A FRESH LOOK FOR IWA
Our new branding explained

NEW NATIONAL CHAIRMAN
An interview with Ivor Caplan

GRAND TOUR TO THE GREAT OUSE
Journey-planning for 2018’s Festival of Water at St Neots

PLUS
THE LEGACY FUNDING A MOSAIC NATURE TRAIL IN NORTHAMPTONSHIRE
Chasing a new dream?

WANT TO SELL YOUR BOAT?

SOLD

BROKERAGE FEE FROM

Only 4% +VAT

SELL YOUR BOAT FOR CASH

Cash purchase and part exchange available.

Whilton marina

Northamptonshire

T: 01327 842577

www.whiltonmarina.co.uk

Daventry, Northamptonshire, NN11 2NH

Venetian marina

Cheshire

T: 01270 528251

www.venetianmarina.co.uk

Nantwich, Cheshire, CW5 6DD
Winter 2017 Contents

6. Agenda
A message from the outgoing national chairman

8. News
The latest from within IWA and beyond

14. Campaigns Update
Including a spotlight on IWA’s work to improve facilities for boaters

20. Ivor Caplan
The newly elected national chairman on IWA’s vision for the future

24. A New Vision for IWA
The Association’s rebrand explained

28. Love Your Waterways
Challenging cruises on the Old Bedford and Exeter Ship Canal, and a continuous cruiser who’s travelled the country

34. Go East
Journey-planning for 2018’s Festival of Water in St Neots

38. Restoration Hub
A look at some of the waterways projects we supported this year

42. A Legacy for the Locals
The generous donation funding a mosaic trail on the GU Northampton Arm

45. WRG
The canal camps still to come this winter

46. IWA at work
A focus on Chester & Merseyside Branch, and a round-up of what’s been happening elsewhere

SEVEN REASONS WHY YOUR MEMBERSHIP CONTRIBUTION IS VITAL

1. IWA Canal Cleanups led by our branches keep many waterways clear of debris

2. Restoration is kept high priority through funding for the Waterway Recovery Group

3. Over 10,000 days of volunteering each year will be supported with the right training, tools and materials

4. IWA can defend the waterways from unwelcome development

5. We can pass on traditional skills and work-based experience for volunteering young people

6. We can lobby the Government and work with other organisations to repair, improve and protect our waterways heritage

7. Your voice is counted when IWA speaks up for all those who enjoy the country’s canals and rivers

IWA ANNUAL SUBSCRIPTION RATES
Adult/single £31.50 • Joint/Family £39.00
Details of all other rates are available from IWA Head Office.
Join IWA at www.waterways.org.uk
Friendly helpful advice from our experienced and knowledgeable team of boaters

www.abnb.co.uk • admin@abnb.co.uk • Crick base NN6 7XT

Open 9.30 to 5.30 every day     Tel: 01788 822 115 or 01788 822 508
MADE FOR LIVING, BUILT FOR CRUISING

FULLY FITTED NARROWBOATS • WIDE BEAM BOATS • BARGES • SAIL AWAYS

ALL LOVINGLY CREATED IN THE UK

It’s such an important decision choosing the right boat builder. Here at Nottingham Boat Co we share your passion & together we can make your dream a reality.

If you’re looking for a boat to Sail Away in right now we have three boats on our website for you to view, one narrowboat & two widebeam boats, call for details.

VISIT OUR SHOWROOM AT REDHILL MARINA

NEW BOATS FOR SALE

70x12ft Jupiter Barge £249,995 Ex VAT

Our 4 berth flag ship is nearing completion, with an enclosed square cruiser stern, collapsible sapeli wheel house and Vetus 80hp engine, she's a must see to feel the quality. Superbly equipped fitted galley with slate ceramic worktop, large saloon with two electric sunroofs, large bathroom with a quadrant shower, sumptuous master bedroom complete with king size bed with walk in storage and electric sunroof.

60x12ft Dynasty Narrow Boat £129,495 Incl VAT

In fit-out stage, ready really soon with Vetus 42hp engine – Fantastic 6 Berth Live Aboard Cruiser Stern Narrow Boat – Master bedroom with king size bed, second bunk room and dinette sofa bed – generous walk through bathroom with offset quadrant shower - beautiful galley with curved cupboards and quartz work top - open plan saloon and dinette.

60x12ft Galaxy Class Wide Beam £139,995 Ex VAT

A fully-fitted steel 60ft x12ft Galaxy Class wide beam, equipped for cruising and living aboard with Vetus 65hp engine. Upgraded & well equipped galley with quartz worktops luxury king size bed in a master bedroom with masses of storage, Webasto central heating, Squirrel multi fuel stove, TV, full cruising kit, a pram and cratch cover, seat pads for the enclosed rear stem, diesel in the tank, R.C.D. (Recreational Craft Directive) documentation and much, much more.

Sail Away 57x10ft Wide Beam £44,995 Ex VAT

Painted in heritage green, this cruiser stern wide beam is ready and waiting for your to fit out - with port holes & windows – integral 80gal fuel tank and 200gal water tank – Canal Line 52 engine fitted – vented gas locker - self draining decks – ballast - insulation – fitted 18mm plywood floor – stern twin steel doors & sliding hatch – bow hardwood double doors with windows – anodes fitted – tiller steering.

UNDER OFFER

www.nottinghamboatco.com

Tel: 0115 9728 125 Email: info@nottinghamboatco.com

Redhill Marina | Ratcliffe on Soar | Nottingham | NG11 0EB

POWERED BY VETUS
AGENDA
The Column of the National Chairman

This is my last Agenda column for Waterways as, after five years, I stood down as national chairman at the trustees meeting on 7th October. The trustees have appointed Ivor Caplan to succeed me and I wish him well in a job which is both demanding and rewarding. Over the last five years I have attended many IWA events and seen how committed and enthusiastic many people are about the inland waterways. Thank you for all the encouragement and support you have given me. IWA is a membership organisation and, while we may not all have the same views, we do have a common passion and commitment.

The AGM at Langley Mill in September was well attended and gave the opportunity for a couple of branches to share with their colleagues the good work they are doing. We were also able to look back at the last year and reflect on the problems surrounding statutory navigations in the Environment Agency’s Anglian Region. The situation at Ely where EA has put up for sale moorings that are vital to the running of local waterways businesses is simply bizarre. For 40 years Bridge Boats has run a successful hire-boat business on the River Great Ouse and the moorings it has leased from EA are essential to its continued operation. If selling the moorings puts Bridge Boats out of business then EA loses licence fees, Ely and all the other places along the river lose tourists spending money, staff lose their jobs and the EA funds (general, not navigation) benefit from around £200,000. There is absolutely no logical justification for EA’s actions but hopefully with IWA and others raising this with the EA chief executive, MPs, local authorities, the waterways minister and Michael Gove as environment secretary, common sense will prevail.

Elsewhere in this issue you will read of our plans for the future. We must move forward together utilising all our passion and commitment for the waterways working as one IWA. We need to ensure that the value of our inland waterways is recognised in Westminster, by local government, and by the planners and developers, to name just a few. We enthusiasts know of the leisure, recreation, freight, tourism, health and economic benefits of our canals and rivers, but through research and by utilising all the relevant information already available we are planning to produce an authoritative report. The report will be promoted widely and shared with all relevant waterways stakeholders. This is an important project for IWA and we need to make use of all the skills and expertise we have within our membership. So please do come forward to help by contacting Judith Pope (volunteer engagement officer) at judith.pope@waterways.org.uk or via head office on 01494 783453.

Elsewhere, Ivor will talk more about our four key objectives that will help drive IWA forward: to promote our waterways for the benefit of all, to champion their benefits and resist anything that damages those, to drive national awareness and public opinion, and to lead thinking about the regeneration of our waterways in the 21st century. I would ask you all – members, volunteers and employees – to give him the same level of support and encouragement that you have given to me as national chairman. I am very grateful for all your help. Thank you.

Les Etheridge
BOAT FINDER BROKERAGE
Nationwide brokers of quality canal boats
Tel: 01270 760 799  Mobile: 07732 366 185

Celebrating 15 Successful Years of Brokerage

Selling?
- Experienced in selling narrow and wide beam canal boats from their home moorings, whilst out cruising or from brokerage moorings
- 8 page colour brochure & video of all boats, available on our website
- Extensive, accurate database for matching boats to buyers requirements

Buying?
- Wide choice of pre-owned wide beam & narrowboats
- Dedicated client account & professional handling of all paperwork
- Introductory membership to RCR (River Canal rescue)
- Viewings are normally conducted by owners

Open 7 days a week

www.boatfinderbrokerage.co.uk
IWA Campaign Festival wins Living Waterways Award

Congratulations to the IWA Chester & Merseyside Branch, which won the Living Waterways Award for Community & Volunteering at a ceremony held in Birmingham in September. The accolade was awarded for the branch’s organisation of Eldonian Village Festival (IWA’s 2016 Campaign Festival) in June 2016.

The awards, managed by Canal & River Trust, recognise inspiring waterways-based projects across the UK and are judged through site visits by a panel of independent experts. An assessor commented on the festival: “We were impressed with the array of examples of local people getting involved in preparation for the festival, as well as the event itself, which brought 20,000 people to the canalside – an astonishing figure for a canal celebration without precedent.”

The Eldonian Village Festival celebrated the bi-centenary of the Leeds & Liverpool Canal and aimed to increase the number of boats and encourage investment in this stretch of the Liverpool Link. People from the local community got involved by helping with canal clean-ups to improve the area ahead of the event, pupils from local schools learned about the history of canals and youngsters took part in angling taster sessions with a local club.

Over 80 boats moored along the canal during the festival weekend, local politicians were taken on a cruise to see the positive impact that improving the canal environment could have for the community, and over 20,000 people attended the festival. Children were able to get afloat on the free canoes provided by CRT, while families queued for free trip-boats funded by the branch.

Organised by IWA Chester & Merseyside Branch, the festival was supported by the Eldonian Housing Association, Liverpool Culture and CRT.

Mystery images uncovered

IWA is appealing for information about the origins of four black-and-white images of working boats. The prints, recently scanned by volunteer archivist Chris Clegg, are of a loaded pair of Samuel Barlow narrowboats working through Soulbury Three Locks on the Grand Union Canal in 1949. The motor-boat is Admiral, something that Chris was especially delighted to discover as his family owned the craft from the mid 1960s until the end of the 1970s. The butty is Forget-Me-Not, which featured on the cover of Country Life magazine on 30th July 1964.

The photographs have been in IWA’s paper archives for some years but without any details about the donor. Get in touch to let us know if you supplied the images so that captioning can be completed.

IWA is happy to receive collections of waterways images as photographs, prints, slides or film, for inclusion in our electronic archive. Please consider sending your old pictures to IWA’s head office at Chesham so we can add them to our database to share with members in the future.

New chairman for All Party Parliamentary Group

The All Party Parliamentary Group for the Waterways elected John Grogan MP as its new chairman at its inaugural meeting held in September following the start of the new Parliament.

Mr Grogan, whose Yorkshire constituency of Keighley has the Leeds & Liverpool Canal running through it, is an experienced chair of APP groups and has pledged his support for IWA’s Waterway Manifesto during the run-up to the general election campaign.

Key issues facing the group over the coming months include waterway funding, provision of affordable moorings and waterway restoration.

Mr Grogan said: “The UK boasts over 6,500 miles of inland waterways. They are important for tourism, the transport of goods and also as a home for many people. I hope to be a vigorous voice in championing the cause.”

Among the vice chair and officers of the group remains previous chair and former Waterway Minister, Richard Benyon MP, along with Lord German, John Cryer MP, Wendy Morton MP, Michael Fabricant MP, Jonathan Lord MP, Conor McGinn MP and Ranil Jayawardena MP.

MPs are aware of the importance their constituents attach to the inland waterways as places to unwind and enjoy recreational activities like boating, angling and other healthy exercise, as well as areas of historic and environmental interest. The APPGW is well placed to ensure these resources get the attention they require and are not overlooked.
Restoration workshop announced

The 2018 Waterway Restoration Workshop will take place on Saturday 14th April at Ormiston South Wolverhampton & Bilston Academy, Bilston. The free training day, run jointly by IWA and Canal & River Trust, is aimed at waterway restoration groups and is designed to give volunteers support and information to assist in the development of their schemes. It is also a great opportunity for those passionate about waterway restoration to share and discuss ideas.

For more information, including how to sign up, visit waterways.org.uk/ restorationworkshop.

IWA’s AGM looks to the future

At IWA’s AGM on Saturday 30th September at Langley Mill, Derbyshire, a vision for the future was outlined including the powerful role that IWA can and will play in the growth and development of our waterways through the promotion of the benefit of Waterways for All.

In front of 116 members, IWA’s marketing committee chairman, Peter Johns, showcased the Association’s five-year objectives, and attendees of the meeting were offered a first sighting of IWA’s new logo. The new branding reflects all aspects of the Association, including the Waterway Recovery Group and Essex Waterways Ltd. (See page 24 for more information on our rebranding and logo.)

The AGM itself was led by Les Etheridge, presiding over his last AGM as IWA national chairman. The meeting was opened by talks about campaigning, volunteer action and work parties, the very essence of the Association.

In the afternoon, members attending the meeting were treated to a choice of a walking tour of Langley Mill, where the Cromford Canal meets the Erewash and now-derelict Nottingham canals, or a two-hour cruise on Birdswood, the Friends of Cromford Canal trip-boat.

Meanwhile, winners of the IWA National Annual Awards were presented at the AGM. The Cyril Styring Trophy, the Association’s premier award, went to Chard Wadley for his long-time contribution to the Ipswich Branch and his involvement with the River Gipping Trust.

Richard Bird Medals, awarded to members whose efforts and support are considered to have brought significant benefit to the Association over a sustained period of time, went to Lynda Payton, Janet Dunning, Tony Dunning and Christine Carter.

The winner of the Branch Achievement Award was announced as West Country Branch. With an enthusiastic and proactive committee, the Branch has run a high-level campaign to promote a navigable element to the Bridgwater Barrier on the River Parrett along with the regeneration of Bridgwater Basin at the seaward end of the Bridgwater & Taunton Canal.

Ending the ceremony, was the presentation of a new award: Honorary Life Membership of the Association for members who have supported the charity for sixty consecutive years or more.

Eighteen memberships were eligible for this award, and three were presented on the day to Mr Peter Duckworth, Mr Malcolm Braine and Mr Geoff Bayley.

93 historic boats at Braunston

A near-record 93 heritage boats attended the 15th Braunston Historic Narrowboat Rally in late June.

The event, which continues to be the largest rally of its type on the inland waterways, was facilitated by substantial dredging of the marina and adjacent canal last winter.

This year’s rally was opened by veteran actors and waterway stalwarts Timothy West and Prunella Scales, back for another steer after their last appearance there in 2013.

Tim and Pru’s pulling power has only increased in the interval – the event had over 7,000 visitors and their Channel 4 TV series Great Canal Journeys was credited earlier this year by British Marine with increasing boat-hiring numbers.

Braunston Marina said the money raised this year was £6,600. It was donated, as usual, to waterways charities, including IWA’s Inland Waterways Freight Group, which received a cheque for £200.

On the opening day, a memorial plaque was unveiled to waterway writer and educator David Blagrove. Meanwhile, the Nurser Award for ‘best in show’ went to the 1926 FMC motor Emu, built by Yarwoods of Northwich.
TITFORD POOLS feeder dredged

It’s hard to believe now, but Titford Pools, in the noisy shadow of the M5 viaduct, was the location of two Inland Waterways Association festivals in 1978 and 1982. After years of campaigning by IWA and BCN Society, these feeder streams to the highest levels of the Birmingham Canal Navigations have now received a long-overdue vegetation cutback and dredging from canal contractor, the Rothen Group.

The BCN Society, based in the Pumphouse on the Titford Canal, is very active at encouraging more use of these waters and many boats have cruised up the ‘Crowe’ lock flight this year to rallies and as part of the BCN explorer and marathon cruises. Approaching 150 boats have received their plaques for navigating around the Titford Pools. BCNS, in conjunction with Canal & River Trust, has plans for dredging and regenerating the entire area to create a major boating and local amenity resource.

Middle Level Bill to Proceed

The Middle Level Bill has been given the go-ahead to proceed through its parliamentary process, with the House of Commons voting in favour following a debate on 17th October. Despite suggestions from some MPs during the debate that it should be postponed, the Bill will proceed to an Opposed Bill Committee for consideration of the remaining objections.

IWA welcomes the revival of this Bill, which would bring Middle Level Commissioners into line with other larger navigation authorities by enabling better waterway management powers and increased provision of facilities in connection with their navigation function. Among other powers, it would enable MLC to levy charges in respect of vessels using the Middle Level waterways, including the ability to charge where vessels overstay time limits in force at a mooring place. It would enable the removal of sunken, stranded and abandoned vessels, and make insurance and a Boat Safety Certificate mandatory for all vessels on Middle Level waterways, which are currently not required.

The Middle Level is an important part of the East Anglian waterways, and IWA’s view is that it needs these powers in order to continue to run its navigations effectively. Subject to any charges imposed being reasonable, IWA believes that the Bill’s implementation would be beneficial for all who use these waterways. MLC would be able to spend money on facilities and moorings for boaters, which it is currently unable to do, the value of the waterways to the local economy through tourism would increase, there would be more leisure opportunities for the local population, and conditions will be made safer for boats already on the system.

Boat joyriding on increase warns River Canal Rescue

With an increasing number of vessels being torched or taken by joyriders, River Canal Rescue is calling for boat-owners and marina operators to be extra vigilant. In previous years, the firm typically dealt with one or two burnt-out or vandalised boats but this autumn saw three incidents bringing the total to ten in the last 12 months.

One of the more challenging rescues was a fire-damaged Sea Otter narrowboat. Its remains were found near Braunston Marina in August in a remote location with no vehicle access. The heat from the fire melted the aluminium hull below the waterline so pumping it out was not an option for RCR engineers. There was no access for a crane and not enough depth of water to use air bags to assist with the raising. Never short of ideas, the team used plywood to make new sides for the boat to enable it to be refloated.

RCR managing director, Stephanie Horton, comments: “The crime of joyriding appears to be spilling from the roads onto our inland waterways, particularly on the Oxford, Coventry and Grand Union canals in a triangle from Nottingham via Braunston to Oxford and Warwick.

“In the past, boats were typically taken by people who wanted to steal outboards, batteries and anything that could be sold. They would, however, leave the vessel intact. But now their actions are akin to mindless vandalism and unfortunately, the damage is usually so severe and too large a project to take on, so the burnt-out vessels usually end up being disposed of. This impacts on the environment and owner.”

Stephanie concludes: “Because of the restriction on where boats can be taken, theft is considered low risk by boaters and insurance companies. Yet they are easy to break into and easy targets for those with intent, particularly when you consider the time they are left unattended and how simple it is to change their identity. In the absence of any registration system, and criminals viewing it as an easy way to raise cash, I fear these types of crimes will continue to increase.”
MGF EXCAVATION
SAFETY SOLUTIONS

Bankside Protection for Canals, Rivers and Marinas

MGF have over 35 years experience providing bankside retention solutions on UK canals, riverbanks and marinas.

Our bespoke MGF waler and tie back system is a versatile solution to bankside retention and can be used in a range of configurations to suit different ground conditions.

We hold extensive stocks of cold and hot rolled interlocking sheet piles, for sale with galvanised and sealant options.

All MGF products are available with temporary works design services and nationwide delivery.

T: 0845 5914 473  E: enquiries@mgf.ltd.uk

Webtherm Marine Spray Foam Insulation

Polyurethane sprayed foam insulation is now the number one choice for boat insulation, especially amongst canal boat owners and enthusiasts. The Webtherm spray foam system goes onto surfaces in a liquid form and then expands within seconds to the required thickness, setting rapidly into a rigid foam form - filling all gaps, eliminating draughts and condensation.

www.webthersinsulation.com

Websters Insulation
The spray foam insulation specialists

MGF have over 35 years experience providing bankside retention solutions on UK canals, riverbanks and marinas.

Our bespoke MGF waler and tie back system is a versatile solution to bankside retention and can be used in a range of configurations to suit different ground conditions.

We hold extensive stocks of cold and hot rolled interlocking sheet piles, for sale with galvanised and sealant options.

All MGF products are available with temporary works design services and nationwide delivery.

T: 0845 5914 473  E: enquiries@mgf.ltd.uk
NEWS FOCUS

EREWASH FESTIVAL PULLS IN THE CROWDS

Over 15,000 people and 100 boats celebrated the IWA Festival of Water on the Erewash Canal at Ilkeston

The event brought life to the beautiful cul-de-sac canal and showcased what IWA does best – promoting Britain’s waterways. The three-day festival over the August bank holiday weekend was opened by councillor Chris Corbett, deputy mayor of Erewash representing Erewash Borough Council.

Boaters took the opportunity to cruise along the whole length of the 11.5-mile-long Erewash Canal, past the historic lock cottages at Sandiacre and under the spectacular 460m Bennerley Viaduct, to visit the bustling Great Northern Basin at Langley Mill where it meets the partially restored Cromford Canal.

Gallows Inn Fields hosted classic cars, craft stalls, birds of prey, children’s rides and Shrek the boat horse, all accompanied by live music from the marquee. Waterway Recovery Group also offered digger driving taster sessions, and WRG North West reported a brisk trade in second-hand books and boating items resulting in a donation of over £800 to two local canal organisations.

Jane Elwell, IWA events chair, commented on the weekend: “We chose Ilkeston for the 2017 IWA Festival of Water because it’s such an attractive yet underused part of the national canal network. Our volunteers also wanted to highlight the threat to the canal from the currently proposed HS2 route to Leeds.”

A 16m-high viaduct at Long Eaton will overshadow the Erewash Canal, including the canal lock close to the East Midlands hub station, for the new high-speed railway line. A proposed diversion of the M1 motorway to accommodate the route may also have to cross the canal. IWA is working alongside local groups to mitigate the impact on the canal and its neighbouring communities.

Next year’s Festival of Water will take place on the River Great Ouse in Riverside Park in St Neots.

See page 34 for our guide on how to get there.
The VIP procession was led by Shrek the boat horse.
MARGARET BEARDSMORE

The towpath was busy over the two-day event.
ANDREW DENNY

Have-a-go signwriting.
ANDREW DENNY

Enjoying the live entertainment.
ANDREW DENNY

The festival was a hoot and a half.
JOHN BUTLER

Great weather drew in the crowds.
JOHN BUTLER
CAMPAIGNING WITH YOU

The sale of land by EA, HS2 and the closure of Ardrishaig Pier are among the issues we’re campaigning on with your help. Here’s how we’ve been doing on these and other affairs...

Free penning remains at Goole locks

IWA’s Inland Waterways Freight Group successfully campaigned against proposed changes affecting freight and pleasure traffic on the River Ouse.

Associated British Ports (Humber) proposed, as part of a review of tariff charges at Hull and Goole, to remove the free locking period either side of high tide for pleasure craft using the locks at Goole, and to increase fees for freight traffic. IWA considered that introducing a minimum £500 charge for Ships Dues for river craft at both Hull and Goole would have had a detrimental impact on existing and potential future freight traffic, including proposals to re-introduce commercial traffic on the Aire & Calder to Leeds and the existing traffic of oil to Rotherham.

The proposed loss of the free penning period for the use of the locks into or out of the River Ouse at Goole would have added cost and danger to pleasure craft accessing the waterways of the North-East, particularly full-length narrowboats which cannot use the route via Keadby and the Stainforth & Keadby Canal due to the size of Thorne Lock. The potential for a significant increase in fees for the use of the locks by charity-preserved barges was also of concern to IWA and others.

IWA is extremely pleased to report that Associated British Ports has now confirmed it will not be implementing the proposed changes, and that arrangements for all canal and river craft will remain as they were. For pleasure craft, this means the free penning period for using Goole locks (2½ hours before predicted high water and 1½ hours after) shall remain in force. Any penning operations performed outside of the free penning period, or outside of normal working hours, by prior arrangement with the dock master, will continue to be charged the applicable penning fee.

It’s a positive outcome at a time when efforts are being made to increase freight use in the North-East and encourage more pleasure craft on these under-used waterways.
EA attempts land sale in Ely

IWA wrote to Sir James Bevan, chief executive of the Environment Agency, in August, to ask him to withdraw from sale three lengths of moorings in Ely.

Over 300m of river frontage in total was offered for sale by private auction, together or separately, with a closing date of 8th September. IWA considered the sale extremely short-sighted given that businesses and moorings at this location bring in an income to EA as the navigation authority.

IWA was particularly concerned about the impact the sale would have on the three waterway-related businesses based on the site: Bridge Boatyard, which has been operating for over 40 years and is now the only holiday boat hire company on the River Great Ouse, hotel barge Water Nimf, and The Boat Yard boat restoration business. Bridge Boatyard brings 2,000-2,500 people onto the river each year on hire craft, the loss of which would have a serious effect on tourism and leisure and consequently on the economy of Ely and other towns and villages along the waterway.

The land was apparently offered for sale as it was considered ‘surplus to operational requirements’. It is IWA’s view that the moorings and the hire business at the site should be considered as essential for income and the future sustainability of the river and therefore the land should remain under EA ownership.

As well as asking for the sale of these three moorings to be withdrawn, IWA has asked Sir James for details of any other land, property or assets being considered for disposal elsewhere on the River Great Ouse, or on any other navigation run by EA. Where these are providing an income to EA or being used for moorings, IWA considers that they should be retained for long-term benefit.

IWA national chairman, Les Etheridge, said: “IWA considers that EA has a statutory duty, through the Anglian Water Authority Act 1977, to support recreational use of the River Great Ouse, not hinder it. Whether the EA continues to be the navigation authority or whether these waterways are transferred to Canal & River Trust, we think that ongoing income is essential in preventing further asset deterioration and waterway closures, and in optimising the leisure, tourism, health, well-being and economic benefits of these waterways.”

In addition to writing to EA, IWA also contacted local MPs and district and county council leaders, many of whom also stated their concern at the implications of the sale. Members and supporters also wrote to their MPs objecting to the proposed sale.

IWA puts pressure on pier repairs

In Scotland, IWA’s Inland Waterways Freight Group had another success when it made representations about the closure of Ardrishaig Pier to all marine and road traffic after collapse of part of the structure on 20th May.

Ardrishaig Pier is situated on Loch Gilp, a sea loch, just outside the entrance to the Crinan Canal. While closure of the pier would not affect access to or leisure traffic on the canal, IWA was concerned about the significant impact the closure would have on the timber traffic which had been operating through Ardrishaig Pier. IWA wrote to Scottish Canals in July explaining that we support seagoing freight vessels accessing inland waterways due to environmental benefits over road freight, and that we would wish to see repairs carried out to the pier as a matter of urgency so that the TimberLINK traffic was not disrupted.

The TimberLINK network, including the traffic from Ardrishaig to Troon, keeps significant numbers of large timber lorries off unsuitable roads. Forestry Commission Scotland ships about 100,000 tonnes of timber per year using this network, about 30,000 tonnes of which goes via Ardrishaig. The loss of this pier would have a significant impact on local roads, tourism and on the future of the timber operation.

IWA received reassurance from Scottish Canals that repairs would be put in place, the first of which have now been completed. The next stage of the project will be an upgrade of the pier, restoring it to full operation and widening and lengthening it to accommodate larger vessels and increase its capacity. The works are anticipated to begin in early 2018.

As a result of IWA’s campaign, along with local waterway organisations such as the East Anglian Waterways Association, a meeting was held between Lucy Frazer MP for Ely, the leaders of East Cambridgeshire District Council and EA to discuss the issue. Although the outcome of that meeting is not yet known, it is understood that EA is now considering what to do given the number of representations that it has received concerning the sale.

With your support, we can do even more. waterways.org.uk/campaigns
HS2 UPDATE

With the final routes of Phase 2 confirmed in July this year, IWA takes a closer look at the plans.

PHASE 2A: WEST MIDLANDS TO CREWE

The Bill for Phase 2a has been introduced to the House of Commons and seeks the powers to begin construction of the section from the West Midlands to south of Crewe. It will join the Phase 1 section, the building of which received royal assent in February 2017, just after it crosses the Trent & Mersey Canal at Fradley. The route set out in the Bill has taken into consideration the three refinements consulted on last year. IWA responded to the consultations and our preferences are generally aligned with those chosen by the Secretary of State for Transport, Chris Grayling.

The connection to the West Coast Main Line and the start of a tunnel in Crewe have been moved further south. It was also decided that the construction railhead, and subsequently the infrastructure maintenance facility for this section of HS2, would be moved from Basford, near Crewe, to a location near Stone – a site that IWA agrees has no direct adverse impact on any inland waterways.

IWA has responded to the Phase 2a Environmental Statement, which closed on 30th September 2017. The main concerns are excessively high embankments as the route crosses the Trent Floodplain parallel to the Trent & Mersey, creating unnecessary noise and a visual nuisance, and a new viaduct crossing the canal near Great Haywood Marina. Elsewhere, there are potential visual impacts on the Staffordshire & Worcester Canal where the route heads towards Stafford.

A further consultation, which closed on 12th October 2017, was issued on ‘options to develop a Crewe Hub’. This would potentially create opportunities to extend HS2 links to other stations in the area; however, it may cause more trains to use the proposed rolling stock depot (RSD) north of Crewe, impacting the Middlewich Branch.

PHASE 2B: CREWE TO MANCHESTER AND WEST MIDLANDS TO LEEDS AND YORK

IWA previously responded to consultations on this section in 2016 and 2013. A decision on the outstanding sections of the Phase 2b route to Manchester and Leeds was made in July 2017, with the following changes:

Crewe to Manchester:
The western leg rolling stock depot (RSD) will move from a site near Golborne to Wimboldshay, north of Crewe. While this will reduce the impact on both the Bridgewater and Liverpool canals, it will increase visual and noise disturbances on the Middlewich Branch of the Shropshire Union, where three consecutive bridges will also create a tunnel effect, and the Trent & Mersey, caused by RSD connections. IWA did not support the proposal to move the RSD from Golborne to north of Crewe.

A 26km section of the route through Cheshire will change and be raised as it passes through the salt plains, avoiding potential impact on brining and gas storage infrastructure. The main line will continue north crossing the River Dane and Trent & Mersey east-north-east of Bostock Hall. The viaduct will be around 20m high over the Dane floodplain, and 14m at the first canal crossing. The second crossing, 1.4km further north over the Trent & Mersey alongside the Puddinglane Brook, will be around 13m high, and the last canal crossing, 0.5km further on, will be 15m high. Furthermore, the embankment across the Dane floodplain will be up to 20m high – a significant size that will severely affect the context of the Trent & Mersey and its conservation area. IWA has objected to this proposed route, which unnecessarily impacts the canal, and wants to see it reappraised.

West Midlands to Leeds and York:
The preferred route on the eastern side starts from Curdworth near the M42, running north. At Measham, the route to the west of the village has been moved approximately 80m and the viaduct has been extended to mitigate commercial property impacts. This will have signification implications for the Ashby Canal restoration.

At Long Eaton, after much consultation with the local community, the route will pass through the town on a high viaduct. This will effectively split Long Eaton in two, spread noise and visual intrusion over the whole area, including the Erewash Canal and the lock near the site of the East Midlands Hub station.

The route in South Yorkshire will, in part, follow the M1 and M18 and serve Sheffield via a spur. HS2 Ltd is also to take forward the provision of a northern junction, giving a direct, under 30-minute connection between Leeds and Sheffield, and continue to work on a possible parkway station. IWA supported the route proposal, which mostly avoids damage to the Chesterfield and other canals. However, further route amendments are needed to allow this important and well-supported restoration to progress. Chesterfield Canal Trust have confirmed that, despite much work on HS2 Ltd to correct their inaccurate and mistaken plans and proposals, they have continued without correcting the inadequacies. This is a cause for great concern.

A consultation to move the eastern leg rolling stock depot at Crofton to a brownfield site east of Leeds in the Aire Valley closed on 12th October 2017. The proposed site is over the Aire & Calder Navigation, and appears to have limited impact except for a rail crossing. IWA has responded, identifying the need for adequate air draught and clear sight lines to allow the largest possible boats into Leeds.

What next?

HS2 Ltd will now progress design of the preferred Phase 2b route and issue a consultation on a working draft environmental statement later in 2018, followed by a third hybrid Bill in 2019. The Bill for Phase 2a will continue its progress through the House of Commons and House of Lords until it either falls or receives consent.
Visit our website for special offers

• 10% OFF CAMRA, IWA, CART MEMBERS
• 15% OFF FORCES, NHS STAFF, POLICE & RESCUE – see website for conditions
• Narrowboat Hire – Staffordshire
• Choice of excellent routes

Boat Yard Services: Dry Dock • DIY • Painting, Engine Servicing • Call Out • GAS • P/outs
RING FOR DETAILS

Crown Street, Stone, Staffs ST15 8QN | Tel: 01785 813982
Fax: 01785 819041 | www.canalcruising.co.uk

CALL US NOW ON
01785 813982
CHECK AVAILABILITY AND BOOK ONLINE NOW

Subscribe to
Waterways World

PLUS FREE Waterways World Annual & route-planning map every year when you subscribe by Direct Debit*

www.waterwaysworld.com
01283 742970
JUST £39 A YEAR

Every year your Direct Debit subscription continues. UK price only. Call for overseas rates.

BUYING OR SELLING YOUR DREAMBOAT?

Then make Braunston Brokerage – at the heart of England’s waterways – your first port of call!

Established in 1988, we are a major player in the selling of narrowboats – new and secondhand – with a reputation for professionalism that is second to none.

Our marina offers the fullest range of support services. Uniquely, we have two dry docks on-site for surveys, hull-blackings, re-paints, sign-writing and below waterline repairs. Also engineering and refit facilities.

Sell your Dreamboat where it will be seen!

For full information – including our competitive brokerage package – contact Tim Coghlan at:
Braunston Marina Limited, Braunston, Nr Daventry, Northants NN11 7JH
Telephone 01788 891373
Fax 01788 891436
Website: www.braunstonmarina.co.uk
Email: sales@braunstonmarina.co.uk
One of the broader issues that IWA campaigns about, often behind the scenes with navigation authorities, is that of boaters’ facilities. There are certain basic amenities that boaters need, whether at a mooring or while navigating the system, including water points and disposal sites for general rubbish, recycling and toilet waste. Additional facilities such as toilets, showers and laundrettes can also be very welcome.

**MINIMUM STANDARDS**

IWA believes that there should be minimum standards for the provision of boaters’ facilities across the network regardless of the navigation authority or landowner. Ideally, every waterway should have:

- **Facilities at regular points:**
  - Water points and rubbish and sewage disposal points at intervals that can be covered preferably in five hours’ and no more than ten hours’ typical cruising. IWA is encouraging navigation authorities to increase provision to occur within every five hours of cruising.
  - Pump-out facilities at intervals that can be covered in no more than ten hours’ cruising (including those provided at boatyards).
  - Recycling points alongside rubbish disposal points. Recycling is currently seriously under-catered for and accessing these facilities away from the water is not always practical or possible.
  - Appropriately maintained facilities with the capacity to match demand. The construction of new facilities should, where possible, be on mains water and sewerage, and not rely on bowsers, septic tanks or macerators.
  - Facilities that are adequately protected from vandalism. The design of new buildings should incorporate anti-vandalism features, which can be as simple as doors which open outwards instead of inwards.
  - Appropriate systems in place to deal with the breakdown of facilities in a timely fashion, including portable, temporary solutions where necessary. Existing facilities should not be withdrawn without a suitable replacement being made available.

Boaters should be considerate in their use of these facilities.
all facilities in order to keep them in operation for other users.

**PROBLEM AREAS**

In some locations the provision of facilities does not meet demand. A lack of amenities is a problem in itself, but a significant consequence is also congestion on moorings near to limited services.

Canal & River Trust identified in its 2016 survey of London boaters that there are insufficient facilities in the capital. The survey identified a 57% increase in people living on boats in London since 2012, with only seven public water points, five sewage and five refuse disposal facilities to serve all of its resident and visiting boaters. IWA has asked CRT for action given that facilities in London are hopelessly inadequate to meet the spiralling demand from both prospective liveaboards and visitors.

However, the problem is not exclusive to London. A number of places across the waterways system have gaps in the provision of facilities, such as the Grand Union Canal through Leicester where for many years there have been no amenities between Loughborough and Kibby Bridge. After years of campaigning, IWA Leicestershire Branch was recently successful in getting a water point included in a city centre regeneration project, and is campaigning for further facilities.

In other areas, services have been removed and not replaced; examples of such incidences can be found across the country including Atherley Junction, Birmingham, Macclesfield, Minworth and Rickmansworth. IWA has raised this with CRT at a national level, and branches are campaigning about local issues.

**NAVIGATION AUTHORITIES**

The responsibility of providing facilities is generally that of the navigation authority. IWA recommends that the maintenance and renewal of boaters’ facilities should be considered as part of navigation authorities’ asset management strategies. Furthermore, there needs to be a national perspective on the provision of facilities, between one waterway area and another, and even across navigation authorities. Currently, many amenities are old and unreliable and do not have the capacity for today’s usage resulting in poor service for customers as well as high maintenance and emergency call-out costs.

Where a navigation authority relies on marinas or other private businesses to meet its obligations, IWA expects facilities to be accessible at all times, with clear signage that they are available to all customers of the authority. Water, sewage disposal, and rubbish and recycling bins should be provided at no charge (where navigation authorities are relying on the service to cover gaps in their own provision).

**CONCLUSION**

IWA believes that good access to facilities is essential and should be achieved by ensuring:

- Paths are kept clean, safe and well maintained, and all access points to facilities meet current health and safety legislation as well as the requirements of the Disability Discrimination Act 2004.
- Mooring points for boaters using the facilities are safe and the rings or bollards provided are in line with best mooring practice. These should be placed between the bank and walking surface to avoid ropes crossing the towpath, and have limited impact on the bank.
- Vegetation is maintained around the mooring area and facilities.
- Overstaying at moorings adjacent to facilities is strongly enforced against to enable visiting boaters to access them easily, particularly where there is high demand.

IWA has been in discussion with the Broads Authority following the removal of refuse disposal points provided by local authorities. Much of the land where facilities can be located is privately owned, but it is understood that some of the sites have had bins reinstated.

**Can you help IWA gather information about facilities?** IWA would like to hear from members about locations, anywhere on the navigable waterways, where they have noticed gaps in the current provision of facilities, as well as any issues concerning vandalism, poor design or missing equipment. This could be where there are omissions in amenities available between waterway areas or navigation authorities, or where previous facilities have been taken out of use and not replaced. Contact IWA campaign officer Alison Smedley by emailing alison.smedley@waterways.org.uk with your observations.
Tell us about yourself and where your interest in the inland waterways began.

It was a general interest that grew into an enthusiasm over time. Professionally, I was an architect for many years and was involved in several projects on the waterways. I lived near the canal and would go there for walks too. I got talking to boaters and people on the towpath and found out about all the various organisations, including IWA. It was a gradual process, similar to lots of people.

My wife and I bought our own boat and from there became more actively involved. Eventually we realised we were spending more time on the boat than at home so we took the plunge, sold the house and went to live afloat. We both worked while we lived aboard, so we always had a home mooring. Now we’re back on land but we still have the boat and cruise quite extensively. We recently went up onto the northern part of the network to the Lancaster Canal, which we’ve not done before. I think we’ve now boated most of the navigable system.

I joined IWA in 1975 in Liverpool but moved to Birmingham shortly afterwards, and joined the branch there where I became involved with the committee and was chairman for quite a few years. Probably one of the most interesting things I’ve done with IWA was when I took over the Waterways for Youth programme. It was a very inspiring thing to do. We went to events and led activities for young people – it was before health and safety became so strict so we could do a lot more exciting things than we’d be allowed to now. It was nice to see younger people coming along with their parents and to be able to give them something to do. It would be good to think that some of those youngsters are now active IWA members themselves. Engaging with young people is still one of our big challenges – the WRG family camp earlier this year was a great example of how we’re doing this.
I’ve been involved in other waterway organisations, both locally and nationally, at different levels. I was secretary of the BCN Society for a long time and secretary for the Droitwich Canals Trust during the completion of the restoration there too. I was also chair of the Residential Boat Owners’ Association for some time. I think I’ve got quite a good perspective on the different parts of the waterways family.

Have you got a favourite waterway?
People always ask that question but I don’t have a specific answer. The thing about canals is that they’re all different. You’re continually moving – you might start in an urban area, which can be interesting because of its heritage and buildings, but within half an hour you can be out in the countryside. There’s such a great variety.

The new vision and five-year objectives for IWA have recently been agreed by the trustees. What are your initial thoughts?
It is important that we have a long-term vision and we are looking forward. It has been a difficult exercise for the trustees and a lot of work has gone into agreeing on a shared vision. We’re just at the start of the journey but have set ourselves a challenge.

Possibly the most important objective is the inspiring one. It’s not just about our members and potential members but about other organisations and how we can help them or work with them. One of the things I’d like to do is build bridges with our counterparts elsewhere – I recognise it has been difficult with all the different canal societies and organisations and there has been friction in the past.

Speaking for the waterways and protecting and restoring them are what we’ve always been doing but we’re just looking to do them better now. Inspiring is something new and different we can take forward – it involves thinking about how we can get enthusiasm and interest from people, and capture new generations as well as a more diverse sector of the population.

Which of the objectives stand out to you? Do any of them align with your personal or professional interests?
My background in architecture has given me a particular interest in the heritage – the essence of our waterways. But it’s not just about the buildings – it’s the boats, people and skills too. What we want when people come down to the waterways, whether they cruise, walk or cycle, is for them to find out a little bit about the site’s history, or something else that adds to the experience. We want them to know a canal is not just a stretch of water, it’s the centre of a system that links up with others across the whole of the country.

**A VISION FOR THE FUTURE**

**The vision**
A thriving, growing network of sustainable inland waterways for everyone.

**Mission**
To be a powerful champion of inland waterway causes, to protect and expand our waterways for the millions of people who enjoy and benefit from using them.

**Key areas of our work**
IWA will focus on four key areas to help us fulfil our mission and make our vision a reality:

1. **Speaking for the waterways**
   - Promoting a ‘vision for the waterways’
   - Being ‘guardians of the waterways’

2. **Protecting**
   - Working to achieve well-managed waterways
   - Conserving the heritage and environment

3. **Restoring**
   - Creating a healthy, vibrant restoration sector, resulting in more restored waterways

4. **Inspiring**
   - Inspiring a wide range and increasing number of people to enjoy the waterways in many different ways and promoting understanding and cooperation between different users
   - Encouraging all users to support the waterways by actively volunteering to support and improve them

The contrast between urban and rural stretches is a favoured aspect of the canals for Ivor.
How do you see IWA heading under your leadership and with these new objectives?

The first thing is communication. We’ve got to get these objectives out there and the trustees are absolutely committed to doing this. We do understand, however, that getting the message out to our members and supporters will be quite a long exercise. It’s a matter of engaging with people at branch level. The bottom line is that we’re all one IWA and we’ve got to be working together.

The key objectives have been set but what we’ve got to do now is break them down to convey clearly what they mean. We’ve set the direction and we know where we’re going but there’s still a lot of detail to be worked out.

You’ve been a deputy chairman for IWA for a number of years. Have you thought about your approach to your new role as chair and if that will be different to (former chair) Les Etheridge?

Being chair is a bit of daunting job as it covers the whole country, so you have to get yourself around to different functions. You also need to be thinking nationally, not just concentrate on one area. Les did a really good job in taking us to where we are now. I will continue to be focussed on where we’re going but there’s still a lot of detail to be worked out.

How do you think your experience as a liveaboard boater will influence your leadership?

I’ve got a good understanding about the issues affecting liveaboard boaters, and of continuous cruisers through my involvement with RBOA. It can be a difficult subject but is something that IWA absolutely supports. The key thing is getting across to members that there are issues and responsibilities that come with living aboard and it’s not always going to be as it’s portrayed in the television programmes. People have to be realistic about these things, but that’s where joining the organisation can really help with pointing them in the right direction. We work very closely with RBOA and recognise the expertise it has.

“You’re quite the man when it comes to interviewing!”

What would you like to achieve at IWA during your time as chair?

It’s a difficult time for the organisation but hopefully we’ll keep going from strength to strength by finding our direction for the future and meeting any challenges. We’re making our vision and objectives known to our members, and while achieving them is important, we’ve got to be able to show people what we’re actually doing. By having key milestones we’ll be able to demonstrate to people what we’ve done and that’s how we’ll be judged.

Canal & River Trust is now five years old. How do you think the organisation has progressed?

There’s no question that it has done extremely well over that period of time. What’s possibly not widely recognised is that a lot of its achievements are thanks to IWA pushing them in the right direction. We’re now like CRT’s ‘critical friend’ meaning we will support them but not always, and when we have concerns there’s an understanding that we will bring them up quite firmly.

There are similarities between IWA and CRT and in a sense both are here for the same purpose. But we have to identify ourselves, and move forwards, as a separate organisation.
What are your thoughts on the potential transfer of Environment Agency waterways to CRT?
IWA will be continuing to push for the transfer. If we look back on the history of IWA and revisit Robert Aickman’s waterways conservancy, there was a vision for all waterways being part of a national system. That’s a longer-term goal but something we’d really like to see happen. The immediate challenge, however, is that EA is currently under-funded, so whether the transfer happens or not, it’s struggling for funds from the government. The transfer is one side of it, but from an IWA perspective it’s about making sure it lasts and there’s sustainable funding.
IWA will also be getting involved in the campaign for sustainable funding for CRT – given the very changeable political situation at the moment there’s no guarantee money will continue to be available. IWA wants to ensure all waterways have the long-term funding they require, whether they’re CRT, EA or another authority.

What message do you want to give to IWA members?
The key thing I want to say is: please work with us. We’re one IWA and we’re moving the organisation forward for the benefit of everyone. In communicating our new vision and objectives, we realise that there will be lots of questions from people. Over the next few months we’ll be visiting branches and talking to people right across the Association and letting them know they are important to our new vision.

LES ETHERIDGE
Les Etheridge stood down as IWA chairman in October following five successful years in charge, but he will continue as an IWA trustee and remain active in his local branch.
During his tenure Les has overseen the launch of some extraordinarily successful campaigns, perhaps most notably the action to mitigate the effects of HS2 on the Trent & Mersey Canal near Fradley Junction. He has been instrumental in maintaining and building on the respect we command in Parliament and has overseen the Association’s actions to bring about a sustainable future for the waterways currently under EA’s jurisdiction.
IWA’s Waterway Recovery Group continues to be held in the highest regard as the catalyst for progress for so many canal restoration projects and an exemplar of best practice in the restoration movement. Les promoted the idea of a Restoration Hub with WRG acting as a central contributor to practical restoration progress.
Les announced at this year’s AGM that over the last five years he has seen a 550% increase in the number of work parties carried out along our waterways. Our dedicated volunteers in our 33 branches across the country are clearing debris, painting lock gates, cleaning graffiti, laying mosaic trails, installing mooring rings, planting community gardens, and giving freely and enthusiastically their time and energy.
It is to Les’s credit that IWA is seen as an impartial referee and reference point on waterways matters as well as a forceful campaigner and it is his direction that has led IWA to the point where it can announce a ten-year vision and five-year objectives.

Vines Park on the Droitwich Barge Canal. Ivor was secretary of the Droitwich Canals Trust up to completion of the restoration.
A New Vision for IWA
WHY REBRAND? A NEW VISION

Our Vision
“A thriving, growing network of sustainable inland waterways for everyone.”

We have refreshed our vision and long term goals to clarify our purpose for the next five years, and the new branding is a visual and verbal representation of this. Our objectives were to:

1. Capture the essence of IWA
Speaking to our members, we learned that IWA means different things to different people. And while our volunteers do fantastic work within their branches and at a national level, the huge variety and range of activities we undertake made it hard to explain in just a few words.

2. Demonstrate one IWA
One of our greatest strengths is the incredible diversity of our members and volunteers – and it is our shared purpose that makes us greater than the sum of our parts. Presenting a unified and instantly recognisable brand brings us together across Waterway Recovery Group, Essex Waterways, branches and committees.

3. Future-proof our look
The brand, of course, is much more than just the logo. But the old IWA logo was difficult to position on background photography and across online media. As well as reflecting the scope and diversity of IWA, it needed an update for the digital age.

THE JOURNEY

1. Setting the scene
We did some research among a cross-section of our members to better understand their motivations for joining and supporting IWA. As well, we also canvassed some of our more active volunteers to find out what they believed our values and vision for the future should be.

2. Getting our ducks in a row
Although IWA has its own marketing team and designers, a branding agency was brought in to bring fresh thinking and new ideas.

3. Discovery workshop
The agency hosted a workshop, with representation from all key groups from within the Association, including branches, national committees, Waterway Recovery Group, Essex Waterways and staff. The discovery workshop was about getting to the core of IWA’s reason for being, something that lots of people felt strongly about but often found hard to describe.

4. Collaboration
In total, the agency produced hundreds of different designs, which were refined through a number of sessions and countless discussions. We are very grateful to the volunteers and members from across all parts of IWA who helped at different stages of the journey to reach the final design.

5. Final version
Understanding the true essence of IWA was key to this project. The final logo was the result of a natural progression of this, reflecting all of the parts of the Association and we hope you like it.
**WHAT MAKES US UNIQUE**

It is our spirit, determination and vision that will protect and restore our waterways for future generations to discover and enjoy. We champion Britain’s canals and rivers.

**WHO WE ARE**

The final design for the visual representation of our brand comprises three propeller blades and a central hub. Each blade represents a key aspect of IWA.

The core symbolises the volunteers and members that are at the centre of IWA; the heart that drives everything.

Our ripple pattern denotes the many activities that take place on and around the water – from the wake behind a boat to the bob of a fishing float.

Our brickwork pattern represents the industrial heritage of the waterways and the human effort that goes into maintaining and restoring them.

Our leaf pattern celebrates the green corridor created by canals and rivers, supporting wildlife and enhancing our well being.

**ONE IWA**

If you have any questions about the rebrand please contact the Marketing Team at IWA Head office on 01494 783453.
Postal Subscription Offer

Waterways World

Britain’s best selling canal & river magazine since 1972

Why subscribe?

✓ **Save yourself money** – over 20% off the cover price
✓ **Equip yourself with a wealth of knowledge** – free access to online back issues for the length of your subscription
✓ **Subscriber-only discounts** – 10% off books, free UK p&p and Crick Boat Show ticket discount
✓ **Save time** – each issue delivered to your door
✓ **FREE** digital subscription included

For trusted expert advice, news & inspiration

✓ **Practical advice** on choosing the right boat, fitting it out and improving your boating skills
✓ **Answers to your technical questions**
✓ **The latest waterways news** and events
✓ **Canal profiles** and pull-out cruising guides
✓ **Photographs from the archives** and news of restoration activities

JUST £39 A YEAR FOR 12 ISSUES DELIVERED TO YOUR DOOR

www.waterwaysworld.com

01283 742970

* Every year your Direct Debit subscription continues. UK price only – call for overseas rates
On 16th July this year, I, along with Richard Brambly and Eddy Edwards onboard narrowboat Olive Emily, and Lois and Roy Parker on their cruiser Marie II, successfully navigated the Old Bedford from the tidal river at Salters Lode to the current head of navigation, Welches Dam Lock. It was a there-and-back journey since non-tidal access to the Old Bedford ended 11 years ago when the Environment Agency piled the entrance to Welches Dam Lock. We set off in good spirits and reached our destination just a few hours later before returning to the excellent Lamb & Flag in Welney to celebrate, where we were told by the locals how good it was to see boats on the river again.

The Old Bedford River first opened in 1637 and is now a statutory navigation controlled and managed by EA. This was my second successful cruise of the waterway this year (the first being in April), and on this occasion the proposed dates had been fixed well in advance with EA (waterways) which had then consulted other parts of the organisation. EA (water resources) had asked the local Middle Level Commissioners lock-keeper to put more water into the non-tidal river. This made the normally tricky access from the narrow tidal stream much easier.

There was, however, one big headache to deal with before setting off. Out of the blue, EA asked for the whole cruise to be called off or delayed until October – a similar request had occurred prior to the trip in April, albeit for a different reason and with rather more notice.

This time EA cited concerns from its fisheries department about low dissolved oxygen from “wind-blown accumulations of decaying algae” in one section of the river. EA (fisheries) was of the opinion that navigating through this in our two boats might give rise to a “significant risk of an environmental [fish distress/kill] incident”.

Following discussions with David Venn, chairman of IWA Peterborough Branch, we decided that a proportionate response to this concern would be to continue the planned trip and assess the situation when we reached there as the problem appeared to be very localised (close to the village of Welney).

EA had known about the accumulations of decaying algae for some time and any steps it might have taken to improve the situation had proved largely unsuccessful. Other navigation authorities might have used weed-boats to physically remove the floating plant but EA’s next scheduled weed cut was not until...
October, four months later, from its flood defence budget. We had also been told (confirmed by an eye witness) that EA (fisheries) had themselves used a small boat with an outboard engine to take the oxygen measurements in this area on 13th July.

Under supervision
As we approached Welney, we found a short stretch of foul-smelling rotten material floating on the surface of the water. Removing this before we reached there would clearly have benefited everyone and everything. Someone commented that EA appeared to be more concerned about the DO (dissolved oxygen) than the DO (disgusting odour).

We were met by two helpful staff from EA’s waterways team and we discussed what to do. It was decided that the narrowboat could proceed very slowly and cautiously along the middle of the channel under their close supervision. The cruiser became stuck and so was pulled through the weed by ropes from the narrowboat, again under EA’s watchful eye.

Having successfully navigated the section of river at Welney to everyone’s satisfaction, we continued without difficulty to our destination, passing a cheery local eel catcher hard at work and accompanied by his equally jolly dogs on his small outboard-driven boat. Subsequent tests at Welney by EA after the return of our two craft showed minimal effect on oxygen levels.

Welches Dam Lock
Reaching Welches Dam Lock was a bittersweet occasion. It is an attractive location with a fine lock-side cottage close to the extensive RSPB Ouse Washes nature reserve, and the residents of the cottage there were delighted to see our boats.

What a shame that EA stanked off the lock in 2006. Although it claimed at the time that piling the entrance to the lock was to prevent water leakage through the gates, that was misleading. The piles do not extend across the full face of the lock entrance, leaving a gap of about 5ft – this not only means boats are prevented from using the lock but also that the gates (not the piling) have been holding back the water for the last 11 years.

Restoring Welches Dam Lock to full navigation would not be a difficult task, nor would restoring the short distance of Horseway Channel, which connects the Old Bedford to the Middle Levels and the rest of the system beyond. Just one lock needs to be lengthened and modernised (the Canal & River Trust and IWA’s Waterway Recovery Group do this all the time). The short Horseway Channel would also need to be re-lined to prevent leaks. Restoring these sections to full navigation would mean reviving a long-established and historic route, and would create an interesting cruising ring. Above all, the Old Bedford is a statutory route and needs to be maintained.

The future
Discussions at national and local level continue to make progress but with little success. Many people will have read of the extraordinary development of EA issuing a formal emergency closure of this lock backdated to 1st July 2006 with the footnote “created on 2nd May 2017”. Personally, I think the main stumbling block is not money but the unwillingness of the navigation authority to address the problems in good faith either itself or by using the voluntary sector, or by transferring responsibility for navigation elsewhere.

I remain convinced that responsibility for navigation matters on rivers currently managed by EA should be transferred to CRT. No one would claim the trust is perfect but I think there is a clear sense of purpose in what it does and what it is trying to achieve.

A major advantage is that CRT has the ability to raise funds and invest with far more flexibility and speed than EA. For example, I cannot believe that CRT would have allowed the disgusting and polluting algae/weed problem to go on so long.

I would like to thank EA staff who made this trip a success and the Middle Level lock-keeper, who operated the Old Bedford sluice and guillotine, for all his help.

Meanwhile...
At the other end of the Horseway Channel, Jonathan and Trish Hill recently took narrowboat Isabella to the current dead-end caused by the closure of Welches Dam Lock, at Horseway Lock, where they overnighted before reversing out the next morning. “This bit of the channel is lined by trees and is lovely but it is very heavily silted, hard work to get through and very smelly. The lock itself is a pretty place though,” said Jonathan.

Isabella at the limit of navigation, Welches Dam Lock, on the Horseway Channel.
After a few problems, a lot of emails and several phone calls, my partner Roy and I eventually gained permission to cruise the Exeter Ship Canal in June on our cruiser Marie II.

Opened in the 1560s, it’s one of the oldest artificial waterways in the UK, but being off the main network, it’s inaccessible to most inland boaters. We’d previously explored the route in 2014, but as the short canal has no height restrictions (all bridges are either swing or lift-style) and you are escorted all the way by two very helpful canal staff who operate all the locks and bridges for you, we thought we’d give it a go again.

Getting afloat
The one drawback to the Exeter Ship Canal is that it is only accessible from the tidal River Exe Estuary, which involves either a very muddy slipway onto the River Clyst at Ebford, cranage at Topsham, a sea slipway at Exmouth, or a coastal cruise. We opted for the muddy slipway on a neap tide. When the boat eventually floated, I picked up Roy and we made our way down the Clyst and onto the Exe Estuary, the GPS flashing frantically to inform us of a draught of less than 1ft. Unable to lock onto the canal until the following day, we cruised downriver to Exmouth and spent the night in the marina there.

The next morning, we boated carefully up the river on a slowly rising tide to Topsham, before returning to Turl Lock for our 3pm locking. After mooring, we enjoyed a leisurely walk to Starcross for an evening drink, then a home-cooked meal onboard Marie II.

The first swing-bridge is just past the old lock down to the Exe at Topsham, where we met the Exeter City Council canal staff ready to see us through Countess Wear Bridge. On arrival, we discovered the swinging section of the bridge already open due to repair works and, as Marie II has a very low air draught, we were able to pass underneath the dual carriageway section without having to raise the lift-bridge. We waited to let the bridge-keeper know, who was, understandably, quite pleased that he wouldn’t have to stop the traffic on the busy A379. It was disappointing in a way, but ultimately saved us from causing a lot of congestion on the road above.

Route highlights
On the way to Exeter Quays, we passed through a couple more swing-bridges, and the canal staff were ready and waiting at each one. The route was busy with canoeists, dragon boaters, paddleboarders, walkers and cyclists, and we passed several interesting old boats moored up, as well as lots of water birds. But the highlight of this section was the huge double lock (No 2). Designed to accommodate large ships, it takes around 20 minutes to fill or empty and there’s a floating landing stage to tie up to in the chamber. After the two-hour journey, we spent the rest of the day in Exeter and a comfortable night at the quays.

We didn’t have long, however. Our return journey began at 7.30 the next morning and we were escorted back to Turl Lock by the canal staff in time to catch the last of the tide. We cruised down the estuary on low waters and remained in Exmouth for a few more days until opting to fetch off on the superb new tidal slipway on the seafront – an interesting experience with the swell of the waves to account for, but less stressful than passing through shallow water and mud at Ebford again.

EXTER EXPLORATIONS
Lois Parker recounts a rewarding return visit to the Devonshire ship canal

NAVIGATION NOTES
The Exeter Ship Canal is owned by Exeter City Council, from which you must gain permission to navigate. Our initial enquiry was met with refusal; however, thanks to the support of IWA West Country Branch and Friends of Exeter Ship Canal, we were eventually sold the relevant permit. All the canal and marina staff we encountered on route were very friendly and helpful. It was an enjoyable journey and well worth the effort, but as the only access to the canal is from the sea, anybody contemplating boating there must ensure their craft is seaworthy.
State of the art technology in a secluded and peaceful setting

- Set in 20 acres of quiet, sheltered countryside
- Close to Foxton Locks with easy cruising to Market Harborough, Leicester and beyond
- Long term and short term moorings
- Hardstanding for winter storage and DIY fit-out
- Diesel, electricity, water, calor & coal
- Brand new engineering workshops with a full range of fabrication and maintenance services including grit blasting and molten zinc metal spraying for the ultimate in hull protection

THE MIDLAND’S BEST EQUIPPED MARINA & BOATYARD

EXCLUSIVE MOLTEN ZINC METAL SPRAYING

Winter 2017
Tell us about your boat...
I have a 55ft steel narrowboat, Ganesh, which was built in 1979. I moved on board at the beginning of September 2001 and after about a year there was a fire which resulted in me having to completely refit it. I also had it rebottomed last year. So I have an old shell that has been updated and an inside that’s reasonably modern with a semi-professional fit-out.

Have you always lived aboard and been a continuous cruiser?
Yes. My primary licence is for the Bridgewater Canal and I had a mooring at Bedford Basin in Leigh for some time when I first moved on board. I’ve always seen myself as a continuous cruiser and have used both my Bridgewater and Canal & River Trust licences to move around the system. I’ve rarely stayed in one place for more than a few months at a time, except over the winter.

I’ve travelled the country but tended to spend more of my time in the north and the Midlands. Down south, I’ve travelled down as far as Windsor and Bristol, to the west I’ve been on the Llangollen, and in the north I’ve been up as far as the end of the Lancaster Canal. I’ve also spent quite a lot of time criss-crossing the Pennines. But I’ve seen little of the eastern waterways, partly because one of my attempts was made in a year when there was bad flooding.

Have you got a favourite waterway?
I enjoy the Leeds & Liverpool Canal – particularly the stretch above Gargrave where it winds back and forth. It’s lovely and remote there and one of my favourite places to spend time. But I’m also a big fan of the Peak Forest Canal where I’m hoping to cruise over the winter – it has a lot of charm and is beautiful at this time of year.

What’s your involvement with IWA?
I’ve been a volunteer with the Manchester Branch ever since I moved onto the boat. On a local level, I try to attend meetings when I’m available and sometimes I even manage to get along to the monthly volunteer work parties. If I’m away from the area it’s quite hard to act locally, but for a number
locally, but for a number of years I’ve been involved in making sure the branch website is kept up to date. It’s a way of supporting the local branch from wherever I am. I do website design as part of my day job – I run a company organising conferences for university academics and professional associations.

Although I’ve travelled quite widely, I’ve always kept Manchester as my home identity. It’s nice to feel that you belong to a group. A lot of my waterways friends are mostly from the north-west of England; I was introduced to a community of boaters in Leigh when I first started boating and we’ve remained friends.

**Do you run your business from your boat?**

Yes, I have a small desk, a chair, a couple of shelves, a place for my laptop and a ‘mill’ device that I dangle in the window for internet access – it’s basically the head office of a small company that’s distributed across the world. I have colleagues that work with me in Estonia and Uruguay, as well as Brighton and Stroud. Two of my colleagues have also lived afloat, one of whom I met while cruising to a conference in Bristol and I moored near her boat on the Kennet & Avon. We became friends and I later offered her a job.

**Is it difficult to manage all the different aspects of your boating life – continuous cruising, working on board, volunteering?**

It’s sometimes hard to manage sufficient cruising for my soul and peace of mind. In the early days of my business, I was working with just a couple of colleagues remotely and my work/life balance was far better. Boat life is relatively cheap, so I could manage three days of trying to make a living and four days of cruising. But as my business has become more successful, the balance started to shift.

For the last two or three years, it has been much harder to maintain a pleasant level of boating alongside work. But I still find being on the boat has its advantages as there are times when you simply have to move – to get water, empty the toilet or just shift along the canal. It’s good because it forces you to get away from work when otherwise you perhaps wouldn’t. Sometimes it can be a struggle as you might decide to moor in a place with a fairly poor mobile signal and internet connection. I’ve enjoyed a couple of winters on the Caldon Canal, but working there can be challenging because mobile signal is not great. You find yourself pulling your boat along with a rope in one hand and your mobile phone in the other, looking for the ideal place to moor.

**As a continuous cruiser, would you say joining IWA has been of benefit to you?**

Yes, in two ways. Firstly I’m kept abreast of information through emails and bulletins – this can be difficult when you’re moving from one area to another, as you don’t really have many points of direct contact. And secondly, but perhaps more importantly, IWA is crucial in maintaining pressure on the waterways authorities to invest and tackle the things that need dealing with. It makes the canal system work for everybody. In that sense, being a member benefits me as part of the wider community of people who use the canal.

I was quite fortunate in that I began my boating life just after the millennium when there was a lot of money being poured into canal regeneration. I don’t know if all that work was as a result of IWA pressure, although I should think a fairly large amount can be credited to the organisation. Many of the waterways that I’ve had the pleasure of travelling on are a consequence of restoration works that have no doubt had IWA involvement and support. I’ve been on the Ribble Link across to the Lancaster Canal, which was a millennium project, as well as places like the Huddersfield Narrow Canal, Castlefield and the Rochdale Nine Locks.

We can’t rely on the government, or even Canal & River Trust, to take care of all of our concerns and interests. There will always be competing voices and financial restrictions, so you need to have a body that talks to and lobbies those organisations and makes sure the voices of the wider canal community are listened to. That, for me, is the main reason for joining and supporting IWA.

**What does the idea of ‘Love Your Waterways’ mean to you?**

At its most basic, it’s about caring for the waterways. On an individual level that means keeping them clean and tidy and acting considerately to others. But it’s also about loving and caring for them in the wider sense of being part of a body like IWA that works on the canals, campaigns on the canals, and tries to make sure they stay in good condition for generations to come.
RIVER NENE
The first step towards the River Great Ouse is leaving the Grand Union at Gayton Junction and descending the Rothersthorpe flight of locks on the Northampton Arm, joining the River Nene. Northampton has a full range of facilities, supermarkets, shops, a theatre and bus and railway stations. Good secure moorings are available in the heart of the town at the Environment Agency-run Northampton Marina.

Once you leave the city of Northampton, the true beauty of the Nene starts to reveal itself. It is one of the great unspoiled rivers of the country, meandering through beautiful countryside. Its crystal-clear waters are a haven for wildlife and you can expect to see red kites, herons and kingfishers in abundance, and even otters.

There are a host of picturesque stone villages with glorious churches along the river, and the popular, highly photogenic town of Oundle is only a couple of miles away from the water.

The river at Fotheringhay is dominated by perhaps the most magnificent of all the Nene churches. Fotheringhay Castle, sadly demolished, was the birthplace of the ill-fated Richard III and where Mary Queen of Scots was executed.

A pamphlet written in 1653 promoting the Nene navigation estimated that it would require 33 locks to make it navigable, “as many as there are mills”. There are now 38 locks along its course, and many fascinating historic mill buildings remain.

The quiet nature of the river changes briefly as the navigation passes through Wellingborough. Moorings and a nearby superstore provide a welcome opportunity to stock up.

At Wansford Station the Nene Valley Railway crosses the river. You can catch a steam train to Yarwell in one direction or Peterborough in the other, and visit Thomas the Tank Engine (nvr.org.uk) – a must for steam enthusiasts and the child in all of us!

For those planning on entering the Middle Level at Stanground, the great cathedral city of Peterborough marks the end of this idyllic, bucolic trip. The Cathedral is celebrating its 900th birthday in 2018. Peterborough, with its extensive moorings, a riverside theatre, main line railway, bus stations and all the shops you could wish for, offers an excellent opportunity to linger before setting off onto the Middle Level.

EA is the navigation authority for the River Nene. A special Abloy key, which can be purchased from EA, is needed to operate the guillotine gates on locks. It is required for exiting Lock 17 on the Northampton Arm before you get to Northampton Marina, and is different from both the standard Canal & River Trust key and the handcuff key.

Joining the Friends of the River Nene for £10 per year gives access to extra moorings on the river (friendsoftherivernene.co.uk).

Public pump-outs require an EA token, available from Northampton Marina.

There are low bridges on the River Nene and water levels vary; always slow down and approach bridges with caution. The river rises quickly after rain and EA provides a good, free strong stream notification service (gov.uk/guidance/river-nene-bridge-heights-locks-and-facilities).

TOP TIPS

IWA’s 2018 Festival of Water will take place on the River Great Ouse at St Neots. Chris Howes provides tips on reaching this picturesque part of the network.
The Middle Level comprises 100 miles of some of the oldest man-made navigations in the country, having been drained by Dutchman Cornelius Vermuyden in the 1640s. Running through Fenland, it is a sparse and ancient landscape consisting of spectacular panoramas and huge skies with glorious dawns and sunsets. Its peaceful waters offer an unique solitude and unspoiled, quiet beauty. Some regard the Middle Level as little more than a transit or link between the two rivers Nene and Great Ouse but this does it a great disservice. It is much, much more than this.

Two of Fenland’s five market towns, Whittlesey and March, are on the primary route between the rivers. Both provide moorings and offer shopping and eating options. The largest market town, Wisbech, is not accessible from the Middle Level, but lies on the tidal River Nene below the ‘Dog in a Doublet’ lock. Of its other two market towns, Ramsey is on the High Lode Arm and has moorings on the navigation, whereas Chatteris is a short walk from the Forty Foot Navigation. Approaching the Ouse, the picturesque Well Creek runs through the villages of Upwell and Outwell.

The Middle Level is uniquely different to the rest of Britain’s navigable waterways and contains much to recommend it. Inevitably the more remote a place is, the fewer and more spread out the facilities are. Plan your journey to take account of limited services, take sufficient stocks with you, and enjoy the quiet calm.
JOINING THE RIVER GREAT OUSE

Wash Crossing
The experienced boater might consider crossing the Wash from Boston to get to either the River Nene at Sutton Bridge, or the River Great Ouse at King’s Lynn. It is strongly recommended you check that your insurance covers the Wash and you employ a pilot, which many insurers insist on. It may also be a good idea to find other boats to team up with. All tidal crossings require extra precautions, and none more so than the Wash sea crossing.

Denver Crossing
To get from the Middle Level to the non-tidal River Great Ouse requires a short tidal crossing from Salter’s Lode Sluice to Denver Sluice. This is a short crossing (approximately 10 minutes) and if treated with respect is exciting but not challenging. The two standard pieces of advice for river estuary crossings apply: check your propeller is clean and free from weed and that the access hatch is securely fastened, and have an anchor to hand and ready to deploy.

You’ll need to book the crossing by calling Salter’s on 01366 382292 when crossing from the Middle Level to the Ouse, or Denver on 01366 382340/382013 when crossing from the Ouse to the Middle Level. You will be told what time you can cross and given any advice required. EA has five volunteers at Denver.

New Bedford River
From Denver Sluice to Earith (above St Ives) is 31 miles. You can shave 10 miles off this by taking an alternative route along the New Bedford River. This is a tidal cut that runs from between Salter’s Lode and Denver. It should only be used with the permission of EA and access is governed by tide and weather. (However this shortcut means bypassing Ely and the junctions of the four tributaries and, although the journey up the New Bedford River is interesting, you miss out a lot.)

CRUISING GUIDES
The Environment Agency sells good maps on the rivers Nene and Great Ouse, available from Aqua House, Goldhay Way, Orton Goldhay, Peterborough PE2 5ZR, or 01733 371811.

The Middle Level Commissioners has published a short guide on the Middle Levels, available from middlelevel.gov.uk.

Imray guides are available on all the waterways mentioned and can be purchased from iwashop.com.

See also the IWA cruising guides at waterways.org.uk/festivalofwater for detailed notes on boating essentials including marinas en route where you can safely leave your boat, pump-outs, supermarket opportunities, diesel availability and pub stops.
A SUMMER OF FESTIVALS

It’s not just IWA holding its celebrations on the eastern part of the network next summer...

Bedford River Festival

The free, biennial event returns to Bedford on 14th and 15th July 2018, promising live entertainment, a parade, funfair and fête focussed around the River Great Ouse. For more information visit bedfordcornexchange.co.uk.

IWA Festival of Water

The annual festival will take place over the bank holiday weekend, 25th-27th August 2018, in St Neots, Huntingdonshire. There will be attractions for all the family, and boats lining the mile of River Great Ouse that flows past Regatta Meadow. To find out more, and book your mooring or campsite pitch, visit waterways.org.uk/festivalofwater.

Nene Valley Festival

Taking place between 15th and 23rd September 2018, this nine-day event will offer a large programme of events that celebrate the diverse natural and historic assets of the Nene Valley. Details are on the website nenevalley.net/festival-home.

Peterborough 900

Peterborough cathedral, just a short walk from the River Nene, is celebrating its 900th anniversary in 2018. A year-long programme of events will take place and raise money to invest in the historic building and its services. See more at peterborough-cathedral.org.uk.

TOP TIPS

EA is the navigation authority for the River Great Ouse.

Joining the Great Ouse Boating Association for £20 gives access to 26 moorings on the River Great Ouse and its tributaries (goba.org.uk).

The River Great Ouse rises quickly after rain and EA provides a good free strong stream notification service.

The River Great Ouse is probably unique among UK river navigations in that it has a middle tidal section of 2 miles between Earith Sluice and Brownshill Stauch. The tidal rise and fall is generally only about 1ft, but at spring tides this can increase to 2½ft. Above Brownshill Stauch and below Earith Sluice it is non-tidal.

Pump-outs on the River Great Ouse are (at the time of writing) free, but it might be expedient to carry a spare token.

A special EA Abloy key is required to operate the guillotine gates on locks. These can be purchased from EA.

RIVER GREAT OUSE AND TRIBUTARIES

The non-tidal Great Ouse above Denver Sluice and its tributaries offer over 100 miles of top-quality cruising. The Great Ouse itself is one of the East’s best serviced rivers for moorings and facilities. Three of its four navigable tributaries, the rivers Wissey, Little Ouse (aka Brandon Creek) and Lark, provide breathtaking remote cruising that’s almost unrivalled for its beauty. The fourth tributary, the Cam, leads to a further network of Fenland Lodes, and of course, Cambridge and its university. If at all possible, it is worth allowing yourself extra time to explore these unique and fascinating waters.

A beautiful waterway with abundant wildlife – including seals, the Great Ouse is well served by a range of riverside pubs and hostellries. The river’s stately progression through Bedfordshire and Cambridgeshire is punctuated by medieval towns which provide retail and cultural delights.

Historic Ely provides excellent city centre moorings, shopping, supermarkets, a museum and a chandlery. Its cathedral, visible from the water for miles around, is known as ‘the Ship of the Fens’, and is an absolute must-visit attraction.

Anyone with an interest in industrial archaeology should look up the open days for the Stretham Old Engine (strethamoldengine.org.uk) on the Old West River and stop by for a few pleasurable hours.

Huntingdon was chartered by King John in 1205 and is renowned as the birthplace of Oliver Cromwell. It is a well-appointed market town offering a wide range of attractions, and has main line bus and railway stations and a museum.

St Ives, with its unique chapel on its 15th-century bridge and its historic quay, is another absolute must-see. It too includes a museum, a thriving town centre, and a main line railway station. The nearby Jones Boatyard includes a well-stocked chandlery. As well as having a bus service, St Ives is on the innovative Cambridgeshire Guided Busway, which provides a fast link to Cambridge.

St Neots – the location chosen for the IWA Festival of Water 2018 – is another pleasant riverside market town with a main line railway station, award-winning museum and a full range of shops.

At the head of navigation, Bedford is an attractive market town with a traditional Victorian embankment bordering the river. It includes main line railway and bus stations, shops and the renowned Cecil Higgins’ Museum and Art Gallery. It is the home of a biennial River Festival which is the second largest free outdoor event in the country.

Winter 2017
RESTORATION HUB: PROJECTS

IWA’s waterways Restoration Hub has been supporting volunteer activities across the country this year. We take a look at some of the projects that have benefited from this central resource.

**Geldeston Lock on the River Waveney**
This year saw WRG volunteers working at Geldeston Lock on the River Waveney at Bungay, Suffolk, for the first time. A series of three locks were installed in the 17th century to improve navigation of the River Waveney and to boost trade. The route’s upper length was abandoned in 1934 and subsequently two of the three locks were removed and replaced by sluices. Now with only traces of Geldeston Lock remaining, WRG volunteers were invited up to preserve and repair the structure.

Volunteers spent the week removing damaged brickwork and rebuilding a section of the lock wall, where over time the river caused significant damage. Despite heavy rainfall and rising water levels forcing volunteers off site for a day, a great amount of progress was achieved. It’s hoped extra sections can be worked on in 2018 and WRG looks forward to working with the River Waveney Trust again.

**Bridge 1 on the Buckingham Canal**
WRG and Buckingham Canal Society volunteers undertook a weekend canal dig on the Buckingham Canal (formerly the Old Stratford Arm of the Grand Union) to dry dredge 200m of canal in preparation for rewatering. BCS continues to work towards restoration of the canal, with a focus on rebuilding Bridge 1 at Cosgrove, and is, at the time of writing, awaiting confirmation of a LEADER grant for materials to renovate the structure. Terry Cavender of BCS commented: “The Restoration Hub continues to be a pivotal point of reference to canal societies throughout this and other projects.”

**Pant embankment on the Montgomery Canal**
Volunteers from WRG NW returned to tackle the railway embankment which was blocking the Montgomery Canal at Pant, near Llanymynech, Shropshire. The week-long work party, from 12th to 19th July, removed an amazing 1,114.5 tonnes of material so towpath visitors will no longer have to use the steps to get over it. The embankment was created on the Oswestry to Welshpool railway line when an old bridge was removed after the canal was closed. The railway then closed in 1965 and the bank was left, obstructing the derelict canal.

**Archaeological dig on the Monmouthshire Canal**
Restoration works have been taking place on the Monmouthshire Canal for over a decade, but this summer saw the canal’s, and WRG’s, first archaeological dig take place near Ty Coch Shop Lock. WRG volunteer Ralph Mills, an archaeologist by profession, led two week-long canal camps there after a pilot dig in 2016 found evidence of a building and an abundance of pottery. He’d previously come across 19th-century ceramics on the ground and a 2012 investigative dig discovered the foundations of a workshop. Historic OS Maps suggested a residence was located nearby.

On the third day of the camp, volunteers discovered the northern wall of a lock-keeper’s cottage and an outside passage and drain. On the eastern side, a privy flowed directly into the canal, and there is evidence of fireplaces, walls and flooring. Research has uncovered records of a lock-cottage dating from the 1850s, around 50 years after the canal opened, which is likely to be the second building on the site. It’s believed a lock-keeper, his wife and two daughters lived in the small residence, with no running water or electricity, until the 1950s when it was demolished. In the two week-long camps around one-third of the site was excavated, which has now been covered over to preserve it. A long-term goal to expose the foundations as a visitor attraction, alongside the restored Ty Coch Lock Flight, has been mooted.
**Family Camp on the Uttoxeter Canal**

Between 21st and 23rd July, seven youngsters aged between eight and 14 years old joined their parents or grandparents on the first-ever WRG Family Camp on the derelict Uttoxeter Canal. It was a weekend of learning, developing new skills, making practical enhancements and, most importantly, having fun!

The young and not-quite-so-young volunteers got stuck into the work, clearing large swathes of the invasive Himalayan Balsam. They used their creativity to produce sculptures from the weeds, with entries such as canal boats and thrones to a fashionable balsam helmet and a Staffordshire knot.

Other tasks completed over the weekend included cleaning a set of drill core samples that represent the local Staffordshire geology, and building bat boxes to provide new roosting opportunities for bat species located in and around the canal. Even the adults were kept entertained assisting the local society with removing trunks and roots from a recently excavated lock chamber.

The weekend was a great success and WRG has started plans for future Family Camps for the 2018 season. If you are interested in finding out more contact WRG on 01494 783453 ext 610 or email enquiries@wrg.org.uk.

**Inglesham Lock on the Thames & Severn Canal**

2017 has seen a massive effort at Inglesham Lock – WRG has helped restore one side of the lock chamber and nearly complete one of the wing walls.

In May, 54 volunteers from Kent & East Sussex Canal Restoration Group got together to celebrate the group’s 40th anniversary. This year KESCRG decided to focus much of its energy helping WRG and IWA restore Inglesham Lock. Significant progress was made over the weekend with brickwork completed up to the coping stones and a paddle arch repaired. Volunteers also got the site ready for the summer Canal Camps moving over 7,000 bricks, 30 tons of sand, and ten pallets of blocks in the site compound.

In the summer, WRG ran six week-long canal camps at Inglesham Lock, spending over 4,500 volunteer hours rebuilding one of the wing walls, restoring one side of the lock chamber back up to full height, rebuilding part of the spillweir and paddle arch, as well as carrying out stone repairs.

WRG will be back in 2018 running six further week-long Canal Camps with the aim of restoring the rest of the lock chamber and starting to landscape the site.

**PROPELLING RESTORATION FORWARDS**

Free workshops and webinars are being offered to those involved in bringing derelict waterways back to life. From income generation to first aid training, IWA’s Restoration Hub is bolstering the information and resources available to groups across the country as well as providing forums for sharing ideas and experiences.

Over the next 12 months the Hub is focussing on improving approaches to health and safety within the restoration sector and has released a new video, *Creating a Culture of Safety*, available to view at [youtu.be/e64s8EFXACM](https://youtu.be/e64s8EFXACM).

**FUNDRAISING WEBINAR – 14TH NOVEMBER 2017 (EVENING)**

This webinar will explore the current fundraising climate and opportunities that canal restoration trusts and societies could use to increase their income. Led by Terry Cavender (Buckingham Canal Society) and Sarah Frayne (IWA’s fundraising officer), this is an online webinar which you can enjoy from the comfort of your own home.

**FIRST AID TRAINING – 10TH MARCH 2018**

The Hub has organised a one-day first aid course for restoration group site leaders and working party organisers on Saturday 10th March at Rowington Village Hall, Warwickshire. The course is free (lunch included) but limited to 14 people.

To find out more about IWA’s Restoration Hub and to book your place on any of the above courses go to [waterways.org.uk/restorationhub](http://waterways.org.uk/restorationhub).
IWA CHRISTMAS CARDS & GIFTS

Buy from us and help to support our campaigns.

Working boat on Grand Union
Code X105 - £3.25
From an original painting by Alan Firth.

The Packet House, Worsley
Code X107 - £3.25
From an original painting by Dave Gardham.

Stoke Bruerne in Winter
Code X108 - £2.95
From an original painting by Michele Field.

Berkhamsted Lock, on the Grand Union Canal
Code X106 - £3.25
From an original painting by Alan Firth.

Hungerford Church, Kennet & Avon Canal
Code X108 - £3.25
Photo by Gillie Rhodes.

Upper Heyford on the Oxford Canal in Winter
Code X014 - £2.95
From an original painting by Michele Field.

Message inside Christmas cards: “With Best Wishes for Christmas and the New Year”.
Lots more designs available – see www.iwashop.com

CHRISTMAS GIFTS

Embroidered Knitted Beanie Hats (Captain writing)
Code NU35 - £6.99
Made from a double layer of knitted acrylic, our beanie hats are very warm and durable. With embroidered writing Captain (not printed) in contrasting white thread. Navy blue 100% acrylic. One size fits all (adult).

Laundry Bag
Code NU04 - £13.95
Keep clothes off the deck and receive fair warning of 'I haven’t a thing to wear' status! This laundry bag in sailbag style also has a drawstring to keep odours in, and is made from very strong 200 denier nylon.

2018 IWA Calendar - Code X035 - £5.50
One month to view with space for daily notes. Illustrated with a waterway scene in a detachable postcard format. 320mm x 172mm (12.5” x 7”) approximately. 25% discount on orders of 10 calendars or more.

Calendar envelope (separate)
Code X036 - £0.20

Free postage

Visit iwashop.com for a large selection of cards, gifts & waterways books
Cruising Home for Christmas
From an original painting by Dave Gardham

Aldersley Junction on a winter evening
From an original painting by Alan Firth

Winter gathering at Braunston
From an original painting by Alan Firth

Spikes Bridge, Grand Union Canal, Southall
Photograph by Colin Harris

St Cyr’s Church, Stonehouse on the Stroudwater Navigation
Photograph by Peter Llewellyn

Coventry Canal, Whittington
Photograph by Dean Barnes

Christmas Cards - £3.60 Per Pack
Printed on high quality card. Supplied in packs of ten of one design.

Bargain Packs
All bargain packs consist of a mixture of designs from previous years. With envelopes.

Bargain Pack A Code X025 - £14.95
60 Christmas Cards. Five cards each of twelve traditional paintings.

Bargain Pack B Code X026 - £9.95
40 Christmas Cards. Five cards each of eight traditional paintings.

Bargain Pack C Code X027 - £6.50
25 Christmas Cards. Five cards each of five traditional paintings.

Designs may vary from those illustrated.

Postage rates: UK Postage Costs £3.25. Free postage when you spend over £30. Different postage costs apply for Europe and Overseas. See website for details.

The Inland Waterways Association, Island House, Moor Road, Chesham, HP5 1WA.

BUY AT WWW.IWASHOP.COM
or call 01494 783453
When Andrew Lewer, the recently elected MP for Northampton South, arrived by boat at Lock 17 on the Northampton Arm of the Grand Union Canal at the end of August, most onlookers at the event were celebrating the first step in a project devised and run by IWA Northampton Branch to create a mosaic nature trail along the whole length of the arm. But the branch’s recent activities, funded largely by a very generous legacy from a local benefactor, are much more extensive and demonstrate some of the ways that IWA has used these wonderful gifts to help the waterways.

After assisting with locking through from the River Nene up to the canal, Mr Lewer unveiled the first of the mosaic plaques, designed by local schoolchildren, that will eventually be sited at each of the 17 locks along the 4¾-mile arm.

On his hands and knees, wielding trowel and cement, he eased the final piece of mosaic tiling into position, observing: “I’ve taken part in many ceremonies like this over the years, but this has been the most fun and innovative so far!” He speaks with considerable experience, having been leader of Derbyshire County Council from 2009 to 2013 and its cabinet member for culture, chairman of the Derwent Valley Mills UNESCO World Heritage Site between Derby and Matlock Bath, as well as the founder and chairman of the Cromford Canal Partnership.
INSPIRATION
The story really begins back in 2015 when, to commemorate the 200th anniversary of the opening of the Northampton Arm, a mural was created at Gayton Junction and a mosaic bench was installed at the bottom lock at Far Cotton by the Northampton branch. The idea of linking up the two was the brainchild of branch secretary Sandie Morton.

She explained: “I wanted to encourage more people of all ages to walk and cycle the arm. So I came up with the idea of a nature trail with mosaic plaques at each of the 17 locks. Children from local primary schools created the beautiful designs and manufactured them under the guidance of mosaic artist David Bowers from Mosaic Madness.”

The project is being supervised by Mick Butler, the branch joint task party organiser, who said: “Given reasonable weather, I reckon we should have all 17 of the mosaic patterns in place by next spring, when we can get the children who were involved in the design of the patterns together for a grand unveiling.”

JAULKNER’S FUND
Two-thirds of John James Faulkner’s legacy has been allocated for Northamptonshire-based projects. Here are four waterways-related causes identified to receive funding:

**NORTHAMPTON SEA CADETS**, a volunteer-run youth organisation offering fun and educational boating activities on the River Nene, has received a £10,000 donation for improvements to its base. Its existing building will be extended to provide better facilities for its members and create an area more suited to winter training activities and multi-group use.

**BUCKINGHAM CANAL SOCIETY** will be using a £10,000 grant towards the cost of materials for the rebuilding of Bridge No 1 at Cosgrove. Once complete, the section of restored canal up to the A5 will be re-watered.

A further £10,000 was allocated for the **REPLACEMENT OF ISLIP FOOTBRIDGE** below Islip Lock at Thrapston. It was the lowest bridge on the River Nene and was on occasion a hazard to navigation. The new structure is higher.

A sum of £3,000 has been used to provide an **ELECTRICITY SUPPLY TO CANAL & RIVER TRUST’S QUARRY FIELD DEVELOPMENT** at Stoke Bruerne.

Other projects being considered include support for historic workboats Raymond & Nutfield, and funding for improvements to moorings created by Friends of the River Nene.

As a charity, IWA depends on legacies and donations to keep up its vital work. Gifts from wills make up a fifth of our annual income and range from lump sums to be spent on a specific project of the benefactor’s choosing, to IWA life membership for a partner, child or grandchild.

Rest assured IWA will spend every penny of designated gifts on protecting or restoring the waterways you care so much about.

For more information about how to set up a legacy in your will, or to discuss ideas for where you’d like the money to go, contact Andrew Overy, finance manager, on andrew.overy@waterways.org.uk or call 01494 783453.

**LEAVING A LEGACY**

[Image of mosaic and Sea Cadets' HQ]

**RIGHT:** The J.J. Faulkner legacy will help expand the Sea Cadets’ HQ.

**BELOW:** Funding was allocated to replace Islip footbridge on the River Nene.

**This mosaic, unveiled in 2015 to celebrate the 200th anniversary of the Northampton Arm, was part of the inspiration for the new nature trail.**

**J.J. FAULKNER**
Funding for the project has come from the legacy left to IWA by John James Faulkner, one of the Northampton branch’s early members who joined when it first formed as the Eastern branch in the late 1960s. John was heavily involved in the 1971 National Rally of Boats hosted by Northampton at Becket’s Park, and he was a valued member of the branch committee from the 1970s through to the early 2000s.

Mr Faulkner’s legacy – a total of £125,610 – specified terms for its use with one-third solely for the Waterway Recovery Group, and the remaining amount for projects firstly for the Northamptonshire inland waterways and the rest for any ongoing projects in other areas of England.

A wide-ranging, six-month review by branch chairman Bernard Moreton and the committee initially identified six valuable waterways causes on which the money could be spent. A £3,000 grant was approved for the mosaic nature trail on the Northampton Arm and a further four projects have so far been approved.

Winter 2017
Keeping the rich history and heritage of the waterways alive

- A beautifully presented, high-quality magazine to build into a collection you will treasure
- Very little advertising and packed with engaging content
- Fascinating personal stories and photograph collections from the working days of the waterways
- Presenting new historical research and discoveries
- Just £23.96 a year (UK) including postage
- Plus discounts on books and merchandise

Call us on 01283 742 970 or visit www.narrowboatmagazine.com

Complete and return this form to: NARROWBOAT, 151 STATION STREET, BURTON ON TRENT, STAFFORDSHIRE DE14 1BG OR CALL 01283 742970

Personal Details
Title Initials Surname
Address
Postcode
Email Tel

Direct Debit Payment
Please retain the Direct Debit guarantee at the bottom of this form for your own records

Cheque or Credit Card
- £23.96 every 12 months (4 issues)
- I enclose a UK cheque/postal order for _______ payable to Waterways World OR
- Please debit my Visa/MasterCard/Maestro/Delta card (charge in the name of WW Magazines)

Security code
Expiry Date/ Valid From / Issue (Switch)
Signature Date

*We cannot accept faxed/photocopied Direct Debit Forms.
Media Code: NB/WW
Tick if you prefer not to receive occasional mailings of interest to Narrowboat readers.
UK ONLY - For overseas rates please call +44 (0) 1283 742970

Direct Debit Instruction

Please complete and return to Waterways World at the address above.*

Name and full postal address of Bank/Building Society.

Direct Debit (uk only) Instruction to your bank or building society to pay by direct debit.

To the Manager:
Address:

Account in the name of:

Postcode:

Account Number:

Reference (Office Use)

Originator Identification

Security code
Expiry Date/ Valid From / Issue (Switch)
Signature Date

To pay Direct Debit from the account detailed in the instruction subject to the safeguards assured by the Direct Debit Guarantee.

For overseas rates please call +44 (0) 1283 742970

Direct Debit Instruction

UK ONLY - For overseas rates please call +44 (0) 1283 742970

INSTRUCTIONS TO YOUR BANK OR BUILDING SOCIETY

Please pay Direct Debits from the account detailed in the instruction subject to the safeguards assured by the Direct Debit Guarantee.

You can cancel a Direct Debit at any time by simply contacting your Bank or Building Society. Written confirmation may also be required. Please also notify us.
WORKING THROUGH WINTER

To date in 2017, 408 volunteers have collectively spent 2,856 days, the equivalent of 19,584 hours, on WRG Canal Camps – not including all the behind-the-scenes work undertaken by our volunteers to ensure the camps run smoothly. While the majority of the work takes place over the summer, WRG doesn’t take a break in the winter. Our annual reunion weekend and Christmas camp attract plenty of volunteers onto the waterways despite the colder weather. And next year’s projects take a lot of planning and preparation at this time of year too; as you are reading this WRG is working hard to select sites, recruit leaders and organise logistics for the 2018 Canal Camps season.

Still to come in 2017...

Get involved with the last two camps of the year

REUNION WEEKEND, UTTOXETER CANAL, STAFFORDSHIRE

Dates: 4th-5th November 2017

WRG’s annual reunion weekend – also known as the Bonfire Bash due to the heaps of vegetation that is usually cleared and burned – will be taking place on the Uttoxeter Canal again this year, on a section near Alton Towers. The annual get-together and working party has previously attracted more than 100 volunteers from all over the country to make significant progress on clearing the canal. It also offers volunteers the chance to catch up with comrades from camps which took place earlier in the year. The weekend costs just £13.

CHRISTMAS CAMP, THAMES & SEVERN CANAL, GLOUCESTERSHIRE

Dates: 26th December 2017 to 1st January 2018

The WRG Christmas camp runs from Boxing Day to New Year’s Day, with volunteers spending their time completing a variety of winter tasks including vegetation clearance and bonfires. This year work will take place in the beautiful Cotswolds on the Thames & Severn Canal and is based at Brimscombe Port. Volunteers will clear brambles, hawthorns and willows from the towpath side and recover fallen trees from the offside. The week is a perfect way to start the New Year in style and burn off your Christmas dinner!

Looking forward to 2018

The WRG board is currently planning the winter and spring canal camps for the 2018 season. Restoration groups have been invited to express an interest in hosting a camp and WRG is now arranging site visits to see what projects would benefit most.

A winter camp is scheduled to run between 10th and 17th February – more details on the location and type of work involved will be released shortly, but expect tasks, such as scrub bashing and bonfires, that are guaranteed to keep you warm! WRG is also busy planning the Easter Camps. Keep an eye out for details on the WRG website: wrg.org.uk.

Each week-long camp costs only £70, which covers food, transport to the site and accommodation. They are open to anyone over the age of 18. To book please visit wrg.org.uk. Alternatively, you can call or email the head office on 01494 783453 ext 604 or email enquiries@wrg.org.uk.

Bookings for the 2018 Canal Camps will open in December 2017. Visit the website waterways.org.uk/wrg/canal_camps to find out more, or use the contact details above to request your 2018 Canal Camp Brochure.
BRANCH FOCUS: CHESTER & MERSEYSIDE

The branch celebrated its 30th anniversary, was given a prestigious award and saw the results of an ongoing campaign come to fruition this year. Jim Forkin tells us more

IWA Chester & Merseyside Branch covers a wide area and encompasses a number of waterways from the Wirral, across to Middlewich, up to the Bridgewater Canal in the north and much of Merseyside including the Leeds & Liverpool Canal south of Lydiate and the Liverpool Link. It has its beginnings in the former Merseyside Branch, which split into the Wirral & Chester Branch in October 1986 to accommodate the growing numbers of members from the Wirral.

The branch changed its name to Chester & District, but became Chester & Merseyside in April 2013 having taken the Merseyside Branch back under its wing. As interest in the region’s waterways has increased, other societies have spawned from the branch as well; the River Weaver Navigation Society was established in April 1997 and the Runcorn Locks Restoration Society formed in May 2004.

Events

Over the years the branch has run a number of successful rallies and festivals, and has been the recipient of several awards. In 2004 the Runcorn Festival was designated as that year’s IWA National Campaign Festival, and ten years later the campaign festival once again took place on the branch’s waters in Chester. Chester & Merseyside was awarded the 2014 IWA Branch Achievement for the event, which sought to promote the Waterways Strategy for Chester and campaign for the installation of a tidal gauge on the Dee Lock. It was a long time coming, but the Canal & River Trust finally fitted the gauge on 20th September 2017. This lasting testament to the 2014 festival will be of immense value to those wishing to navigate the River Dee in the future, once the branch’s long-term objective to create access to the waterway has been achieved.

In 2016 Chester & Merseyside held a festival at Eldonian Village, an area of Liverpool with a poor boating reputation. It was named as the IWA National Campaign Festival that year, and thanks to the tremendous efforts and enthusiasm of the many members, including the late, and sorely missed, Mike Carter, the branch is still receiving accolades today for the wonderful event that captured the spirit of the whole community. The aim was to promote cruising in the area and encourage boaters to use Eldonian Village as a port of call before heading on to the Liverpool Link. This proved a success and the community held its own mini boat festival earlier this year.

In October 2016 the branch was presented with the CRT North West Partnership Chair’s Special Award, and at the recent 2017 Living Waterways Awards, won the Community and Volunteering category, both in recognition of the Eldonian Village Festival.

None of these achievements would have been possible without the hard work and dedication of past and present branch volunteers, too numerous to mention, who have worked tirelessly over the last 30 years.
BRANCH AT A GLANCE
Formed: 1987
Local waterways: Bridgewater Canal (Preston Brook to Thelwall M6 Viaduct, and to Runcorn), Shropshire Union Canal (Ellesmere Port to Barbridge Junction), Trent & Mersey Canal (Preston Brook to Wardle Lock Junction at Middlewich), Leeds & Liverpool Canal (Liverpool – including the Liverpool Link – to Bridge 17 at Lydiate), Manchester Ship Canal (Eastham Lock to M6 viaduct), Sankey Canal, River Dee and River Weaver
Claim to fame: Supporting the reopening of the Anderton Boat Lift.
Find out more: waterways.org.uk/chester

Branch activities
From the outset, the branch has been proactive in supporting the upkeep and, where required, the restoration of local waterways. Chester & Merseyside carries out canal clean-ups and monthly work parties in partnership with Canal & River Trust and Chester Canal Heritage Trust, with activities including litter picking, lock painting and clearing vegetation. The branch also supported the re-opening of the Anderton Boat Lift which was restored in 2002.

Regular activities include monthly social meetings, which take place between October and May. Biennial summer rallies are held in varying locations within the branch’s area, rather than at the same permanent site, too. These events are always well supported by boaters from across the country, many of whom are regular attendees.

Chester & Merseyside was one of the first branches to provide activities under the Waterways for Youth campaign which launched in 1987 and aimed to encourage positive attitudes and interest in the waterways in young people. It has since morphed into the very successful Wild Over Waterways (WOW) programme, which is still promoted at branch events.

The biggest event on the Chester & Merseyside agenda this year was the 30th anniversary celebration, which took place in September. There was a well-attended function aboard the restored steam tug Daniel Adanson and members were treated to a presentation and a guided tour of the vessel from the bridge to the engine room, covering all levels and including the stunning Art Deco lounges.

Looking forward
The next objective on the Chester & Merseyside agenda is the incorporation of a lock into Chester Weir on the River Dee to permit navigation as far as Farndon Bridge. The old mill race at the south end of the Dee weir has been identified as a potential suitable site for the new lock and, if built, it would allow canal boats and sea-going craft with a low air draught along the upper river and enable more people to enjoy Chester’s waterways. More information on this initiative is available on the website waterways.org.uk/waterways/canals_rivers/river_dee/dee_links_feasibility_notes.

Elsewhere, the imminent opening of the Mersey Gateway Bridge between Runcorn and Widnes will provide an ideal opportunity to revisit the restoration and re-opening of Runcorn Locks down into the Manchester Ship Canal. The major obstruction, Victoria Bridge, at the current head of navigation of the Runcorn Branch of the Bridgewater Canal, will become redundant under the new road layout so it could be removed to allow access to the top of the lock flight.
IWA at Work

Round-up of IWA branch activity

Here are just some of the recent activities carried out by IWA branches around the country. If your event isn’t included here, do let the Branch Campaign Team at Head Office know (contact details below), ideally in advance so that they can assist with publicity and planning.

Improving the local waterways

IWA West Country Branch adopted a new way to plan their autumn work parties – volunteers cycled the 14-mile length of towpath of the Bridgwater & Taunton Canal to identify sites where future work parties could improve towpath access and the appearance of the canal by trimming overgrown foliage and collecting litter. They were rewarded for their labour with a BBQ where the cyclists were joined by more volunteers and their families. Certificates were presented to six of the volunteers who had recently completed a first aid course.

Manchester Branch demonstrated just how much they love their waterways when ten volunteers turned out to scrape down and paint Lock 7’s metalwork. Unseingly graffiti was painted over on the ironwork, and the bridge and the lock-bridge were returned to black-and-white glory. While some future touch-ups will be required, the overall appearance was much improved.

Boaters on the Trent & Mersey Canal should find it easier to moor after IWA Chester & Merseyside Branch installed a total of 36 mooring rings in one day. Eleven rings were added between Preston Brook Tunnel entrance and the stop lock to assist boaters waiting for the tunnel and operating the lock, and 25 rings were installed north of Ollershaw Lane Bridge at Marston. These will benefit boaters visiting the Lion Salt Works or stopping at the Salt Barge. This work was completed as part of the Cheshire Ring Mooring Ring Project.

A day by water is the best day of all

One of IWA’s aims is to encourage and support as many people as possible to enjoy our beautiful inland waterways. IWA Lichfield Branch applied to Rugeley Town Council for a grant to hire Walsall Enterprise from the Truman Enterprise Narrowboat Trust to give groups of elderly and disabled people the opportunity to get out and experience a trip on the water. The branch organised five boat trips, four of which were circular routes in Rugeley with the last one cruising to Great Haywood. Around 50 people from local groups, including Wilson Keys Sheltered Housing, the LDD group (a charity for young people with learning and other disabilities), and Rugeley Community Church, enjoyed what was for many their first boat trip.

The joys of Banbury Canal Day 30 were greatly improved by the help of volunteers from IWA Oxfordshire Branch who were out in force to run boat trips which were enjoyed by nearly 1,000 people. The canalside was alive with juggling stilt walkers mingling among thousands of visitors. There were live music, fairground rides and falconry. Tooley’s Boat Yard, known for its role in Tom Rolt’s adventure in Narrow Boat, was also open to visitors.

Apology

In the autumn issue of Waterways, Wyvern Shipping’s sponsorship of the Milton Keynes’ twice-yearly canal cleans-up was omitted from the story ‘Tidy work’. Wyvern Shipping provides the specialist equipment, including drag lines and a tug, and has been involved with the clean-ups for over 25 years. We would like to apologise for this error.

Details of all IWA branch events can be found on the IWA website events calendar. If you would like to get involved or have any suggestions for future work parties please contact Judith Pope, volunteer engagement officer, on 07985 450138 or judith.pope@waterways.org.uk.
CLASSIFIED DIRECTORY

BOAT BUILDING

PETER NICHOLLS STEEL BOATS
Builders of the Exclusively Pontoons, Thames barges and sea-going Dutch barges as featured in the BBC series Spats at Sea. Quality wide beam since 1979 and narrow beam since 1973. Our experience really does make a difference. You can count on us to deliver.

B amazingly custom
www.steelboats.co.uk

TRADITIONAL NARROWBOATS AND TUGS OF RENOWNED QUALITY

All types of repair and restoration work undertaken

Phone/Fax 01543 374370
info@canaltransportservice.co.uk
www.canaltransportservice.co.uk

MAIL FORWARDING

boatmail.co.uk

07984 215873 • info@boatmail.co.uk

The Boaters’ Will & LPA Co.

CALL FOR CRICK OFFERS

BOATERS SPECIAL OFFERS

For full consultation and attended attestation: Single Will from £150. Mirror Wills from £235. We can arrange to meet or you can visit our canalside office: Bridge 33D on Trent & Mersey

Digital on-line storage – Lasting Powers of Attorney

Trusts – Probate Advice and Pre-paid Funeral Plans

01283 509 914
www.boaterswillcompany.co.uk

TRAVEL SAT

For all your satellite and television requirements

NATIONWIDE FITTING SERVICE

Call Martyn on 07914 401 036

SERVICES

www.my-docstore.co.uk

ULTRA SECURE DIGITAL VAULTS

Store all your personal, business documents, boat/ships papers and important manuals.

Our UK based servers are fully compliant to UK Law.

Secure Worldwide access from any device on an Internet connection. Ideal for boaters and travellers alike.

Could be your lifeline-on-line

Freefone 0800 612 5019

email: info@my-docstore.co.uk

www.my-docstore.co.uk

www.abcboathire.com. You can choose from 14 different start locations and more than 200 boats. We operate Viking Afloat, Alvechurch Waterways Holidays, Red Line Boats and Westey Narrowboats. So go online today or call 0330 3330950 (local rate) for a brochure.

BOATS FOR SALE

FOR THE WIDEST CHOICE of canal holidays visit www.abcboathire.com. You can choose from 14 different start locations and more than 200 boats. We operate Viking Afloat, Alvechurch Waterways Holidays, Red Line Boats and Westey Narrowboats. So go online today or call 0330 3330950 (local rate) for a brochure.

BOOKS & PUBLICATIONS

WW MAGAZINES. Complete set 1972 to 2014. £50 ONGO. phone 0788 555 7890.

THE STONE BOAT BUILDING CHEMISTRY

For an extensive range of traditional narrowboat and sailing fittings.

• Calor Gas • Target Dry and Lazy Jacks clothing
• Red Diesel • Chimneys • Vents • Coal and Chandlery • Water Pumps • Tow path Moorings available up to 65% • & much more!

Newcastle Road, Stone, Staffs.
Tel: 01785 812688 I Fax: 01785 811317
Email: stonechandlery@aol.com
Website: www.stonechandlery.co.uk

REACH THE IWA’S MEMBERSHIP

Effective, affordable advertising. To advertise in this section call Laura Smith on 01283 742956 or email: L.smith@wwonline.co.uk

PLEASE MENTION IWA WATERWAYS when responding to advertisements

LEGAL

The Boaters’ Will & LPA Co.

CALL FOR CRICK OFFERS

BOATERS SPECIAL OFFERS

For full consultation and attended attestation: Single Will from £150. Mirror Wills from £235. We can arrange to meet or you can visit our canalside office: Bridge 33D on Trent & Mersey

Digital on-line storage – Lasting Powers of Attorney

Trusts – Probate Advice and Pre-paid Funeral Plans

01283 509 914
www.boaterswillcompany.co.uk

www.my-docstore.co.uk

ULTRA SECURE DIGITAL VAULTS

Store all your personal, business documents, boat/ships papers and important manuals.

Our UK based servers are fully compliant to UK Law.

Secure Worldwide access from any device on an Internet connection. Ideal for boaters and travellers alike.

Could be your lifeline-on-line

Freefone 0800 612 5019

email: info@my-docstore.co.uk

www.my-docstore.co.uk

www.abcboathire.com. You can choose from 14 different start locations and more than 200 boats. We operate Viking Afloat, Alvechurch Waterways Holidays, Red Line Boats and Westey Narrowboats. So go online today or call 0330 3330950 (local rate) for a brochure.

BOATS FOR SALE

FOR THE WIDEST CHOICE of canal holidays visit www.abcboathire.com. You can choose from 14 different start locations and more than 200 boats. We operate Viking Afloat, Alvechurch Waterways Holidays, Red Line Boats and Westey Narrowboats. So go online today or call 0330 3330950 (local rate) for a brochure.

BOOKS & PUBLICATIONS

WW MAGAZINES. Complete set 1972 to 2014. £50 ONGO. phone 0788 555 7890.

THE STONE BOAT BUILDING CHEMISTRY

For an extensive range of traditional narrowboat and sailing fittings.

• Calor Gas • Target Dry and Lazy Jacks clothing
• Red Diesel • Chimneys • Vents • Coal and Chandlery • Water Pumps • Tow path Moorings available up to 65% • & much more!

Newcastle Road, Stone, Staffs.
Tel: 01785 812688 I Fax: 01785 811317
Email: stonechandlery@aol.com
Website: www.stonechandlery.co.uk

REACH THE IWA’S MEMBERSHIP

Effective, affordable advertising. To advertise in this section call Laura Smith on 01283 742956 or email: L.smith@wwonline.co.uk

PLEASE MENTION IWA WATERWAYS when responding to advertisements

LEGAL

The Boaters’ Will & LPA Co.

CALL FOR CRICK OFFERS

BOATERS SPECIAL OFFERS

For full consultation and attended attestation: Single Will from £150. Mirror Wills from £235. We can arrange to meet or you can visit our canalside office: Bridge 33D on Trent & Mersey

Digital on-line storage – Lasting Powers of Attorney

Trusts – Probate Advice and Pre-paid Funeral Plans

01283 509 914
www.boaterswillcompany.co.uk

www.my-docstore.co.uk

ULTRA SECURE DIGITAL VAULTS

Store all your personal, business documents, boat/ships papers and important manuals.

Our UK based servers are fully compliant to UK Law.

Secure Worldwide access from any device on an Internet connection. Ideal for boaters and travellers alike.

Could be your lifeline-on-line

Freefone 0800 612 5019

email: info@my-docstore.co.uk

www.my-docstore.co.uk

www.abcboathire.com. You can choose from 14 different start locations and more than 200 boats. We operate Viking Afloat, Alvechurch Waterways Holidays, Red Line Boats and Westey Narrowboats. So go online today or call 0330 3330950 (local rate) for a brochure.

BOATS FOR SALE

FOR THE WIDEST CHOICE of canal holidays visit www.abcboathire.com. You can choose from 14 different start locations and more than 200 boats. We operate Viking Afloat, Alvechurch Waterways Holidays, Red Line Boats and Westey Narrowboats. So go online today or call 0330 3330950 (local rate) for a brochure.

BOOKS & PUBLICATIONS

WW MAGAZINES. Complete set 1972 to 2014. £50 ONGO. phone 0788 555 7890.
To advertise here please contact Laura Smith 01283 742956 l.smith@wwonline.co.uk
Contact: Laura Smith, IWA Waterways, 151 Station Street, Burton-on-Trent, Staffordshire DE14 1BG | Next issue deadline: 30th December 2017

STOVES

FOR THE BEST STOVES THINK MADE IN THE UK
Heating & Cooking for Narrowboats & all other boats Bubble Products & Hanworth Heating 01382742520 www.bubbleproducts.co.uk

EFFECTIVE, AFFORDABLE ADVERTISING
To advertise in this section call Laura Smith on 01283 742956 or email: l.smith@wwonline.co.uk

WINDOWS

CHANNEL GLAZE ‘Est. 1979’
For the most desirable windows in the industry look no further.
Established in 1979, we are the longest established window manufacturers in the industry with an unrivalled service.
Call us on 0121 706 5777 for an information pack, free quotation and some friendly advice if you’re looking to replace, repair or refit your canal boat windows
enquiry@channelglaze.com
www.marine-windows.co.uk

PETITE SHOWER UNITS
- Low Height Shower Doors
- Shower Trays
- Equipment & Accessories
01636 704363
www.wesleywindows.co.uk

NARROWBOAT
To subscribe to
call 01283 742 970 or visit
www.narrowboatmagazine.com

Waterways World PUBLICATIONS
VISIT THE INLAND WATERWAYS ASSOCIATION BOOKSHOP FOR A VARIETY OF BOOKS FROM WATERWAYS WORLD

Waterways World 2017 Annual
Your complete guide to the inland waterways with comprehensive listings and invaluable advice.
PLUS Your free route-planning map!

ONLY £7.99

More books online
Call 01494 783453 or visit www.iwashop.com

PLEASE MENTION IWA WATERWAYS WHEN RESPONDING TO ADVERTISEMENTS

Lineage adverts cost £1.38 per word (inc. VAT), minimum 12 words. Box adverts start from as little as £33 per issue (plus VAT)*. A copy of our terms and conditions is available on request. (*4 series booking)
Everything Canal Boats

Based at 10 marinas in the UK

- Boating Holidays
- Boat Sales
- Day Boat Hire
- Boat Builders
- Chandlery & Repairs
- Marina Services
- Moorings
- Canalside Holiday Cottages

www.everythingcanalboats.com
Call Today: 0330 333 0595
UK Local Rate
SAVE UP TO 25% Multi Fuel Stoves
On Ex-display models. Limited availability
FROM £275

View the stoves in store, ask about our price match service.

Multi Fuel Stoves Accessories

- Clamp on Coolie Hat: £14.99
- Chimneys: FROM £19.99
- Rain Hats: FROM £8.99

The Big Clearance

- morsø Squirrel Ash Door Complete: WAS £120.00 NOW £70.00
- Light Silver Cool Water proof LED White: WAS £29.95 NOW £16.68
- ThoMar Thomas Air Dry Dehumidifier 1kg Reusable: WAS £10.99 NOW £5.99
- Bredwell Bredwell Hills Junior Chair: WAS £15.95 NOW £12.90
- Collapsible Shovel Black: WAS £8.00 NOW £4.50
- Dulite Rectangular Driving Lamp (no bulb): WAS £27.75 NOW £39.50
- Aerial Socket Satin Brass: WAS £22.99 NOW £9.00
- 13A Switched Socket Satin Brass: WAS £18.80 NOW £10.00

Visit our stores or place your order online www.midlandchandlers.co.uk