

Manchester Packet

Newsletter from the IWA Manchester Branch



A frosty day on the Bridgewater

Issue 34

December 2011

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Editorial

Ian Price

Since the last issue British Waterway's has become the Canal & River Trust and gained a new logo (see Alan Platt's report) and will have less money. Consequently the IWA has issued a 'Call to Arms' to try to persuade the Government to provide more funding. I have reproduced both the 'Call to Arms' and an interesting fact sheet circulated by HQ in case you haven't seen them. We clearly need to keep pressure on the Government to ensure the canals we have are maintained for all to use.

Our Annual General Meeting falls before the next issue; please give some thought as to whether you could help run the Branch in some way or other. You need not commit yourself to attending meetings as much of what we do is achieved electronically (there are not many meetings anyway). Perhaps one way might be to assist with preparations for a boat rally in 2014. It might seem a long way off but rallies take some planning. Our thoughts are to celebrate the anniversary of the re-opening of the Cheshire Ring.

Like many organisations the IWA is looking for financial savings. One area under review is Branch Newsletters. Branches receive a subsidy towards the cost of issuing their Newsletters; which, in practice, does not cover the full cost. A number of suggestions have been tabled amongst which are: not issuing Branch Newsletters at all; only issuing them electronically; and replacing them with a Branch Column in *Waterways*. I would like to hear your views (contact details are in the Committee listing).

This is the last issue of 2011. I hope you have had a good year and wish you Seasons Greetings for Christmas and a Happy 2012.

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

Branch Chairman's Column

Steve Connolly

In the last issue I mentioned the Olympic Games and the peace and quiet that could be enjoyed 'oop' North as a result. However I forgot that some sports will be elsewhere than London and the security aspects of these has raised its Hydra head. You will have noticed that Sue has booked Anthony Burton to speak at the January Open Meeting with regard to security and boats on the Bridgewater. We all hope that rubber gloves will not be required.

The Branch continues its efforts to raise the profile of the Manchester and Salford Junction Canal. Stephen Broadhead continues to have a full house on his underground tours and we have recently completed an application for funding for a feasibility study from the Association of Greater Manchester Authorities. Stephen has also indicated plans for further tours in 2012

We are also considering hiring a day boat from Thorn Marine so that any member who would like a day out in the Lymm area could join with nine like minded members. Costs and insurance are being examined and details will be forthcoming in future issues of the Packet and on the web-site.

Recommendations currently being considered by HO may result in quarterly magazines being reduced to three per year. When these recommendations are implemented we will advise members as to their impact.

My thanks for the excellent response for donations at the Open Meetings, adding we only have a small [ish] deficit.

The latest member of the committee to have a new knee is our Treasurer, Diana Price, we wish her a speedy recovery; now both Chairman and Treasurer sport impressive scars and a metal knee. No one else on the committee has similar plans so please do not use this as an excuse not to volunteer at the AGM.

Barry G. Stanton

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Region Chairman's Report

Alan Platt

Things continue to move apace on the political front, as they must if the target date of April 2012 for the new charity is to be achieved. Firstly the title and, even more important in these publicity driven times, the logo has been announced.



Canal & River Trust

The perceptive will note that the word 'and' has been sidestepped in favour of an ampersand to avoid the acronym becoming CART, which would keep

Sue Day of the Horseboating Society happy but could lead to unfortunate comments

There have been concerns, and doubtless whatever I say will not effect them, that this re-branding will divert precious funds from a cash strapped organization but we are informed that the agency that designed the logo, and I understand they did not pinch it from a well known brand of matches, did it for free. It is also stated that the matter of re-labeling vehicles, signs and other equipment etc will be undertaken as they fall due for refurbishment or replacement. For example all new vans recently purchased have been left plain white so that they can easily be badged up with the new artwork. I can state from experience that this is now a matter of sticking transfers on rather than expensive signwriting.

It will not escape your notice that the above is full of 'I understand' and other escape clauses; personally I am not particularly guided by presentation, or hope I'm not, and consider that the body of the entity is more important than the coat it's wearing. Whether one likes the logo or not is a matter of taste; the official line is that the word 'Waterways' was ambiguous, and that there is a need to identify the new body as distinct from the old British Waterways. The inclusion of Environment Agency waters into the new body is still on track for 2015 and the initial dislike of the prospect by the Thames boaters may well have been tempered by the swingeing cuts in EA's navigation budget which are biting very deeply.

What does remain a regrettable fact is that the funding for C&RT still looks inadequate and the IWA is continuing to press this truth on the interim trustees, and all interested parties. At the recent party conferences, the IWA took the opportunity of some private time with the Waterways Minister to press the point. The new Trustees have been named and I had a chance of a brief chat with John Dodwell, the 'boaters' friend' trustee in Cardiff at the Assembly All Party group recently, and he is well aware. That said the even more savage cuts imposed on EA and other agencies shows that were the future to lie within DEFRA as at present, the future would be far bleaker.

However as I say the funding issue remains critical and the IWA, both nationally and locally is campaigning hard.

One of the most important elements is the establishment of the Area Committees which will be consultative bodies advising the local waterways managers and engaging with them, in the modern parlance, in the management of the area. There will also be a separate national committee for Museums, reflecting the fact that the Waterways Trust is to be integrated with British Waterways into the new charity, which seems to me to make sense. If you think you can contribute by applying for these committees, the details will be available in November. In the BW North West area this partnership is already up and running but the rest of our region is covered by this second tranche with the southern areas coming next year.

And finally as the days shorten and the temperature drops we move from activity on the waterways to our winter meetings and social occasions; your branch goes to a lot of trouble to arrange these and I recommend them heartily. In the spring we will also have the round of branch AGMs and I hope to meet you there; meanwhile have a good Christmas and New Year

More Tales from the Waterwomble.

When it was first mooted that we revisit *Tales from the Waterwomble* I thought there would be no trouble in finding lots of changes to report. After a little reading however it does seem that little has changed apart from *time elapsed*. That *time elapsed* has led to a re-arrangement of Waterwomble staff due to the dreaded spectre of H&S

In 2008/9 the crew of Ww increased, now the boat is a splendid sight thumping along with its new paintwork and we now have three blokes on a rota due to issues with overhanging branches, working in the winter and H & S. As in most cases it all began with a trial period to see if the same work could be accomplished in less time [but more staff] and so preserve the

funding costs. However after twelve months it became apparent that there would have to be some changes, lest we met ourselves coming the other way or the aged Lister became a melted puddle in the bilges. So now the Bridgewater Canal benefits from an increase in debris collection days and is the envy of the North West canals.

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On the operational front the swish, new motorbike has been retired, no great loss on a wet days but waiting for buses is somewhat exasperating. The Lister HA2 has proven for all time to be a great engine as it has never failed to run day in, day out. A conservative estimate would be the equivalent to some 400,000 road miles without any problems. Last but not least is *Leo* itself. Built in 1947 and still going strong albeit with lots of new plating and paint, a not inconsiderable cost these days. One thing that has changed though is the *Womble* mural on the front. The fact that it started life as a healthy looking, pony tailed worker that has morphed into a fat, bald-headed caricature that speaks volumes on the passage of time.

Not only has the Bridgewater Canal become stand alone recently in that it is now The Bridgewater Canal Company Limited but it has recently celebrated the 250 year birthday of it reaching Manchester and the economic benefits that then came about.

Its well known that economics governs all these days and it only takes a wander along the length of the canal to demonstrate the commercial diversity that has grown from the original waterway; from the towns that grew from trading posts, to the mighty Trafford Park fed from a multitude of motorways, to the City that is now ranked worldwide.

We left *Waterwomble Tales* in September 07 with talk of new towpath surfaces in Leigh. This has blossomed to the Bridgewater Way initiative that continues with the stick a pin in the map selection system, but not as yet the mud bath that is the Astley to Boothstown section. We now pass through the first of the new stop locks on this previously troublesome section, passing the landfill site that still seems to be operational. The marina at Boothstown is somewhat sombre these days, with the passing of a couple of its popular characters, there seems to be a lot of that sort of thing these days! Final snagging is complete on the pipeline that has tunnelled under "Keepers Turn" instead of a prolonged stoppage as expected. As usual we still plough through the silt at Worsley, a problem to be solved only when Salford City Council address the mud in the Delph, with the aid of a large grant, still to be won. The builders have been busy in Worsley with the completion of the apartments opposite the dry dock, whilst building at the large development on the old linear moorings has resumed.

Monton's landmark lighthouse continues to surprise and Phil, the owner, does a very good talk as we found out at one of our Open Meetings. The Shackleton factory, the GUS site and part of the old Ordnance factory have been demolished and await development but not, it seems, an incinerator that the locals blocked at a recent public enquiry. All is much the same through Trafford Park apart from a gateway into the Trafford Centre for boaters.

After the turn towards Manchester at Waters Meeting one or two things change, the first being a new recycling depot in the original Kraft factory and the second is the completion of the road that runs through the Pomona site, this we suspect being to keep within the planning application. As we approach Castlefield, the towers of the completed St Georges hove into view

with all their little boxes, nice if you like that sort of thing and essential if you work in the city, a point emphasised when we “do” Castlefield and greet all the pedestrians on the way to their offices. Jacksons Wharf pub is still empty as the locals have repeatedly objected to the planning application that will replace it. Whilst various developments are on hold due to the recession it is notable that three large “trip” boats still manage to ply their trade.



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Maritime Counter Terrorism Security

Anthony Burton

My name is Tony Burton and I am a Counter Terrorism Security Adviser (C.T.S.A.) with the Greater Manchester Police Counter Terrorism Branch, based at Force Headquarters.

With the Olympic football events in 2012 being held at Old Trafford, Manchester, the issue of counter terrorism security from a maritime standpoint has been highlighted.

It is important to raise the awareness of the public to the threat of terrorism. With the Olympics in mind, it is the community who regularly use the inland waterways system around the Greater Manchester area and the Bridgewater Canal alongside Old Trafford that I am hoping to reach with this message.

The possibility of terrorists using the inland waterway system to deliver an attack aimed at the Olympics or indeed to any crowded place needs to be considered. Whilst there is no suggestion or information that this is likely to happen, nevertheless now is a pertinent time to consider the possibility.

The current national threat level in the UK is SUBSTANTIAL; this means that an attack is a strong possibility. It is incumbent upon us all to be vigilant and to be aware of what is going on around us.

One of the stages of any terrorist attack planning is that of hostile reconnaissance whereby one or more of the terrorist group will visit the site they are intending to attack.

The purpose of this hostile reconnaissance is threefold.

- Obtain a profile of the target location
- Determine the best method of attack
- Determine the optimum time to conduct the attack

Operation Lightning is a national intelligence gathering operation to record, research, investigate and analyse:

- Suspicious sightings
- Suspicious activity

At or near:

- Crowded places

Or prominent or vulnerable:

- Buildings
- Structures
- Transport Infrastructure.

The ability to recognise those engaged in hostile reconnaissance could disrupt an attack and produce important intelligence leads.

It is during this reconnaissance that the terrorist is more vulnerable to being noticed by people going about their business. Therefore it is important that we are all alert to the fact that it goes on.

The main message to bear in mind, particularly from a maritime standpoint, is the ability to notice things that are out of the ordinary.

As regular users of the inland waterways around Manchester and specifically on the Bridgewater Canal alongside Old Trafford Football Stadium you are ideally placed to notice suspicious activity.

In order to recognise this type of activity it is important to ask yourself what is normal activity. What sort of thing would you expect to see on the canals and towpaths as you travel. Being able to recognise what is normal will assist you to spot something out of the ordinary.

For more information on this topic and for specific examples of what to look out for, please visit the National Counter Terrorism Office (NaCTSO) website at WWW.NaCTSO.GOV.UK

Sometimes people do not want to telephone because they feel that they may be wasting their own or someone else's time. They feel that they may be over reacting or that there is an innocent explanation for what they have seen. Trust your instincts, if it does not feel right tell us about it.

The Confidential Anti Terrorist Hotline number to call is 0800- 789- 321.

All information given will be followed up and will be investigated. You do not have to provide your details if you do not wish to do so.

If you need to report something that is urgent or of a life threatening nature then 999 is the number to ring.

From the 23rd of November 2011 there is a new number to ring for calls that are of a general or non-urgent nature. The number to call is 101.

During the lead up to the Olympics I am in the process of delivering Maritime Counter Terrorism awareness presentations. These presentations are being

delivered to clubs and organisations that regularly use the inland waterways around the Greater Manchester Area.

If you would like more information about these presentations or for any Counter Terrorism Security Advice please contact me on 0161-856-2170 or e-mail me at Anthony.burton@gmp.pnn.police.uk

I shall be attending the Inland Waterways Association Manchester Branch Open Meeting on Monday January 9, 2012 to provide one of these presentations. This will include an opportunity for discussion, questions and answers. The meeting is open to all, not only IWA members, so please invite friends and family if you think they might like to attend.

The meeting will be in an upstairs function room at the pub Dukes 92, located by lock 92 of the Rochdale Canal where it joins the Bridgewater Canal. There will be DVD as well as PowerPoint screen presentations. People gather at 7.30pm for the presentation to start at 8pm. I hope some of you will find it helpful and interesting to attend.

Books

Following on from the success of her limited edition of **“Snails Pace”** Gabrielle Lorenz has re issued this story of her family’s 18 month boat journey from Leigh to St. Symphorien in France. The journey, at a “snails pace”, was in the family home, historic Calder and Hebble keel *Pauline*. Now available in electronic version from Amazon Kindle at £2.14p, this story of exploring France with a young family, who wintered in a French school, is a must for those who plan a similar experience as well an overall good read.

Recently published is a fictional account by Don Thorpe titled **“People of the Cut.”** The story evolves around a family forced to rebuild their lives in a contractors settlement on the banks of the Manchester Ship Canal. Pegasus Publishers. ISBN 9781843867104. Price £12.99.

The Emperor’s River Liam D’Arcy eye-books ISBN 903070-70-3

IWA Call to Arms

Please act now - Please write today

You can find out who your MP is and write to them directly by using this link <http://www.theyworkforyou.com/>

A downloadable template letter for your MP is available here http://www.waterways.org.uk/documents/dear_mp

IWA Press Release Issue Date: 2nd November 2011

IWA Call to Arms

Things are at a critical juncture for the transfer of British Waterway managed canals and rivers into the Canal and River Trust. The money is everything. A good deal from Defra will deliver a significant Big Society project, and secure the future of a national asset. IWA is concerned however, that Defra is playing hard ball, and trying to impose a lean deal just to get BW off its books.

IWA is asking all waterway supporters to urgently:

1. Write to your MP drawing their attention to the fact that the waterways are being transferred over into the charitable sector, and that it is vital that the funding package is sufficient that it allows them to be maintained in a sustainable condition. Let them know that you don't want to see the waterways become another Defra inspired 'forestry' type disaster
2. Please also ask your MP to contact the Waterways Minister, Richard Benyon MP, directly, to register their concern, and to ensure that he knows that there needs to be more money put on the table.

Here are IWA's Key points:

- Government has initially offered to transfer the British Waterways (BW) property portfolio to CRT and to provide a

10 year funding contract indicated at cash £39 million per year. (so no index linking with the consequence of erosion in value over time by inflation). ***This is just not enough.***

- BW has thoroughly updated its financial projections. It says that for its waterways to be reasonably maintained, with an acceptable level of risk, it has an annual funding deficit of £20 million. The CRT would inherit this annual deficit. The BW new projections do not appear to embrace the remedy of a repairs deficit which was already significant and has been growing in recent years [in 2007 reported to EFRA Select Committee as being an accumulated figure of £107million].
- British Waterways also has a pension deficit of £65 million. Nearly three quarters of which is in respect of previous employees. Ought this huge state incurred liability be transferred over to the new charity?
- The revised annual deficit does not take account of a large dredging backlog incurred as a result of chronic underfunding, that requires £8-12 million per year to stabilise, and ensure drainage, navigation and environmental requirements are properly supported.

Don't let the proposed transfer of BW assets become another 'forestry' debacle for Defra through underfunding!

Please act now - Please write today.

You can find out who your MP is and write to them directly by using this link <http://www.theyworkforyou.com/>. A downloadable template letter for your MP is available here http://www.waterways.org.uk/documents/dear_mp

Thank you. Jo Gilbertson IWA Campaigns Team

10 FACTS ABOUT THE WATERWAYS

- **A record 13 million people now visit British Waterways' canals – and that is only half the waterways network.**

- **Over half the population lives within about 10 minutes of a waterway.**
- **The UK leisure and small commercial marine industry is worth over £3 billion to UK Plc; it directly employs about 34,300 people.**
- **£1 of taxpayers money spent on the waterways gets A MINIMUM economic return of at least £6. It can be a lot higher where there is regeneration.**
- **The IWA Waterway Recovery Group provides 5,000 volunteering days each year.**
- **British Waterways alone is the third largest owner of historic structures in the country; it has 5 World Heritage Sites**
- **Waterborne freight can reduce CO2 emissions BY AT LEAST 75% compared with road transport; and waterborne freight is INCREASING.**
- **Boating demand, despite the recession, has increased. Numbers on the main Government funded navigations have INCREASED by over 5% and are at record numbers.**
- **Over 90% of the population believe that canals are an important and valued national asset.**
- **The money that the two main publicly owned navigations (British Waterways and the Environment Agency) need from Government to run their waterways properly is less than the cost of building 4 miles of motorway and LESS THAN 0.02% of government spending.**

Why Waterways Matter

Community health and leisure: the use of the waterways corridor for leisure benefits the health of the nation.

Walking, jogging and cycling on flat terrain helps the healthy to remain fit and is ideal exercise for those recovering from illness. This improved health can help to make savings in the £120bn plus public spend on health.

The waterways are a much loved recreational opportunity for the 13 million who make boating trips each year; and angling is the largest mass participation sport in Britain – with numbers continuing to increase. There are now nearly 1.4 million anglers, contributing about £1bn to the economy.

Social cohesion and integration: access to the waterways is free. They offer low cost opportunities for – the elderly, the disabled, ethnic minorities, and those that are hard to reach such as people with learning difficulties and ex-offenders – to make use of open space and engage with others in the community.

They offer an educational facility for the young; and volunteering is an excellent opportunity for learning new skills, building self esteem, team working, and giving back to society. All integral to *Big Society*.

Regeneration: there is a strong body of evidence that shows how restored canals are a catalyst for regeneration in run down urban areas and an essential component of those redeveloped areas. There are too many examples to list here. But outstanding success is in evidence in Birmingham, Manchester, Sheffield and Gloucester. Here well maintained and used waterways are a focus for waterside housing, commercial development and leisure such as shops, public houses and restaurants.

Trade: The leisure and small commercial marine industry is worth £3.1 billion in trade and directly employs about 34,300 people.

Marinas are estimated to deliver trade about 7 times the direct income from berths (£55.9 million), supporting a further 10 jobs over and above those employed directly in the marina business. There are also many hundreds of marine businesses on the inland waterways – boatyards, boat sales, chandlery, etc.

Revenue from tourism is estimated to be up to £1 billion, and that would far higher when taking into account all non-boating visits which is estimated to be about 500 million per year.

Heritage: only the Church of England and the National Trust have more listed buildings and structures than British Waterways. Altogether, waterway authorities are responsible for some 4,000 heritage assets.

Many people make visits to see this heritage. It is an important component to the waterways corridor.

The natural environment: the inland waterways are increasingly recognised as providing a range of aquatic and bank side habitats, supporting biodiversity. Many species flourish and there are specific programmes encouraging, for example the return of otters, voles and rare butterflies.

Freight: cargoes include aggregates, oil products, grain, steel, construction materials, domestic waste and fuels. Waterborne freight is increasing. In 2008 tonnage was 16% up compared to 2004. Purely inland freight (excluding coastal movements) has gone up by 42% over 2004



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The Grand Canal of China

This year we have celebrated the 250th anniversary of the Bridgewater Canal; the first built in the UK and the bicentenary of the Standedge Tunnel. However Liam D'Arcy-Brown's talk to our November Open Meeting described his journey along a canal built in 605 AD (no I haven't missed out the thousands). I'm not sure which of our canals is the longest but it would pale into insignificance against the Grand Canal of China which is some 1,115 miles long (and yes I have typed the correct number of 1's). Our canals do exceed the Grand Canal in one respect, height gained, as it rises only 140 ft before descending again. Perhaps because of this and that it was river fed its locks were either flash locks or weir locks. Liam's talk was the first I had heard of this method of changing levels. His ancient drawings showed boats being winched up a ramp one side of a weir rocked over the top and slid down into the next level (or up as the case may be). He told of how locks with gates were first introduced to stop thieves robbing boats by holding them on the top of the ramp so they broke up.

The southern and northern ends of the canal are now major waterways carrying more freight than our railways, some 260 million tons annually.

Nowadays this is primarily coal and building materials but the reason the canal was originally dug was to carry rice and cereals to the Emperor's stores; rice was the way people paid their taxes. The barges hold up to 1,400 tons and, although self powered, often group together to be towed by a tug, typically 12 at a time! It goes without saying that the Grand Canal is wider and probably deeper than even our ship canals; 50 yds to more than a mile wide.

However much of the central sections are not 'in water' or are only shallow drainage channels. It seems there are no canal societies lobbying for reinstatement for leisure use (there are no leisure boats on the canal). Some towns have prettied up the urban section as a feature but that is all. There are moves by the government to do some work to make use of the canal to feed water into the major cities, particularly Beijing. Enthralled by Liam's talk our Chairman and I wondered whether the IWA should start a campaign for its reinstatement, but perhaps not as we still have many miles of our own to sort out and to maintain those already restored. (see below for details of Liam's book 'The Emperor's River')

Notice of Branch Annual General Meeting

The Annual General meeting of the IWA Manchester Branch will take place on the **12th March 2012** in the Brindley Rooms, Dukes 92, Castle Field, Manchester commencing at **8 pm**. Anyone wishing to be nominated for the committee should contact the Chairman, Steve Connelly (contact details on the Committee Page). In addition nominations can be taken on the day. Directions for the venue can be found on the Branch website (see Committee Page).

The AGM will be followed by talk by **Andy Pollock** on **The Cromford & High Peak Railway** which links the Cromford Canal to the Upper Peak Forest Canal. Non-members are welcome to attend.

BRIDGEWATER CANAL

Local Restrictions and Canal Closure between John Gilbert Way Bridge and Throstles Nest Bridge Old Trafford

Notice is hereby given that for security reasons due to the use of Old Trafford football stadium during the Olympic Games that the mooring of pleasure craft will be prohibited from the 26th July 2012 until the 7th August 2012 inclusive between John Gilbert Way Bridge and Throstles Nest Bridge.

The canal will be closed to all navigation between John Gilbert Way Bridge and Throstles Nest Bridge on Olympic match days only. Pleasure craft wishing to transit the section on a closed day may do so but in doing so are agreeing that the vessel if required may be stopped and searched by Greater Manchester Police. The match days are:-

Thursday 26th July 2012 Sunday 29th July 2012 Tuesday 31st July 2012

Wednesday 1st August 2012 Saturday 4th August 2012 Monday
6th August 2012 Tuesday 7th August 2012

If you wish to visit the stadium on a match day and wish to moor in the restricted area then special advance arrangements through this office can be made to accommodate your request, please note that owners wishing to moor vessels within the restricted area are agreeing that their craft may be searched by Greater Manchester Police.

The Company apologises for any inconvenience caused as a result of these security measures.

The Bridgewater Canal Company, Peel Dome, The Trafford Centre,
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www.bridgewatercanal.co.uk

Notice 17 Dated 25th November 2011



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IWA Manchester Branch Winter Talks Programme

January 2012 – April 2012

Our Open Meetings are held on the 2nd Monday in the month commencing 8pm prompt In the Brindley Room, At Dukes 92, Castle Street, Castlefield, Manchester

9th January 2012

Anthony Burton

*Maritime Counter Terrorism
and the Manchester Canals*

14th February 2012

Rachel Poole

Weaving willow with banter and story telling to enliven Valentine's Day tomorrow

12th March 2012

Annual General Meeting followed by a talk from
Andy Pollock

The Cromford & High Peak Railway
– a railway built by a canal engineer to link the two canals

16th April 2012

Leon Powsey

Leon purchased Fred Dibnah's house and is turning it into a Heritage Centre; he will talk about it and Fred
Check website & Next Issue to confirm date

Up to date information on meetings and directions to the venues are on the Branch Website

http://www.waterways.org.uk/regions_branches/north_west/Manchester/manchester

As Manchester Branch funds the Open Meeting venue [£75.00] and the speaker's expenses [£40.00 approx] a donation on the night would be appreciated.

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)

The Inland
Waterways
Association

