

AEGRE

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East Midlands Region of*

No.132



The Inland
Waterways
Association

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Chairman	John Pomfret, db Drijfhuis, Braunston Boats Ltd, Bottom Lock, Dark Lane, Braunston, Daventry NN11 7HJ Tel 01788 891027
Vice-Chairman	Dave Carnell, Conifer Cottage, North End, Goxhill DN19 7JX Tel: 01469 530138
Leicestershire Branch Acting Chairman	John Evans, Highfields Farm, Woodhouse Road, Quorn, Loughborough LE12 8AL Tel 01509 416647
Lincolnshire Branch Chairman	Dave Carnell (as above)
Notts. & Derbys Branch Chairman	Vacant. Contact Mike Snaith, below.
Region Planning Officer & Notts & Derbys Branch	Mike Snaith, Hawthorne Cottage, 70 Main St, Gunthorpe, Nottingham NG14 7EU
Secretary & WRG	John Baylis, 215 Clipstone Rd West, Forest Town, Mansfield NG19 0HJ Tel: 01623 621208
Member	Ian McDonald, 68 Leicester Road, Thurcaston, Leicester LE7 7JG Mobile: 07950 003383

Editor for Aegre: Peter Hill, 7 Lock Keeper's Way, Louth, Lincolnshire LN11 0GQ
Tel: 01507 602713; e-mail: aegre@humbhony.demon.co.uk

Printing: This is the web version, with low definition pictures. Picture credits:
Page 10. Cover picture: Hickling Canal Basin; see page 10. Back cover: see page 8.
Pages 3 & 4: Waterhouse Bridge after repair.

Inland Waterways Association: Registered Office; Island House, Moor Road,
Chesham HP5 1WA. Registered as a Charity No: 212342.
Tel: 0845 4501146 Website: <http://www.waterways.org.uk>

The views expressed in this publication are not necessarily those of the Inland Waterways Association or of the East Midlands Region. They are published as being of interest to our members and other readers.

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Next issue probably to be published in September 2012. Contributions to the editor by the end of July 2012 please.

The space on the right is for local contact information. 





Canal Societies and Trusts in the EM Region

Derby & Sandiacre Canal Society

Chris Madge, c/o 62 Broadway, Duffield, Derby
DE56 4BU Tel: 07827 946444
www.derbycanal.org.uk

Erewash Canal P & D
Association

Howard Smith, 1 Millfield, Kimberley, Nottingham
NG16 2LJ Tel: 0115 9384129

Foxton Inclined Plane Trust

Foxton Canal Museum, Middle Lock, Gumley Road,
Market Harborough LE16 7RA Tel: 0116 2792657
www.fipt.org.uk

Friends of the Cromford Canal

Patrick Morriss, The Shieling, Dukes Road, Lower
Hartshay, Ripley, Derby DE5 3RP Tel: 01773 742895
www.cromfordcanal.org.uk

Grantham Canal Society

Mike Stone, 7, Crow Park Drive, Burton Joyce,
Nottingham NG14 5AS; Tel: 0115 931 3375
www.granthamcanal.com

Louth Navigation Trust

John Stanbridge, Navigation Warehouse, Riverhead,
Louth LN11 0DA Tel: 01507 605496
www.louthcanal.org.uk

Melton & Oakham
Waterways Society

Richard Booth, Sysonby Knoll, Asfordby Road,
Melton Mowbray LE13 0HP Tel: 01664 503330
<http://www.meltonwaterways.co.uk>

Sleaford Navigation Trust

Steve Hayes, 10 Chelmer Close, N Hykeham,
Lincoln LN6 8TH Tel: 01522 689460
www.sleafordnavigation.co.uk

Trent and Mersey Canal Society

10 Long Lane, Middlewich, Cheshire CW10 0BL.
Tel: 01606 834471
www.trentandmerseycanalsociety.co.uk



The Editor's Flotsam and Jetsam

For some time Northampton Branch has had their own publication to keep members up-to-date. We are now sorry to hear that they will leave East Midlands Region to join Eastern England for geographical reasons. We wish them well, and since it is not really far away, will be happy to publicise and report on their events in this journal.

Way back in September 2010 Natural England issued a press release about a grant to enable work on a bridge over the Wreake between Syston and Melton. It is always good to be able to bring readers up-to-date with projects of this kind, and we have a report from those involved in this issue. Yes, it is not a navigable waterway (yet) but just one of those many steps in the right direction being taken in spite of the usual problems. Read our report on page 17.

Reported in our last "Aegre" was the work on Langley Mill swing bridge by a team of volunteers. This work has now been recognised nationally - see our "stop press" report on the Birmingham awards ceremony on page 25.

Last autumn we were talking idly at Fradley, as one does, to two visitors to the area who had hired a boat and were planning to go down to Coventry and Oxford. One of them mentioned that the Trent and Severn Waterway went through an interesting lock at Peterborough. I wondered for a moment whether my geography was confused. But no, it was true. Answers next time.

Ever since your previous editor for "Aegre" left to take his boat on an extended voyage through France, we have carried occasional reports from him and others about "furrin parts", including pumping stations in Holland and aqueducts in Germany. In this issue there is news about the Louth Navigation, with its barrel-sided locks almost unique in England. However they are not unique in Europe, and many will know about the Canal du Midi, maybe from Tom Rolt's excellent book about it. Perhaps fewer readers will know about the Canal of Castile in Spain, which also has unusual lock shapes, although for a different reason. Learn about it on page 11 - and you thought Spain was all bone dry and sunny in the middle?

We mentioned recently a local planning application for a marina at Redhill. This was rejected, but has been re-submitted.

Much of the national canal news currently seems to be about the new Trust arrangements, but am I the only one for whom CRT still stands for Cathode Ray Tube? **Best wishes, Peter.**



Lincolnshire Happenings

From Dave Carnell

A year of contrasts so far with drought orders and hose pipe bans, then rivers in flood causing havoc to property and leisure activities. With the Rivers Trent and Witham in flood and the centre of Lincoln on flood alert, boaters intending to come to the South Kyme Boaters Gathering were unable to do so. A number of boats that moor locally made a valiant effort and supported the land-based activities in and around Kyme Tower and the village. The Hume Inn provided a warm welcoming atmosphere, where hosts VJ and Maeve had previously been presented with a framed map of the River Slea. (below).

made a big difference to public attendance to enjoy the scarecrow trail and medieval re-enactments at the famous Tower.

Details of funding from the “Community Footpaths” scheme are being explored, along with very complex applications to the Environment Agencies Catchment Restoration Fund for the Slea and River Witham. This fund has two aims; in the long term identifying sources of nitrates and phosphates that enrich the water and silt, promoting the excessive weed growth that is causing massive problems for leisure activities and fish; and secondly the hire of mechanical equipment to remove the weed.



A few hardy souls braved the cold, blustery, wet weather on the Saturday, but improved weather on the Sunday

An event to get boats into the River Welland in support of the Fenland Link Spalding Waterway Strategy had 

to be cancelled. This was due to the amount of silt being deposited at Fulney Lock at the entrance when the river was in flood.

The historic locks on the Louth Navigation Canal have suffered damage by flood waters over a number of years. Recent concerns over the Grade 2 listed structure at Alvingham led to an in-depth, with waders, examination by IWA's engineer Roy Sutton and EA engineer Andy Charlesworth. Much prodding, poking, sketching and measuring ensued (pictures right) and a full engineering report has been prepared by Roy. Funding for such works may be available in the Coastal Action Zone (CAZ). A letter expressing an interest (EOI) has been lodged by the Trust, who have been invited to submit a formal application.

The new top gates on Grantham Lock 18 still await fitting. The problem is the weather, because access for the crane to install them is in a field that is prone to flooding.

It seems that mink are becoming a problem on the waterways. There is an infestation at Chapel Hill on the Witham, where they are seen daily. There is a resulting decimation of fish, the remains of which are left on boats and flotation tanks. Others have been reported at Bardney Town moorings and on the River Ancholme. A national survey is being held to evaluate the size and areas of the problem. The Lincoln-



shire Nature Trust mammals reporting officer, Chris Manning, is interested in receiving details of sightings. He can be contacted at

Chris.Manning@lmdb.co.uk or Lindsey Marsh Drainage Board, Wellington House, Manby Park, Manby, Louth, Lincs. LN11 8UU.

Following consultations on a number of possible routes to connect the South Forty Foot Drain (Fenland Link) to the River Glen, four routes are being examined in more detail. Presently the Environment Agency are carrying out bank protection works in the Hubberts Bridge to Donnington area. Once this is completed the Lincolnshire Waterways Partnership have identified funding to create a slipway and additional moorings at Hubberts Bridge. Licence concessions for boaters using the Link are being offered by the EA, at £7.50 for one night or £11.00 for two nights. Further concessions for larger groups are available.

In Lincoln, Brayford Pool is to be dredged. With financial assistance from the Lincolnshire Waterways Partnership, Drakes Dredging have been contracted to remove silt to BW's tip at Fiddler's Elbow on the Foss Dyke. Once completed, new pontoon moorings are to be installed, replacing old fixed ones that were

under water in the recent floods. It is understood that six visitor moorings will also become available.

Lincoln Canoe Club have installed a new launching platform. For some time concerns had been expressed about the wash created by the paddlers to moored boats. A new regime is being put in place to minimise this and still allow a full training programme for the canoes and kayaks.

In the last Aegre I mentioned mooring ladders at Newark being obstructed by vegetation. This has now been resolved with the removal of the bushes. Also at the last BW Northern User Group meeting it was suggested that the former moorings behind the Town Lock Island for water festivals could be re-instated. Although the pontoons were removed the piles still remain. This was taken onboard and is subject to funding becoming available.

For those cruising the Witham Navigable Drains the Branch awards a stainless steel plaque, with the outline of the Maud Foster windmill etched on it. The plaques are 4"x4" and cost £10 including p&p. Send photographic evidence of your trip to: Dave Carnell, Conifer Cottage, Northend, Goxhill, North Linc. DN19 7JX.



Picture opposite: lifting the ship from Horsea Island Lake, courtesy Nautical Archaeology Society. Story concludes at bottom of page 16. Back cover picture: the ship before lifting, courtesy JP Trenque.

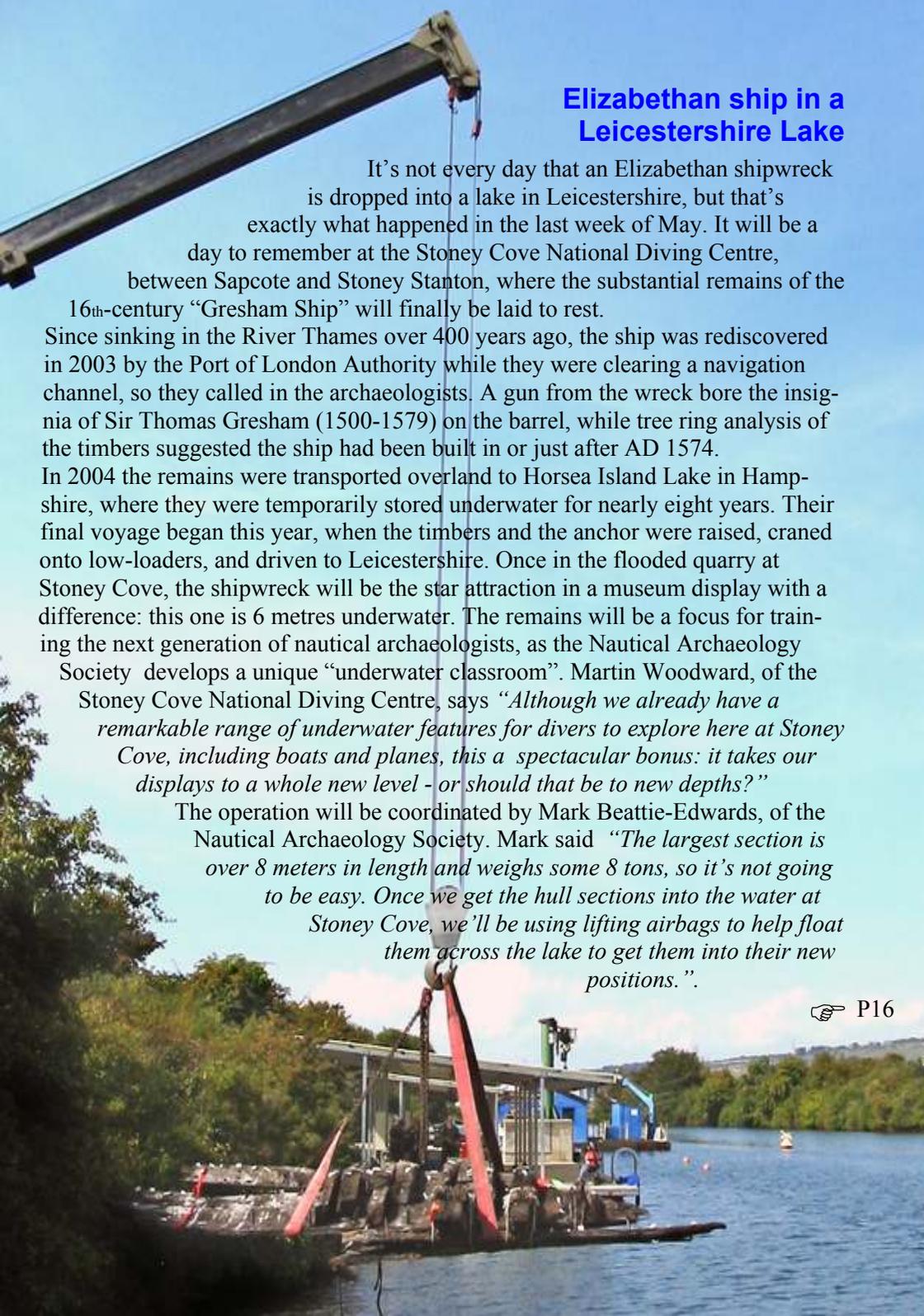
Elizabethan ship in a Leicestershire Lake

It's not every day that an Elizabethan shipwreck is dropped into a lake in Leicestershire, but that's exactly what happened in the last week of May. It will be a day to remember at the Stoney Cove National Diving Centre, between Sapcote and Stoney Stanton, where the substantial remains of the 16th-century "Gresham Ship" will finally be laid to rest.

Since sinking in the River Thames over 400 years ago, the ship was rediscovered in 2003 by the Port of London Authority while they were clearing a navigation channel, so they called in the archaeologists. A gun from the wreck bore the insignia of Sir Thomas Gresham (1500-1579) on the barrel, while tree ring analysis of the timbers suggested the ship had been built in or just after AD 1574.

In 2004 the remains were transported overland to Horsea Island Lake in Hampshire, where they were temporarily stored underwater for nearly eight years. Their final voyage began this year, when the timbers and the anchor were raised, craned onto low-loaders, and driven to Leicestershire. Once in the flooded quarry at Stoney Cove, the shipwreck will be the star attraction in a museum display with a difference: this one is 6 metres underwater. The remains will be a focus for training the next generation of nautical archaeologists, as the Nautical Archaeology Society develops a unique "underwater classroom". Martin Woodward, of the Stoney Cove National Diving Centre, says *"Although we already have a remarkable range of underwater features for divers to explore here at Stoney Cove, including boats and planes, this a spectacular bonus: it takes our displays to a whole new level - or should that be to new depths?"*

The operation will be coordinated by Mark Beattie-Edwards, of the Nautical Archaeology Society. Mark said *"The largest section is over 8 meters in length and weighs some 8 tons, so it's not going to be easy. Once we get the hull sections into the water at Stoney Cove, we'll be using lifting airbags to help float them across the lake to get them into their new positions."*



Grantham Canal Society goes wild

The picturesque area of the extensive canal basin at Hickling village (SK691294), popular with fishermen, families and picnickers, has gone wild thanks to the Grantham Canal Society. A picture is on our front cover.

Members of the Society have created a wildflower meadow area on the offside of the canal, with the objective of enhancing the environment and providing natural habitats for local flora and fauna. A wide range of wildflower seeds and plugs were planted by volunteers to provide a wealth of appeal for pollinating insects.

Project leader and GCS member Mr Tony Pitman said: “This wildflower project is central to our long term objective to protect and enhance a sustainable, balanced ecology in the canal corridor, and create new natural habitats for pollinating insects, which have suffered serious decline in recent years.

“We had a great team working on the planting under the expert supervision of Naturescape Langar (<http://www.naturescape.co.uk/>). We also had much valued support from Rushcliffe Borough Council and the local community. On the site there is an old canal warehouse, which has also been cleaned up.

“Due to all the hard work done by our brilliant volunteers the whole site has never looked better, and when the plants begin to flower it will look great. We do hope that this wildflower scheme will be the beginning of more collaborative projects with Rushcliffe Borough Council and the local community.”



Picture Credits

We are most grateful to all of the following, who have contributed photographs or other illustrations to enhance this or earlier editions of *Aegre*: Paul King; Paul Birtles; Tony Pitman; John Lower; Peter Stone; Ian McDonald; Dave Carnell; Brian Dominic; Beryl McDowall; Nancy Johnson; Norman Osborne; David Pullen; Dave Scott; Mike Snaith; John Baylis; Bill Joyce, Lynda Payton; Lyn Churcher; Colin Crofts; Rod Auton, Linda Hulme, Harry Arnold, BW Newark, and as noted for specific articles. *Image on page 17 copyright Tim Heaton. This work is licensed under the Creative Commons Attribution-Share Alike 2.0 Generic Licence. To view a copy of this licence, visit <http://creativecommons.org/licenses/by-sa/2.0/>*



Canal de Castilla

Just as problems of transport of goods over bad or non-existent roads plagued England in the late 1700s, the same thing troubled land owners and merchants in Spain. The area of Castile and Leon had quite good conditions for agriculture, and some natural irrigation coming down from the mountains along the northern coast, but getting the crops to the larger towns was a major difficulty, and consistent irrigation always difficult. Three names are credited with the first ideas of a canal; Antonio de Ulloa; Carlos Lemaur; and the Marques de la Ensenada, Secretary to the Treasury, who took the plan to the Court of Ferdinand VI of Spain. In those days in Spain approval of the monarch was a vital step.

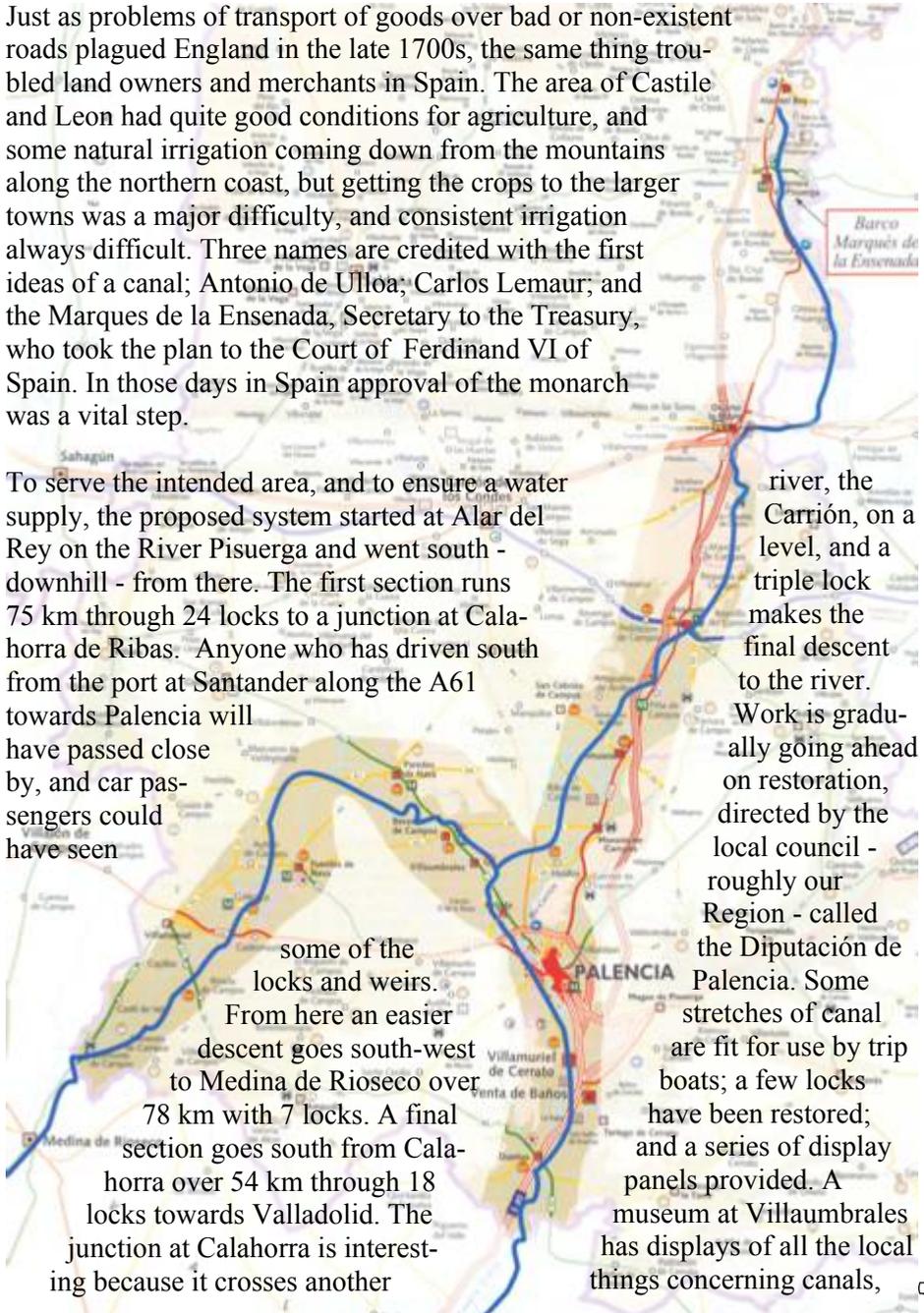
To serve the intended area, and to ensure a water supply, the proposed system started at Alar del Rey on the River Pisuerga and went south - downhill - from there. The first section runs 75 km through 24 locks to a junction at Calahorra de Ribas. Anyone who has driven south from the port at Santander along the A61 towards Palencia will have passed close by, and car passengers could have seen

some of the locks and weirs.

From here an easier descent goes south-west to Medina de Rioseco over 78 km with 7 locks. A final section goes south from Calahorra over 54 km through 18 locks towards Valladolid. The junction at Calahorra is interesting because it crosses another

river, the Carrión, on a level, and a triple lock makes the final descent to the river.

Work is gradually going ahead on restoration, directed by the local council - roughly our Region - called the Diputación de Palencia. Some stretches of canal are fit for use by trip boats; a few locks have been restored; and a series of display panels provided. A museum at Villaumbrales has displays of all the local things concerning canals, 



including models of boats; lock mechanisms; tools; and unusually, a model of the whole system giving a bird's eye view.

We are most grateful to the Patronato de Turismo of the Diputación de Palencia for information and pictures. See www.palenciaturismo.es or www.canaldecastilla.org for more information.



Royal Arms on the warehouse museum



Lock 13

In the introduction we mentioned that some locks are barrel shaped, like those at Louth Navigation or the Canal du Midi.



Trip boat at Villaumbrales



Here the reason is to cope with traffic. Within the lock there is space for two boats to moor side by side, but the lock gates are only wide enough for one to enter or leave.



News from Nottinghamshire and Derbyshire

As I write this article Spring is upon us and we seem to be in the middle of the wettest drought for many a year. April has lived up to its reputation and showers we have had a-plenty, I just hope some of this water finds its way into the drier parts of the network. Let's hope the summer brings the whole network fully back on line for us all to enjoy.

Over the earlier part of the year we had some excellent monthly Social gatherings, learning of the joys of boating on Lincolnshire's waterways as well as the oft forgotten more commercial waterways of the north east being particularly noteworthy. We also changed track and were treated to a fascinating glimpse into the railway world with a highly entertaining presentation concerning the building of the first mainline steam locomotive for over 50 years, the A1 Pacific "Tornado"....From Dream to Steam. Thank you to John Lower and John Pomfret for their time and effort to enlighten us on matters waterways and Alexa Stott of the A1 Steam Locomotive Trust on matters railways. It's amazing how a small piece of metal with a lead centre (also known as a Boiler Tie) can cause so much consternation to so many trying to make a dream become a reality.

The Branch Annual General Meeting took place on a Friday evening in Feb-

ruary, with a surprise in store for one of our more active local members. The Nottinghamshire and Derbyshire branch owns a trophy, the Champion Webster cup, which is presented to a person who has made an outstanding contribution to the waterways. This year committee members kept the nomination quiet (at least from me), for reasons which later became apparent. At the AGM, in his usual quiet voice acting Chairman, Brian White, started his address, "this year it was unanimously agreed to award the Champion Webster cup to a person in recognition of his work, not just in raising substantial funds each year towards restorations through the Exxon Mobil VIP scheme, but also for his activities as Branch Planning Officer, his work as a skipper of the Grantham Canal trip boat the "*Three Shires*", his membership of the crew of the St John Ambulance's "*Nottingham Crusader*" on the River Trent and his contribution towards the Derby and Sandiacre canal restoration as a Trust Director. The trophy goes to, Mike Snaith".....your humble author. You could have knocked me over with a feather, I was so surprised.

On receiving the trophy I was so taken aback my acceptance "speech" was a mumbled thank you, so I will take the opportunity here to thank everyone who nominated and supported me for the award. Thank you, one and all, it is



very much appreciated. Wow, a tremendous honour and something I will cherish for a very long time.

Recent months have also seen several items come to a conclusion. I previously mentioned in the November "Aegre" that Long Horse Bridge, carrying the towing path from the Trent & Mersey canal over the River Trent onto the Trent Navigation had been replaced by a new bridge, but that the towing path had still to be completed. This is now complete and a new path, to bridleway standard, is now in place for all to enjoy. So after a very long time you can now walk from Shardlow

locks to Sawley locks alongside the waterways. Or at least you will be able to, once the towing path works around Hully Gully bridge near Sawley are complete.

Much has also been said in previous editions of this magazine and the wider waterways media concerning BW's Hydro Electric Power (HEP) scheme plans. Work continues on the projects but at present most are on hold owing to the recently announced "Feed in" tariff review by the government. Although the new tariff and its implications are unclear, it is expected that the schemes will all continue but that some may be reduced in size.

This is a brief summary of the status of (BW) HEP schemes on the Trent.

Sawley – Full planning permission granted and Environment Agency (EA) Empowerment Licence granted. (i.e. this scheme is basically ready to proceed)

Holme Pierrepont – application submitted for an EA Empowerment Licence (next step would be to apply for Outline planning permission)

Stoke Bardolph – future development being planned

Gunthorpe – Full planning permission granted and EA Empowerment Licence granted. (i.e. this scheme is basically ready to proceed)

Hazelford – future development being planned

Averham – no scheme currently planned

Newark (Town and Nether locks) – no schemes currently planned

Cromwell – future development being planned



In summary the Sawley and Gunthorpe schemes are basically ready to build but are on hold until the new “Feed in” tariffs are published and the size of the schemes re-evaluated and confirmed. Other schemes are much more distant. Current thinking is that Gunthorpe will start March 2013 and Sawley later in the same year. It will take approx a year to build each scheme.

On a similar but slightly different tack BW are also validating whether there is sufficient wind on their land adjacent to Gunthorpe Lock to sustain a wind turbine. If the wind analysis proves sufficient BW’s partnership company (Partnership for Renewables) will apply for planning permission to build a 126m (400 ft) high, wind turbine in one of the most scenic parts of the Trent Valley, in the Green Belt, adjacent to the towing path below Gunthorpe Lock. To put this in some context, 126m is higher than the London Eye adjacent to the Thames.

Our Branch Planning Officer has also been active. A planning application

was received for building eight dwellings of modern design alongside the Trent & Mersey canal in the Shardlow conservation area, the dwellings being in the garden of the grade II listed building “The Lady in Gray”. The application proposes building all eight dwellings in a row, two to three storeys high and in the process, demolishing the conservation area, six foot high, red brick, garden wall immediately alongside the canal and replacing it with the new back wall of the row of dwellings.

In conjunction with the Shardlow Heritage centre, IWA objected to this planning application on the grounds that a development of a block of eight, high tech., modern, wood-clad dwellings in the gardens of a Grade II listed building would not be in keeping with the historical (red brick) buildings within the Shardlow 18th century inland port conservation area.

At a planning committee meeting South Derbyshire District Council refused planning permission for these dwellings on the grounds that they were to be built in a flood plain without adequate safeguards and the design was not appropriate for the setting.

At a similar time Derbyshire County Council notified their intention to produce an Infrastructure Plan and Developer Contributions Protocol. A title that conceals the significance of a very important plan. This Infrastructure plan will be used by the County (and also relevant District Councils) to pri-



criticise the spending of any potential funding that might be available for all the County's infrastructure projects – basically any project that involves building something of significance.

The projects highest up the list will get funded first, those at the bottom last, and those not on the list will not get support.

In the initial draft of the plan the Chesterfield Canal was already on the radar and so IWA, in conjunction with the Derby & Sandiacre Canal Trust and Friends of Cromford Canal, submitted cases to also include those canal restoration projects. We now await publication of the final Infrastructure Plan and Developer Contributions Protocol, but in the mean time have received confirmation that these restoration projects will now be included. Which doesn't mean they will get funding, but does mean, if there is any Local Authority funding, they will be on the list.

Looking ahead to the social calendar, there is a guided walk along the Cromford canal on Friday evening 15th June. Led by Mike Kelley of the Friends of Cromford Canal, we meet at

7pm at Cromford Wharf, Cromford for a gentle 3 mile walk along the flat towing path of the Cromford canal to Leawood pumping station and back.

We then take a break over the summer months before commencing the winter programme on October 19th when we will be treated to an illustrated talk covering the latest developments of the Foxton Inclined Plane by Steve Bowyer, the new chairman of the Foxton Inclined Plane Trust. November 16th will see an illustrated talk by John Pomfret, Chairman IWA East Midlands Region concerning Inland Waterways and Wildlife, drawing on his expertise from the day job working for the Environment Agency. Then we have our Christmas Refreshments social on December 21st, which will also showcase a mini presentation by John Wilkinson "Crossing the Wash in a Narrowboat".

So put the evening of the third Friday in the month in your diaries and see the calendar of events at the back of this magazine. Do come and join us, everyone is most welcome, I look forward to seeing you there.

Mike Snaith



Article concluded from page 9:-

The finds recovered from the Thames Estuary have been studied as part of a five-year research programme, co-ordinated by archaeologists from London and the University of Southern Denmark. Part of the cargo included iron bars as well as lead and tin ingots. Other finds included pieces of pottery, a silver spoon, some pewter and copper vessels, as well as leather shoes and part of a sailor's boot, no doubt shaken off as the owner desperately swam for his life.



Waterhouse Bridge, Hoby

From John Baylis



Some 20 odd years ago the late Jim MacDonald organised some remedial work on Brooksby Changeling Bridge on the River Wreake near Hoby, funded as I recall by the local authority. In 2010 Waterhouse Bridge, also near Hoby, needed more serious work. I held a watching brief for the Inland Waterways Association and this report comes from notes by the IWA Honorary Consulting Engineer Roy Sutton and Dennis Marshall-Hasdall of Warner & Partners, the local landowners, to whom I am very grateful.

Warner & Partners farm in and around Hoby, Leicestershire, and have for a century been the riparian owners of

land on both sides of the River Wreake at a point where a Grade 2 listed bridge, known locally as “*The Waterhouse Bridge*”, spans the river about 475 metres south east of All Saints Church, Hoby (SK671169). The bridge has a public right of way for pedestrians, and the Partnership has an historical use of the bridge for agricultural purposes, although this had not been used for some time due to the poor condition of the structure.

The River Wreake was made navigable during the ‘canal mania years’ of the 1790s and was known as the Melton Mowbray Navigation. The newly navigable River Wreake started at a junction with the old Leicester





Crack in bridge

between the villages of Hoby and Rotherby. The Melton Mowbray Navigation Company would have needed to demolish the existing bridge in the 1790s to make the channel suitable for boat navigation, but would then have had to construct a new bridge to allow for the public right of way to continue unimpeded.

The Waterhouse Bridge is therefore an important, historic structure which has been used and enjoyed by generations of people for many years. It is one of the few remaining bridges of its type to be

Navigation at Syston and finished up in Melton Mowbray. *The Waterhouse Bridge* was constructed in the period 1794 to 1797, when the second section of the waterway was completed. The bridge is situated about halfway along the navigation and is about 21 feet (6.5 metre) between the abutments.

It is likely that there was an existing river crossing at the time of the bridge construction: there is evidence on the river bed, directly under the centre of the current bridge, of the foundations of a stone pillar which was the central supporting pillar of a bridge. (See picture below). This original bridge would have provided a river crossing for local people enabling them to walk

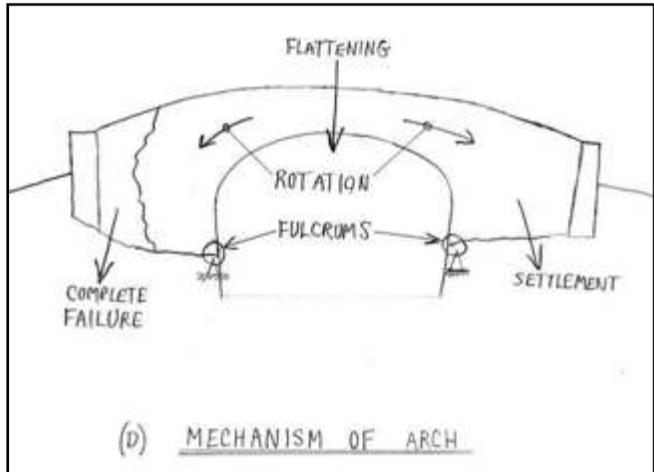
found on the line of the Melton Mowbray Navigation. It is an iconic structure and images of it are frequently used in a variety of publicity materials. In many ways it is the ‘image of Hoby’ and, as such, its future was of concern to the Parish Council and the inhabitants of Hoby and Rotherby villages. The bridge was made a Grade 2 listed structure in 1979 by Melton Mowbray Borough Council. They declared it as: “Bridge. Early C19. Red brick. Single elliptical arch. Raised band at base of brick-coped parapets which curve outwards at either end and terminate in piers with sandstone caps.”

By 2008 the bridge was deteriorating 

at quite an alarming rate, particularly as a result of winter weather. A survey was generously paid for by the Hoby & Rotherby Parish Council. Warner & Partners are participants in Natural England's "Higher Level Stewardship" environmental scheme, and set up "The Waterhouse Bridge Project" to

secure the future of the bridge. The Project worked closely with the Parish Council and Leicester County Council, which has responsibility for the public rights of way. Other agencies involved were the Melton Borough Council Conservation Department, and the Environment Agency, with support from the Inland Waterways Association and the Melton & Oakham Waterways Society. Ultimately the main funding came from Natural England (as part of the Higher Level Stewardship scheme), English Heritage, Leicester County Council, Severn Trent Water, and Lafarge Aggregates.

Roy Sutton, the IWA Honorary Consulting Engineer, inspected the bridge and his report on the causes of the failures and possible remedial works was used to define the scope of the project with Natural England. Subsequently Roy wrote the specification for the contract to restore the bridge.



The footings of the bridge arch are on the stone abutments of the original bridge and these were fine. The failure arose from the construction of inadequate foundations to the flank walls by Pinkertons. It appeared that following the lowering of the river level by the removal of weirs in the 1970s by Trent River Authority, with funding from the Ministry of Agriculture Fisheries and Food, the surrounding ground had dried out, causing settlement of the inadequate bridge foundations of the flank walls. The effect on the bridge was flattening of the arch and complete failure of the south west corner of the bridge. (See Roy Sutton's sketch). The stone abutments had been kept in good condition due to continuous immersion up to the 1970s, but since then the water level had been lowered and frost and flood was eroding the mortar. In addition the growth of ivy over most of the brickwork (see the earlier photograph with our heading) was damaging the





bricks and mortar joints. A pressure sewer pipe had been crudely fitted over the bridge arch and some of the round brick copings were damaged or missing.

Apex Construction won the contract and started work in June 2011 with scaffolding under the arch in order to clean and re-point the bricks. Some re-cycled bricks were used to replace badly corroded bricks, and some bat (cut) bricks were fitted. The stone abutments were also pointed and the missing foundation on the upstream side flank wall was under-pinned to prevent further erosion. New copings had been made specially but were a very poor comparison with the original, and old copings were taken from the much more derelict Changeline Bridge to complete the parapets.

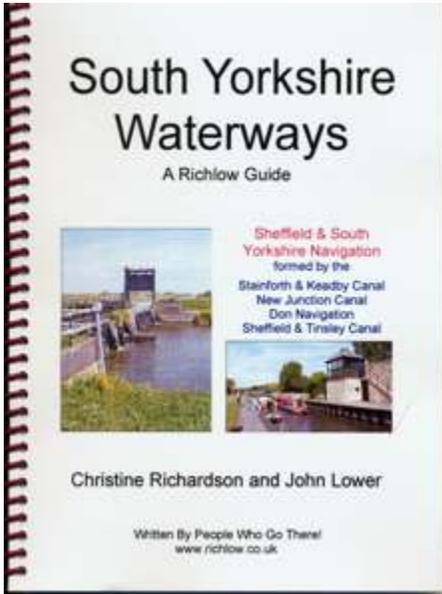
The most critical part of the work was to demolish and replace the south west corner of the bridge. A new concrete footing was laid about 1 metre below the bottom level of the failed brickwork and the whole corner rebuilt using recovered bricks on the outside faces above ground level. Finally, the sewer was re-laid in a more sympathetic manner and re-cycled paviors (paving bricks) used to make good the surface of the roadway.

Nowadays it is almost impossible to believe that the water level was once over four feet higher than at present and barges were pulled through the area. I am very grateful to all the donors and, in particular, to Roy and Dennis and Warner & Partners.

John Baylis



New Publications from Richlow



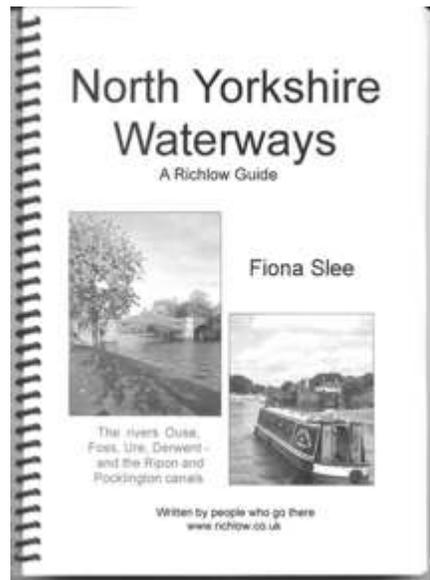
Over the past several years in “Aegre” it has been a pleasure to read and review a number of guides to canals published by the “Richlow” enterprise of Christine Richardson and John Lower. Last time their publication dates fell awkwardly in relation to “Aegre” dates, so it seemed therefore a good time to get up-to-date and look at the full range again.

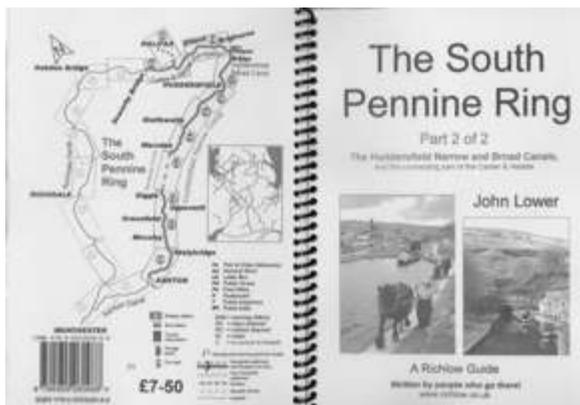
The present set of actual guides includes “Narrowboat on the Trent”; “Lincolnshire Waterways”; “Chesterfield Canal”; “North Yorkshire Waterways”; parts 1 and 2 of the “South Pennine Ring”; and now “South Yorkshire Waterways”, thus completing a major part of the navigable inland water

of north-eastern England. Other books describe aspects of history such as the account of stone being carried by water to re-build the Houses of Parliament after the fire of 1834.

All the books stand out because of their handy A5 size, and sensible physical design with spiral binding and clear plastic outer covers, but more particularly because of their thoughtful, and even elegant, design of typography and maps. Colour and symbols are used in a way which is helpful but not fussy, and the final result is of a lot of information conveyed in a readily understandable way - whether on a boat, walking or cycling a towpath.

Previous publications in the series have been reviewed in “Aegre” and national publications, but it enough now to say that the new “South Yorkshire” book





covers the Stainforth and Keadby Canal; the New Junction; the Don Navigation and the Sheffield and Tinsley Canal, while last year the second “South Pennine Ring” part 2 completed the ring with the Rochdale and Ashton canals. Both are fully up to the expected standards. Just a reminder also that Richlow offer up-dates via their website www.richlow.co.uk.

South Pennine Ring - part 2. ISBN 978-0-9552609-8-8. 44 pages, 14 maps. £7.50 including post and packing from Richlow, PO Box 3994, Sheffield S25 9AZ.

South Yorkshire Waterways. ISBN 978-0-9552609-9-5. 44 pages, 15 maps. £7.50 as above.



Journals Received

We are very pleased to acknowledge copies of journals from various canal and river societies and trusts. They include “The Portal” from Friends of the Cromford Canal; “The Packet” from the Derby & Sandiacre Canal Society; “The Cuckoo”, from the Chesterfield Canal Trust; “The Bridge”, from Grantham Canal Society; “Sleaford Navigation Trust” journal; the “Melton and Oakham Newsletter”; and “The Wharfinger”, from Louth Navigation Trust, as well as “Navigation” from our regional neighbours at West Midlands and “Endeavour” from Northampton Branch.

Anyone interested in receiving a copy of one of these journals should contact the relevant address given in our page 4 directory. For “The Cuckoo” contact the editor John Lower at 92a Tapton View Road, Chesterfield S41 7JY.



Latest Chesterfield News

The Sheffield City Region Local Enterprise Partnership (LEP) Board has approved £2.4m funding from its Growing Places Fund for the Chesterfield Waterside development.

Chesterfield Waterside will take a largely vacant “edge of town centre” waterside site and create a new environment of buildings and open spaces. This will be home to a thriving new community of businesses and residents and will become a major attraction for visitors.



Chesterfield Council Leader and Executive Member for Regeneration, Councillor John Burrows, said, “This allocation of £2.4m will help unlock delivery of the Chesterfield Waterside

development through providing the necessary investment to complete the canal link and improve traffic access to the site”.

The project will give Chesterfield back its waterside environment by restoring and building a navigable waterway through the 25 hectare site to a new canal basin which will be the heart of the development. The scheme will incorporate restaurants, offices, shops, hotels, bars, apartments and houses. The site runs from north to south either side of the River Rother/Chesterfield Canal and alongside the A61.

Peter Swallow, Director of Urbo Regeneration, the developer behind the project said, “I am delighted by the news that the LEP Board has given the go-ahead for Growing Places Funding to be allocated to this exciting project to regenerate Chesterfield’s waterways.

“Our plans for the site include: a new canal basin; landmark public spaces; an eco-park; a waterside residential neighbourhood of around 1200 homes; over 30,000 square metres of business space; and shops, bars, cafes, galleries and hotels.”



Chesterfield Canal Partnership Development Manager

The Chesterfield Canal Partnership was formed in 2002 with funding by Nottinghamshire & Derbyshire County Councils, Rotherham Metropolitan Borough and the districts of Bassetlaw, Chesterfield Borough and North-East Derbyshire; other members who have made contributions are the IWA, Chesterfield Canal Trust and British Waterways. Following restoration of the Shireoaks to Kiveton Park section in 2006, Rotherham MBC's donation changed to a grant to British Waterways for continued maintenance.

Within the Partnership, it was financially possible to appoint a jointly funded Development Manager to move the whole project forward. However, Derbyshire County Council, the host for the Development Manager role, recently had to withdraw funding in order to create a broad-based Waterways Officer post focused on the waterways of Derbyshire. This would have meant that the Chesterfield Canal in Nottinghamshire and Rotherham would no longer have had the development support provided by the Canal Partnership officer. Chesterfield Borough Council, Chesterfield Canal Trust and North East Derbyshire Council stated their intention to continue their financial support, and Staveley Town Council and the Parish Councils of Eckington and Rhodesia pledged additional financial support.

The other members of the Partnership agreed to use the Partnership's financial surplus, built up over the years, to continue the Development Officer post, but there was still an operational deficit approaching £30,000.

At this point the Inland Waterways Association agreed to fund continuation of the Development Manager Post over the next two years with a grant of up to £30,000 from the Keith Ayling legacy. Former IWA Region Chairman and representative on the Canal Partnership, John Baylis said "Keith Ayling was Chairman of the Chesterfield Canal Society, later the Trust, for nearly twenty years and was the prime mover in the formation of the Chesterfield Canal Partnership ten years ago. It is the view of the IWA Trustees that on his death in 2010 Keith had given the money to the IWA so that it might be available in such an emergency as this, and we hope that this offer might generate further donations."

Dr Geraint Coles, the Development Manager, will now be hosted by Chesterfield Borough with a view to establishing a canal regeneration company with charitable objectives that can become self-funding within two years. Geraint will continue to operate from the Chesterfield Canal Trust Ltd. Headquarters at Hollingwood Lock House, Works Road, Staveley.



Obituary - Peter Hart

We are sorry to report the death, at the age of 80, of Peter Hart from Burton-on-Trent who was well known on the Trent & Mersey Canal. Peter, his wife Joyce and their family started boating in the 1960s on various cruisers and then in the 1970s Peter bought and fitted out his narrow boat "Hartland". Peter and Joyce cruised extensively in the Midlands and attended many local rallies until Joyce's passing in 1990. After that Peter cruised a lot on his own before starting to crew for Christine Potter; during this time they were seen at many IWA National Festivals and Stephen Goldsborough Owners events. Peter sold Hartland just before he died and on May 10th. Bretby Crematorium was filled with his family, friends and boating colleagues. We offer our sympathy to Peter's family and Christine.

Erewash Canal volunteers gain award

Recently, the volunteer working party of the Erewash Canal Preservation & Development Association was short-listed for a prestigious Waterways Renaissance Award organised by the Waterway Trust. The recognition was for the repair and re-decking of the swing bridge over the Nottingham Canal at Langley Mill, as reported in our last issue of "Aegre". The total cost of £1,500 was considerably less than might have been charged by contractors.

The winners of the 2012 Awards, which are sponsored by CPC Civils, Galliford Try, Hyder Consulting and May Gurney, were announced at a ceremony at the ICC in Birmingham on Wednesday, 23rd May. All the nominated projects were vying to win an award in one of twelve following categories, and the Erewash project was entered in "Volunteering": They were awarded a "Commended" distinction, and came third in their category. Congratulations to all involved.

Roger Hanbury, Chief Executive of The Waterway Trust, explained: "This is the tenth year of the Waterway Renaissance Awards and it is truly inspiring to see that, even in these very challenging economic times, people and organisations are continuing to work together to realise the benefits of our canals and rivers for communities across the UK. All projects reaching the finalist stage should be justifiably proud of all that they have achieved."



Regional Diary Dates 2012

All members of any branch, visitors, and non-members are all welcome to attend.

Notts & Derby Branch Programme

The Notts and Derby branch of the IWA organises a series of public meetings. We are hoping to attract lots of new faces to the meetings and have arranged a very interesting and varied group of speakers. Non IWA members will be very welcome to attend. You will find us a friendly bunch! We meet on the third Friday of the month throughout most of the year. See also page 16 of this *Aegre*.

Meetings are held at 7.30 pm at Rushcliffe Arena, Rugby Road, West Bridgford, Nottingham NG2 7HY. This is not far from the A60 (Loughborough Road) and the Arena entrance road is roughly opposite Greythorn Drive. It would take about 25 minutes from M1 Junction 24 up the A453. Don't be alarmed by a barrier at the entrance - they will let you out again.

For SatNav equipped vehicles try 52° 55.328' N, 01° 08.673' W, or SK 57610 36424. Note that Rushcliffe *Leisure Centre* is a different place. Further information about meetings can be obtained from Mavis White on 01636 671726.

June 15th 2012

Guided walk along the Cromford Canal. Meeting at 7pm at Cromford Wharf to walk to Leawood pump and back. Approximately 3 miles, leader Mike Kelly.

Friday, October 19th 2012

Talk with slides covering the latest developments of the Foxton Inclined Plane, by Steve Bowyer. (chairman of the F I P T)

Friday, November 16th 2012

Talk with slides covering Inland Waterways and Wildlife by John Promfret, Chairman of IWA East Midlands Region.

Friday, December 21st 2012

Mini Presentation by John Wilkinson, "Crossing the Wash" in a Narrowboat. Followed by Christmas Refreshments.

Friday, January 18th 2013

Illustrated talk on the Manchester Ship Canal and some of the engineering issues that have arisen along the way, by Rod Pearson.

Friday, February 15th 2013

Annual General Meeting. Followed by an illustrated talk from Mick Golds - Inns and Taverns on canal travels.



Friday, March 15th 2013

Work with WRG (Waterways Recovery Group). Working on Two Canal Camps (Hereford & Gloucester and the Chesterfield) an illustrated talk by WRG's Steve Morley.

Friday, April 19th 2013

“St. Pancras” an illustrated talk by Nigel Lowey. A talk for everyone with an interest in history, world class architecture, clever engineering and a great story.



Volunteering with BW - IWA Leicestershire Branch

Several members of the Branch have been involved in the past in pennywort removal, litter picking, etc., and also in working at Mountsorrel Lock, on the River Soar.

From the initial large group, a smaller group of five of us now continues the work there, specifically on the lock sides and upstream and downstream lock approaches. With Dave and Waldy Hastie, Pat and Terry Hind and myself, we are now able to set our own work times, and do fence painting, weed clearance, and other vegetation management, depending on the time of year and the weather. One job which had a great impact, and was welcomed by local residents, was the removal of a massive growth of ivy from the road bridge at the lock tail.

I have a folder from Stuart Collins, BW Volunteer Co-ordinator, and complete the necessary paperwork whenever we go out or return from a job. We also hold our own basic kit of tools and equipment for our work, and bring our own life jackets along each time.

Ian McDonald also got a group to work with Stuart at Lime Kiln Lock in Leicester, removing graffiti, clearing litter, and weeding. It is hoped that another small working group will take this lock on, in the way we have done at Mountsorrel.

Beryl McDowall
Mountsorrel Group Co-ordinator 

