

Manchester Packet

Newsletter from the IWA Manchester Branch



Issue 32

June 2011

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Cover Photos

Union Canal, Scotland Falkirk Wheel taken by Region Chairman Alan Platt; see article in this issue

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

Unfortunately the Day trip to visit the Dudley Canal trust and traverse the tunnels had to be postponed due to lack of numbers. However Steve Broadhead has re-arranged it for 3rd September: see details in this issue.

Branch Chairman's Column

Steve Connolly

This is the bit where I'm supposed to impress all our members with the ear to the grindstone renderings of the average branch chairman, but as the IWA has no recognition of the word average I usually struggle to compete with our neighbouring chairmen's words of wisdom. However as our local waterways are abuzz with people enjoying themselves, be it walking, cycling, angling and of course boating I shall tap into this pool of interest. The television has been spreading the word regarding the multiplicity of interests to be found "on the cut" and "Reckless" Guy was the subject of many a brew time review. Eyebrows were first raised when the intrepid Guy departed from the bottom of the Anderton Lift en route to the Black Country and his following adventures, recounting how certain items were made whilst interesting, had the strange result of shrinking the inland waterways system to quick trips

between major industrial centres. It came as a surprise to find that the good Guy was an accomplished participant in the Isle of Man TT races, considering his total lack of skill in piloting a narrow boat in anything other than a straight line. However the series in no way deterred anyone from exploring the interest that can be found within a few miles of most households.

On the subject of feet on towpaths it is very gratifying to see the constant stream of people using the newly resurfaced Bridgewater Way, the Connect 2 scheme for the Bridgewater Canal, however the problems associated with the top surface chippings seem to be ongoing. Following on from the minimal amount of glue used on the Sale section we now have the other extreme at Worsley where at the moment the surface resembles Chesil Beach in its deep crunchy coating, this is one way to reduce cycle speed that is totally unexpected, however the contractor did use lots of glue. One area of concern that is becoming increasingly obvious is the wholesale erection of metal railings along the canal edge. Whilst the apparent reason for this must be to stop over run from paths pointing straight at the canal there has been absolutely no thought regarding boaters trying to use the rings, still in place below the railings. It will not be long before someone is trapped between boat and railing whilst trying to moor.

Another, not so welcome, visitor to the Bridgewater Canal has helped themselves to the checker plate steel walkway at the recently completed stop lock at Lingards Pipe Bridge near Astley, it will be no surprise if the steel stop “planks” were not next to go at this isolated spot.

There was some amusement when requests for boats to attend were circulated shortly before the opening ceremony of the new Plank Lane Marina, the amusement came from the somewhat surprised look on the face of the enquirer when told that “people were now away for the summer” and his “away where?”

Barry G. Stanton

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Region Chairman's Report

Alan Platt

As I write this we are in something of an interim period politically; the trial Local Partnership in BW North West Area has been appointed and is due to meet soon. We will be watching its activities with interest.

The DEFRA Consultation has been widely advertised in Bulletin etc; at 80 pages it is a rather daunting document, but if it was much shorter it could have been guilty of trivialising the issues. Responses are invited to 29 questions and it will not surprise you to learn that many of the important ones are not asked. Respondents are most welcome to reply to these or make comments on particular or general aspects as they think fit. The deadline is June 30th and I urge those of you with points of view to make them, but

please privately and not under an IWA heading. Details are on the IWA website. The official IWA response is in preparation as I write and I thank those who responded to my invitation for input; all your comments have been passed on.

A widely circulated Press Release broadly welcomes the outlined approach to the New Waterways Charity but expresses concern, particularly about the inadequacy of the current funding proposals. I know many of you share my concerns on this point and the IWA will be forcibly making this point to the interim Trustees, when they are known, as well as to DEFRA and through political channels.

Trustees are also currently very concerned on the topic of membership; there are of course two aspects to this. We need more members and we need existing members who currently are somewhat sedentary to become more active. If you think that the IWA could be doing more, you are correct, but to do more it needs more people to do it. So please if you value the waterways and are concerned for their future, get in touch to see what you can do to help.

And finally, the current weather is encouraging all of us to get out and about on the waterways, on foot with our dogs, or baby buggies, on boats of all types, with our bikes or fishing rods or however the fancy takes us. I am concerned about the lack of rain, and especially fearful of a repetition of the restrictions in the northern part of the region but let's hope it rains at night and the sun shines in the day to make it a good summer. Have fun.

Inland Waterways Association - Manchester Branch

Dudley 5Hr Two Tunnels/ Two Lock Flights Tour

Saturday 3rd September 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, Manchester which is opposite the National Coach Station. The visit is open to all, but 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 26th August. From Monday 29th August 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 22nd August, and this may be extended at the committee's discretion until the day of the tour but only **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 premises
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 or Mobile phone No. – 07749 607581, Home phone No. 01625-616467.

We reserve the right to increase the cost if our suppliers increase their costs to the IWA Manchester.

THE BI-CENTENARY CELEBRATIONS TO RE-ENACT APRIL 4, 1811

Sue Day

The Huddersfield Narrow Canal was officially opened to through navigation on April 4, 1811 when the Standedge Tunnel was formally opened amidst great celebrations. The tunnel had taken 16 years to build with a loss of 50 lives, and until it was navigable all cargoes coming along the canal by boat had to be unloaded and stored until transported by packhorse or wagon

horse. What a revolution of transport efficiency the canal and tunnel made. A packhorse could carry only one tenth of a ton on its back over the Pennines, whereas a boathorse pulled 20 tons in a narrowboat, doing the work of 200 packhorses, and this was legged through the tunnel by human power alone.

To re-create April 4, 1811 took several years of preparation, but on April 4, 2011 the Horseboating Society made a good attempt with help from members of the local community. The story starts as a personal one, then becomes that of a society.

I moved to Slaithwaite near Huddersfield in 1979, and became aware of the canal and the Huddersfield Canal Society campaigning for its restoration. I joined HCS and had a go at working in the Uppermill locks. I already had the skills of working with harness horses and while shopping in Slaithwaite was attracted by a poster advertising the canal festival at Ashton where the Ashton Packet Boat Co. would be offering horse-drawn boat trips for passengers. I made my way along and met Sonny pulling the wooden horseboat *Maria*, originally built in 1854. I decided to develop skills in horseboating, ready for the day when the canal could take horse-drawn boats. This came sooner than expected, as in the 1980s, Sonny pulled *Benjamin Outram* in Uppermill, and Tanner pulled the same boat from Marsden to West Slaithwaite – due to engine failure of the boat! When the APBCo ceased passenger carrying, I took *Maria* horse-drawn from Ashton to London with Bonny in 2000.

In 2001, the Horseboating Society was founded, and the HBS has operated horseboat *Maria* since then. Most years she has done a return trip along the Huddersfield Narrow, as being 70 feet, she cannot continue along the Huddersfield Broad where locks are shorter. In 2002, we borrowed horseboat *Elland*, a fascinating Yorkshire boat, built with a 60 foot iron hull in circa 1850s, and we took her around the South Pennine Ring. On learning she was for sale in 2008, I rushed to buy her and to bring her home as she had been taken south. BW had sold her in poor condition in the 1970s at Standedge, after using her as a “mud boat”. Like the wooden *Maria*, she underwent much private restoration. *Elland* returned to Standedge in full glory in

November 2010, ready for the bi-centenary celebrations. The third horseboat to be used in the bi-centenary event was *Vixen*, built in steel in 1980 as a horse-drawn passenger boat for use at Foxton locks in Leicestershire. She also came up for sale in 2008 and I purchased, what to me, was a relatively new boat. It had taken 30 years for me to get a horseboat for passengers to the Huddersfield Narrow Canal. *Elland* was horse-drawn from Castlefield, Manchester via the Rochdale to Standedge in 2010. *Vixen* was then horse-drawn from Hebden Bridge to Standedge, also in 2010. *Maria* came from Ashton, climbing the Diggle locks and being legged thro the tunnel on April 2, 2011. The fleet of 3 horseboats was now ready in place.

However I knew that the Horseboating Society alone could not provide sufficient leggers for the 3 consecutive days of the “legging fiesta” as our HBS website manager called it. An invitation and call for help to the Diggle Community Association had brought unexpected results. Several leggers duly came forward, very keen to experience legging their local tunnel on the momentous occasion of its bi-centenary on April 4, 2011. The tunnel is one of the *Seven Wonders of the Waterways*, and at over 3 miles, the HBS needed many leggers to take turns at the legging. Several who volunteered as leggers had become friends as mountaineers. I commented that this was highly appropriate as they were accustomed to wet, cold, dirty conditions and yet appreciated rock! The Chairman of the Diggle Community Association came too as a legger. Now we needed the brass of the Diggle Band.

We legged the 3 boats from Marsden to Diggle on the Sunday to create a public event and to get the boats at Diggle for Monday, April 4. On the day itself, an octet of the Diggle Band joined us. They played “Rule Britannia” and other patriotic songs as the boats entered at Diggle, just as in 1811. They travelled thro the tunnel in *Vixen* to provide dry protection for them and their instruments. *Elland* led the way to ensure that the Yorkshire boat should arrive first on the bi-centenary date. On arrival at Standedge, we were greeted by a welcoming crowd for which we were grateful. For each of the 3 days of the “legging fiesta”, a guided walk had been provided over the tunnel top following both the route of the boathorses and the progress of the legged

boats below in the tunnel. Bilbo the Boathorse stepped out in front of these walks on each day. All arrived in time to greet the boats.

Then an exciting and emotional moment. Ronnie Barnes, the oldest member of the Horseboating Society at age 92, was present to cut the red ribbon to the new Wildlife and Sensory Garden, the *Leggers Rest Garden*, behind the Standedge Visitor Centre. A fitting Opening for 2011! Ronnie is believed to be the last surviving legger of Standedge Tunnel from when he worked as a full-time canal maintenance worker in 1946/7. The Horseboating Society has followed in his footsteps since.

Then to much needed sustenance, kindly provided by BW. There were 2 special cakes for the day. One made for BW, one made for HBS. Champagne from BW. A barrel of beer from HBS. As Waterways World later reported, the leggers eagerly tucked into the fayre on offer.

Our thanks go to the Riverhead Brewery, Marsden who donated the barrel of beer which was on board Maria as she was legged through the tunnel. To Alan Schofield and Keith Whiteley who led and backed up the guided walks in all weathers for 3 days. To BW for much support and organisation. To HCS for welcoming our arrival at Tunnel End, Marsden. To the Diggle Band and Diggle Community Association for joining in to help celebrate this momentous occasion. Thanks to anyone who helped in any way. And to Bilbo for bringing all 3 boats horse-drawn to Standedge so it could all happen. It was perhaps the largest gathering of horse-drawn boats anywhere in 40 years.

See more of the Bi-centenary Celebrations, at www.horseboating.org.uk for News and Gallery, and via the blog at <http://stuartcolemanphotography.com/Blogsite/> for a great “collage” of people. Also articles in Towpath Talk newspaper and Canalboat and Waterways World magazines (June issues).



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Manchester and Stockport Canal Society

Manchester and Stockport Canal Society is aiming one day to open the Stockport arm of the Ashton Canal from its junction with the Ashton near Gorton and into Stockport. Plenty of preliminary, background work is being done and partnerships forged by the Society's officers but in the meantime they have also developed a project to keep interest alive along the line of the filled Stockport Canal.

Along the four mile length of the Canal, much of which is open to the public, they are planning to install interpretation boards to inform local people about the history and social importance of the Canal. It is also being planned

that an archeological dig will take place in the autumn of 2011, with the help of an archeological unit and local schoolchildren and residents. This will be in North Reddish Park, which belongs to Stockport MBC. As well as uncovering the towpath and wall of the Canal, it is hoped to also dig at an ironworks which was next to the Canal in the same location.

After any interesting artefacts have been recorded and the dig photographed, an interpretation board will be erected and an area of the old Canal line will be cobbled with an inlaid Canal narrowboat design. This will provide an interesting area in the park, where children can learn about their local history whilst playing around the “narrowboat” area.

As usual, this all depends on funding and Local Heritage Funding is being sought.

Margaret Burns

M&SCS

Of boats and birds and little things

John C Fletcher OBE

President

Manchester Branch

Domestic life has not allowed much time for the waterways since the last edition. All three of us spent a day at the National Waterways Museum at Ellesmere Port for the Easter Gathering of Boats which was superb this year. I cannot recall the museum looking so busy since the International Waterways Festival held there in the mid 1980s. Abi had discovered fake pieces of coal in a new gas fire we had had installed in the sitting room. At the museum she examined the legging exhibition in the island warehouse and presumed the coal in the boat was similar. It was not. She discovered the delights of “real” coal and her hands proved it.

Abi's little sister, Danielle (*Danni*), was born on 14th May, weighing in at 7lbs 9ozs. Danni had her first adventure on a canal boat eleven days later when the children's god mother, Conny de Hoogt-Padding, left her boat in the Claymoore fleet at the end of her holidays. John and Abi took Conny and her luggage to Warrington Central station so that she could catch the train back to the ferry for the Netherlands, while Kate and Danni waited on her boat. Two child seats in the back of the car limit the amount of passengers you can carry!

On 28th May we travelled by road to Runcorn to join the Federation of Bridgewater Cruising Clubs' rally there. Danni travelled round the site in a cocoon slung under the pram, and those that didn't know she was there presumed Abi was just sitting high in her pram. While Abi, as ever, enjoyed meeting her admirers, it was a non-boaty feature which had her enthralled. There were several birds of prey on display but she got to stroke a 4 week old tawny owl.

I have decided that being a full time dad to two youngsters is not compatible with being really active in waterway organisations – neither job gets done properly – and so in November I am giving up chairmanship of the Manchester Bolton & Bury Canal Society and of the Joint Steering Group. We are in the middle of an orderly transition to my successor.

Freed from the process of governance I can concentrate on my honorary roles which allow me the privilege of enjoying the waterways from a special viewpoint without the hassle of an on-going commitment which changing circumstances make more difficult. After all I am the only ex IWA national chairman who has retired to have a family!

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The Union Canal

Being a Regional Chairman takes me to some unexpected places and twice last year I found myself in Scotland, once at Falkirk and soon afterwards in Linlithgow; it looked interesting up there so in the last week in April I found myself booking onto a Black Prince hireboat for a week's cruise. What was different was that I'd never boated on the Scottish lowland canals before, and the last time I hired a boat was in 1982. The party consisted of Gilly and her sister Pat who lives in New York State, and myself so we were not cramped for space on a 58ft boat. The dogs stayed at home.

Hireboats have moved on since I last hired one, the beds were comfy, the ablutions and kitchen very acceptable and the saloon was comfortable even if the furnishings were a tad tired. The Ebersbacher worked well and mechanically it was a novelty to be in the situation where if anything went wrong, you rang the yard up rather than fixed it yourself; this was just as well as there were no gauges or dials, just a couple of warning lights. The

downside was the thing steered like a brick, and it actually did go better going backwards.

First we had to get up into the basin and go up the Falkirk Wheel. This is great fun and I recommend anyone near there to go to Falkirk and do it in the trip boat. The unit of electrical power up there seems to be what it takes to boil a kettle, and I was told variously it took 2 or 8 kettles worth to make it work; I was also reliably informed the emergency kit is a man with a crank. Unlike Anderton you go round, not up and down, and the views are fantastic; at the top it can be a little breezy and I'm told a favourite angle of approach to the caisson is sideways on.

Once up at the top you are faced with a short tunnel, a sharp left hand turn, involving a bit of contact as this is where I discovered the boat's idiosyncratic steering habits, and a staircase lock, the only one on the Union Canal. This is manned, as they all are, as well as the swing bridges etc. On the heavily locked Forth and Clyde this could be irksome to the experienced boater, but we never got to find out. This was to be a relaxing cruise with no hurry and no pressure; we averaged about 10 miles a day, for reasons which will be explained.

We quickly learned the first thing about the Union Canal, mooring is at regular places where there are rings, the canal has sloping sides and mooring by the bank involves planks and more athleticism than I am suited for these days. The first evening we made Linlithgow, the second Ratho and the third day we got to Edinburgh. This was no hardship as Linlithgow is a historical town with a palace and Ratho has a very decent pub by the canal.

The weather, always a worry in Scotland, was excellent but we were perplexed by the scarcity of several things. There were very few animals or birds around, either cows in the fields or ducks on the water; the latter was partly explained on the way back when we encountered a few clutches of very new ducklings, but we met maybe half a dozen swans and only one heron on the whole trip. The second scarcity was boats; Easter week,

especially a late one, is primary hiring time, but there were about 8 out from the base and we didn't pass more than a dozen moored private boats.

The canal is very pleasant, excellent views to the hills in the North, a glimpse of the familiar Forth road and rail bridges, and two fine aqueducts, that over the Avon being 85ft high and 810 ft long; as one nears Edinburgh the cut goes through some tower block estates but nothing that looked like bandit country. The moorings at Edinburgh Quay are excellent and the 15 minute walk into the city takes you past two cinemas, the Usher Hall, Traverse and Lyceum theatres and two lap dancing clubs, so all cultural tastes are catered for. You then arrive at Princes St with shops on one side and fine gardens and the Scott memorial on the other. Beyond is the Royal Mile which takes you through the Old Town with the Castle at one end and Holyrood Palace and the spectacularly ugly Scottish Parliament building at the other. The ladies hit the shops and I mooched round the Art Gallery and then enjoyed an ice cream in the gardens.

So a shopping trip in Edinburgh was one reason for not getting very far. The other was that our last full day was April 29th; We spent the previous night in a quiet arm just by where there used to be a flight of 11 locks connecting the two canals, now built over (hence the Wheel). In the morning we came down the staircase and the Wheel and moored up in the basin. I then set the telly up and left them to it while I went off to find the Antonine Wall, not very spectacular and more like Offa's dyke than Hadrian's Wall but a pleasant walk.

Back at the boat we went down the lock connecting the basin to the Forth and Clyde and moored the boat up to clear most of the packing back to the car. A speculative trip into Falkirk in the evening located an excellent Italian restaurant alongside a F&C lock which rounded off the holiday nicely. In general a most enjoyable trip on a well maintained canal with some excellent stops; next time we might hire a cruiser and try the Cally!

Alan Platt

LIST OF EVENTS 2011

mid-June. (for approx 10 days)	Sale Festival 2010 Festival	The festival often includes a boat parade, canal cruises on the Bridgewater Canal and much music and plays.
June 23rd	Horse Boating	Guidebridge, Ashton Canal to Marple, 10 miles and 16 locks Invite to all: Crew always needed and welcomed. Contact: enquiries@horseboating.org.uk
July 3rd Sunday	Marple Locks Heritage Society 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 to 10 th , w/e	Tudor Cruising Club Social Weekend	Small social event, BBQ, music, visiting boats welcomed. At the lift bridge, bottom of Lower Peak Forest Canal, Dukinfield.
July 16/17th	Bridgewater Canal 250th Celebrations	This will be the main weekend of celebration and events.
July 16th	Bridgewater Canal 250th Celebrations Public Walk organised by New Manchester Walks	Walk along the entire original length of the Bridgewater Canal, starting from Deansgate station and finishing at Worsley Delph. Meet 10:30 at Deansgate station
July 17th	Bridgewater Canal 250th Celebrations Public Walk organised by New Manchester Walks	Cruise with City Centre Cruises along the entire original length of the Bridgewater Canal, starting from Deansgate station and finishing at Worsley Delph. For more details: tours@manchester-iwa.co.uk
July 16/17th	Worsley Festival	Highlights may include a Summer Fair, Canal Cruises, Boat Gathering and Canal Boat Folk

(for 2 weeks)	2010 Festival	Evening
July 23rd-24th	Georgian/Regency Garden Party at Standedge Visitor Centre	Organised by British Waterways: See www.standedge.co.uk & www.horseboating.org.uk nearer the date of the event.
July 29-31	IWA National Waterways Festival, Burton-on Trent	Large event: Boat rally, traders, entertainment, talks
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 - 28th	The Rochdale Canal Festival 2010 Festival	Two weeks of activities on and near the canal, theme of "Have a Go" on the water, including passenger boat trips, horseboating, angling, canal relay, guided nature and heritage walks, cycle rides, etc. Visiting boats welcomed throughout the festival. See www.thewaterwaystrust.org.uk Horseboating Invite to all: Crew always needed and welcomed. Contact: Sue Day
August 27th-29th (Bank Holiday)	Hyde Music Festival	Music Festival in the Cheshire Ring pub at Hyde. Visiting boats welcomed.
Sept 3	IWA Manchester Outing:	8.30am depart Manchester by coach Through Dudley and Netherton Tunnels

Saturday	Dudley Two Tunnels Tour	with the Dudley Canal Trust trip boat
September 10th/ 11th	At Standedge Tunnel National Heritage Open Days	See www.standedge.co.uk & www.horseboating.org.uk Legging Standedge Tunnel on Sunday Sept 11 from Marsden to Diggle
September 18th	Diggle Canal Festival at Diggle Tip by the Diggle portal of Standedge Tunnel	Organised by the Huddersfield Canal Society and Oldham Council. Activities on and near the canal, including short tunnel trips, passenger boat trips, horse boat, outdoor theatre performance about the canal history. Boat rally, max 20 boats
September 17th to October 1st	Marple Festival 2010 Festival Including Horse Boating	Their 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 Marple's local heritage, culture, and arts. Friday 16th: Horseboating Guidebridge to Marple, and to Bugsworth and back during the festival. Invite to all: Crew always needed and welcomed. Contact: enquiries@horseboating.org.uk
September 18th	Rochdale Canal Society Summit Festival	Annual event held on the Summit level of the Rochdale Canal, above Littleborough. Water activities, stalls on the adjacent 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 Standedge Visitor Centre.

		See www.standedge.co.uk nearer the date.
December 22nd Wednesday	Annual Walk	Rochdale Canal Society 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

Planning is still going ahead, and we've had some encouraging meetings with BW and local landowners.

To those of you who volunteered help after the last Packet and are baffled and /or annoyed by a lack of response - many apologies. There was a typo in my email address and responses were lost in the voids of cyberspace. If you're not too cross with me, please resend your offers of help to ray.butler@virgin.net (I've double-checked it this time) and we'll have a really great rally.




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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.

**Eden Works, Belgrave Mill, Honeywell Lane,
Oldham, OL8 2JP**

Tel: 0161 652 4234 Fax: 0161 627 4265

Marine Engineers & Sole Manufacturers of Tanks Adjustable Bookcase Strip

IWA Manchester Branch Winter Talks Programme

October 2011 – April 2012

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

10th October 2011

Trevor Ellis

Slide presentation: Postcards of the Huddersfield Narrow Canal

14th November 2011

Liam D'Arcy-Brown

The Grand Canal of China

Liam D'Arcy-Brown first visited China twenty years ago when he was studying Mandarin. His 1,115-mile journey from Hangzhou to Beijing in 2006 made him the first Westerner in more than two centuries to trace the length of China's Grand Canal, the world's longest and oldest man-made waterway, an adventure he captures in this fascinating illustrated talk

If you would like a reminder of Branch meetings, walks & events let us have your e-mail address (HO does not pass any personal information to Branches)

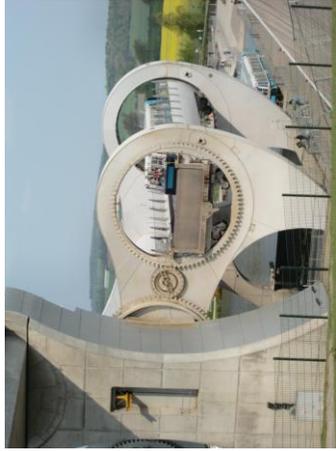
We have been asked to draw your attention to this festival outside our area:

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>



The Inland
Waterways
Association

