

## Chiltern Branch wins National Awards

At the Awards Ceremony that followed the IWA Annual General Meeting at the end of September, Chiltern Branch was announced as the 2013 winner of the **Branch Achievement Award**. The award was made in recognition of the Branch's consistent hard work, strong committee, programme of well-attended meetings and support for local restoration projects. The citation highlighted our fundraising activities, work parties and involvement with local events, including participation in the National Festival at Cassiobury Park, Watford.

Of course, this award is also a reflection of the support that the Branch gets from its members whose involvement ensures that we are able to participate in diverse activities. Dave Chapman was delighted to receive the award on behalf of the Branch at the AGM and presented it to the committee at the Branch meeting on 23<sup>rd</sup> October.



*Peter Winter and the Committee with the Branch Achievement Award*

Meanwhile, the sterling efforts of **John Brice** were recognised with the award of a **Richard Bird Medal**. John has been a member of the IWA since 1985 and took a central role in the creation of Chiltern Branch in 1991. Since then he has served as Chairman (twice) and taken the lead in fund-raising and waterway events, notably running Lock Ransoms and Boat Jumbles and so enabling Chiltern Branch to make donations of over £30,000 to waterways causes. John is extremely knowledgeable and willing to impart sound advice to all. As stated in the citation 'John Brice is the heart and soul of IWA Chiltern Branch.'

# *Chairman's Ramblings*

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On Saturday 28<sup>th</sup> September, I attended the IWA 2013 AGM; I confess, after 40 years of membership, this was my first time!

IWA has its annual awards ceremony after the AGM and I was expecting to collect a Richard Bird medal on behalf of John Brice - well done and well deserved John! Now, imagine my surprise and delight as I listened to the citation for the 'Outstanding Branch Achievement' award, slowly realising that I knew that branch and yes it was Chiltern!

This award must be credited to the efforts of the Committee during the period Peter Winter was Chairman and they get my applause!

So, when you attend any Branch meeting between now and the next IWA AGM, you will be able to see the Award with 'Chiltern Branch' engraved as the 2013 winners.

Well we finally managed to go cruising. Actually we're moving our boat from our home mooring to Rugby to have some work done over the winter but it felt like proper boating for fun! Our route is from Bourne End (River Thames) to Willow Wren (Northern Oxford Canal) via the Southern Oxford.

This year the contrast between these waterways has not been dominated by water levels; the river is at the lowest autumn level we have known for the past 14 years. I was single handed on the river, which was made easy by the helpful lock-keepers and push button self-service. However, boat movements were worryingly low, whilst the numbers of permanently moored narrowboats and fallen trees was high. The EA seems to be doing little to address these latter issues.

So to the major concern at the IWA AGM; how do we differentiate ourselves from CRT and demonstrate a continuing relevance? Well for a start, CRT currently has no interest



in what happens on the River Thames or any other EA navigation!

CRT has a statutory obligation to engage with all their canal and river users; walkers, fishermen, cyclists, and boaters. Boaters, rightly, see delivering navigation quality as the primary function of the CRT. However, in order to satisfy DEFRA rules, CRT must be seen to actively engage with these other groups, often leaving boaters feeling as if they are just captive fund providers.

I am hoping we will now see IWA return to its roots and put navigation of all navigable and potentially navigable waterways as the focus of our energies. Boaters know the importance of a good towpath to any navigation and towpath quality impacts all waterway users! So a clear focus by IWA on all navigation authorities to deliver navigation quality should ensure our continuing relevance until the campaigning is over and the IWA is redundant. Now there is a dream!

*Dave Chapman*

# News

## Chiltern Branch

Christmas Party Change of Date: Due to a local council meeting the date of our annual yuletide extravaganza has had to be changed to Thursday 12th December. Further details on Page 14.

New members: Chiltern Branch is pleased to welcome the following new members:

Ms L Bullock  
Mr & Mrs S Chesney  
Mr A Culf  
Mr D Gambling  
Mr & Mrs P Gough  
Mr P Hutchinson  
Mr H Jennings & Ms B Denholm  
Mr M King  
Mr N Maltus  
Mr & Mrs A Radstone  
Mr N Roberts & Mrs D Daly  
Mr & Mrs P Smith  
Mr A Taylor  
Mr A & Mr P Thoume  
Mr E Wood-Thompson  
Mr F James  
Mr R Jullien  
Mr & Mrs M Mole  
Mr D Walker  
Mr A Baker  
Ms P Grant & Mr M Jones  
Mr J Leib & Family  
Ms S MacLeod  
Mr & Mrs J Perry

## Branch Awards



Above is the silver tray awarded to Chiltern Branch at the IWA AGM. This is the first time that the Branch has received such an accolade. Below is the Richard Bird Medal awarded to John Brice.



### ***PLEASE Sign up for IWA Chiltern e-News***

Postage costs are the biggest expense in bringing *Grapevine* to you, so why not get your news by email and receive an enhanced version of *Grapevine* as well as regular bulletins about what's going on. This means that you get a better service while reducing costs. That has to be good, so sign up at [www.waterways.org.uk/chiltern](http://www.waterways.org.uk/chiltern). And remember that you can always get a hardcopy version by coming to one of our evening meetings when copies are always available.

## *From the Region Chairman*

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It is always difficult sitting down to write to you. There are always a number of things going on around the Region and Nationally, that I would like to talk about. The problem is that by the time you get to read my comments they could well have been superseded by new events.

You may have seen articles in the waterways press about changing the water points around the country. As I understand it, the present taps have become illegal after recent changes in water supply regulations and CRT could be prosecuted if they did not conform to these regulations. They need to fit a non-return valve in the pipework (like the one on your showers at home). I am told they will be retaining the “traditional” cast iron points where they can. Where they cannot the new replacements look cheap, contain sharp metal edges, and where I have met them, they have nearly always been unlocked with the padlock missing! I will bet CRT will have to replace the lot, as now we have warned them of the dangers they could be open to all sorts of claims if someone is hurt. If they had bothered to talk to us first, we could have saved them thousands of pounds!

You have probably heard that the National Festival at Cassiobury Park this year was a financial and public relations disaster. As a Trustee I have occasionally to take decisions which are at best unpalatable. At the last Trustees meeting we spent a long time looking at the viability of the proposed National Festival at Stratford next year.



With great reluctance we decided that the current proposal to run the Festival, with an unpaid gate, was not viable. We then debated what to do about future National Festivals and hope to have something to report early next year.

There is much going on behind the scenes on sorting out the problem of overstaying boats, but meaningful pro-

gress is rather slow. The SE mooring strategy in its final limited form is being implemented. There is yet another K&A consultation and CRT has contacted boaters known to use the K&A. If you intend to use the K&A in the near future, I suggest you ask for a copy of the consultation and send in your comments. It can be found at <http://canalrivertrust.org.uk/about-us/consultations/current-consultations>.

Finally, I would like to tell you about what IWA is doing to get the Environment Agency waterways transferred into CRT. All branches are sending letters to the MPs in their area. We know these letters work, because there has already been one Parliamentary Question and the Waterways Minister asked the MP, who asked the question, to meet him to discuss the situation. There was a change of Minister in the government reshuffle and this could make our letters more effective as they alert the new minister to the problem. At the moment this is a political campaign, but if the time comes for direct action we will let you know what you need to do.

**Paul Strudwick**

London Region Chair Person

# Aylesbury Arm still closed

Clearly the collapse of Lock 12 on the Aylesbury Arm has been a big headache for CRT South East. It's now well over six months since the Arm was closed.

Back in April CRT arranged for a good number of boats trapped down the Arm to be lifted out and taken to Willowbridge Marina in Milton Keynes. And on Wednesday 18th September nine boats were returned. In a reversal of the original lift, boats were



Photo: Ian Thompson

*NB Whio lifted out at Willowbridge*



Photo: Ian Thompson

*NB Tamora goes back in at Circus Field*

craned out from Willowbridge Marina and transported to Aylesbury Canal Society's new home at the Circus Field basin in Broughton.

As part of the same operation two boats took the opportunity to escape from the basin and travelled in the opposite direction.

Whilst the boat owners are very disappointed that the Arm is still closed they

expressed their gratitude to CRT and Jeff Wyatt for agreeing to this action.

Meanwhile progress on the rebuild continues. The concrete has been poured and the brickwork skin is being constructed. It is anticipated that the gates will be fitted in early November and that the Arm will be re-opened to navigation before the end of November.



Photo: CRT

*The new lock chamber ready for brickwork*

Thanks to Ian Thompson and CRT for information and photographs

# *Remembering Jean Clegg*

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It was with great sadness that we received the news that Jean Clegg died on 16<sup>th</sup> October. Until recently she had been in good health, making use of her retirement to visit many far off places. As a life long supporter of the waterways, she had already cruised most of the UK's waterways.

We met Jean in the 1980s when we joined the Chiltern IWA's New Year's Walk. She was already a serving member of the committee and invited John to join at the next AGM. Over the years Jean was a stalwart member of the IWA, which she joined in 1981. During her time on the committee, she served as treasurer and secretary, and witnessed Chiltern's transition to a full branch from its previous role as a section under Oxfordshire and then Hertfordshire Branch. She attended many branch events and festivals giving her full support to fund raising as well as whole heartedly enjoying her day.

We recall how in the early 90s a group of eight from the Chiltern Branch, including Jean and her late husband Geoff arranged a week's holiday on a Dutch Barge cruising the Great Glen in Scotland. I am sure the other branch members have great memories of the time we all spent together. At Fort Augusta's locks we purchased a haggis which was consumed that night in the Scottish tradition with more than a few wee drams!

Jean made the most of life with many other interests besides boating. These included the local National Trust and Kew Steam Museum. She lived in Penn for many years enjoying the surrounding countryside.

All our members from the Chiltern IWA send our condolences to her children Alison and Michael.

**John & Jenny Brice**

# *No More Lock Ransoms!*

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The combined wisdom of Her Majesty's Revenue & Customs and IWA's Head Office have joined forces to determine that it is no longer appropriate for Chiltern Branch (and other organisations) to stage Lock Ransoms. It seems that there is a perception that the Branch members who meet annually at Marsworth to raise much needed funds for canal restoration are doing so by intimidating boaters and members of the public and 'applying undue pressure' to force them to part with their cash!

Consequently, there is concern that the IWA might be unable to claim Gift Aid not only for this event but for all donations.

So Lock Ransoms are dead! Long Live the Lockwind! All future events of public extortion at Marsworth will now be termed a Lockwind and we'll consider a few other changes that will add further degrees of risk, danger and excitement.

Two things that we can be sure of are that Chuckle the dog hopes to be a menace once again and that IWA's sword is no more.

## *New Venue is a Hit*



The move to Little Chalfont Village Hall for our evening meetings is proving popular. Attendances for the first two meetings were 45 and 66 respectively. The latter for Tim Coghlan's talk on Idle Women was a record for the Branch and we had to jump to it and put out more chairs.

Even with such a crowd, the serving of teas and coffees has been a slick operation. On the negative side, it wasn't always easy to hear everything at the back of the hall, so we'll look into having a microphone and PA facilities at future meetings.

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## *Volunteer Carpenter Wanted*

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For many years there have been seats around the two trees alongside Marsworth Bottom Lock Number 39. That's the one near the now closed White Lion pub. These seats were much welcomed as a resting stop by walkers and visitors alike as well as adding character and charm to the area. Sadly they have run their time and the wood has given in to nature and rotted. We at Chiltern Branch plan to replace these seats. They are fitted around each tree and so will have to be custom made from a suitable hardwood for durability.

We are getting a small team together to do the work, but we need the expertise and guidance from a skilled tradesman experienced in this field. This project will be undertaken totally by volunteers, the reward being in the satisfaction that we are making something unique and useful that will be widely appreciated and make a contribution to canal restoration. If you can help and would like to be a member of this team then we would like to hear from you. Please contact John Brice 01494 873298 to arrange an informal meeting and site visit.

# Weekend Away to Essex & Suffolk

## *To Maldon, The Chelmer & Blackwater Navigation and the River Stour*

It was Friday 20th September and it seemed quite a time ago that we had paid our deposit and started to anticipate our Weekend Away. Would we have good weather again for our three day tour? Would there be the usual crowd of friends who enjoy these trips?

Bernie was our driver this time, not Ray our usual driver who sadly had been booked to drive elsewhere. Our day was set to begin at twelve o'clock from Hythe Quay in Maldon. Now the problem was how to get the coach into the car park at the Quay? Perhaps Ray would have shoehorned us in but Bernie decided that discretion was the better part of valour and took us on a mystery tour to find a coach park. This gave us the chance to explore the riverside at Maldon and admire all the moored boats.

Our first adventure would be a two-hour trip on the Thames sailing barge "Kitty", to Northey, and Osea Islands. It was very enjoyable but with only a very light wind over the water progress was slow with much of the time, disappointingly being under power not sail. Ray and David both took the helm for a time while we were

under sail and chalked it up as, 'another to-do-before-I-die thing' being ticked off. We sat on the barge on the top level. The people managing the boat were very helpful and you could tell they enjoyed our company as they told us tales about the

five trips they had done the previous week. The buffet lunch on board was excellent. Colin remarked that the trip had been the single most expensive experience he'd ever arranged – don't fret Colin, it was well worth it!

After the trip we had the opportunity to explore Maldon. The Parish Church just up from the quay was preparing for an autumn open-day and were selling evocative watercolours by a local artist. Several of the group bought one or more of them!

Our hotel for the weekend was the Miami in Chelmsford. It offered pleasant rooms,

decent food, very friendly staff and (for a hotel) cheap drinks. The only drawback was the size of the lounge and we spent much of the time fetching chairs to fit us all in; it reminded me of a doctor's waiting room!

At 9.30 on the Saturday morning we set out for a day's visit to the Chelmer and



Photo: David Page

*Ray Orth at the helm of Kitty*

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Blackwater Navigation, which is owned by the IWA. We were met by Hugh Turner from Essex Waterways Management at Paper Mill Lock who was to be our tour guide for the day. He was well informed and able to tell us about the history of the canal, IWA's takeover and the amount of money they generate from the cricket-bat willows planted along the canal banks. A trip on their wide-beam trip boat, the Victoria followed and we cruised from Paper Mill Lock to Rushes Lock and back. I am sorry that I was unable to get any information about the boat, but it was so pleasant just to sit and watch the world go by.

The coffee, teas and cake on the Victoria looked very appetising and were very enjoyable, even though we'd not long had breakfast. Most people spoil themselves! There was lots of room to walk about and most of the group did go up to the front of the boat to see the direction we were heading in. I enjoyed that trip very much as I don't get the opportunity to go on boats much and it is a very nice way to forget your problems if you have any.

After an excellent lunch at the General's Arms in Little Baddow we were off again, to Chelmsford and the end of the canal, hearing of Hugh's hopes that sometime in the future they'd be able to create a diversion to extend the navigation through the centre of the town. It would be great if they could as the present terminus is, to say the least, a little uninspiring. Then off we went to Sandford Moorings and lock, Beeleigh and finally through to Heybridge

Basin and the sea-lock, overlooking Maldon from where we'd sailed the previous day. It had a lot of water scenery, pubs and houses, sea-going yachts and narrowboats. I am sure it is a great place to be if you own a boat. Soon time was up



*Trip Boat Victoria on the Chelmer & Blackwater*

and we were on the coach again for the journey back to the hotel. On the way I would often see signs for the family history I am doing of the Williams family; Witham, Wickham Bishops and Tolleshunt.

Once again the group was seated all in one room so we played 'doctor's waiting room' before our meal and enjoyed this, drinks and a convivial chat before an excellent meal and so to bed.

Sunday was our last day, so it was up for breakfast, pack, hand in our room keys, settle the drinks bills and off by 9.30am to the Granary, Sudbury where we were met by Mike Finch who took us on a short ramble to the riverside meadows where he told us of the history of the Stour Navigation and the trade it carried. He gave us a very detailed map full of

# Weekend Away (Continued)



Photo: David Page

*The restored lock at Great Cornard, River Stour*

interesting information. One of the stories he told us was of the recent renovation of St Pancras Station and the need for bricks to match those that had been made locally and transported to London by Stour lighters for the original build of the station in the 1870s. The renovators, on enquiring whether the brickyard still had a pattern from which to make new bricks then received the reply, 'Better than that, we've still got some in stock!'

We then went to see the renovated Great Cornard Lock and the rebuild of a Stour lighter, based on an original that had been dug out of the mud but which then crumbled into dust because it hadn't treated to prevent disintegration

Lunch was taken at The Swan Stratford St. Mary, with Shepherd's Pie and Apple Crumble on the menu. Afterwards some of our party went on a 'jungle ramble' to see Stratford St. Mary Lock that the River Stour Trust is hoping to renovate – but is being continually stymied by organisations that, seemingly, want it to remain in its ruined state. How will the Trust ever get the navigation restored if the only response is 'Stop it!?' I didn't join the jungle forage

party but instead walked to the village green and back past The Swan.

It was then back into the coach for the trip to Dedham. We saw the lock and heard of the £40,000 being raised to repair the gates for the first time in years. The last bit of our day was a meadow walk alongside the river to Flatford Mill. I was unsure whether I could do the walk but I loved it. I thought I would be last person to finish but I kept going thinking all the sights were not situated too far away

from each other. It was lovely to see the walkers with their family dogs and children. The scenes were great; our guide had prints of the paintings with him that John Constable had painted and asked us to compare 'then' and 'now' and how Constable had taken significant liberties with the topography in composing his works. We gave our guide a donation for the Trust's work in appreciation of his giving up his Sunday to be our guide.

The tea shop at Flatford was closed but seemed like a nice place to purchase items. The Museum of Painting had lots of displays on the walls. But all good things must come to an end and it was time to make our way home. The sky had lovely colours of red and yellow and the sun was out in full as we left; how idyllic and redolent of Constable Country!

Our special thanks to Bernie our driver and Colin once again for planning the trip, we all enjoyed it. So long for now until our 2014 trip.

**Barbara Hodgkinson**

with additional content from David Page

# *The WAT Grand Draw 2013*

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## ***Michael Wright reveals the Winning Tickets***

Now is the time to express my thanks to those that have so generously supported the Wendover Arm Trust Grand Draw this year. Before the Draw, the counterfoils were mixed like a Christmas pudding and stirred daily for many weeks.

The Mayor of Tring, Mrs Roxanne Ransley, was invited to the Restoration Open Day on September 8 to perform the ritual of drawing the winners. She was conducted to see the volunteers busy at the current site where profiling and lining was being demonstrated. Roger Leishman, the Restoration Director, gave talks to the public at the site. Despite the forecast, the weather stayed dry for the event held in the churchyard of St Mary the Virgin, a wonderful setting. Teas and cakes were served and tickets for the Draw sold like 'hot cakes' too! Many thanks to Katherine Deaney and her team.

The winning numbers are shown below and full details are available on the Wendover Arm Trust's website – [www.wendoverarmtrust.co.uk](http://www.wendoverarmtrust.co.uk). Fortunately, the pennant cake, weighing many pounds, was won by a local person and was safely delivered that day. I would rather not talk about the male prize winners that won such things as a necklace, hairdryer or handbag, and suspect it would spoil the surprise of Christmas this year. The most apt prize was won by Zoe, a six year old in the form of the Tiger Cub Fleecy Throw. Hopefully, it will become a firm favourite.

Again, many thanks to participants for their support in the restoration of the Wendover Arm Canal.

### **List of Prizes and Numbers**

1	One week canal boat holiday donated by <b>Wyvern Shipping Co Ltd</b>	004330
2	Day boat hire donated by <b>Grebe Canal Cruises</b>	007041
3	£100 Cash Prize donated by Mr & Mrs B Martin	008979
4	Balloon Flight with Virgin Balloon Flights	002800
5	Swarovski Crystal Necklace.	014529
6	Garden Centre Voucher - £25	002236
7	Wendover Trust Pennant Fruit Cake	004552
8	Boots Hairdryer	007054
9	Ladies Handbag	019782
10	Tiger Cub Fleece Throw.	002936

Most importantly, this year's Grand Draw raised over £3500 towards the costs of our restoration work.

## *Shara's Summer Boating Holiday Part III*

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### *Shara Lewis-Campbell continues her tale of an eventful trip on the Leeds & Liverpool*

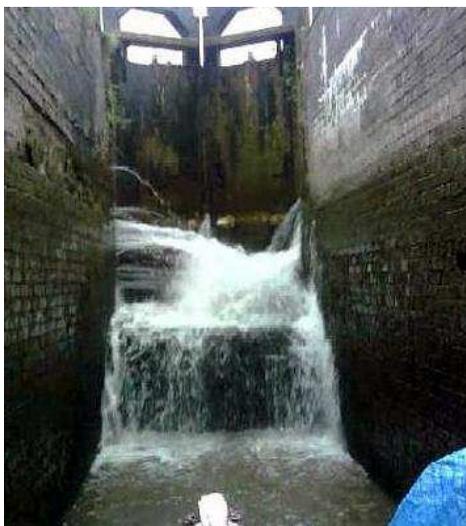
Once we were all dressed we took the boat to Skipton where we shopped for most of the day, occasionally stopping for a coffee whilst we wandered around the traditional market town. Our purchases included an electric fly swatter which we intended to use to tackle the bugs prevalent on boats during this time of the year. With our shopping completed, we returned to the boat and continued to cruise into the evening as we had decided not to remain in Skipton.

About an hour into our travels it became apparent there was no running water, so we decided to moor at the next town, Silsden, because we were unable to resolve the water problem ourselves and we ended up spending the evening without any. This did not go down too well especially with Dan, who was desperate to use the toilet and left with the girls in search of one. He returned unrelieved and although he wasn't impressed, we all found his plight quite humorous at the time, although deep down we knew we had to get the issue resolved pronto, otherwise we would all end up in a similar situation.

The next day we made our way to the Silsden boat yard. It took them three hours to diagnose that the problem stemmed from a blocked water pump which had ceased working altogether. The pump was situated under the false floor of the boat next to the kitchen sink, and due to its location the yard explained they would need to take the boat in to be

repaired. We contacted Graeme's mum, Liz, and told her of the situation. She was very calm and understanding and advised us to get the yard to repair the part of the pump they had access to as a temporary measure, and that once the repair was complete we should return the boat to Gargrave where Liz would arrange for someone else to complete the remaining repairs. This would result in our holiday ending early; with our spirits dampened we felt we had little choice in the matter and to add to our disappointment the boat yard stated they would not be able to do the repair until the following day and we would have to remain moored in Silsden .

As the evening drawled on Yvonne and



*The last lock in Gargrave*

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Dan contacted the coach company to make plans to return home the following day; this cost them an extra one hundred pounds on top of the coach fares they had initially paid as they would be departing from Silsden rather than Gargrave. I became so upset with the whole situation that I also wanted to return with them. However, I knew I could not leave Graeme to cope on his own. I suggested to Graeme that we should leave the boat at Silsden and ask Liz to arrange for the boat yard to fix the necessary repairs there, Graeme refused as he didn't want to worry his mum any further.

Early the next morning I awoke feeling rather depressed, the mood in general was quite sombre. Dan, Yvonne and the girls made their way to the coach terminal to return home. I felt sick to the stomach I wouldn't be leaving with them. A couple of hours after the others had left we returned to the boat yard to ascertain what time they intended on starting the repairs. It was a good job we did, as they had forgotten all about us. Once the pump had been repaired we attempted to start the boat and return to Gargrave. However, we could not get the motor to start so we returned to the boat yard again and informed them of the new problem. They advised us it would take another twenty four hours before it could be repaired as they would need to order the parts in.

Unable to use any of the boating facilities on board, any trips to the bathroom involved a three quarter of a mile trek to the nearest public toilets, and if we wanted a wash that consisted of a three quarter of a

mile walk to the local Tesco's in the opposite direction.

With the boat finally repaired we were en route to the mooring depot, which was a poor decision on our part to move the boat with just the two of us and my lack of experience. Having travelled a mile and a half we arrived at the final lock, the biggest we had ever seen. I stepped off to open the paddles and let the water out, so that we could enter, when out of nowhere a six foot wave surged through the entire boat and almost flooded it. A second wave of water almost drowned Graeme who began to panic. We soon realised the mistake we had made in not releasing two of the smaller paddles we had somehow missed. It ended up being one of the most harrowing and traumatic experiences of our lives. So much so that nearby boaters and residents realising the situation we were in ran to assist us. It took us two days to extract the water from the boat using the only tools we had available: a hand pump, washing up bowl and dustpan and brush. We ended up staying in a nearby Travelodge that night to allow the boat to air and dry out. As bad as the situation appeared at the time we had a good laugh about it and still manage to do so. We also learnt some valuable lessons from our misadventures. Most importantly we realise we are still able to find something to laugh about even during our worst predicaments.

*If you have any boating adventures you would like to share, please send them to be published in upcoming issues.*



# Christmas Party



**7.00 pm on Thursday 12<sup>th</sup> December 2013**  
**Little Chalfont Village Hall**

This year at our new venue your chefs will be preparing a sumptuous home cooked buffet dinner. The evening will commence with a welcoming glass of wine, followed by a hot and cold dinner buffet with vegetarian options. As we do not have a licence to sell alcohol, guests are welcome to bring their own. The entertainments will feature quizzes, raffles and other diversions. We have reduced the price of the buffet by £2 from last year, and will be serving tea or coffee with a mince pie as an extra later in the evening for £1.

The Buffet menu includes:

*Lasagne + veggie option*  
*Quiche*  
*Sliced honey ham*  
*Cherry tomatoes & leaves*  
*French Bread & Butter*

*Chicken Harissa*  
*Cocktail sausages*  
*Potato salad*  
*Coleslaw*  
*Cheese & Biscuits*

The cost of the buffet is only £10.00 per person. Reservations and payment to be made in advance and no later than **5th December**. Please make your reservation using the form enclosed with this issue. Note that the evening will commence at **7pm**.

## Chiltern Branch Meeting Venue

From September 2013 Chiltern Branch evening meetings will be held at Little Chalfont Village Hall, Cokes Lane, Little Chalfont, Bucks HP8 4UD.

**Directions:** Little Chalfont Village Hall is in Cokes Lane which runs south from a mini-roundabout junction with the main A404 road between Rickmansworth and Amersham. The hall is located by the Library and there is a Car Park. It is approximately 600m from Chalfont & Latimer railway/tube station.

Access to the hall is on the flat and so offers easy access. There are also toilet facilities for disabled members.



# Diary

## **27th November at 8.00pm** ***The Waterways of Northern France and Belgium***

**Roger Squires**

While most cruise scenic favourites such as the Midi, Nivernais or Bourgogne, Roger's path takes a look at the less visited canals from Dunkirk to Ostend. So this travelogue may tempt you to go north. Roger has been a life-long supporter of the canals and waterways in the UK and internationally. He has been an IWA Trustee and London Region Chairman. He was awarded the British Empire Medal in 2012.

## **Thursday 12<sup>th</sup> December at 7.00pm** ***Chiltern Branch Christmas Party***

Come and enjoy our usual Christmas extravaganza. Mulled wine, a quiz or two, some good fare and convivial company.

**Note the change of date.**

## **22<sup>nd</sup> January 2014 at 8.00pm** ***The Old Grand Union and the Foxton Inclined Plane***

**Mike Beech**

This Grand Union ran originally from Norton Junction to Foxton and will be 200

years old in 2014 and, originally, ran from Norton Junction to Foxton. Mike Beech used to be a furniture restorer but now works full-time at the Foxton Canal Museum. He will relate the history of this canal and provide an update on the fortunes of the Inclined Plane.

## **26<sup>th</sup> February 2014 at 8.00pm** ***Devizes to Westminster:*** ***The Story of a Canoe Race*** **Paul Ralph**

This talk concerns a race along the Kennet & Avon and down the Thames that has been run since 1948. Last Easter over 400 took up the challenge. Paul knows all about it and for the last thirty years he has designed and built racing kayaks.

## **26<sup>th</sup> March 2014 at 8.00pm** ***Chiltern Branch AGM***

Our AGM will be followed by a social evening with a Ploughman's Supper.

## **23<sup>rd</sup> April 2014** ***London's More Important River*** **Jeremy Batch**

Jeremy returns once again to tell us about the River Lee.

The IWA is a registered charity (No. 212342) whose work is supported by member's subscriptions. The IWA campaigns for development of Britain's waterways for use by all.

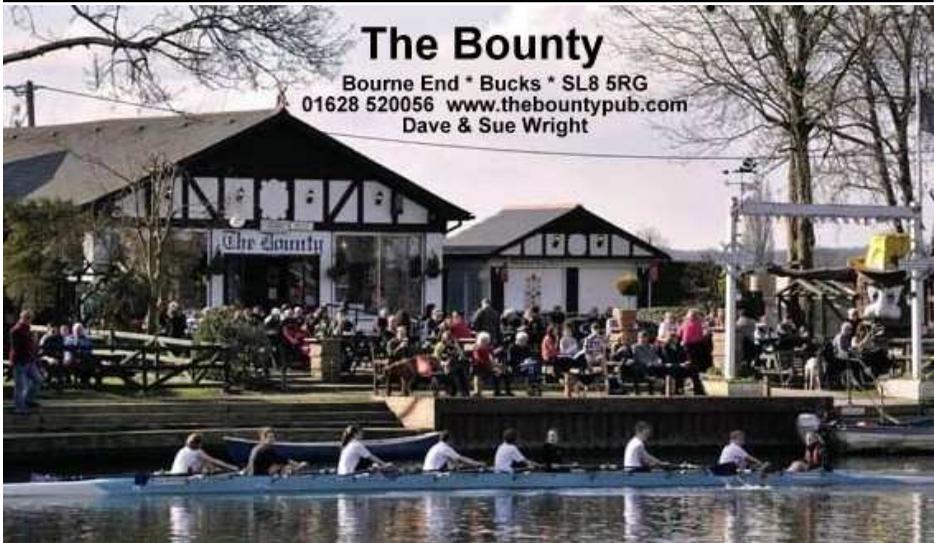
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# The Back Page



**Get Here: By Boat:** Just pull up outside! **By Foot:** On the towpath opposite Bourne End Marina.  
**By Car:** Park near Bourne End train station and cross over the railway bridge, then turn right along the towpath, The Bounty can be found about 300 metres away.

## Your Committee

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