

Manchester Packet

Newsletter from the IWA Manchester Branch



Issue 31

March 2011

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Cover Photos

Front: Weed clearing on the National Rowing Centre, Nottingham – looks like fun!

Rear: View from one of our canals - guess where?

Disclaimer

The views expressed in this Newsletter are not necessarily those of the IWA or of the Manchester Branch but are included as being of interest to our members

Editorial

Ian Price

Our webmaster, Phil Broughton, has continued to develop the Branch website which now contains details of our winter talks programme and the venues; a list of events, both those organised by us and by others; lists of the canals and restoration projects in our area together with web links to the various societies; and current and back issues of our newsletter *The Manchester Packet*. To access the web site you can follow the links from the IWA main site www.waterways.org.uk or directly at web address at the bottom of the committee listing. Phil has also simplified our e-mail addresses making it easier for you to contact us (see the committee listing).

We are nearly at the end of our season of winter Open Meetings which finishes with the April meeting. However, as you will see in this issue, there a whole host of canal events on our canals over the next 12-18 months. In addition the Branch will continue to arrange guided walks and, for the first time, a trip to a canal outside the Region; on this occasion to the Dudley Canal Trust which includes a 5 hour boat trip! (see the details in the newsletter).

As Editor I have two main challenges: to find articles to print and to produce a good magazine at an acceptable cost. I seek your help with both. Sending me any stories, anecdotes, photos, information and ideas you might have or

come across will help with first. The second is becoming pressing as printing and postage costs rise. Although HQ makes a payment towards the cost of producing a newsletter but it falls more than £100 short of the actual cost and even more if we were to increase the size of each issue and print more copies to publicise the IWA and our Branch something we would like to do. We would make a significant saving on postage costs if we could find a local business which would frank the newsletter at cost. If you know of any we could approach please let me know. Although I continually review printing costs (c£300 per issue) I would welcome suggestions of potential printers. We currently have 5 advertisers to whom we are very grateful. We need more so please give some thought to other canalside and canal related business we might ask. Please feel free to canvas on our behalf; the costs are £15 a half page and £30 a whole page per issue, we print c550 each quarter and, of course have a wider audience through the IWA web site.

Branch Chairman's Column

Steve Connolly

I attended The Waterways Trust volunteer meeting in Rochdale Town Hall on the 16th December 2010. I felt a little uncomfortable as we are not, as such, a volunteer project led group but I pointed out the successes of the Waterway Recovery Group whilst emphasising the numerable meetings and consultations that branch committee members attend, a side of “volunteering” that is sometimes overlooked. It was however gratifying to hear of the amount of work that is proposed by BW, Failsworth and Rochdale councils.

I attended the latest NavCom meeting at Lapworth on the 12th January as NW Region rep. As a “representative” of the NW Region I am not allowed to attend the afternoon full council meeting, so it was a four hour drive to attend what is, at most, a three hour morning meeting. However a paper on the proposed Queens Head Marina and a report from the outgoing chairman of IWACC went some way to making the meeting worthwhile.

I attended the NW Region committee meeting on the 17th January 2011 at Newton le Willows. Our national chairman Clive Henderson was in attendance and was able to give guidance and answer questions regarding the New Waterway Charity and its implications. As the proposals are wide ranging I will not try to explain some of the concerns here, I will however be pleased to answer any questions you may have. You know where I am.

I attended the Branch and Region seminar in Stoke on Trent on the 22nd January. Committee member Stephen Broadhead also added his presence. Once again the NWC was on the agenda and this time Paul Roper spoke along with Clive and also Jo from HO. The part of the seminar relating to membership, both recruitment and retention was most useful and I will be instigating some of the ideas asap. Also the suggestion that HO will give £20 to the branch for each new member recruited caused some interest.

I was unable to attend the recent Bridgewater Canal User Group meeting. However I posted apologies and requested that the quality of the grit top coat on the Bridgewater Way towpath scheme be investigated as the section in Sale, recently completed, is of very poor quality. I have since received an email from Mike Webb stating that the contractor has been called on to rectify the surface dressing. Those of you whom attended the Sustrans themed Open meeting will recall that I brought up this matter with Dave Stephens and asked whether Sustrans operated any kind of quality management control. The reply fairly negative as I remember, so that's brownie points for the Bridgewater Canal, albeit with a nudge from Manchester Branch.

I attended the recent NW Region AGM at Anderton and once again Stephen Broadhead was present and even did a short presentation on the proposed Manchester Branch trip to Dudley. Apart from letting the NW Region AGM know that Manchester Branch is once again a viable and effective branch, I was pleased to have nominated and then prepared a citation for Martin Clark and his Pennine Waterways web-site which received the Kenwin Trophy. The main thrust of the citation was to emphasise the effectiveness of Pennine

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Region Chairman's Report

Alan Platt

Before I write this regular article for your magazine, I do two things: look at the last one I wrote to make sure I'm not repeating myself, and look at the National Chairman's article in *Waterways* to make sure I'm not just repeating what Clive Henderson has already said. This exercise this time is frustrating; a great deal has happened as regards the future of British Waterways in the last few months and yet the future still remains somewhat unclear. Another annoying thing is that by the time you read this things may well have changed and this will be out of date.

The Scottish Government has decided that the Waterways there will remain under government control. This is a pity in that it diminishes the size of what's left, but the Scottish stakeholders group agreed with this view and I can see why, maybe because I too live with devolution as a reality. The IWA remains convinced that the new body should include EA navigations, and recently the Waterways Minister announced his commitment to the idea but that it would not happen for a few years and there are certain conditions attached. Thus the body that will migrate into the new charity covers the same areas as the existing BW and some may ask whether this is just another restructuring .

The answer is that there is movement to realise something like Robert Aickman's 'New Waterway's Conservancy'. The property is coming over and that is essential to the financial future of the Charity. The new charity will be governed ultimately, not by a government department but by Trustees appointed by a Council containing stakeholders and there will be regional councils including users etc to advise and consult with local waterway managers.

As a step towards this new consultative body, two new pilot partnership schemes have recently been announced and one of these will be in the North West BW area. Those of you who were at the Region AGM at Anderton will be aware that the process for the selection of the Chairman of this body was flawed, but I have made representation and am assured there will be a more open method employed for the membership of the committee. This body is a welcome step towards stakeholder participation in management of the waterways.

The other main factor is funding and this has provisionally been set at less for 2011/12 and £39m for the first ten years or so of the new charity's life. This is not enough and if this is not increased then there is no doubt the condition of the waterways will suffer. We are arguing strongly for more money, but you are all aware that we are one person in an overcrowded boat in doing so.

There are those who argue that the IWA should not be talking to BW and DEFRA and should simply say 'This is not good enough'. However what is the alternative? If BW were to stay under DEFRA's direct control then the best forecasts show the system will become even worse even quicker. There is no Plan B, so we must stick in there arguing for the best Plan A that we can achieve, at least for the time being. To do otherwise would not be in the interests of our members or of the Waterways.

And finally, maybe because of this, we had a record number booked in for the region AGM on March 5th. For those of you who made the trip, thank you and I hope you enjoyed the day as much as I did; for the rest of you, my best wishes for the summer and let's hope we have enough water in the cut this year.



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Inland Waterways Association - Manchester Branch

Dudley 5Hr Two Tunnel/ Two Lock Flight Tour Saturday 14th May 2010 Departing Manchester at 8.30am

Starting at the Black Country Living Museum, our trip will take us through Dudley Tunnel, Down Parkhead Locks, then to Windmill End where there will be a comfort / refreshment break. The boat will return to the Museum via Netherton Tunnel, The BCN New Main Line and Factory 3 Locks

There are 48 places available for this coach tour. We will depart from Chorlton Street which is opposite the National Coach Station. The visit is open to all Early booking is essential - first-come first-served.

The cost is £25 per person. , **to book your place** a deposit of £15 per person is required, final payment must be received by Friday 6th May. From Monday 9th May persons who have agreed to pay the full amount will replace any person who has not paid in full. Cheques should be made payable to Manchester IWA and given/posted to: Stephen Broadhead, 2 Hollands Place, Macclesfield, Cheshire SK11 7DD. **Cancellations**, a full refund will be given up to Monday 9th May, this may be extended at the committee's absolute discretion until the day of the tour **if** the place(s) can be resold. .

Food and drink can be taken with you at the start of the journey, be purchased at a motorway services stop during the journey or some refreshments can be purchased half way through the tour at the Bumble Hole conservation area tea shop. The boat is open to the air with covers if the weather is bad. **Outdoor clothing is recommended**

Itinerary – on the day some changes to times may occur

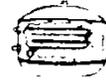
8.30am sharp	Depart from Chorlton Street opposite the National Coach Station at the side of the Britannia Hotel on Portland Street.
9.30am	Convenience stop at a motorway services - about 20 minutes
10.30am	Arrive at the Dudley Canal Trust
11am	Board the boat
1.30pm	Arrive at the Bumble Hole conservation area tea shop, Windmill End
4pm	Arrive Black Country Living Museum
4.30pm	Board coach for return journey
5.30pm	Convenience stop at a motorway services - about 20 minutes
6.30pm	Arrive, Manchester. Chorlton Street

For more Information e-mail Stephen Broadhead – sbroadh@aol.com.

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Volunteering introduction – Steve Connolly

I had hoped to provide some insight into the type of work that volunteering schemes in our area have to offer. However there seems to be some reticence on the part of managers to elaborate. Malcolm Bower of the Macclesfield Canal Society has obliged my request and I have sent his complete effort to Ian our Editor who will use as space permits, perhaps we can arrange a regular spot in the magazine on volunteering. In the meantime let us have your experiences but don't forget we are trying to encourage folk to get involved so no horror stories please.

Volunteering - a view from the Macc.

Malcolm Bower

As far as waterways were concerned, this was originally doing work simply for the love of it (the real meaning of amateur), because the body responsible hadn't the funds or effort available to do the job. Alas it now has political implications, not just with waterways, and is seen in terms of providing routine support for a project or system. I feel that if a job is substantial, routine and important it should be someone's employment; volunteering on the waterways should be the "icing on the cake" for the shorter, less demanding tasks done. There are exceptions like WRG, the volunteer specialists who can tackle the restorations which are not BW's cup of tea, but most of us like a short term project for which there are quick visible returns. And they don't have to be dirty physical jobs, as I would include visits to Council and Records Offices to check on planning applications and historical records as a part of the long term effort to improve the enjoyment of the waterways for everyone.

The Macclesfield Canal Society has tackled a number of jobs over the years which might be examples of what's possible. The first led to its formation nearly 30 years ago and was to resurrect the milestones that had been buried for security purposes in WW2. Such work parties [WP] are good for PR to show locals what can be done and we met the local MP who passed by on a sponsored walk during one WP and, as he became interested, we made him a Vice President. Next was to rebuild the parapets on Bridge 30 and remove the WW2 tank trap that was on the arch. Interestingly BW had quoted £30K to do this, the same I found out as for rebuilding a collapsing brick bridge on the GU Leics section – sufficient to discourage others to take on the job, although we got funding and did the job in 2 years for about £7K. We then took on restoring the rotten wooden swingbridge No 47, a doubly rotten and discouraging job as it took 4 years and BW then did it themselves 4 years later.

Next we surveyed the canal for missing number plates (half were gone!) and fitted new ones, paid for by BW, from the roof of a member's boat. This took over 2 years but was done in easy stages trying not to impede boat traffic. Summer evenings were particularly memorable as the new plates stood out in the twilight on the returning journey. After cruising other canals, I reckoned the Macc had the best numbered bridges! Another 2 year job for the whole canal was clearing saplings etc from waterwalls although this can be reduced to the worst sections, and of course the results are good and quick. A snag is that adjacent trees & bushes have to be tackled with loppers as our IWA insurance precludes the use of chainsaws etc. Also we have found that general herbicides do not keep the growth down and (like BW) you need to attend courses to use the more powerful ones!

Over the last 18 or so years we have undertaken what we call Halous (Have A Lock On US) each August Bank Holiday at Bosley Locks, to help boaters on the flight where a contribution to restoration funds is optional. Other societies do similar events and it makes a good PR exercise and social event for members, with a stand or display on hand – the anecdotes would make a separate article! A long-held ambition was to restore the cast iron railings along the towpath in front of Ramsdell Hall near Scholar Green. So we got involved with the local council, BW and English Heritage in a partnership scheme, in which this became the keynote project. The railings date from the late 1820s when the canal was built and are over 500 yards in length, and they were beginning to show their age! So we undertook to clear the undergrowth to reveal any damage and the scale of the problem. It was seen as feasible, so in true partnership spirit BW acquired grants for the restoration and got the approved paints, while we did the painting. Removing the enveloping brambles and bushes took us 3 years, but the scent of bonfires on winter mornings was a tonic for us and passers by. The painting to be honest was a grind and lasted 4 years – there were 3 stages, wire-brushing and priming, undercoat and black & white gloss. But the result is splendid and draws favourable comments from passing walkers and boaters. We also chatted with many walkers, some raising funds for the troops injured in Afghanistan and some walking the whole of the Cheshire Ring. Also memorable were the

lunch-breaks on whole-day efforts, when our sunny views over the Cheshire plain (you only paint during long dry spells!) extended from Jodrell Bank to the Peckforton and Welsh Hills. And if we had got a pound for each comment on it being like the Forth Bridge or “You’ve missed a bit”, we could have funded BW’s deficit.

This is now complete, but we are also working with BW to restore the sidepond mechanism at a Bosley Lock, which is proving interesting for us both, historically and an operational problem. But there are many more to be tackled, although we do check that we are not doing anyone out of a job – the response is always “if only we had the funds to do that”. It is a pity that more members do not participate as you won’t venture out in bad weather and once out it’s good to see what substantial results can be achieved by a modest group. The “overheads” required these days can be off-putting, but sharing out the organisation of the WP, the paperwork of the H&S (once done is not too hard to copy) and the insurance (usually the treasurer with the IWA scheme), makes this light work. The pub lunch used to be the highlight of the WP but current H&S has pushed this to the end of the day, but it can still be the incentive and highlight. I’m an outdoor picnic man myself, although many prefer a Sunday morning effort and rush home for dinner – it depends upon the venue.

Lastly, the big WPs like Ashtac are a thing of the past, except for WRG camps and the effort on the restorations, but there is a personal wish of mine I would like to pass on. Haven’t you marvelled at the early lithograph of the newly-built Marple Aqueduct without the railway viaduct in the background and masking trees in the foreground? A scheme to remove or thin out these trees would need a partnership and would be costly, but volunteer effort could help. The experience we have gained from the usefulness and social aspect of our Halous event might suggest that a similar one but with many more on the Marple flight might help. Boat owners might be grateful of the help up to Bugsworth or onto the Macc and make a donation; the arithmetic of say 100 boats over a bank holiday weekend and each making a donation of the cost of a couple of pints is not a headache. It would take 16 times 2

people plus reserves over the weekend and would show funders how we value such schemes. Think about it.

I hope this has suggested what's possible and might increase numbers on the many schemes in this area. Happy Volunteering!

EVENTS IN AND AROUND OUR CANALS IN 2011

April 2, 3, 4, Saturday to Monday. Join in with the celebrations!

Standedge Tunnel and Huddersfield Narrow Canal Bi-centenary Festival, Re-enactment of 1811.

On 4 April 1811, seventeen years to the day since the original Act of Parliament, the Huddersfield Canal Co. organised a celebration the like of which had never been seen before in Diggle and Marsden. At a formal tunnel opening a crowd of 10,000 witnessed the entry into Standedge Tunnel of a party of 500 guests, who were regaled by a band playing "Rule Britannia" as they progressed towards Marsden.

The following bi-centenary activities in 2011 will be by the Horseboating Society (HBS) working in partnership with British Waterways.

HBS will provide the tunnel activities including horseboating, legging the tunnel with various boats for HBS members and others, and guided walks over the tunnel top following the route of the boathorses along Boat Lane. There will also be waterway craft demonstrators and boatmen's games to provide fun for all.

All 3 days will be public orientated, but Monday April 4 will also have invited guests of honour.

LIST OF EVENTS 2011

<p>April 2nd-4th Saturday, Sunday, Monday</p>	<p style="text-align: center;">Standedge Tunnel Bi-Centenary Festival</p> <p style="text-align: center;">Including horse boating & tunnel legging & guided walks over the tunnel top on the moors</p>	<p>A re-enactment of the official opening of Standedge Tunnel on April 4, 1811. Horse boating, tunnel legging, guided tunnel top walks following a canal boathorse, bands, waterway crafts, traditional boatmen's games etc. See www.standedge.co.uk & www.horseboating.org.uk near the event dates.</p> <p>Sat, April 2, legging 1 boat, Diggle to Marsden Sun, April 3, legging 3 boats, Marsden to Diggle Mon, April 4, legging 3 boats, Diggle to Marsden</p> <p>Contact: Sue Day to join horse boating activities</p> <p>Email: sueday_horse@yahoo.co.uk</p> <p>Or phone 01457-834863</p>
<p>Saturday April 16th</p>	<p style="text-align: center;">Horse-drawn passenger boat trips</p>	<p style="text-align: center;">Cuckoo Day, Marsden, Huddersfield Narrow Canal</p>
<p>April 23rd Saturday (St Georges Day and</p>	<p style="text-align: center;">St. George & the Dragon</p>	<p>See the dragon emerge from the tunnel. Watch the dragon and St. George fight. Can St. George save the trembling villagers of Diggle and Marsden from the dragon? Can</p>

Easter weekend)	at Standedge Tunnel	he save chocolate Easter eggs from being melted by the dragon's fiery breath? Themed children's activities in the Visitor Centre. See www.standedge.co.uk & www.horseboating.org.uk near the event date.
May 2nd Monday (Bank Holiday)	Horses at Work (& Craft Fair) at Standedge Visitor Centre	Come and meet a packhorse, wagon horse, and canal boathorse. Members of the Horseboating Society will explain how the past history of Standedge depended on the work of these horses.
mid-June. (for approx 10 days)	Sale Festival, Bridgewater Canal	The festival often includes a boat parade, canal cruises on the Bridgewater Canal and much music and plays.
June 30th	Horse Boating	Guidebridge, Ashton Canal to Marple Top Lock 10 miles and 16 locks Invite to all: Crew always needed and welcomed. Contact: Sue Day
July 3rd Sunday	Marple Locks Heritage Society Festival	2011 will be the 5th year of the festival. Activities on and near the locks, including canoeing, horseboating, guided heritage walks. Local organisations have stalls in the Marple Park. Visiting boats welcomed.
July 8 th - 10th	Tudor Cruising Club Social Weekend	Boat Gathering near Portland Basin, at lift bridge on Lwr Peak Forest Canal. Includes horse boating to/from gathering between Guide Bridge and Dukinfield. BBQ, music etc.

July 16/17th	Bridgewater Canal 250th Celebrations	This may be the main weekend of celebrations and events through 2011 for the Bridgewater Canal 250 th anniversary. Details to be announced
July 16/17 th & for 2 weeks	Worsley Festival	Highlights may include a Summer fair, canal cruises, boat gathering and canal boat folk evening.
July 23rd- 24th	Georgian/Regency Garden Party at Standedge Visitor Centre	Navvies village by Mikron Theatre Co Boats & horses See www.standedge.co.uk & www.horseboating.org.uk near the event date.
August 7th	Horses At Work	National Waterways Museum, Ellesmere Port. Horseboating and horse-drawn delivery vehicles in the setting of the docks and canal system
August 13th - 28 th 2 weeks	The Rochdale Canal Festival including horseboating	Two weeks of activities on and near the canal, theme of "Have a Go" on the water, including passenger boat trips, angling, canal relay, horseboating, guided nature and heritage walks, cycle rides, etc. Visiting boats welcomed throughout the festival. See www.thewaterwaystrust.org.uk Horseboating the full length of the 32 mile Rochdale Canal with its 92 locks Invite to all: Crew always needed and welcomed. Contact: Sue Day
August 27th-29th	Hyde Music Festival	Music Festival in the Cheshire Ring pub at Hyde. Visiting boats welcomed.

(Bank Holiday)		
September 4th - 9th	Horse Boating	Horseboating from Sowerby Bridge to Standedge via Calder & Hebble, Huddersfield Broad & Narrow. Invite to all: Crew always needed and welcomed. Contact: Sue Day
September 10th/ 11th	Standedge National Heritage Open Days & Walk and Ride Festival Launch at Marsden	See www.standedge.co.uk & www.horseboating.org.uk nearer the dates of the events.
September 18 th Sunday	Diggle Canal Festival	Organised by the Huddersfield Canal Society and Oldham Council. Activities on and near the canal, including passenger boat trips, short tunnel trips, horse boat, outdoor theatre performance about the canal history etc. Boat rally, max 20 boats
September 17th - October 1 st 2 weeks	Marple Festival Including Horse Boating	The 2nd Festival. Held at Marple on the Lower and Upper Peak Forest Canals, and Macclesfield Canal. Marple Festival has a boat gathering, promoting Marple as a canal destination. Visiting boats are welcomed throughout the period of the festival. Two weeks of activities on and near the canal, including passenger boat trips, horseboating, guided heritage and nature walks etc. Many indoor and outdoor events in the town, such as music, theatre, film, art exhibitions, food and drink etc. Celebrating local heritage, culture, and arts. Friday 16th: Horseboating from Guidebridge

		to Marple (10 miles and 16 locks) & during the festival to Bugsworth Basin and back. Invite to all: Crew needed & welcomed. Contact: Sue Day
September 18 th Sunday	Rochdale Canal Society Summit Festival	Annual event held on the Summit level of the Rochdale Canal, above Littleborough. Water activities and stalls on the grass field.
October 22nd - 30th	Standedge Halloween	Trips into the Standedge Tunnel on a haunted boat, or pumpkin soup at the café! Beware of the spooky characters that will take control of the Standedge Visitor Centre. See www.standedge.co.uk nearer the event dates.
December 21st Wednesday	WALK	Rochdale Canal Society Annual Summit Walk. Commemorating the anniversary of the opening of the Rochdale Canal in 1804. Meet for mulled wine and mince pies before walking the Summit level of the canal, in whatever the weather, as sometimes the Summit is snow-covered for this short walk. Then after the walk, a festive gathering to eat in a local pub, usually the Summit pub.

Proposed Piccadilly Boat Rally

IWA Manchester will be organising a boat rally in the Piccadilly basins area over next year's early spring and Diamond Jubilee bank holiday weekend 2 - 5 June 2012.

We're not envisaging a large event - around 50 boats. This would be a small scale local rally aimed at local boaters and the public.

We are mindful that the 40th anniversary of the reopening of the Cheshire Ring falls in 2014 and would like mark that anniversary with a larger event, for which this would be good trial run.

Our objectives for the event are to:

- Promote all forms of Leisure and commercial use of the Rochdale and Ashton Canals;*
- Campaign for better water regulation / easier navigation of the Rochdale 9;*
- Encourage the use of broad beam craft on the Rochdale 9 and*
- Prove the concept of a rally in the location to enable a much larger event to commemorate the 40th anniversary of the Cheshire Ring in 2014.*

HELP NEEDED

Volunteers are needed to help with the planning and organisation of the event. For planning we'll need a harbourmaster to organise the moorings, a land based events coordinator to organise stalls, stands and - if possible - entertainment and a landowner liaison person to lead communications / negotiations with the neighbours. Over the event weekend we'll need stewards to direct traffic on the towing paths, people to help organise the boats "on the ground" and some to help boats up the Rochdale 9.

If you'd like to get involved in the planning, or are prepared to commit to helping over the weekend, please email ray.butler@vigin.net

IWA Manchester Branch Winter Talks Programme

December 2010 – April 2010

2nd Monday in the month commencing 8pm prompt In the Brindley Room, At Dukes 92, Castle Street, Castlefield, Manchester

Meetings are open to members and non-members All Welcome

April 11

Dr. Bob Gough - will talk about the history, heritage, and subsequent restoration of the Huddersfield Narrow Canal, leading up to its bi-centenary in 2011

if you would like a reminder of Branch meetings, walks & events let us have your e-mail address

We have been asked to draw your attention to this festival outside our area:

Stratford upon Avon River Festival

The Stratford upon Avon River Festival will take place on 2nd and 3rd July 2011 on the River Avon in Stratford, featuring live music with a range of interesting stalls, market traders and delicious food and drink outlets.

To enable boaters to visit the event and the Evesham Festival the following weekend, there are concessionary River Avon Licences available.

- (<http://www.stratfordriverfestival.co.uk/application-forms>)address (HO does not pass any personal information to Branches)



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J. Crowther (Royton) Limited have been in the business of designing and manufacturing propellers and stern gear for over 50 years, so we think we know the business. We design and manufacture propellers up to 42-in diameter and stern gear shafts up to 3-in diameter with all necessary forward and aft glands, seals, stern tubes etc. In fact we take care of everything for you on the stern gear side.

Throughout the marine industry we are particularly known for our special range of propellers including our High Efficiency and 'C' patterns which have proven highly successful for the inland waterways application.

At the beginning of 1991, we decided to apply for BS5750 Part II for Quality Assurance as an added guarantee to our customers and we were awarded our registration in September 1991 and all our propellers and stern gear, including shafts and glands, are backed by this certificate.

In addition we offer a complete repair and refurbishment service for your propellers, shafts and stern gear, etc.

As well as our own manufactured products, we also supply the well known and proven 'C' Grease which has been specially formulated for our company for use in all types of stern gear or any application where there is water present.

Throughout the inland waterways system, our company is well known and we have a reputation for giving a service second to none no matter how large or small your requirements.

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