

Excalibur

THE LONDON NEWSLETTER OF THE INLAND WATERWAYS ASSOCIATION

NUMBER 37, WINTER 2002/3

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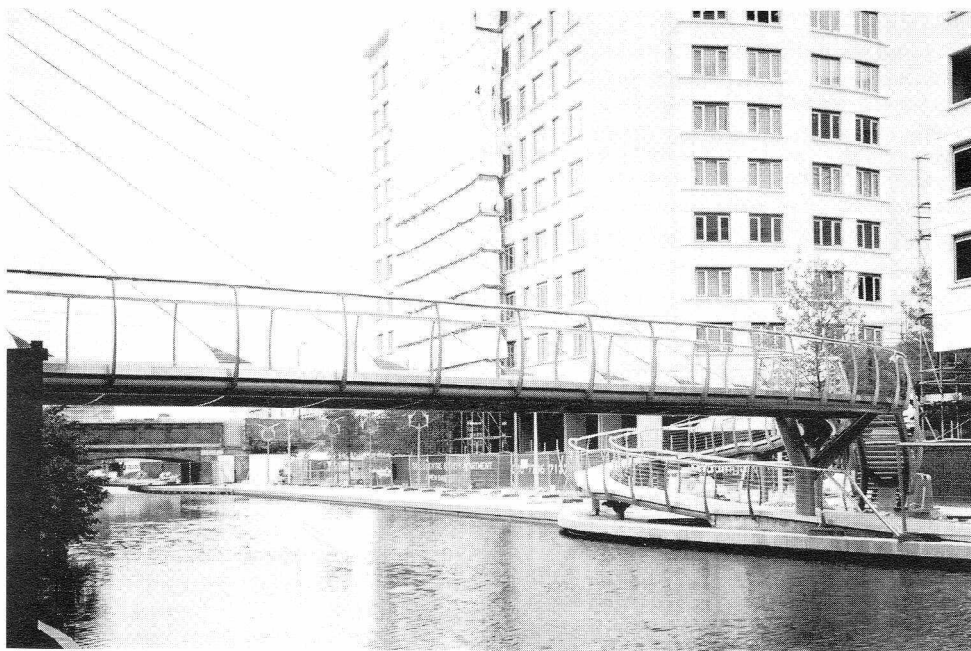
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PROGRESS AT PADDINGTON

This view of the arm connecting Browning's Pool to Paddington Basin shows some of the buildings in this part of the new development, and a new footbridge which will shortly be in use.

Photo by Mike Stevens, August 2002.

Who's who in London IWA

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Excalibur

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From the Editor

Excalibur timing

After discussion at a Region Committee meeting, the timing of future issues of *Excalibur* has been agreed. There will be three issues a year, one in late November/early December, one in early April and one in August. This will be supplemented by a Branch Newsletter from each Branch, timed to fit between the Winter and Spring issues. The decision was made in order that the necessary notice can be given to members of Branch and Region AGMs and elections, and the results of these elections communicated to members as soon as possible. We also had to bear in mind that the funding of newsletters is by a capitation grant from Head Office, which is limited to four issues per member per year.

BW fees (again)

No sooner had I written the last issue's Editorial than another document on the subject arrive from BW, followed by yet another soon after.

The first of these was a preliminary response to the consultation process, outlining what changes BW staff propose (subject to the Board's agreement) to the relationship between different kinds of licence. One proposal is to change the relative pricing of the different length categories to favour shorter boats, in the hope that this will be an encouragement to first-time boat owners.

The proposal for a 150% surcharge for boats registered as "permanently cruising" has been dropped, in favour of a different approach that BW hopes will enable it to deal more effectively with the squatters and bridge-hoppers who masquerade under this category. The idea is that any boat without a registered mooring will pay a "district mooring fee", refundable if they produce evidence of genuine permanent cruising. IWA has commented that "this implies a presumption of guilt until innocence is proven". Personally I don't see it being effective against the squatters and bridge-hoppers unless BW take more determined action under the new rules than they have usually done in enforcing the old ones.

Another welcome proposal is that some of the extra charges for certain bits of the system (including Anderton Lift and Standedge Tunnel) will be replaced by a 1% increase in the national licence fee.

The most recent document from BW deals not with how the cost of licences should be shared between different categories, but with what the total size of the cake should be. One idea is that because there are now 3.5% more waterways covered by the licence than was the case until recently, there should be a 2% increase in the licence fee. I have no quarrel with that.

But another proposal here strikes me as very dubious indeed. BW points out that their costs fall broadly into three categories:

- (a) major repairs and renovations (approx. 29% of total costs)
- (b) labour (approx. 36% of total costs)
- (c) other operating costs (35% of total costs).

They therefore propose producing a weighted index of three published indices, the All New Construction Output Price Index, the GB Whole Economy Average Earnings, and the Corporate Services Price Index. Having produced this composite index, they then say they will reduce it by 20%, to represent their increased operating efficiency. While I may not be a professional statistician, I know enough to recognise that this is a statistical nonsense, probably designed to produce the figure they first thought of.

Mike Stevens

COPY DATES

No.38	Spring 2003	3 rd March
No.39	Summer 2003	7 th July
No.40	Winter 2003	27 th October

The IWA may not agree with opinions expressed in this magazine but encourages publication as a matter of interest. Nothing printed may be construed as policy or an official announcement unless so stated, otherwise the Association accepts no liability for any matter in the magazine. Although every care is taken with advertising, no responsibility whatsoever can be accepted for any matter advertised.

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The Editor reserves the right to edit any article or letter submitted for publication.

LONDON W.R.G. NEWS

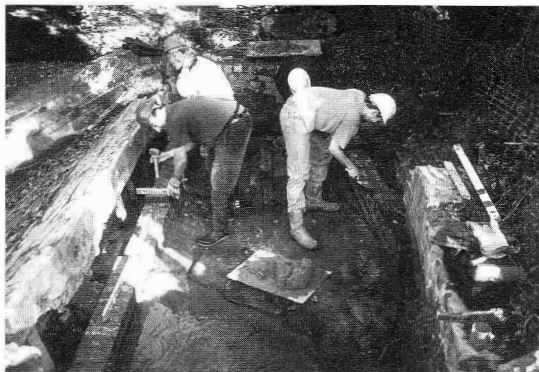
As a bit of a change from our regular recent work-sites on the Basingstoke Canal (where we've been supporting the St Johns backpumping project that's helping to open up more of the canal to year-round cruising) and the Wilts & Berks (where Summit Lock near Wootton Bassett is now nearing completion), we've recently been in search of 'pastures new'...

At the end of August we made our first visit for many years to the Ipswich & Stowmarket Navigation, where Creeping Lock has been under restoration for some time. The skills of our bricklayers were put to the test on a number of interesting jobs including rebuilding the gate recess walls and upper ground paddle culverts, and replacing missing brickwork on the arch of the lock-tail bridge.

On the Wey & Arun in September it was literally 'pastures new' - as with most places where we work on that canal, you have to cross a field full of cows to get from the nearest road to the work-site. The work - rather surprisingly - consisted of building brick dams across the bed of the canal where the locks used to be! All became clear when the local organiser explained that these are in fact temporary dams to enable these sections of canal to be re-watered, so that they can act as a reservoir to store winter rainwater and keep the restored 'Loxwood Link' section navigable all summer. And it will need those supplies of water soon, because the new Loxwood Aqueduct just built by the Wey & Arun Canal Trust is a major step towards extending the Loxwood Link length southwards, hopefully creating a six-mile restored section in a couple of years time.

In October we headed for the Cotswolds and a weekend's work on the Thames & Severn Canal. A canal camp in the summer had spent a week exposing the remains of an old lock bywash weir at Ham Mill near Stroud, and discovering (as is all too often the case) that there was rather more rebuilding required than had been expected. So we spent the weekend starting the rebuilding work, ready for another Canal Camp in late October to finish the job.

For our November dig we joined the WRG 'Bonfire Bash' - a major annual work-party



*London WRG volunteers rebuilding Ham Mill Lock bywash weir, Thames & Severn Canal.
PHOTO : Martin Ludgate*

(and a Guy Fawkes Night 'do') for volunteers from all over the country, which takes place on a different site each year. This year it was the turn of the Monmouthshire Canal (or the 'Mon and Brec' as it's usually known) and a new project for WRG this year: a spectacular flight of 14 locks in half a mile of canal near Newport. The top lock has already been largely rebuilt, and we spent the weekend clearing vegetation from locks and sideponds down the rest of the flight prior to the start of restoration work in the coming years.

By the time you read this, we'll have held our Christmas Party Dig - another major scrub-clearance held jointly with our friends in KESCRG on a familiar canal but a new site: Pewsham Locks near Chippenham on the Wilts & Berks Canal.

And in January we get together with KESCRG again for yet another 'scrub-bash', this time on the end of the Wey & Arun Canal near Pulborough.

Our final (hopefully!) visit to the St Johns backpump project in February is followed by another weekend on the Wey & Arun. Then the BCN Cleanup in March, when volunteers from all over the country will do their best to shift as much junk as they can from the Birmingham Canal Navigations, working outwards in all directions from the four-way Salford Junction, which is overshadowed by the Gravelly Hill Motorway intersection, better known as 'Spaghetti Junction'.

Martin Ludgate

A MIDDLE LEVEL EXCURSION

(PART 2)

[THE STORY SO FAR :

During the Jubilee Weekend in June, Roger joined the crew of narrowboat Hillpenny in company with narrowboat Housemartin on IWA Peterborough Branch's cruise through the tide gates on the Old Bedford River. Our last episode told of their passage through Horsey Lock and Welches Dam Sluice and along the Old Bedford to Welney.]

After a well-earned break at the *Lamb and Flag* we set off again towards our goal, the Tidal Doors. Once we passed through Welney Gate, the weed levels became less. It was only in the last half mile leading up to the Old Bedford Sluice that reeds again constricted the channel. The journey from Welney to the Sluice took us about two hours. Our aim was to overnight at the Sluice, contact Peter, the Salters Lode Lock keeper, and make our plans for our exit into the tidal Great Ouse the next morning. Peter advised us that although the channel had been dredged at Easter, it was now silting up again. This was evident when we inspected the channel. He told us that we would need to make our exit in stages, as he could not leave the Sluice up for any length of time as this would prejudice water levels in the Old Bedford River.

The next morning was again clear and sunny. We felt we would make the transit OK.

Peter came up to check the levels. First, he winched open the tidal doors as far as they would go. The mud behind them restricted their opening to about two thirds. He then lifted the inner guillotine gate. The water in the Old Bedford River was soon flowing out, but only offered around 6 inches depth over the mud bank outside the tidal doors! We clearly would have problems until the tide came up. Then the window was small, as Peter could not let in a substantial inrush of water to upset the maintained level of the Old Bedford River.

The incoming tide was due around Noon, with high water at 13.47. A plan of action was agreed. As soon as the tide started to make a level, Peter would lift the Sluice gate. The two boats would then move forward and try to push out into the mud bank so that the guillotine gate could be closed behind

them. The next stage would be to wait for the tide to come in, and then hopefully use it to float us over the mud bank.

The tide achieved nearly a level at about 12.25. Peter lifted the guillotine, and using the deep water around the sluice and tidal doors, both boats surged forward to ride up onto the mud bank. Both sat there embedded in the mud. However, we had achieved the first objective, to get outside the sluice gate so that it could be lowered to retain the level. We had made it with about a foot to spare.

The tide flow runs up from Kings Lynn very rapidly, reaching Salters Lode about two hours before high water. After about another 30 minutes the water level around the boats had risen about 18 inches. The boats were beginning to stir as water washed away the mud around the hulls. We soon were able to edge forward another 8 feet, just enough for Peter to unhook the winch cables, to enable the mitred tidal doors to close slowly as the incoming tide swept against them. Peter wished us well. We were now on our own. After about 10 minutes, *Housemartin* felt confident he could push through the mud and make the open water. Engines revved, water swirled and the mud stirred. Suddenly, *Housemartin* was free and out in the main river. It was now our turn. We too were soon free and both boats headed up to Denver Sluice, speeding along on the tide.

The Lock keeper at Denver was keeping a watch for us, and soon the outer Denver lock Guillotine was raised and we were into the lock chamber. By now there was little difference in the levels and soon the upper guillotine lifted and the welcome mooring at the *Jenyn's Arms* was in sight. This proved to be an ideal spot for a late lunch and a celebratory pint.

Our journey, spread over the three days, had achieved its dual objectives: to welcome in the new lower gate at Horsey Lock, and to prove that it was still possible to exit from the Old Bedford Sluice. The ideal way to commemorate the Golden Jubilee weekend.

Roger Squires

ROUTES AND BRANCHES :

Region, Branch and navigation news

South London on the move

The Branch Committee has decided that the time has come to stop running two socials each month, and combine forces in a single venue. A recent survey of members showed that some people felt that both our current venues were difficult to get to, so after Christmas we are moving to a new venue in central Croydon, very close to East Croydon station. There will, of course, still be some people for whom this isn't very convenient, but we hope that the nearness to a main transport node will bring in more members.

Keep in touch

As more and more people have access to e-mail, it makes increasing sense for Branches to use it to keep members up-to-date about their plans. North and East London Branch and South London Branch are each planning to do so. If this would be useful to you, please send your e-mail address to marion.riley@virgin.net for N&E London Branch, to michael.stevens@which.net for South London Branch. That second address is also the one to contact if you want regular e-mails about the Region's Central London meetings.

Draw prize given

South London Branch have donated a painting to the Wey and Arun Canal Trust for the latter's Christmas Draw. The painting is an original oil painting by Alex Prowse of a pair of working boats in Paddington Basin.

Westminster Bridge works

Westminster Bridge is about to undergo major renovation work. Part of this involves the foundation of the bridge's piers, and this will necessitate building coffer dams round each pier in turn, thus requiring two adjacent arches of the bridge to be closed, leaving just two arches for navigation - one in each direction. As this will be very disruptive to river traffic, the work is to be done in a number of phases, each during a winter, when the traffic is least. The first stage will be from January to April 2003. While this work is being done, Westminster Pier will be closed and the trip boats will use Festival Pier instead.

Limehouse Basin

This is currently being dredged, using a hydrodynamic method involving flushing the silt through the lock into the tideway. Work is due to continue until 7th February and users are warned that during the work water levels will vary, and there will be restrictions on use of the lock. Details from BW on (020) 7308 9930.

Ears and eyes

Our Region's Planning and Navigation Committee needs some help. The "Planning" bit of our title means that we try to look at as many as we can of the various planning applications that are submitted to Boroughs for developments alongside London's waterways, to comment on them and to lodge objections where appropriate.

But we can only deal with those developments that we hear about. Some Boroughs are very helpful and contact us about any applications they think might be of interest. Others publish lists of applications, either in printed form or on the internet. Wading through these is quite a chore, with dozens or even hundreds of applications that are either nowhere near a waterway or are too minor to interest us. In many cases, one then has to visit the Town Hall (or in the case of one Borough, whichever local library is nearest to the site of the development) in order to see the detailed application and any plans. The net result is that we don't always hear of proposals on which we would have comments if we knew about them.

We ask all IWA members in London to keep their eyes and ears open for any planning applications that are relevant to the waterways, and to let us know about them. They might appear in the form of legal notices or articles in local papers, or attached to lamp-posts near the site. Even rumours are helpful. If you come across any which you think are relevant to us, please contact one of Plan/Nav's Planning Officers: for West London, John Ashley on (020) 8572 0067, for North and East London, Colin Edwards on (020) 8365 1348 and for South London and the Thames tideway, Mike Stevens on (020) 8674 9387.

FROM THE REGION CHAIRMAN :

Roger Squires

Autumn is a good time to reflect on the year and to look forward to the next year.

Recently, I was invited to the Regional Prize Giving for the BW Lock, Length and Bridge Competition. This is an award given to BW teams for their efforts in making our waterways more user friendly, neat and tidy. I have seen all of the locks and lengths and bridges involved, and I must say that they all looked splendid. A lot of thought and effort had gone into the entries and the winners certainly deserved their prize. Whilst it would be nice to think that our whole waterway network could be uplifted in the same way, one has to make the start somewhere. That is what the scheme is all about. Once high standards can be set and identified, it gives others the stimulus to try to replicate the improvements elsewhere. This can only be a good thing.

Talking of 'good things', I am pleased to report that, at long last, Limehouse Basin is being dredged. A novel new technique is being tried. The method is to vibrate and emulsify the mud, and then, when the tide goes down, open the gates and let the ebb suck the mud out of the basin. I must admit it sounds a strange idea. How do you ensure the corners are cleared? What about the area under pontoons? Etc. I shall be one of many who will visit Limehouse Basin over the next month to see the scheme in operation. However, it will not be until I see the new profile charts that I will be convinced the idea works. [Boaters are warned that during the dredging period, levels in the Limehouse Basin and Cut will vary considerably.]

At the Branch Officers' meeting prior to the IWA National AGM, which this year was held in Chester, three new schemes were identified.

The first was WOW (Wild over Waterways), aimed at kids, to get them to respect and take an interest in the waterways. This scheme was launched at Cavalcade earlier this year. It is now national, and an associated appeal for funds has been launched. If you have not

received your donation request, then expect one shortly!

The second was to revitalise the concept of the 'Canals Clean Up' weekend. Next year, the month of April is the designated period and Branches have been asked to identify local schemes.

Thirdly, the idea of a Waterways Weekend, scheduled for 21 and 22nd June 2003, was promoted. The aim is for Branches to identify a range of water related events which draw attention to the heritage of our inland waterways. Here again local ideas will be put into action.

These ideas are splendid, but require one extra ingredient - the people to take part. Time and time again, we in London Region seem to suffer from lack of volunteers. Your committees are quite willing to organise the events, but they need you, the members to take part. The IWA is your organisation. Its strength lies in the commitment of its members to give weight to the waterways campaign. Without that commitment it is difficult to make our mark. Do please do what you can to help.

Such a call for help was made in the last Excalibur, where an appeal for more volunteers to assist in the running of Cavalcade was made. Specific jobs were offered. Sadly, so far, we have received only one offer of help. London Region itself has 1,500 members. In most organisations one normally expects at least 10% to be active. By my calculation that is around 150 people. Yet we are lucky if we ever see 50 active enthusiasts. Even less appear at Branch meetings and talks! We do need your active support. Please help. Perhaps that could be your New Year resolution?

To end on a positive note, this year has seen the greatest bonanza of canal re-openings for a long time. The Rochdale and the Ribble Link are key additions to the network. These openings would never have happened without the dedicated activists! Surely it is little to ask - 'Why don't you stand up and join them?'

BRANCH & REGION ANNUAL GENERAL MEETINGS

Notice is hereby given that the Annual General Meetings of the London Region of the Inland Waterways Association, and of its three Branches will take place at the following places and times:-

Middlesex Branch, 8pm on Tuesday 11th March 2003 at Hillingdon Canal Club, Uxbridge.

South London Branch, 8pm on Wednesday 12th March 2003 at East Croydon United Reformed Church Hall, Addiscombe Grove

North & East London Branch, 8pm on Tuesday 18th March 2003 at Springfield Marina, Spring Hill, E5

London Region, 8pm on Thursday 17th April 2003 at *The Lamb*, Lamb's Conduit St, WC1

See page 16 for more particulars of each venue.

AGENDA

The Agenda for each meeting will be as follows :

1. Apologies for absence
2. Minutes of the 2002 AGM and any Extraordinary General Meetings held subsequently
3. Report(s) from Officers
4. Presentation of accounts
5. Business of the meeting notified under byelaw 40
6. Notice of Committee size
7. Election to fill any vacancies on the Committee
8. (Branch AGMs) Address by Region Chairman
(Region AGM) Address by a visiting member of IWA Council

NOTE : Byelaw 40 provides that any member of a region or branch may propose business to appear on the agenda of an AGM of their region or branch, provided that notice of such business is delivered in writing to the secretary of the region or branch no later than 120 days before that meeting. If any such items are received, a revised Agenda for the relevant meeting will be in a Branch Newsletter which is due to be published before the AGMs.

BOOK REVIEW : CANAL LIFTS AND INCLINES OF THE WORLD

by Hans-Joachim Uhlemann, translated & edited by Mike Clarke

Published by Internat, 2002. ISBN 095431811-0, 160 pp, hardback £23, soft cover £18

This work was drawn to my attention by Ron Oakley of Inland Waterways International. Don't be deceived by the book's small dimensions; it is an encyclopedia of its subject.

I guess that just about all ~~F~~Excalibur readers will know something about the Anderton Lift, the Foxton Inclined Plane, the Falkirk Wheel and possibly a few other lifts and inclines. This book puts them in their international and historic setting, from ancient Egypt, China and the Vikings to the Falkirk Wheel, the gigantic new lift at Strepv-Thieu in Belgium. Its final table lists an even newer one now under construction in China.

I usually reckon to know a fair bit about waterways history, but this book taught me a lot. I'd not realised that inclined planes actually pre-date even the crudest of flash-locks, probably dating back to 1700 BC in Egypt, and that they were commonplace in the Low Countries in the Middle Ages.

The range of designs that have been used are legion, from crude mud-slides, to longitudinal and lateral planes, ones where the boats travelled in caissons and ones where they were dry on trolleys - even ones (on the Bude Canal) where the boats themselves had railway wheels. Some had

To next page

BRANCH & REGION COMMITTEE ELECTIONS

Nominations for election to a Branch or Region Committee must be received by the appropriate Secretary (details on page 2) at least two weeks before the date of the AGM. All candidates and their proposers must be paid-up members of the relevant Branch or Region, and the candidate must indicate his/her willingness to stand. Nominations and indications of willingness must be sent either in writing or by e-mail.

All elected members of a Region or Branch Committee who have held office for a term of three years have to retire, as does any member co-opted during the committee since the last AGM. Members in either category are eligible for re-election, provided that they are duly nominated as detailed above

The particulars for each Committee are as follows :-

	Middlesex Branch	South London Branch	North & East London Branch	London Region
Secretary (details on p.2)	Robin Bishop	Mike Stevens	Marion Riley	Mike Stevens
Deadline for nominations	25 th February	26 th February	4 th March	3 rd April
Current maximum no of elected members *	9	9	9	6
Current vacancies	1	3	3	none
Members completing 3 years' in post	Robin Bishop Stu Carrie	Libby Bradshaw	none	Roger Squires Libby Bradshaw
Members co-opted since previous AGM	none	none	Marion Riley Peter Nash Edward Skelton	Robin Bishop
Number of posts to be filled **	3	4	6	3

* In addition to these elected members, the Region Chairman is *ex officio* a member of each Branch Committee, and each Branch Chairman is *ex officio* a member of the Region Committee.

** These figures may vary if a Branch or Region Committee decides to change the size of the relevant Committee. If such a decision is made, it will be incorporated in a revised Agenda to be included in the Branch Newsletter due to be published before the AGM.

... continued

a lock at the top, some went over a dry summit then lowered the boat into a canal the other side. Both inclines and lifts come in single-acting and counterbalanced double-acting versions.

The book is profusely illustrated with photographs, maps and engineering drawings. I didn't find it a work I was inclined (no pun intended) to sit down and

read from cover to cover, but one in which to look up details of lifts and planes that I'd heard of. It's also a splendid book to browse through, as the lucidly clear engineering drawings call the reader's attention to previously-unknown works of the waterways engineers.

It will be a useful addition to any serious waterways enthusiast's bookshelf.

Mike Stevens

ON THE METREAU : news and

Reflections

... and a Cormorant in a Poplar tree...

In May 2002 two poplars on our mooring, one Manchester and one Lombardy, are to be "topped" and could be a danger, later in the autumn gales. Contractor arrives, starts on the Manchester poplar. New boat owner has been warned to move her boat and has done so. Just as well, as large branches come hurtling down on her pots of flowers and little new plants. Contractor goes home, leaving chaos and canal full of branches. New boat owner in tears, cannot bring her boat back to her mooring.

Next morning, contractor arrives, does pretty good job of clearing up. Not much actual damage, but lovingly planned and planted garden in a mess. My immediate neighbour and I question his methods - a little crude - and ask him to be more careful with our tree, as we cannot move our boats and there are valuable plants around, also beehives. Contractor becomes aggressive, says we will have to bear it and must either stay indoors or go away while he is working. "No way," we say. "Not a chance, desist, aunt," - defending our gardens like two Roman matrons. Contractor become dangerous, throwing plastic chairs about, and muttering things like "Silly old bats". We phone British Waterways, complain, and mention bees. They speak to the contractor who becomes incandescent with rage. Bees seem to sense conflict, buzz about a bit and decide to swarm. Bees form sculptural shape in tree, with outriders. Contractor loses it. Exit, pursued by a bee.

Two days later. Branches removed from canal, new boat owner back on her mooring, sadly repairing garden. Cormorant arrives and establishes itself in her poplar, which is now bare and makes a really good observation post. During the following days a strange white deposit is observed on the boat below. "Did you spill paint?" we ask. "No," replies new boat owner in resigned tones, "it is the Cormorant." We look up. Dark branches against the sky, dark

silhouette of very smug Cormorant, who knows we cannot reach him. Dives down for a fish, returns to branch, eats fish, does what Cormorants do after a meal, further decorating the boat, and sits, gloating. "You could put a barrel underneath and try to train it," we suggest, "guano being a valuable commodity." For some reason this is not too well received. Sometimes you just cannot win.....

Tricia Parrott

(Reprinted, with the author's permission, from the Newsletter of the Paddington Waterways & Maida Vale Society. Tricia's is one of the houseboat moorings opposite the visitor moorings at Little Venice.)

Wharves threatened

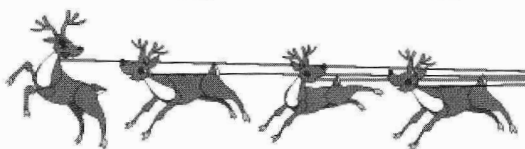
There is concern about some wharves on Deptford's river front which are threatened with redevelopment.

Payne's wharf is a former marine boiler works built for John Penn and sons in the mid-nineteenth century. It stands on the waterfront at Deptford next to the grade II listed Mastershipwright's house of the former Naval Dockyard. Its riverfront is made up of six vast Italianate arches in brick with deep stucco detailing, prominent decorative keystones and, until very recently, a scrolled name panel above the arches. The scale and quality of this building is not typical of Thames wharves, the arches being built to give access to the river for lifting boilers into ships or barges in the river.

Next to it stands Borthwick's wharf, a brick-built monumental building constructed in 1934, designed by Sir Edwin Cooper for Thomas Borthwick and Sons and designed to provide cold storage for meat. It is currently used for the storage of documents by Hays Management Services plc. The style is at once art deco, modernist and classical. The exterior has been little altered since Edwin Cooper completed it in 1934.

These two are the only older wharf buildings left on this section of the Thames, and are both threatened with demolition and

Excalibur staff offer all our readers a Happy Christmas and much enjoyment of the waterways in the New Year.



gossip of London's waterways

redevelopment. An application has been made for them to be spot-listed, and your Planning & Navigation Committee has given its support to this application.

The third threatened wharf, Convoys Wharf, is in very different circumstances. It is a modern Ro-Ro wharf used until fairly recently by News International for bringing in their newsprint. It is now surplus to their requirements. I believe that one plan to develop the site has already been turned down by Lewisham Council, but another application has been received, although the details aren't yet published. Rumour has it that the redevelopment will be for housing. Convoys is one of the wharves that were given protection in Planning Guidance issued by the Department of the Environment (when its Secretary of State was John Gummer), so we shall fight to keep it as a usable wharf. I am confident that we shall find plenty of allies, hopefully including Ken Livingstone.

London IWA's Planning and Navigation Committee is, on the whole, opposed to any further increase, as we see such static craft in the same category as in-filling the waterway. There are some exceptions to our general attitude. Some of these business, such as the two Art Gallery barges at Little Venice, are long-established and we have no quarrel with them. We also approved of the development of such barges above and below Sturt's Lock on the Regent's, where we felt that the canal was wide enough for the loss of usable waterspace to be acceptable, and where they would bring some life to a previously rather barren stretch of canal.

But enough is enough. We were pleased when Camden Council refused planning permission for two projects involving static barges recently. One project was for a large barge just above Hampstead Road Lock, opposite "Dead Dog Tunnel", and the other was for two barges further east on the Regent's, opposite the "Constitution".

The latest such static obstruction is pictured left at its mooring on the arm between Paddington Basin and Browning's Pool. It adds very little to the beauty of the scene, although it is not quite so ugly as the "Waterside" floating cafe in the Pool, or as the floating classroom *Beauchamp* (which is not a static craft so doesn't give us the same problems, and which is also doing a good job). The vessel pictured appears to have an

original lighter hull, and while the shape of the cabin is acceptable, the way the windows are placed gives a most un-boatlike effect.

And what organisation is it that owns and uses such an unsuitable vessel? None other than BW London Region, who have commissioned it to give themselves some extra office space.

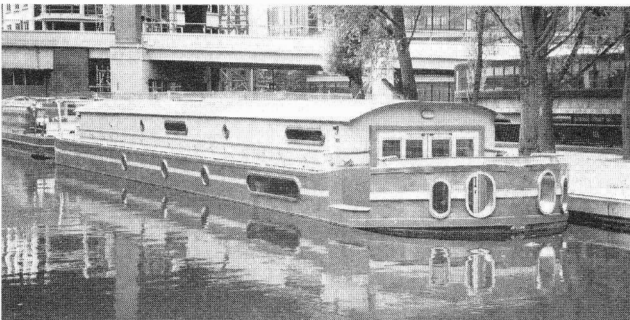


Photo by Mike Stevens, August 2002

Business Barges

There has been a significant increase in recent years in the number of static craft on the canals, there not to provide any form of transport, but as offices or shops. BW's London Region seems particularly fond of this method of increasing the revenue brought in by their canals.



Waterways events in and around London.

See back page for details of venues and contacts for further information.

For up-dates to this list, watch the Diary page on the Region web site at <http://www.waterways.org.uk/branchandregion/londonregion/index.htm>

Please note that all activities listed are open to the public.

December 2002

- Sunday 1st 2.30pm IWA LONDON with *THE ORIGINAL LONDON WALKS. GUIDED TOWPATH WALK.* The Regent's Canal. Paddington to Camden. Meet at Warwick Avenue tube station.
- Thursday 5th 7.30pm LONDON CANAL MUSEUM LECTURE. *Boating and Barging in the 1950's* by Tom Foxon, and TB Shopping Evening. Wine and mince pies before and after lecture.
- Thursday 5th 8pm IWA KENT & EAST SUSSEX. Christmas Buffet, plus *Waterside Pubs* by Geoff White.
- Monday 9th 8pm IWA LEE & STORT BRANCH. *The Micron Theatre and "I'd go back tomorrow"* by Mike Lucas.
- Thursday 12th 8pm IWA LONDON REGION CENTRAL LONDON SOCIAL jointly with IWA NORTH & EAST LONDON BRANCH. Waterways Quiz and Auction. At the Pirate Club, Oval Road, Camden Town, NW1.
- Thursday 12th 8pm IWA CHILTERN BRANCH. Christmas Party.
- Friday 13th 7.45pm IWA SOUTH LONDON BRANCH. Christmas Dinner and Waterways Quiz. At The County Arms, 345 Trinity Road, SW18. Booking is essential: £15.95. Contact Lesley Pryde: 07787 360957.
- Sunday 15th 2.30pm LONDON IWA with *THE ORIGINAL LONDON WALKS. GUIDED TOWPATH WALK.* The Regent's Canal. King's Cross to Camden. Meet at King's Cross station, by the taxi rank.
- Wednesday 17th 8pm IWA HERTFORDSHIRE BRANCH. Christmas social & supper
- Thursday 26th 11am LONDON IWA with *THE ORIGINAL LONDON WALKS. Boxing Day Special Circular Walk.* Canals of Paddington. Meet at Paddington tube station (main Praed Street entrance). £5 a head (concessions £4).
- Thurs 26th to Weds 1st Jan LONDON WRG taking part in the WRG CHRISTMAS/NEW YEAR CANAL CAMP, Basingstoke Canal.

January 2003

- Early in the Month LONDON CANAL MUSEUM. Temporary Exhibition opens. *Voyage in a Bowler Hat.* Memorabilia of an epic journey in a small boat in 1959 from London via the canal network to the West of Ireland by Hugh Malet, author of the book of the same name.

- Sunday 5th 2.30pm LONDON IWA with *THE ORIGINAL LONDON WALKS. GUIDED TOWPATH WALK.* The Regent's Canal. Mile End to Limehouse. Meet at Mile End tube station.
- Wednesday 8th 8pm IWA SOUTH LONDON BRANCH AT EAST CROYDON (New Venue). *Watercolours of Waterways* by Garth Allan.
- Thursday 9th 7.30 LONDON CANAL MUSEUM LECTURE. *Barging into Britain* by Dr David Hilling.
- Thursday 9th 8 pm IWA KENT & EAST SUSSEX. *Gravesend's Forgotten Canal* by Brian Macnish
- Weekend 11th/12th LONDON WRG with KESCRG. Scrub-clearance of the Wey & Arun at Toat, nr Pulborough
- Monday 13th 8pm IWA LEE & STORT BRANCH. *Roses on China-ware* (Preparation) with Stan Hodgson.
- Tuesday 14th 8pm IWA MIDDLESEX BRANCH AT UXBRIDGE. Speaker to be announced
- Thursday 16th 8pm IWA LONDON REGION CENTRAL LONDON SOCIAL. Dennis Fink : *Docklands then and now.*
- Thursday 16th 8pm IWA CHILTERN BRANCH. *Haunted Canals* by Jane Hunting.
- Sunday 19th 2.30pm LONDON IWA with *THE ORIGINAL LONDON WALKS. GUIDED TOWPATH WALK.* The Regent's Canal. Paddington to Camden. Meet outside Warwick Avenue tube station.
- Tuesday 21st 8pm IWA HERTFORDSHIRE BRANCH. Members' slides & photos.
- Thursday 23rd 8pm IWA NORTH & EAST LONDON BRANCH. Themed Scottish night. *Restoration of Scottish Waterways* followed by Burns Night supper & bar.

February 2003

- Throughout the month LONDON CANAL MUSEUM. Temporary exhibition continues. *Voyage in a Bowler Hat.* See details above.
- Sunday 2nd 2.30pm LONDON IWA with *THE ORIGINAL LONDON WALKS. GUIDED TOWPATH WALK.* The Regent's Canal. King's Cross to Camden. Meet at King's Cross station, by the taxi rank
- Thursday 6th 7.30pm LONDON CANAL MUSEUM LECTURE. *The Royal Arsenal and its Canal* by John Usmar.
- Thursday 6th 8pm IWA KENT & EAST SUSSEX. *The Agency's navigations in Kent* by John Morgan (Environment Agency)
- Weekend 8th/9th LONDON WRG. Dig on the Basingstoke Canal
- Monday 10th 8pm IWA LEE & STORT BRANCH. *Roses on China-ware* (Practical) with Stan Hodgson.

Tuesday 11 th 8pm	IWA MIDDLESEX BRANCH AT UXBRIDGE. <i>The RNLI's work on the Thames from Chiswick</i> by Wayne Bellamy
Wednesday 12 th 8pm	IWA SOUTH LONDON AT EAST CROYDON <i>The Canal Card Collectors Circle</i> by Ian J.Wilson.
Sunday 16 th 2.30	LONDON IWA with <i>THE ORIGINAL LONDON WALKS. GUIDED TOWPATH WALK.</i> The Regent's Canal. Mile End to Limehouse. Meet outside the Mile End tube station.
Tuesday 18 th 7.45pm	IWA HERTFORDSHIRE. <i>A Medway Pilot and his Work</i> by David Lloyd.
Thursday 20 th 8pm	IWA LONDON REGION CENTRAL LONDON SOCIAL. <i>The Thames and Medway Canal</i> by Brian Macknish.
Thursday 20 th 8pm	IWA CHILTERN BRANCH. <i>The Kennet & Avon Canal. Its Restoration and Future</i> by Peter Crawford.

March 2003

Throughout the month	LONDON CANAL MUSEUM. Temporary exhibition continues <i>Voyage in a Bowler Hat</i> . See details above.
Weekend 1 st /2 nd	LONDON WRG. Dig on the Wey & Arun Canal.
Sunday 2 nd 2.30pm	LONDON IWA with <i>THE ORIGINAL LONDON WALKS. GUIDED TOWPATH WALK.</i> The Regent's Canal. Paddington to Camden. Meet outside Warwick Avenue tube station.
Thursday 6 th 7.30pm	LONDON CANAL MUSEUM LECTURE. <i>The Thames Coal Trade</i> by Alan Pearsall.
Thursday 6 th 8pm	IWA KENT & EAST SUSSEX - BRANCH A.G.M.
Monday 10 th 8pm	IWA LEE & STORT BRANCH. Branch AGM and Waterways Quiz and Buffet.
Tuesday 11 th 8pm	IWA MIDDLESEX BRANCH AT UXBRIDGE. Branch Annual General Meeting. (see page 8).
Wednesday 12 th 8pm	IWA SOUTH LONDON BRANCH AT CROYDON. Branch Annual General Meeting. (See page 8)
Sunday 16 th 2.30pm	LONDON IWA with <i>THE ORIGINAL LONDON WALKS. GUIDED TOWPATH WALK.</i> The Regent's Canal. King's Cross to Camden. Meet at King's Cross station, by the taxi rank. About 2 hours. £5 a head (concessions £4).
Tuesday 18 th 8pm	IWA N & E LONDON BRANCH AT SPRINGFIELD. Branch Annual General Meeting followed by knots & fender-making presentation and social.
Tuesday 18 th 8pm	IWA HERTFORDSHIRE BRANCH. AGM and "the Idle Women"
Thursday 20 th 8pm	IWA LONDON REGION CENTRA LONDON SOCIAL. <i>Update on Waterborne Freight</i> by David Hilling.

Thursday 20th 8pm

IWA CHILTERN BRANCH. Branch AGM.

Weekend 22nd/23rd

LONDON WRG taking part in the WRG/IWA BRIMINGHAM CANAL CLEAN-UP 2003 WEEKEND, at Salford Junction, Birmingham.

April 2003

April is IWA's national clean-up month, when we hope there will be local clean-up activities on waterways in every Branch area over the country. Local arrangements are yet to be decided.

Throughout the month

LONDON CANAL MUSEUM. Temporary exhibition continues. *Voyage in a Bowler Hat*. See details above.

Thursday 3rd 7.30pm

LONDON CANAL MUSEUM LECTURE. *Boating in the 1970s* by Mike Stevens.

Friday 4th to Sunday 6th

LONDON WRG at the re-opening of Aston Locks on the Montgomery Canal. Contact enquiries@wrg.org.uk

Sunday 6th 2.30pm

LONDON IWA with *THE ORIGINAL LONDON WALKS. GUIDED TOWPATH WALK*. The Regent's Canal. Islington to Mile End. Meet outside Angel tube station.

Tuesday 8th 8pm

IWA MIDDLESEX BRANCH AT UXBRIDGE. Speaker To be announced

Thursday 10th 8pm

IWA KENT & EAST SUSSEX. *Narrowboats to the Medway* by Roger Squires.

Monday 14th 8pm

IWA LEE & STORT BRANCH. *The Commercial Stort* by Wally Wright.

Tuesday 15th 7.45

IWA HERTFORDSHIRE BRANCH. *Inland Waterways, London's Civil Engineering Heritage* by Denis Smith.

Wednesday 16th 8pm

IWA SOUTH LONDON BRANCH AT CROYDON. *Navigating the River Wandle* by Craig Mc Craiger.

Thursday 17th 8pm

IWA LONDON REGION CENTRAL LONDON SOCIAL Region AGM. (See page 8)

Thursday 17th 8pm

IWA CHILTERN BRANCH. *The Bedford & Milford Keynes Waterway* by Rodney Evans.

Sunday 20th 2.30pm

LONDON IWA with *THE ORIGINAL LONDON WALKS. GUIDED TOWPATH WALK*. The Regent's Canal. Mile End to Limehouse. Meet outside Mile End tube station.

And looking further ahead :

CANALWAY CAVALCADE at Little Venice, Saturday 3rd to Monday 5th May. Organised by IWA's National Waterways Festivals. This year's theme is *CARRY ON CANALS*. Further details from 07753 635006 or e-mail michael.stevens@which.net

THREE MILLS BOAT RALLY at Three Mill Lane, Bromley-by-Bow, weekend of 26th/27th July. Organised by IWA North & East London Branch with St Pancras Cruising Club. Further details from Libby Bradshaw on (020) 8874 2787 or e-mail libby.bradshaw@cwcom.net

Venue details & contact people

<u>MEETING</u>	<u>VENUE</u>	<u>CONTACT</u>
IWA CENTRAL LONDON	<i>The Lamb</i> Lamb's Conduit Street, WC1 (Nearest tube Russell Square)	Mike Stevens (see details on page 1)
IWA MIDDLESEX BRANCH	Hillingdon Canal Club, Uxbridge Wharf, Waterloo Rd, Uxbridge	Peter Coles (020) 7731 5822
IWA N & E LONDON BRANCH	Springfield Marina, Spring Hill, Clapton, London E5	Marion Riley 07958 505204 email marion.riley@virgin.net
IWA SOUTH LONDON BRANCH (From January 2003)	East Croydon United Reformed Church Hall Addiscombe Grove, CR0 5LP (Close to East Croydon station)	Lesley Pryde (020) 8679 9866 email cookielesley@tinyworld.co.uk
LONDON IWA / LONDON WALKS TOWPATH WALKS	As listed. Each about 2 hours. £5.00 (concessions £4.00).	London Walks (020) 7624 3978
LONDON WATERWAY RECOVERY GROUP	Meeting point for digs is usually Waterloo Station 7 pm on Friday to travel to site. Socials the <i>Jugged Hare</i> pub Vauxhall Bridge Road, SW1. (Victoria tube station)	Martin Ludgate (020) 8693 3266
LONDON CANAL MUSEUM	12 New Wharf Road, King's Cross, London, N1 9RT Opens Tues. to Sun, 10 am - 4:30 pm. Admission £2.50, concessions £1.25, Admission to lectures £2.50, concessions £1.25..	(020) 7713 0836
IWA CHILTERN BRANCH	Old Market Hall, Amersham	Colin Bird 01932 248178
IWA KENT & E SUSSEX BRANCH	<i>The Bull</i> , East Farleigh	Angela Acott 01634 722661
IWA LEE & STORT BRANCH	<i>The New Inn</i> , Roydon	Craig Haslam 07956 848025
IWA HERTS BRANCH	Hatfield Cricket Club	Celia Byham 01992 466180

"HOW TO GET THERE" maps for the IWA Central London, South London Branch and Middlesex Branch venues can be found on the internet at
<http://www.waterways.org.uk/branchandregion/londonregion/venues/index.htm>

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