so Angie went into jam making mode!

The only thing on our return last night (26 August) is that we now have to quarantine for 14 days. Not too bad though. Anyway, we still have some of the cheese remaining that we left on Purton before the lockdown. It certainly has matured and is delicious!

Anyway, I trust that you are all weathering the situation. We are still awaiting some replies re the AGM etc. At moment I have received none, so please let us have some suggestions or comments.

We are now looking forward to going boating, after our quarantine, at the end of September. We are taking *Purton* to London, together with 4 other working boats which include our esteemed Newsletter editor Peter and his lovely partner Laura (plus their young dog Jack) with their boat *Stanton*.

We are travelling to the Jam Factory in Southall in recognition of the last commercial long distance run, 50 years ago. We have the butty *Raymond*, *Renfrew*, and *Cepheus* as the other boats in the "flotilla". Both *Stanton* and *Renfrew* were actually on the last run 50 years ago.

We are looking forward to the adventure. We will be taking a piece of the cheese with us (if we have any left).

At the moment we are still anticipating some meetings in early 2021. Watch this space.

Keep Safe

*Alan and Angie*

## £100,000 project to transform historic warehouse

An historic warehouse at the head of the Peak Forest Canal in Whaley Bridge is being transformed into a craft skills centre offering courses in everything from ironmongery to glassblowing.

The £100,000 project, funded by the Canal and River Trust and a £10,000 grant from High Peak Borough Council, means the historic Transshipment Warehouse in Whaley Bridge can now be re-purposed from an empty shell to a vibrant new heritage craft skills centre.

Whaley Bridge Canal Group has formed a community interest company to convert the warehouse into a thriving centre of excellence for traditional crafts and the new High Peak Heritage Crafts Centre launched at the beginning of August, marking the first anniversary of the Toddbrook Dam emergency last summer.

In September, the group plans to open a permanent base at the warehouse, providing public courses in pottery and ceramics, ironmongery, green woodworking, silver-smithing, glassblowing, glass artwork, textiles, wool, weaving and ropework.

Gillian Renshaw, Whaley Bridge community engagement manager with the Canal & River Trust, said: "It has long been our ambition to safeguard this wonderful old canal

building and give it a new lease of life.

"We are delighted to have worked closely with the Whaley Bridge Canal Group to rescue the historic warehouse and give it a modern purpose preserving and teaching traditional heritage craft skills.

"Built in 1801 and extended in 1832, the warehouse would have been a scene of constant activity, with boats loading and unloading inside the warehouse, protected from the weather by the interior channel.

"The success of the canal trade in limestone, manufactured and raw goods, led to Whaley Bridge developing from a small hamlet into a thriving town, so it's fitting this important part of our heritage is preserved for future generations to enjoy."

Work completed by the Canal and River Trust has seen the roof of the building made secure and watertight also includes dredging of the narrow boating channel inside the warehouse which will make it possible for a canal boat to moor once again in the Peak District stone building.

"We're creating a new history for the building and the town, and a fantastic asset for the whole community."

*Buxton Advertiser - 31 July 2020*



## Waterways Events

The following is a list of waterway events taking 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.

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
Thu 3 Sep 2020 7.45pm	Southampton CS	<b>MEETING CANCELLED. Geoff Watts was to be giving a talk on a local history topic.</b>		Angela Rose: 02380 675312 Email: <a href="mailto:alanjrose@btinternet.com">alanjrose@btinternet.com</a>
Fri-Sun 4-6 Sep 2020 10.30am-3.30pm	Kennet & Avon CT (Crofton Br)	<b>Crofton Beam Engines - Non-Steamng Days.</b> Admission to site free but charges to see the boiler house and engines. See website for further details.	Crofton Beam Engines, Crofton, Marlborough, Wiltshire, SN8 3DW (SU261623).	01672 870300 Email: <a href="mailto:crofton@katrust.org.uk">crofton@katrust.org.uk</a> Web: <a href="http://www.croftonbeamengines.org">www.croftonbeamengines.org</a>
Fri-Sun 11-13 Sep 2020 10.30am-3.30pm	Kennet & Avon CT (Crofton Br)	<b>Crofton Beam Engines - Non-Steamng Days.</b> Admission to site free but charges to see the boiler house and engines. See website for further details.	Crofton Beam Engines, Crofton, Marlborough, Wiltshire, SN8 3DW (SU261623).	01672 870300 Email: <a href="mailto:crofton@katrust.org.uk">crofton@katrust.org.uk</a> Web: <a href="http://www.croftonbeamengines.org">www.croftonbeamengines.org</a>
Sun 13 Sep 2020 2.30 - 5.00pm	Wey & Arun CT	<b>Heritage Open Day guided walk from Bramley to Birtley.</b> The length of the walk is approximately 4 miles, and easy walking but suitable footwear should be worn. Because of social distancing requirements only small groups will be allowed. Pre-booking ESSENTIAL: Book online or email (see Contact) by noon Thursday 10th Sep. Further details on website	The Old Station, Station Road, Bramley, Guildford, GU5 0AZ (TQ009451).	Email: <a href="mailto:events@weyandarun.co.uk">events@weyandarun.co.uk</a> Web: <a href="http://weyrun.org.uk/events59">weyrun.org.uk/events59</a>
Fri-Sun 18-20 Sep 2020 10.30am-3.30pm	Kennet & Avon CT (Crofton Br)	<b>Crofton Beam Engines - Non-Steamng Days.</b> Admission to site free but charges to see the boiler house and engines. See website for further details.	Crofton Beam Engines, Crofton, Marlborough, Wiltshire, SN8 3DW (SU261623).	01672 870300 Email: <a href="mailto:crofton@katrust.org.uk">crofton@katrust.org.uk</a> Web: <a href="http://www.croftonbeamengines.org">www.croftonbeamengines.org</a>
Fri-Sun 25-27 Sep 2020 10.30am-3.30pm	Kennet & Avon CT (Crofton Br)	<b>Crofton Beam Engines - Non-Steamng Days.</b> Admission to site free but charges to see the boiler house and engines. See website for further details.	Crofton Beam Engines, Crofton, Marlborough, Wiltshire, SN8 3DW (SU261623).	01672 870300 Email: <a href="mailto:crofton@katrust.org.uk">crofton@katrust.org.uk</a> Web: <a href="http://www.croftonbeamengines.org">www.croftonbeamengines.org</a>
Thu 1 Oct 2020 7.45pm	Southampton CS	<b>MEETING CANCELLED. The postponed Annual General Meeting is to be postponed yet again. See front page of the August Newsletter.</b>		Angela Rose: 02380 675312 Email: <a href="mailto:alanjrose@btinternet.com">alanjrose@btinternet.com</a>
Thu 15 Oct 2020 7.30pm	IWA Salisbury Group	<b>MEETING CANCELLED.</b> Ann Harries was to talk about Admiral Sir George Back whose ship HMS Terror sank whilst searching for the North West Passage. In 2014 his ship was located under water in good condition and is now being examined using modern technology.		Ron & Myra Glover: 01722 710322 or 07768 622966 Email: <a href="mailto:glover.3@btinternet.com">glover.3@btinternet.com</a> or <a href="mailto:myra.glover@waterways.org.uk">myra.glover@waterways.org.uk</a> Jon Van de Geer: 01722 412841
Sun 18 Oct 2020 10.00am	Somersetshire Coal CS	<b>Combe Hay Tunnel to Engine Wood</b> - guided walk.	The Avenue, Combe Hay, BA2 7EH (ST732598).	Adrian Tuddenham: 01225 335974
Thu 22 Oct 2020 7.30pm	Somersetshire Coal CS	<b>"The Canals, Railways and Collieries of Camerton and Dunkerton"</b> by Roger Halse.	Radstock Working Men's Club, The Street, Radstock, BA3 3PR (ST688547). For location <a href="#">see map</a>	Steve Page: 01761 433418 Email: <a href="mailto:membership@coalcanal.org.uk">membership@coalcanal.org.uk</a>
Thu 5 Nov 2020 7.45pm	Southampton CS	<b>MEETING CANCELLED. The talk by members Eric &amp; Sue Lewis on a subject is to be postponed.</b>		Angela Rose: 02380 675312 Email: <a href="mailto:alanjrose@btinternet.com">alanjrose@btinternet.com</a>
Sun 15 Nov 2020 10.00am	Somersetshire Coal CS	<b>Combe Hay Lock Flight</b> - guided walk.	Layby opposite Bridge Farm BA2 7EE (ST745604).	Derrick Hunt: 07986 972984
Thu 19 Nov 2020 7.00 for 7.30pm	Sussex Ouse Restoration Trust	<b>River Ouse water supply.</b> Lee Dance, Head of Water Resources at South East Water, will describe the River Ouse water supply transfer between Ardingly Reservoir and the Barcombe Reservoirs and water treatment works.	Upper Hall, Perrymount Methodist Church, Perrymount Road, Haywards Heath RH16 3DN (TQ331244).	Email: <a href="mailto:info@sxouse.org.uk">info@sxouse.org.uk</a> Web: <a href="http://www.sxouse.org.uk/">www.sxouse.org.uk/</a>
Thu 19 Nov 2020 7.30pm	IWA Salisbury Group	<b>The Royal Military Canal</b> was built in 1804, as a defence against the possible invasion during the Napoleonic Wars. George Fleming is due to tell all about it. MEETING MAY BE CANCELLED. - Phone or email Myra for an update.	The Green Dragon, Old Road, Alderbury, Salisbury, Wilts, SP5 3AR (SU182275).	Ron & Myra Glover: 01722 710322 or 07768 622966 Email: <a href="mailto:glover.3@btinternet.com">glover.3@btinternet.com</a> or <a href="mailto:myra.glover@waterways.org.uk">myra.glover@waterways.org.uk</a> Jon Van de Geer: 01722 412841
Thu 26 Nov 2020 7.30pm	Somersetshire Coal CS	<b>"William Smith's early career in Somerset"</b> by Peter Wigley. William Smith is often known as the Father of English Geology and was involved in the construction of the Coal Canal.	Radstock Working Men's Club, The Street, Radstock, BA3 3PR (ST688547). For location <a href="#">see map here</a>	Steve Page: 01761 433418 Email: <a href="mailto:membership@coalcanal.org.uk">membership@coalcanal.org.uk</a>
Thu 3 Dec 2020 7.45pm	Southampton CS	<b>MEETING CANCELLED. With regret the Inter-Society Waterways Quiz has been cancelled this year.</b>		Angela Rose: 02380 675312 Email: <a href="mailto:alanjrose@btinternet.com">alanjrose@btinternet.com</a>

### Let's Have Your Snippets

I am appealing to members to write a small article for our struggling editor who is trying to keep everyone informed and together. I write particularly to boaters. Alan and Angela returned to their boats to find the cheese still edible. What was your homecoming like? If you have

nothing to mention, no surprises, good or bad, then write a few lines of something that happened in the past that may make us smile. Not asking for essays, but at least a bit of variety would help members with their lockdown life.

Your President

## CRT propose active travel improvements for towpaths

Canal & River Trust (CRT) welcomes the Government's announcement and launch of, 'Gear Change, the cycling and walking plan for England', which sets out its plans to promote walking and cycling and the creation of Active Travel England.

The pandemic has highlighted, more than ever, the value of walking and cycling to health, wellbeing and the environment and CRT supports measures designed to encourage active travel wherever possible.

Many of Britain's historic canal towpaths saw an increase in local usage during lockdown as people stayed at home and discovered these green/blue linear parks for their daily exercise and wellbeing on their doorstep.

### Free and sustainable

Given that walking is the most common, cost-free, equitable and sustainable form of travel, it is important that equal funding is provided for walking alongside improved cycling infrastructure, with an acknowledgement of the different needs of these different users, and with importance placed upon both.

CRT's towpaths provide traffic-free routes in and through many of the country's towns and cities, connecting people and places. They have the added benefit of providing green/blue space which can improve people's wellbeing. CRT's towpaths are also within easy reach of some of the country's most disadvantaged communities, providing an accessible environment for those most likely to suffer from obesity, type 2 diabetes and poor mental health.

They look forward to working with Active Travel England and all other relevant partners to ensure that their towpaths play a central role in helping people become more active, with more communities walking and cycling, to take advantage of the health and wellbeing benefits which are available for free, right on their doorstep.

## Could this be the end of red diesel?

By Phil Pickin

IT WOULD seem that waterways users have lost the fight over red diesel according to the consultation on reforms to the tax treatment of red diesel and other rebated fuels published in July by HMRC. In it the Government has confirmed that only white, fully taxed, diesel can be used to propel boats. If your boat is fitted with separate tanks for heating and propulsion fuel, you will be able to continue to use red diesel for heating and battery charging (this is assuming you are not using the battery power to propel the boat). The question will be if businesses will want to invest in having separate fuel pumps for both types of diesel?

The Canal & River Trust made the following statement: "The proposals will have implications for the trust where red diesel is used on our own fleet. As proposed the removal of its use will increase fuel costs for the trust, although given that our fleet is not huge, the impact will be manageable." "It is positive that the Government appears to have recognised that for boats which use red diesel for domestic heating, most do not have separate fuel tanks so the initial proposal requiring separate tanks for heating (red diesel) and propulsion (white diesel) would have been prohibitively expensive." "There now seems to be a tentative acceptance that a partial rebate for those with a single tank who use red diesel for domestic heating might be approved. However, this would only be eligible for those with a permanent mooring. "Boaters with moorings are most likely to be able to access shore-based power, whereas those live aboard boaters without a mooring are entirely dependent on fuels such as diesel to provide heating. If this partial exemption is implemented those without a permanent mooring would be more disadvantaged given they would not be eligible to this partial rebate for the domestic heating part of their diesel use." "For

CRT have approached the Government with 30 towpath improvement schemes for inner city and urban areas, as the Government signalled plans for a walking and cycling 'revolution'.

The proposed improvements include places such as Burnley, Wigan, Sheffield, Bradford, Birmingham, Leicester and London. CRT are seeking to secure a combination of government and local authority funding for the schemes.

### Supports more active travel

Towpaths are ideally located to provide traffic-free routes in and through many of the country's towns and cities, connecting people and places. The proposed investment will support more active travel - investment in walking is the most green (sustainable) as well as most inclusive (equitable/affordable) option - reducing obesity and encouraging lifestyle changes to support better physical and mental health, notably in the many disadvantaged communities with waterways on their doorstep.

### Building on an opportunity

Richard Parry, CRT's chief executive, said: "Many of Britain's historic canal towpaths saw a significant increase in usage during lock-down as people stayed local and discovered these green/blue linear parks on their doorstep. Post lock-down, for the eight million people living by a canal, this trend has continued.

"There is a real opportunity to build upon this - in addition to the increases we've seen in people fishing, kayaking, paddle boarding and taking hire boat holidays with research showing time spent by water makes people healthier and happier. The proposed improvements will support travel."

*[Canal & River Trust News - 31 July 2020](#)  
[Canal & River Trust News - 11 August 2020](#)*

those who currently supply fuel, the requirement to have separate tanks for red and white diesel would have made this prohibitive. If the Government does allow partial rebate on white diesel for use in domestic heating, then this would allow suppliers to operate with one tank. "There would, however, be an additional cost to suppliers of having their tanks flushed out to remove any residual trace of red diesel to ensure no cross-contamination with white diesel and there would be additional administration for suppliers who would have to claim back this partial rebate from HMRC."

"There may be alternative solutions to be considered such as - following the recent DfT call for evidence on reducing emissions from recreational boats - moving the rebate to the new brand of green diesel which has lower emissions and so would meet the EU obligation and government aims for reducing emissions without causing significant hardship to boaters."

To have your say on the future of red diesel, visit: <https://www.gov.uk/government/consultations/consultation-on-reforms-to-the-tax-treatment-of-red-diesel-and-other-rebated-fuels>. The consultation closes at 11.45pm on October 1, 2020.

To read more about the RYA's lobbying developments with red diesel, go to: <https://www.rya.org.uk/knowledge-advice/current-affairs/Pages/red-diesel.aspx>

If you have any questions regarding red diesel or any other current affair issues you can visit the Current Affairs page: <https://www.rya.org.uk/knowledge-advice/current-affairs/Pages/hub.aspx> on the RYA website or email [cruising@rya.org.uk](mailto:cruising@rya.org.uk)

Will red diesel become a thing of the past on the inland waterways?

*Extracted from [Towpath Talk - September 2020](#)*



## Storm leaves 30m hole in Union Canal

Sometime in the night, between 4am and 6am on 12th August, there was a significant breach on the Union Canal 500m east of the A801 between Polmont and Muiravonside.

Torrential rain and thunderstorms on Wednesday [12th August] created a 30 metre-wide hole in the Union canal.

Aerial images show part of the canal's embankment near Polmont was washed away during Wednesday's severe weather.

The breach has flooded Scotland's busiest railway line - between Edinburgh and Glasgow - resulting in its closure.

Engineers said efforts to stem the flow of water were ongoing [now completed], and warned it could take four months to fully repair.

Scottish Canals, the body in charge of maintaining the country's canals, said there was 80mm of rain that fell between midnight and 6am, with over 40mm falling in one hour alone at 5am. They said this led to a significant volume of water flowing into the canal, eventually overtopping and washing away part of the embankment.

Water from the canal then spread across neighbouring fields and flooded the Edinburgh to Glasgow line.

Richard Millar, the director of infrastructure at Scottish Canals, said: "We're making significant progress, but it is very challenging. The water is heading across a number of fields and down on to the Edinburgh-Glasgow railway, where there is significant damage.

"We're getting on top of the situation, but it is going to take us time to get it repaired, it's probably looking at three to four months and a considerable amount of investment."

Scottish Canals have a rigorous inspection programme that takes place daily, weekly, monthly and yearly to ensure they have a clear



*Above: The breached embankment whilst water was still pouring from the canal.*

*Below: Some of the damage caused to the railway line.*



understanding of the condition of the infrastructure in their care. This stretch of The Union Canal was not identified as a high-risk asset.

However as 200-year old working heritage structures, Scotland's canals face increasing pressures from climate change. Freak weather, such as that experienced in Scotland, brings much higher volumes of water than these scheduled monuments were initially designed to accommodate.

### Changes to rail services

The flooding means ScotRail services between Glasgow Queen Street and Edinburgh, via Falkirk High, are suspended. Services between the two cities via Falkirk Grahamston are stopping in Falkirk, where a shuttle bus will take passengers to Edinburgh Park. Train services between Edinburgh and Dunblane are also suspended.

The route between Edinburgh and Glasgow Central, via Shotts, is operating as normal.

Network Rail has said that it will take two months to reinstate the rail line at Polmont on the Edinburgh to Glasgow route after a 300m section of track was damaged.

According to engineers on site, the force of the water flowing from the breached canal bank has completely washed away sections of track and undermined embankments. The power of the flooding water also undermined and washed away overhead electrification masts and damaged others and left dozens of uprooted trees strewn across the tracks.

In addition, the canal water has contaminated more than a kilometre of track and ballast which will need to be replaced.

*Based on information from the following websites: [BBC News](#), [New Civil Engineer](#) and [Scottish Canals](#)*

## IWA's New Chief Executive

Sarah O'Grady joined IWA in July to take on the role of chief executive when Neil Edwards, in the role for over twenty years, steps down.

Sarah O'Grady is an experienced leader, providing consultancy and interim support to boards and executive teams. She works with a wide range of charities, from large to volunteer-led, including museums. She was chair of Amnesty International UK Section for three years, steering the membership organisation through a governance and constitutional reform programme. Her appointment is for six months, or until a permanent successor is in place.

Announcing the news, IWA national chairman Paul Rodgers said: "At a time when IWA is active at national, regional and local levels across as diverse a range of issues as the sustainability of the waterways network, the pressures on restoration programmes, planning and heritage matters, and the environment, it is crucial to demonstrate strong leadership both within the Association and across the waterways ecosystem as a whole."

"Sarah is an authority on charity management and I know she will do a

great job driving the organisation forward over the next few crucial months. This is our 75th year and her experience will ensure we have the right building blocks in place as we look forward to another 75 years focused on the regeneration and protection of our nation's waterways.

Sarah takes on the role at a very busy time. We are really looking forward to seeing our task party volunteers return to the waterside and to supporting the return to work of volunteers on restoration projects across the country when it is safe to do so. We are also devoting energy and resources to a range of projects including the imminent publication of our Practical Restoration Handbook, which has been completely revised, and the launch of Part II of our Heritage Report, which highlights the threats faced by our waterways heritage from careless development.

An announcement on the permanent chief executive position will be made in due course.

## SOUTHAMPTON CANAL SOCIETY

Established 1967

The objectives of the Society are to foster interest in canals and inland waterways, to assist in their preservation, restoration and development, and to give practical help on waterway projects.

Meetings are normally held on the first Thursday of each month at 7.45pm (see Waterways Events in this issue) at Chilworth Village Hall, Chilworth, Southampton, SO16 7JZ. OS Grid Ref: SU410184. Contact the Secretary for further information.

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

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Brian Evans.

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

## 'Pete' Wheble

It is our sad duty to report that former Society member 'Pete' Wheble passed away peacefully on 5th August 2020 aged 101 years.

*Below is a tribute to Pete from Society President, Brian Evans.*

Pete and Margaret, Laurie and Joan Pearce and David and Margaret Kessler-Lyne all had small two-berth boats and went cruising together. The Pearces had a carport-like roof put on the side of their bungalow to store their boat under in winter. Peter Wheble, who owned Vokes and Beck, stone masons, offered to bring them some hard standing, turned up with a load of unwanted bits of stone and old masonry. Among the pieces were cylindrical marble cores cut from monumental masonry.

Said Joan to Laurie: "You are not having these!" and quickly sorted them from the rubble. Joan had become quite good at painting canal roses. She turned the smaller ones into paper weights (see below).



Longer cylinders were used as doorstops. In those days we had a sales stall at meetings and she quickly sold out.

On one cruise, supplies were needed. Pete must have volunteered to

walk to a nearby village store. Margaret, his wife, and Joan Pearce wrote a shopping list and wrapped the money in it. On the bottom was a note to the storekeeper: Please wrap up the change; this boy is unreliable.

Pete was quite happy to go along with the fun. He was a quiet and gentle man and loved humour.

A number, maybe as many as 15 SCS members, travelled to Bath for what was probably the first working party on the locks. The entrance lock to the K&A was stopped off from the river Avon and had been drained – sort of. That still left at least a metre of sloppy mud. A number of young chaps were down there ladling it into a large

cylindrical bucket which was then slowly hauled out. Slowly, because the crane driver could not see what was happening and had to be directed by someone who could.

Our job was a bit further up retrieving stonework that over years had fallen, or been pushed, into the canal bed. Still a muddy job, and tiring. Pete had a good look round the site and found the state of the entrance to the K&A delapidated. He offered that when the stonework there was repaired, he had saws that would cut the Bath stone. So next time you enter the bottom lock at Bath or just visit, spare a moment to think of Peter's generosity and the early SCS labourers a little further up from the lock.



© David Kessler-Lyne

*The first SCS work party on the Kennet & Avon Canal in 1968. Peter is the one with the "bobble" hat with his wife Margaret and behind a young Brian Evans.*

The Whebles were very early SCS members. There is a print of what was probably Pete's first bonfire at the Society's first work party ever, at Sulhampstead. We were a large party, using whatever tools we could take along. Part of the job was to pull a large Alder tree from the canal and also to cut as much of bankside vegetation as we had energy for. Our son, Andrew, was also there in quilted romper suit – no health and safety. It was probably Autumn 1968.

Not long and Pete became a very useful Committee member.

*Brian Evans*