

# AEGRE

*September 2012*



***A Journal from the  
East Midlands Region of***

**No. 133**



**The Inland  
Waterways  
Association**

***Aegre is published © 2012 by the East Midlands Region Committee  
of the Inland Waterways Association for members of Leicestershire,  
Lincolnshire, Nottinghamshire and Derbyshire Branches.***

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](mailto:aegre@humbhony.demon.co.uk)

Printing: This is the web version, with low definition colour pictures. Picture credits:  
Cover picture - C&RT launch party at Newark, courtesy C&RT and Mark Hargrove  
Photography. Back cover: see page 21. Page 3: Staveley festival general view. Other picture  
credits page 9.

---

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.

# AEGRE

September 2012

No. 133

## Contents List

<b>Canal Societies and Trusts in the EM Region.....</b>	<b>4</b>
<b>Journals Received.....</b>	<b>4</b>
<b>A Regional Survey.....</b>	<b>5</b>
<b>The Editor's Flotsam and Jetsam.....</b>	<b>8</b>
<b>Picture Credits.....</b>	<b>9</b>
<b>Lincolnshire Happenings.....</b>	<b>10</b>
<b>Stoke Bruerne Steps Back in Time .....</b>	<b>14</b>
<b>News from Nottinghamshire and Derbyshire.....</b>	<b>16</b>
<b>Chesterfield Canal Festival a great success.....</b>	<b>19</b>
<b>Grantham Canal Society saves Top Lock Woolsthorpe.....</b>	<b>21</b>
<b>Mudlark Appeal.....</b>	<b>23</b>
<b>Trinity House.....</b>	<b>24</b>
<b>New Navigation Advisory Group.....</b>	<b>26</b>
<b>Obituary – Don Smith.....</b>	<b>29</b>
<b>Regional Diary Dates 2012.....</b>	<b>30</b>
<b>Notts &amp; Derby Branch Programme.....</b>	<b>30</b>
<b>Canal de Castilla algo mas.....</b>	<b>31</b>

Next issue probably to be published in December 2012. Contributions to the editor by the end of October 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 <a href="http://www.derbycanal.org">www.derbycanal.org</a>
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 <a href="http://www.fipt.org.uk">www.fipt.org.uk</a>
Friends of the Cromford Canal	Mike Kelley, 50 Beech Avenue, Alfreton, Derbyshire, DE55 7EW <a href="http://www.cromfordcanal.org.uk">www.cromfordcanal.org.uk</a>
Grantham Canal Society	Mike Stone, 7, Crow Park Drive, Burton Joyce, Nottingham NG14 5AS; Tel: 0115 931 3375 <a href="http://www.granthamcanal.com">www.granthamcanal.com</a>
Louth Navigation Trust	John Stanbridge, Navigation Warehouse, Riverhead, Louth LN11 0DA Tel: 01507 605496 <a href="http://www.louthcanal.org.uk">www.louthcanal.org.uk</a>
Melton & Oakham Waterways Society	Richard Booth, Sysonby Knoll, Asfordby Road, Melton Mowbray LE13 0HP Tel: 01664 503330 <a href="http://www.meltonwaterways.co.uk">http://www.meltonwaterways.co.uk</a>
Sleaford Navigation Trust	Steve Hayes, 10 Chelmer Close, N Hykeham, Lincoln LN6 8TH Tel: 01522 689460 <a href="http://www.sleafordnavigation.co.uk">www.sleafordnavigation.co.uk</a>
Trent and Mersey Canal Society	10 Long Lane, Middlewich, Cheshire CW10 0BL. Tel: 01606 834471 <a href="http://www.trentandmerseycanalsociety.co.uk">www.trentandmerseycanalsociety.co.uk</a>



---

## 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 neighbours at West Midlands, the “Easterling” from our Eastern neighbours, and “Endeavour” from Northampton Branch. Anyone interested in receiving a copy of one of these journals should contact the relevant address given above. For “The Cuckoo” contact the editor John Lower at 92a Tapton View Road, Chesterfield S41 7JY.



# A Regional Survey

From John Pomfret

## Northampton Branch moves east

Way back in the 1960s, the IWA's Eastern Branch was set up at a meeting in Northampton. It covered much of eastern England and adjoined the Midlands Branch, which was centred on Birmingham. Over the years Eastern Branch was subdivided into various branches, including Northampton, which naturally ended up in Eastern Region when regions were introduced in 1974. Later, when additional regions were created, it became part of Grand Junction Region. In 2008, the Association commissioned a report on its management, which concluded, among other things, that the Board was too big. As the Articles state that the number of elected members must exceed the number of *ex officio* members (*i.e.* the region chairmen), a reduction in the number of regions or the abolition of the regions was required. After much debate and consultation, the Board voted to retain regions but to reduce their number, with new regions being based where practicable on Government regions, with a view to improving interaction with (and extracting more funds from) regional government. Northampton Branch was identified from the start as a debatable case, with its natural and historic associations with Eastern Region and its geographical position with East Midlands government region. The decision was left to the Branch Committee, who voted to move to East Midlands Region, on the basis of funding opportunities (bearing in mind that EMDA had proved a good funder of waterways - examples including Lincolnshire Waterways Partnership, Chesterfield Canal, Erewash Canal, Soar Strategy, and Trent Freight Study). However, a change in government in 2010 brought abolition of the complete regional government structure and a move to a 'localism' agenda, so the argument for alignment with regional government (and regional funding) disappeared overnight. In the light of this the Northampton Branch committee felt that a reappraisal of its position would be appropriate and decided that a return to Eastern Region would assist the branch in its activities. This was approved by the IWA Board at its April 2012 meeting and took place with immediate effect.

So, as a region, we say goodbye to Northampton Branch but, of course, this in no way means that our branches should not work with them on areas of common interest, for example on matters concerning the Leicester Line summit, in the same way as Northampton Branch works with Warwickshire Branch on issues in the Braunston area.



## **The Marine Management Organisation**

Development on land is regulated through the planning system, which means that local land use plans are prepared, that anyone wanting to undertake development generally needs planning permission and that permission is much easier to obtain if the proposal is in line with the local plan. For the purposes of the planning system, land extends to low water mark along the coast but includes the whole of the bed of many estuaries.

For permission to do things in the marine environment (defined as below high water mark, MHWS to be exact), for many years you have needed permission from the relevant marine regulator (as well as the local planning authority if it falls within their remit). From 2011, the system has been changed so that it will become much more like the land-use planning system, in that marine plans will be prepared for each area (the one of interest to us is the East Inshore Plan, which covers from Flamborough down to Felixstowe). Applications for development below MHWS will be considered in the light of the relevant marine plan. The planning and marine licensing process is administered by the Marine Management Organisation (MMO), based in Newcastle upon Tyne.

What's all this got to do with us you might think? Our interests are on inland waterways. True - but in our region we have many miles of tidal waterway, and if you are doing things below MHWS, even if it's as far inland as Cromwell Lock or in the centre of Boston, you may still need a Marine Licence and there may be relevant policies in the marine plan. So, this is just to flag up to branch planning officers that they need to be aware of the emerging marine plan; to establish our presence with MMO as a stakeholder; to respond to consultation on plans; and to comment on Marine Licence applications where appropriate.

### **John Baylis BEM**

I am sure all region members will wish to congratulate John Baylis on his recognition in the Queen's Birthday Honours list with the award of the British Empire Medal. Many of you will have worked with John over the 40-odd years he has been involved in the waterways of our region and elsewhere and will know how much the waterways have benefitted from his efforts. His practical skills are legendary and he has put them to good use in restoration work parties, supporting festivals and even designing and fabricating new pieces of waterway infrastructure. He has also played a major role in the



organisation of the Association, as a Board member, as Chairman of its Navigation Committee, as a WRG Director and as your Region Chairman, to name but a view. Once again, congratulations, John!

*Mike Snaith adds his tribute:*

John has been key to many major waterway restoration projects in the Midlands over the last 40 years. Most renowned for his work on the Erewash and Montgomery canals especially Langley Mill and the Frankton Locks, John has also been a major influence on the Chesterfield, Grantham, Cromford and Derby & Sandiacre canal restoration projects locally. At the same time he has been a director of Waterway Recovery Group for over 30 years as well as former chairman of IWA's Navigation Committee and East Midlands Region.

In June 2012 he received a Lifetime Achievement Award from the Transport Trust for services to inland waterways since 1969. It was presented at Trinity House, London, by HRH Prince Michael of Kent.

Perhaps more behind the scenes but of equal importance, John has been the voice of IWA negotiating with sundry navigation authorities and government bodies on a wide range of issues including the Boat Safety Scheme over many years. Congratulations John, worthy recipient of the prestigious British Empire Medal.



*Editor's note. John is to be seen on our front cover picture, second right, with many other notable worthies, at the CRT party at Newark. on July 12th.*



**Busy Boats at Staveley, from Andrew Tidy**

## The Editor's Flotsam and Jetsam

Everyone and all the newspapers and magazines have been concentrating on, first, the Jubilee celebrations, and secondly the Olympics. Amidst all this I was personally pleased to see the extent to which boats and our waterways featured. From grand ceremonial barges to kayaks at the Jubilee - let's forget the BBC commentaries, suitable for "Blue Peter" or even CBBC - and various stages of the torch relay by water through to the final arrival of the torch at the Olympic site. I had never believed the Lea and the Bow Back Rivers area could look so romantic. Well done.

Last time we set a little puzzle about meeting visitors at Fradley who mentioned that the Trent and Severn Waterway went through an interesting lock at Peterborough. I had wondered for a moment whether my geography was confused. But the answer of course was that they were Canadians, from near Toronto. No prizes in our competitions, I'm afraid.

From Melton, there are encouraging reports about the planned rebuilding of the footbridge at Syston, variously known as Junction Bridge or Wreake End Bridge. The plan is to replace the existing ugly low concrete bridge with an elegant wooden structure having 2.5m navigable headroom. Closely related is concern about the footpath from the bridge site to "The Gate Hands Well" pub at Lewin Bridge. Mick Clowes of MOWS describes it as like the worst of the Somme battlefield, so most unsuitable for anyone returning from the pub to the canal in the late evening.

Just recently, because that time is coming round again, I have been re-reading the "good book" of Boat Safety Standards, and it struck me again that it a good set of common sense, advice and standards, even if expressed sometimes in rather formal terms. Though an editor's eye is disappointed by odd spelling mistakes, even if they don't distort the meaning. However I also recently read Clive Henderson's article in the "Waterways", and found that it rang many bells with me about long-term "cruising" moorers. Putting the two things together left me with a puzzle. Do these people actually have safety certificates? Do they have insurance? Do they have adequate mooring lines to tie on to their "temporary" moorings. Having met a couple of dubious boats drifting in mid-canal recently, I really do wonder.

A recent announcement by the C&RT about an advisory group seems good news, particularly as we recognise some names involved. Albeit aimed at long term improvements, the intentions sound excellent, and it will be interesting to



hear whether the members will be inviting comment from a wider set of users. See the announcement on page 26. Just for clarification, some of our articles in this issue refer to “BW” and some to “C&RT”. This depends on when they were written, so for historical accuracy (I hope) these have been left as they are.

We are sorry to report that Peter Stone has retired as Secretary of the Grantham Canal Partnership. John Baylis, IWA representative on the GCP, said "Peter has carefully steered the Grantham Canal Partnership for nearly 10 years, and his contacts with local government and other organisations has greatly increased the reputation of the partnership. We are sorry to see him go and wish Peter and Christine all our best wishes for their new life in the New Forest". As a successor has not yet been appointed, in the interim, the contact is: Mr Michael Rowen, Chairman - Grantham Canal Partnership, Cropwell Court, Cropwell Butler, Notts. NG12 2LZ.

e.mail: michael.rowen@jnrowenltd.co.uk

This is distinct from the Society, as still listed on our page 4.



**Best wishes, Peter.**



## 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 (above); 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, C&RT Newark, and as noted for specific articles.

Stoke Bruerne pictures: Towcester News and James Rudd

<http://www.aboutmyarea.co.uk/nn12>



## Lincolnshire Happenings



### Work at Lock 18

Good news on the Grantham Canal. With the weather improving slightly the ground dried out sufficiently for the crane to install the top gates on lock 18 (Top Lock). The trip boats will now be able to use the lock flight and be moored in a safer position near the Rutland Arms public house. See also our report from the Grantham Society on page 21 and the back cover picture.

On the Slea, reports have been received of a boat being unable to pass through Kyme Bridge due to high water levels. The boat managed to wind at the Golf Course pool, which is normally too shallow.

Beyond the present head of navigation lies Haverholme Lock. This is a popular area for walkers, but in need

of extensive works to the chamber and by-wash. An initial survey by Roy Sutton, IWA's Honorary Engineer, together with technical information from the EA, now means we can move forward to establish the heights of a new weir and stop planks at the head of the lock. This will allow further examination and eventual rebuilding.

At South Kyme, surveys have been completed for the building of a water access point for canoes and moorings in the village. The next stage is to apply for planning and Land Drainage consents.

Still with the Slea, Bottom Lock has been re-named Taylor's Lock. See the picture opposite. This is to honour Pat Taylor, who for many years has





## Taylor's Lock

represented the Trust at many events to publicise and raise funds. It is also the site of her late husband Derek's memorial plaque. He was a founder member of the Sleaford Society.

Meetings have taken place at Sleaford on planning applications for the Leisure Centre, where a canopy would encroach over the water. There have also been discussions with contractors about taking a hot water pipe under the navigation bed from the straw burning power station to heat properties on the other side.

More details of the bank protection works at Hubberts Bridge on the Fensland Link are now known. They indi-

cate that works will be on-going until April 2013. However the site at Hubberts Bridge where the stone is transferred to barges (see the picture on the next page of a stone barge entering the Black Sluice Lock) should be clear by the end of August 2012, allowing the EA's design team to progress with the slipway and extension to the moorings.

Concerns about leisure craft obstructing large commercial shipping at the Port of Boston have raised the issue of VHF radio. Port of Boston are the navigation authority up to Grand Sluice, and their by-laws require vessels to keep a listening watch on VHF channel 12. Until the situation is clar-





## Nuttall's Barge at Black Sluice

ified for smaller craft making the passage between Grand Sluice and Black Sluice, C&RT and the EA are to provide telephone numbers for boaters to check with the Boston Harbour Master on shipping movements. In addition to this it should be remembered that the Boston fishing fleet use this part of the navigation.

Charities were invited to apply for EA money in “Catchment Restoration Funds”. The deadlines for applications were tight, the technical information from EA sources long and detailed, and many hours of work were put in by volunteers. Initial reports indicated that £54 million has been applied for, which is much more

than is available and the majority of the applications will therefore fail. We await a letter giving further details.

Much is being made of the EU Water Framework Directive (WFD) improving water quality to a good ecological standard by 2015. Reports from water bodies indicate that this is not achievable until 2027. Other EU directives could eventually overrule the work on the WFD and place more demand on Capital Budgets.

Due to high river levels the dredging programme for Brayford Pool, Lincoln did not take place. As yet no dates are known for this work.





**Phyllis (left) and Spider T (right)**

While there is talk of new visitor moorings on the south of the Pool, construction is actually under way on the northern side for a new, Japanese themed, restaurant to replace the old Harbour Master's office building which had become derelict and an eyesore. Whether it will have own moorings for those wishing to eat saba noodles is not clear.

To commemorate the Port of Immingham Centenary a public open day was held. Amongst the many family activities were trips on Humber Pilot vessels, tours of HMS Tyne, and displays by fire fighting tugs. Planned races by Dragon Boats were cancelled

due to the very choppy water conditions caused by the high wind.

In the past Immingham catered for transshipment of cargoes to barge traffic. Sadly today this no longer happens, but to reflect the trade two Humber Sloops, *Phyllis* and *Spider T* were present. Both are now in private ownership and were resplendent with their flags and pennants. Their histories can be found on [www.sloopphyllis.com](http://www.sloopphyllis.com) and [www.spidert.co.uk](http://www.spidert.co.uk)

**Dave Carnell.**



## Stoke Bruerne Steps Back in Time

From Friday 28th September to Sunday 30th September, for the fifth year in succession, Stoke Bruerne is preparing to step back in time some seventy years to the days of the Second World War. As in previous years visitors will be able to experience life in the forties including air raids, watch detachments of the Home Guard undertaking their duties, take cover in a bomb shelter and learn to 'do' the Lambeth Walk. Members of living history groups from all around the country will be in evidence. Watch out for the Women's Land Army who will be 'digging for victory' and Prime Minister the Rt Hon. Winston Churchill PC and Field Marshal Montgomery inspecting the troops. This year on Saturday, a Spitfire from the Battle of Britain Memorial Flight will be buzzing the skies overhead and on Sunday morning there will be a Drumhead Service on the lock side.

Musical entertainment will be provided by singer Lola Lamour and George Formby look-alike Paul Casper, while the Village Hall will be hosting a Tea Dance provided by Ruzzit Buzzit (with full instruction for novices) and on Saturday evening there will be a Swing Dance at nearby Roade Village Hall with Sticky Wicket and Linda Morris. As usual tea and cakes will be available at the Nippy Tea Rooms (aka Stoke Bruerne



Primary School) and a collection of military vehicles will be on parade. On Friday night there will be a forties music night in The Navigation pub and on both days there will be a reminiscences exhibition and fashion show at the Church.

David Blagrove, Chairman of the organisers, The Friends of The Canal Museum said: "Stoke Bruerne has changed little in the last seventy years and the canal-side provides a setting that is unrivalled for both its intimacy and its ambience. We are immensely grateful to the residents of Stoke Bruerne who not only put up with the 🙌

bangs and air raid sirens but enthusiastically decorate their houses in appropriate 40s style for visitors to enjoy.”

Various items of military hardware will be on display and there will be an assortment of working boats tied up along the canal. A representative of the Ministry of War Transport will be on hand to ensure that traffic is kept moving and that boatmen do not spend valuable working time in the licensed premises beside the canal. Refreshments, hopefully off ration but not Black Market, will be available on both days.



Because of the open nature of the village we will be asking for an admission fee of £5.00 per adult and £2 per car payable at the village car parks. Admission for children under 16 accompanied by an adult is free. All surplus proceeds go to the organisers, the Friends of the Canal Museum, a Registered Charity, who thereby manage to support the Museum and its work.

For further information please see [www.friendsofcanalmuseum.org.uk](http://www.friendsofcanalmuseum.org.uk). Advance booking forms for public entry, traders and reserved moorings for boats are available on the website.



## News from Nottinghamshire and Derbyshire

I recall commenting on the wet weather when I wrote the last “News” article, little did I know how much of a nationwide deluge was to come. The even wetter weather over early summer has had a big impact on many planned events.

In mid May we assembled on the towing path of the Chesterfield canal for our planned walk near Hollingwood and Staveley. This walk was designed to entice out our north Nottinghamshire members. At least the rain held off for the first half of the walk but unfortunately you couldn't say that at the end. We were therefore most grateful to John Lower and other members of the Chesterfield Canal Society who turned out to show the walkers around the restoration works recently completed at Staveley Town Basin and for giving us such a warm reception when the bedraggled party made their way to Hollingwood Hub to dry off. It was most interesting to listen to and see a canal society that is really managing to succeed in bringing a derelict canal back to a navigation.

Mid June saw a similar group of stalwart walkers assembled along the towing path of the Cromford canal in the village of Cromford. This walk was designed to entice out our Derbyshire members. Just light rain this

time and it was fascinating to learn about the engineering challenges faced by the original builders of this canal. There are no locks for the whole length from Cromford to Butterley Tunnel but you don't appreciate the true genius of 18th century pioneering engineers until you see the scenery, hills and valleys, they overcame to achieve that aim. William Jessop was the headline engineer but it was Benjamin Outram who had day to day responsibility and probably had a bigger impact in this High Peak area. Many thanks to Mike Kelley of the Friends of Cromford Canal (FoCC) for an informative narrative and an enlightening walk.

Much is planned for the Cromford Canal later this year, funding has been gained to dredge the upper section from Cromford wharf down to Leawood pump house. The works should be carried out in December 2012. Coupled with this, FoCC are endeavouring to raise £50,000 towards the purchase of a dual purpose horse drawn trip/educational boat. If you are looking for a good cause to support, consider this one, every donation counts, large or small and there is a lot to be gained if they can just purchase the boat. (See page 4 for FoCC contact details.)



Later in June we also planned to attend the North Muskham Fair on the River Trent, not far from Cromwell Lock, with our Branch exhibition stand to do some much needed fund raising and recruitment. However, the wet weather gave the organisers no choice but to cancel, so that turned out to be a wash out.

Early July saw a similar plan washed out when the Elvaston Steam Fair was also cancelled owing to wet weather. Several tons of traction engine and waterlogged fields simply do not go! So our fund raising and recruitment activities have been somewhat disrupted so far this year.

However, at least the sun shone on the launch of the Canal and River Trust. July 12th saw the official launch with reports in the national and local press. In the East Midlands various waterways interests were invited to the local event in Newark (see our cover picture) where speeches were made by a national trustee, the Local Partnership chairman and the regional waterways manager before cutting and sharing a celebratory cake. The cake was cut by Shirley Rogers from Boston Motorboat Club, who has made noble efforts in responding to the weed menace on the Witham.



She is seen in our picture with John Dodwell, Trustee of the Trust, and formerly IWA General Secretary. Attendees then walked across to visit Newark Town Lock to meet some of the volunteer lock keepers (one of whom, Lynn Cater, cut another cake in the afternoon) and take the opportunity to go aboard one of the latest river tugs. Well done C&RT, just the right amount of fanfare without unnecessary expense. We could look back on that day in the future and realise that it was the start of the new and most successful era of waterways history. What happens next really is in the hands of waterways users whether boaters, walkers, cyclists, naturalists, anglers or whatever and I personally look forward to it with relish. No need for any further whinging, get out there and put it right, if you think its wrong. Go on, get involved and have your say.

There has also been cheering on the Grantham Canal. See also their report on page 21. Finally, at the third attempt, with drier weather the new top gates to lock 18 were installed in mid July. The Woolsthorpe flight of three locks is therefore open for the work and trip boats to traverse, allowing access to the repair yard for the boat's end of season docking and routine maintenance. So this opens up new opportunities for work parties, not only does the existing navigation

need to be maintained but work can start advancing downstream towards lock 15. Just a rainforest jungle of weeds in the pound and something about the canal bottom being too near the top!

Looking ahead to the Social calendar we 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 be an illustrated talk by John Pomfret, Chairman of 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**



## Chesterfield Canal Festival a great success

The Duke of Devonshire opened the Chesterfield Canal Festival at the new Staveley Town Basin on Saturday. He said “We are in the middle of a big good news story about the Chesterfield Canal”. This started a superb weekend of family fun.

The Duke went on to unveil a plaque with Cllr. George Wharmby, Chair of Derbyshire County Council, to open the Basin officially. His final duty was to name the Chesterfield Canal Trust’s new trip-boat, the *Hugh Henshall*, and to have a cruise. The money to build the boat, which is specially adapted for the disabled, was won on the People’s Millions by the Chesterfield Canal Trust. Members of the public poured in to enjoy a huge range of activities. Many went on a boat trip, some combining this with a trip to Barrow Hill Roundhouse to have a steam train ride.

There were plenty of rides for the kids, the zorbs proving to be especially popular. Many adults joined their children on Segway rides or canoeing. The entertainment marquee was constantly busy with several bands as well as clog dancing, choirs from Springwell Community School and the Pomegranate Youth Theatre performing extracts from their recent production of *Tales from the Chesterfield Canal*.

Further entertainment was provided outside including the Urban Gypsies belly dancers and the Woodhouse Prize Band. Flying displays by the Raptor Foundation with their birds of prey were hugely popular. There were dozens of stalls of every kind, many reporting very healthy sales. Seven different food outlets from Mr Spud to Coconut Kitchen were complemented by the Real Ale bar provided by Brampton Brewery. On the Saturday night there was a concert featuring the Swing Commanders who were rapturously received by a standing ovation.

Throw in a steamroller, fourteen MGs, model boats and the opportunity to help to create a canal collage and you begin to get a picture of what was on offer. Very importantly, the rain held off for virtually the whole weekend. Judging by the comments received on the gates as happy people went home, the event was a great success. The question on most people’s lips was “Will it be on again next year?” The Chesterfield Canal Trust very much hopes that the answer will be “Yes!”





Dr Geraint Coles, Peter Storey, Cllr George Warmby, the Duke of Devonshire and Robin Stonebridge.

Zorbs - zorbing!



The *Hugh Henshall* on a trip.

Three types of transport.  
Pictures above by John Lower



## Grantham Canal Society saves Top Lock Woolsthorpe



Work to replace the top gates at Lock 18 at Woolsthorpe, Belvoir has now been completed. The work was made possible by the Grantham Canal Society which raised over £16,000 to fund the cost of the new gates, but Mike Stone, Chairman of the Society, says they still need to raise a further £10,000 to cover all the costs involved and is appealing for donations.

Mike added: “The importance of this project cannot be overstated, without the intervention of the Society, Lock 18’s future was bleak. The lock suffered partial collapse of its offside wall in 2008. British Waterways, the owners of the canal, proposed that, in the absence of funding to carry out the necessary repairs, it should be filled in with ballast. Ultimately this was avoided and the cost of the repair was covered by a funding package put together by the Society and the Inland Waterways Association”.

“Witnessing a working lock is a tremendous thing, whether you are on the canal or the towpath. Importantly the Society’s intervention has ensured that the navigable stretch of the Grantham canal from the A1 to Woolsthorpe can be further extended and the other locks at Woolsthorpe can be used.”





Hargreaves Lock Gates of Halifax installed the new gates with the help of the GCS volunteer workforce and a crane supplied by Chris Allsop Crane Hire. The Society's workforce was able to have access to the lock through land farmed by Mr John Moulsher, a long-time supporter of the restoration of the canal.

Hargreaves was formerly known as Callis Mill, and they built and installed the gates at Locks 17 and 16 of the Canal. Hargreaves is recognised as a contractor for British Waterways (BW) and they made gates for BW on the Huddersfield, Rochdale, Chesterfield and Grantham canals. The gates they have installed at Lock 18 are of the same design as those at Locks 17 and 16. The Grantham Canal Society supports the policy of using only timber from sustainable sources, and this was a requirement of the contract with Hargreaves.

If anyone wishes to make a donation to support the Lock 18 project or become a volunteer please go to [www.granthamcanal.org](http://www.granthamcanal.org) for more details. You can give online by going to [www.virginmoneygiving.com](http://www.virginmoneygiving.com) or by cheque made payable to Grantham Canal Society, registered office address; 31 Westgate, Southwell, Nottingham NG25 OJN



## Mudlark Appeal

The Grantham Canal Society (GCS) has also launched an appeal to fund the purchase and fitting out of a dredger to continue its vital restoration work on the 33 miles of the canal that runs from Nottingham through the Vale of Belvoir to Grantham.

Speaking about the appeal to raise £6,500, GCS chairman Mike Stone said: “We have been able to negotiate the purchase of the dredger *Mudlark* from British Waterways, but our work doesn’t stop there. We need to move it, restore it to working order, paint and commission it. Volunteer labour will be used throughout. This is a much needed and vital piece of equipment which will be a huge asset in helping us to achieve our long term objective of restoring the canal to its former glory as a fully navigable waterway.

“We are most grateful to British Waterways for their support throughout the purchase of *Mudlark*. British Waterways are happy for the dredger to stay on the Grantham Canal because it will continue to support their restoration objectives.

“We have always had great support from local communities, our volunteers and the many groups and individuals who love their canal, so we are hoping that once again they will dig deep and support our appeal. However, there are some excellent and high value opportunities for local businesses to sponsor elements such as new hydraulic rams, paint, and fluid for hydraulics. We are actively campaigning to attract their interest!”



The Mudlark is 35’ long, 8’ wide, 7’ 3” high and weighs in at 15 tonnes



## Trinity House

My recent visit to Trinity House prompted me to put together some details of the building and the organisation which for nearly 500 years has looked after the safety of sailors and shipping around Britain. The organisation is based in Trinity House which is located immediately inland of the Tower of London and is administered by a Board of Elder Brethren. The present Master is Her Royal Highness The Princess Royal, with up to 30 Elders who are appointed by the Younger Brethren who are experienced ships masters, naval captains, pilots, harbour-masters, yachtsmen and others with suitable experience. Previous Masters were Samuel Pepys, Admiral Penn (father of William Penn founder of Pennsylvania), the Duke of Wellington, Sir Winston Churchill and HRH the Duke of Edinburgh; who with 38 years has been the longest serving Master.

Trinity House was formed by a Royal Charter from Henry VIII in 1514 with original premises in Deptford. After 100 years they moved to Stepney and in 1660 moved to Water Lane; unfortunately this house was destroyed by the Great Fire of London in 1666. After rebuilding, the house was again destroyed by fire in 1714 and again rebuilt; by 1790 it was falling into disrepair and a new house was built at the current site on Tower Hill. The present house was designed by James Wyatt, with the foundation stone laid by William Pitt the Younger, the Prime Minister. The house was gutted in 1940 when a German incendiary bomb hit the roof; only the Trinity Square façade of the original building remaining.

Fortunately the Country Life Magazine had carried an extensive photographic article in 1919 and the building was restored by Sir Albert Richardson. A new East wing was added in place of the old Ballast Office which contains the corporate offices and on the first floor is the library, reading room, and the luncheon room; it was in the latter that Prince Michael of Kent made the presentations followed by a buffet lunch. The East wing is partly in brick to distinguish it from the Grade 1 Listed Tower Square façade. In all the rooms are numerous oil paintings, artefacts and models of ships & lighthouses; fortunately some these had been put in a dungeon in the Tower of London before the 1939-45 hostilities and were not damaged in the fire.

Within Trinity House is one of the financially largest charities in the country with extensive real estate in parts of London dating back to ownership from the 17th century. Trinity House has three main functions:-





Image Trinity House

1. It is the Lighthouse Authority for England, Wales, the Channel Isles and Gibraltar,
2. It is a deep-sea pilotage authority, licensing expert navigators as deep sea pilots for North European waters,
3. It is also a charitable organisation dedicated to the safety, welfare and training of mariners and their dependents.

The first two functions are funded by Light Dues from shipping and similar sources. Scotland and the Isle of Man are covered by the Northern Lighthouse Board and Ireland by the Commissioners of Irish Lights.

Trinity House owns and maintains the lights and signs in all its areas of responsibility along with several ships and a helicopter used for maintenance and in emergency. Automation of lighthouses and light-vessels to modern standards was started in 1980, with the North Foreland in Kent being the last to be manned up to 1998. The lantern top helipad featured in television interludes allows easier access for maintenance. Monitoring and control is carried out by Trinity House Operations and Planning at Harwich in Essex.

This was an interesting and rarely offered opportunity to visit a well known house, the inside of which is rarely seen by the general public.

**John Baylis**



## New Navigation Advisory Group

The Canal & River Trust has announced that experts covering a wide range of boating interests have been appointed to a Navigation Advisory Group that will give practical advice on issues relating to navigation, waterway operations boat licensing and moorings. There will be two sub-groups, one focussing on navigation and operational issues and the other on licensing and mooring.

The first sub-group will advise on matters such as safety standards, waterway operation, maintenance and customer service standards. The second sub-group will give practical guidance on the way in which boat licensing and moorings policies are implemented.

The first meeting of the group will take place on 21st September to outline the priorities that Trust management wishes to discuss with each sub-group and the strategic issues to be considered over the course of the next year. Agenda topics and meeting notes will be published on the Trust web-site as soon as possible after each meeting.

Robin Evans said; “Maintaining and encouraging use of the waterways by boats is at the heart of the Trust’s work and we’re delighted with the support and enthusiasm that the members of the advisory group have shown. The group’s great strength is the wide variety of backgrounds and expertise that the individual members bring, and it will be really exciting to see how it develops.

“The group will be asked to avoid the more day-to-day issues covered by the existing user group meetings, and instead focus their efforts on helping to shape wider strategic decisions. I’m confident that their expertise will greatly benefit everyone who enjoys our waterways and towpaths.”

Invitations to apply for the group were initially sent to candidates in the recent Trust Council elections and to the Chairs of APCO, AWCC, IWA, NABO, and RBOA. The chairs of each body then consulted with their national executive committees and proposed suitable candidates. Each candidate was required to complete a simple written application form and a telephone interview. Members have been selected based on their individual expertise and experience and not as representatives of any particular boating interest group.



Each sub-group will be joined by one member of the Trust's council as well as the Head of Boating, Head of Health & Safety and a Senior Waterway Manager, with operations director Vince Moran overseeing the group as a whole. Each of the sub-groups will be encouraged to nominate a chair for ratification by the Trust's chief executive.

### **Members of the navigation and operational sub-group**

Sue Cawson - Historic narrowboat owner and champion of navigation issues for the Historic Narrowboat Club. Sue is the current chair of (SUFBR) the society responsible for the care and restoration of fly boat Saturn.

John Baylis – Extensive experience of national boating issues amassed through 45 years of boating. Ex-Chairman of the IWA Navigation Committee, a post held for 12 years. John ran the restoration of Frankton Locks on Montgomery Canal for Waterway Recovery Group (WRG). Now largely uses his metal and design work skills through work with WRG.

David Fletcher - Engineering consultant in the oil industry, boat owner and Chairman of the National Association of Boat Owners.

Ian Harrison - A chartered Civil Engineer specialising in ground engineering. Ian has experience working in local government with a particular focus on regeneration and external funding. Ian has been a boat owner for 38 years.

Mike Carter - Committee member of the Commercial Boat Operators Association (CBOA), owner of a mooring basin and more latterly owner and proprietor of a repair yard / dry dock. Mike currently operates as a marine surveyor and consultant. He owns two historic craft.

Malcolm Blundell - A lifelong boating enthusiast, boat owner and builder. A recently retired information and analysis professional who now cruises the system extensively, reporting on his travels through his website ([www.wicked-game.co.uk](http://www.wicked-game.co.uk))

Kevin East – Kevin has a professional background in the telecommunications industry on the civil and mechanical engineering side. He is a Waterway and Environment Manager at Canoe England and a member of the Canoe Camping Club National Council.



## Members of the licensing & moorings sub-group

Paul Le Blique - A professional Engineer and narrow boater of many years, Paul is the current National Chairman of the Association of Waterways Cruising Clubs (AWCC).

Tim Parker - Currently Chairman of Association of Pleasure Craft Operators (APCO). Tim recently retired from Black Prince Holidays Ltd – a major hire fleet – where he was Managing Director.

Beryl McDowall – Has lived on boats since the late 1960s and has worked on commercial craft for many years, particularly on GU south and River Soar. Beryl has been an Officer of the Residential Boat Owners' Association (RBOA) since 1999. Owns small-scale mooring site on River Soar

Mark Walton – A residential boater without a home mooring who has been active in progressing discussion on Mooring Strategy – particularly around the London and South East regions. Mark is currently a member of Defra's Civil Society Advisory Board.

Mike Annan - A narrowboat owner and honorary secretary of the Dutch Barge Association. Mike has over 30 years' experience working in the voluntary sector, more recently (before retirement) as CEO of various housing associations.



**Urban Gypsies at Staveley**

## Obituary – Don Smith

I am sorry to report the death in May of Donald Smith. Don was born in Newark in 1932 and after his National Service spent all his working life with various hospitals in Sheffield. Don and Pat Smith were members of the Sheffield Branch Committee from 1969 and with their daughter Heather cruised extensively in hire boats from the old Bijou Line at Penkrige. As part of the re-vitalisation of the Sheffield Branch in 1970 Pat took over the as Editor of *Tiller*, and then with the formation of the East Midlands Region in 1974 Pat was the first editor of *Aegre*.

Don, Pat and Heather (with Donna the red setter) were regular attendees at working parties in all parts of the system, particularly at Bugsworth Basin. They were, for a number of years, Sales Officers for Sheffield and the South Yorkshire Branches. Pat died in 1998, and Don, who had a major stroke in 2000, continued to live at St Quentin View until his death. We offer our sympathies to Heather, who is now married, and lives in Lincolnshire.

**John Baylis**

*Following Don's death Heather has inherited Don and Pat's collection of Measham ware and lace plates. Heather has no great interest in these and would like them to go to good homes. If any one is interested please contact John Baylis at [jwbaylis@waterways.org.uk](mailto:jwbaylis@waterways.org.uk)*

*The Measham pots are 21 items in total. These range from 1880 to 1908, however some have no date.*

*2 x 15 inch very large barge teapots with small teapot lids*

*6 x 12 inch large barge teapots with small teapot lids*

*4 x 11 inch medium barge teapots with acorn lids*

*1 x 7.5 inch very small barge teapot with spiral on lid*

*2 x kettles and stands*

*1 x teapot*

*1 x double spouted teapot*

*3 x jugs*

*1 x sugar basin*

*Also 31 x lace/ribbon plates of various designs.*

*Offers invited. Will split the collection if needed.*



## 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.

#### **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.



---

## Canal de Castilla algo mas

In our last issue, we had a short article on this canal in Spain. Lynda Payton has kindly sent pictures of an IWA trip to the canal a couple of years ago, where they were very graciously received by the local authorities and the canal supporters and presented an IWA pennant. Lynda has a guide to the canal, in Spanish, if anyone is interested, and lots of pictures of much of the route.





**Work at Woolsthorpe, Lock 18**