

# Excalibur



The Inland  
Waterways  
Association

THE LONDON NEWSLETTER  
OF THE I. W. A.

NUMBER 39, AUTUMN 2003

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*Some of the boats in Teddington Barge Lock at end of South London Branch's  
tideway cruise on 10<sup>th</sup> August*

*PHOTO : Mike Stevens*

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# From the Editor

## Apologies .....

..... for the late arrival of this issue. Having not been able to complete it before I went off boating for the Summer, because there were too many gaps in the diary information, when I came back at the end of August I was overwhelmed with work. Where did September go? Who said retirement was an easy life?

## Congratulations to BW.

We've had one of the hottest summers I can remember. In fact the last one I recall that was comparable was 1976, when I remember much of the canal system closing down due to shortage of water. Indeed for many years after that we suffered water shortages in the cut in most Summers. After a time BW decided that rather than allow free use of the canals until the water ran out and then close them, they'd do better to impose time restrictions on them for the whole summer in an attempt to conserve what water there was. Then they took to installing a lot of back-pumping installations and dredged some of their reservoirs.

The result has been that in this year's remarkably hot dry summer, BW's canals seemed to suffer no significant loss of water. And I don't think I'm saying that just because I was on the Thames for most of August - there's been almost no talk of water shortages on the various waterways internet fora that I read regularly.

There have been water shortages elsewhere - the Basingstoke in particular still seems to have problems, as does the restored section of the Wey & Arun. But the most dramatic water shortages I've heard of this summer were on the really big waterways in Europe where the Rhine had to restrict traffic, and much of the Danube was closed completely.

But BW got it right. Well done!

## BW Moorings Code

In our last issue I wrote about their consultation about this. Anybody who has received a licence renewal notice since it was introduced will have received a copy as part of the terms and

conditions of their new licence. BW asked boaters to submit their comments on the draft code towards the end of the consultation period, so as to take account of their experience of cruising this summer. The consultation period closes at the end of October. If you're not happy with the new Code, don't forget to send BW your view.

## I'm giving up .....

..... but not just yet. Those of you who know Wendy and myself are aware that it's been our plan for a long time that after we retired from paid employment we'd sell up ashore, buy a bigger boat and become permanent cruisers. Well, we both retired a year ago and now the new boat's on order. However things being what they are, it won't be complete for about two years. So I have notified London Region and South London Branch Committees that I shall stand down from all my elected offices at the AGMs in the year after next (2005). You'll see from the opposite page that this will leave a number of posts to be filled at that time. If anybody is interested in taking over any of them, please contact me. We might be able to arrange for you to work with me for a while to find out what the particular job is all about and whether you could stand doing it.

Mike Stevens

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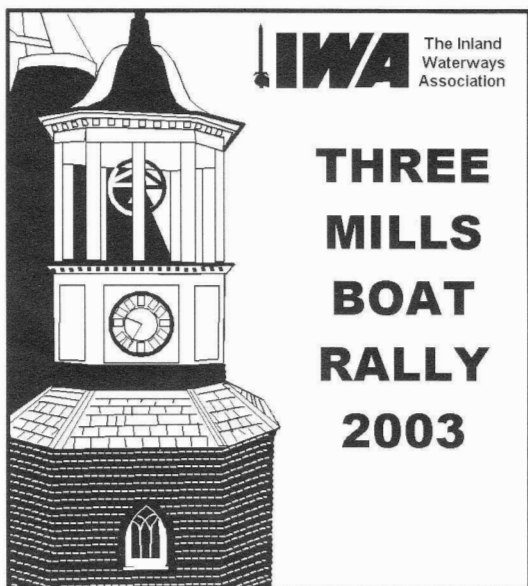
No.40	Winter 2003	27 <sup>th</sup> Oct
No.41	Spring 2004	28 <sup>th</sup> Feb

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Published by the Region at 3 Norfolk Court, Norfolk Road, Rickmansworth, WD3 1LT. Tel: (01923) 711114 Fax (01923) 897999

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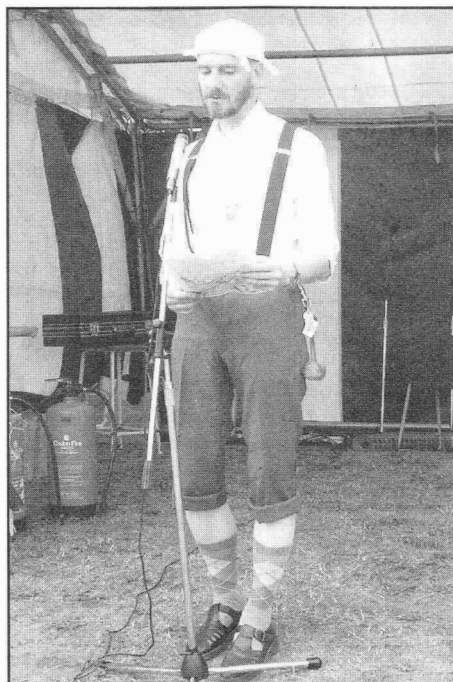
This year's Three Mills Rally took place over the weekend of 26-27 July. It was organised by IWA North & East London Branch, assisted by St Pancras & Spring Lee Cruising Clubs and the Lee Valley Regional Park. It was well-attended by narrowboats, cruisers, Dutch barges, a coracle, a dug-out canoe and a group of kayaks. The event's theme was "Three Mills on Sea", which inspired some witty decorations of boats.

The weather was kind to us during both days, but much less so on the Saturday evening during the boaters' barbecue and quiz. The latter was set, compered and adjudicated by Alex and Jenny Nunes and thoroughly enjoyed by all.

One of the characteristic features of this event is the group of cruises of local waterways, and this year was no exception. Tidal cruises took



*Arthur Saxby, who had recently retired as BW's manager for the Lee and Stort, was presented with a rally plaque as a token of our thanks for his co-operation over the years. He is pictured here with his wife*



*At the opening ceremony, Colin Edwards entered into the spirit of the theme "Three Mills on Sea". He and Jaqui later won the award for the best-decorated boat*

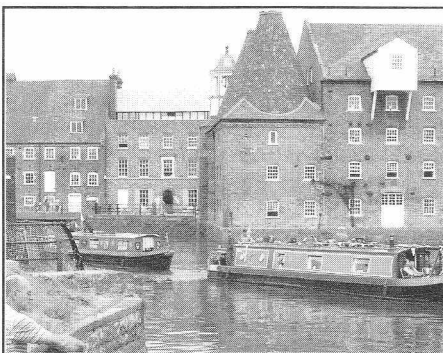
place on the Abbey Creek & the Channelsea River and around the Isle of Dogs. But the most significant cruise was round the non-tidal loop of the Bow Back Rivers. Following the completion of dredging not long before the Rally, it was possible for the first time for some years to take a convoy of narrowboats right round the loop. Because the tide is now excluded from the loop, there is reason to think that this dredging will last much longer than the previous one ten years ago.

The regular craft market that happens at Three Mills put in an extra weekend to join with the event, and they were joined by a number of other stalls, including ones from each of IWA's London branches, from British Waterways and the Lea Valley Park. And, of course, the House Mill was open to visitors.

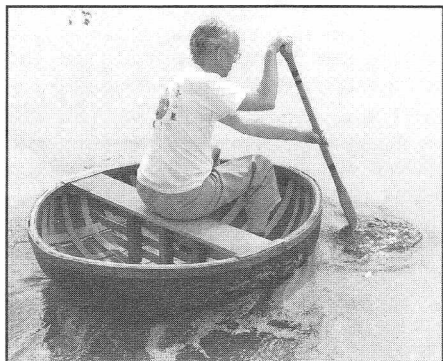
Other activities during the weekend included walks, a church service, Dave Young's swing-boats and a number of musicians and street entertainers.

The date of next year's Three Mills Rally is yet to be announced.

*All photos by Mike Stevens*



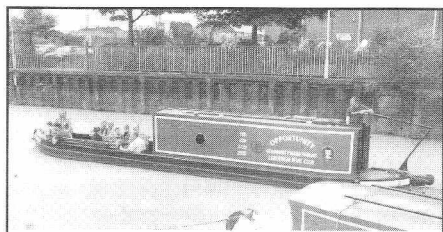
*Boats in the Mill Pool during the Channelsea River cruise on Saturday.*



*Roger Wilkinson tries his hand in a coracle.*



*Brian Holmes had decorated his cruiser "Thursday's Child" with real sandcastles.*



*Boat trips were available on nb Opportunity, thanks to Laburnum Boat Club.*



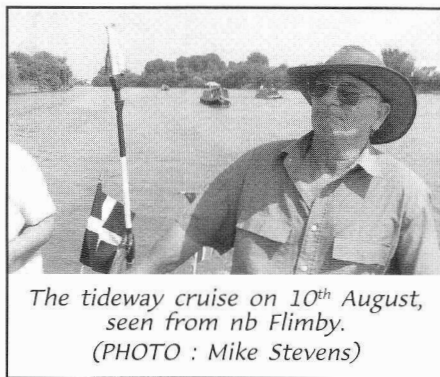
*A general view of the moorings with the House Mill in the background.*

# ROUTES AND BRANCHES : Region, Branch and navigation news

## S London Branch Tideway Cruises

Two cruises from Limehouse to Teddington were organised for boats attending the National Rally at Pangbourne and for others who wished to take part in a convoy. The first of these was the day after the Three Mills Rally, on Monday 28<sup>th</sup> July, when nine boats took part and, being a weekday, competed with the wash of several commercial craft including the rubbish barges on their way to and from the aptly named 'Mucking' site! The second took place on Sunday 10<sup>th</sup> August when 15 boats took part, most of which were continuing to the National. Many of the boats had not been on tidal waters before and greatly appreciated the opportunity to try this out.

*Libby Bradshaw*



*The tideway cruise on 10<sup>th</sup> August,  
seen from nb Flimby.  
(PHOTO : Mike Stevens)*

## North & East London Branch EGM

Because their AGM earlier in the year was inquorate, N&E London Branch needed to have an Extraordinary General Meeting to ratify the necessary decisions. This took place on 17<sup>th</sup> September and this time there was no problem with the quorum, so a valid Committee was elected. The EGM was followed by a talk by Richard Thomas on *Wonders of the Waterways*. At a subsequent Committee meeting a further co-option was made to the Committee and Officers were appointed. See page 2 for details.

## Branch stands get out and about

All our branches have been busy taking their stands out to events this Summer. The word "stands" in this context is a very general one, as what goes might be a sales stand, a game or a display stand depending on the nature of the event and the decision of the Branch and, not least, the number of volunteers available to staff it.

All three Branches had stands at Three Mills. South London and Middlesex were at the National and South London and N&E London at Angel Day in early September, while I expect the Middlesex stand was at the Slough Arm Festival the same weekend.

Libby Bradshaw writes about the travels of South London's "Waterway Game":-

A good team of helpers manned the Waterway Game at this year's National with the cry of '*Pick a Navigable Canal*' being heard from far and near. With the stand situated next to North West WRG and near the IWA tent there was plenty of scope for introducing members of the general public to restoration projects both old and new. Many of the team were on boats at the festival, South London boat owners having offered accommodation, and in some cases, boating to fellow branch members.

The stand set up again at Richmond for the Great River Race day on Saturday 6<sup>th</sup> September and then continued to Angel Day in Islington the next day. Over £600 profit from the game was donated to the branch and this will be passed on to restoration projects.

Thank you to all who worked hard to make these days a success.

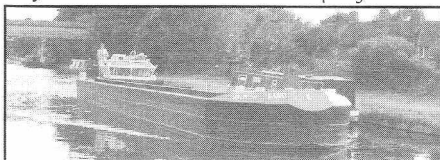
*Libby Bradshaw*

Since then, the South London display stand has appeared on the Embankment for the Mayor's Thames Festival, and in the first weekend in November will be at the Model Railway and Transport Exhibition at Fairfield Halls in Croydon.

# FROM THE REGION CHAIRMAN :

## Roger Squires

I recently had the opportunity to attend the 'launch' of the new Gravel Boat service between the Wharf at Denham and the off-loading point at West Drayton. The Minister of Transport was very enthusiastic about the project.



*One of the gravel barges passing  
Uxbridge*

*(PHOTO : Mike Stevens)*

I also understand a second project, combining street waste collection and bulk movement to the incinerator, planned between Old Ford and Brimsdown, is due to start this Autumn. Both of these innovations will need time to 'bed down' and there are bound to be teething troubles, but my own personal belief is that they must be a 'good thing' for the waterways in the longer term.

As with any change, the impact of commercial carriage on sections of waterway that the leisure users have assumed was theirs alone is bound to raise some conflicts. It is essential that we, as waterway users, try to seek ways of reducing any such conflicts. Education and realism are the two commodities that need to come together to make these innovations work.

IWA needs to help prove that freight on water is both environmentally friendly and can integrate with leisure use. I hope all our members will try to give these schemes their full support and, if any problems emerge, offer positive and constructive advice.

As a Thames-side resident, and regular user of the tideway, I am increasingly concerned about the way in which some narrowboats using the tideway are breaking the fundamental rules. These 'cowboys' can only get the rest of us a bad name. All of the PLA rules are there to prevent accidents. For instance, all small boats are required to use the right-hand third of the river below

Wandsworth Bridge and to keep out of the central area of the river, which is used by large commercial craft. Cutting corners or boating on the wrong side of the river is also not allowed except in exceptional circumstances such as where craft are planning to enter a lock, or side cut. This should always be done by crossing below the entry and then coming back up on the right side for direct access.

Recently I have seen a couple of very difficult situations outside Limehouse lock cut where narrowboats have crossed far too early, and ended up in the path of a fast moving pleasure craft coming up stream in their water on the tight bend. Can I ask that all boaters who plan to use the tideway do their homework and check the PLA notices to Mariners and follow the instructions therein.

This year the National Rally was at Beale Park, just upstream of Pangbourne on the Thames. It was a wonderful site for boaters, with deep clear water moorings. There was however a problem for rail travellers in that I understand there were 'works on the line' that weekend. However a minibus was provided to travel from Didcot Tesco's to the Rally site. Most chose the option of coming by road, as there was ample parking on the site. There is no doubt in my mind that this must have been one of the biggest and best Rallies so far. The sun shone. The 'punters' came in their droves. Traders were well satisfied. The various 'campaigns' had their chance to make their mark. A good time was had by all.

Lastly, can I wish all our readers a good Autumn. Whatever their choice, I hope they have an enjoyable time. When they return home, we plan to have our Autumn Socials fully planned and you all are invited to attend. If it is that what is on offer is not your choice, please let the organisers know what would be a better provision. The IWA is your organisation. We want to provide what the members seek, but we cannot look into the 'crystal ball', we need you to tell us if we are getting it wrong, and what is needed to put it right. Constructive criticism [and offers of help] is always welcome.

# ON THE METREAU : news and

## Residential moorings threatened

At two places on the Thames in London, long-standing colonies of residential boaters are faced with eviction. The reasons are quite different in the two cases, but both give rise to concerns about the security of tenure of residential moorings.

### Harts Boatyard, Surbiton

This was the earlier of the two to be brought to my attention, back in February. The land there belongs to Thames Water but was leased for some years to Whitbread plc who sub-let it to a Mr Ossie Stewart (on terms which are far from clear) who has run it as moorings.

The moorings have been continuously occupied for more than 50 years, and the current seven houseboats have been there for 17 years.

In June 2002, Thames Water appeared to want the land for their own use and served notice to quit on Whitbread's, who decided not to contest it and in turn served notice to quit on Mr Stewart.

At this stage, Thames Water claimed that they did not want to get rid of the residential moorings but purely to pass their administration to Thames Ditton Marina (which they own). This prompted a dispute between the boaters and Mr Stewart, who still tried to collect rent from them.

In a more recent development, Thames Water has agreed terms with Mr Stewart, who has told the residents to find temporary moorings during refurbishment work on the moorings, with no legal assurance of their right to return. It appears that Thames Water are trying to distance themselves from this action by Mr Stewart.

The boaters have formed themselves into an organisation called FobRA with a web site at [www.fobra.org](http://www.fobra.org). See there for more details, or write to FobRA at Residential moorings, Harts Boatyard, Portsmouth Road, Surbiton, KT6 4HJ, or visit them at that address.

### Downing's Roads moorings, Bermondsey

This is an even longer-established set of moorings than Harts Boatyard. It lies just downstream of Tower Bridge and is one of remaining barge moorings that go back to the early 19<sup>th</sup> century. It is presently occupied by a group of 32 residential historic barges, including the 1903 Thames sailing barge *Ethel Ada*.

Access to the moorings from the land is via the equally-ancient Mill Stairs from Reeds Wharf, a listed 19<sup>th</sup> century grain warehouse, whose relationship to the barge roads is an intimate one and part of the history and character of the listed building. The wharf and the barge roads together have been renovated since the early 1980s.

Residents of some much more recent flats built on the adjoining land have complained to Southwark Council that the barges are an eyesore and spoil their view of the river. This despite the fact that earlier this year they won a Best Community Garden award from Southwark Council!

Southwark Council claims that the moorings do not have planning permission. Even if one accepts that moorings in the river need planning permission (which not everybody does), then the residents and their landlord might be able to claim exemption under the continuous-use rule, under which permission is deemed to exist if the use in question has been continuous for over ten years, which is clearly the case at this site. But Southwark ripostes that only one of the boats has been there that long, so only that one has planning permission. They reject any suggestion that planning permission should relate to the group of mooring as a whole.

Southwark has served an enforcement notice on the barges to leave their moorings, and also on the Port of London Authority (who seem to be "piggy-in-the-middle" on this one, in a situation not of their own devising which makes them highly unpopular with both sides of the dispute).

I believe the boaters have appealed against the enforcement notice. but the

# gossip of London's waterways

last I heard was that the PLA will remove the boats under the enforcement notice to which they are subject.

The boaters have an on line petition at [www.savethemoorings.org.uk](http://www.savethemoorings.org.uk) and may also be contacted at:

Downings Roads Residents Association,  
Tower Bridge Moorings, Downings Roads,  
Reeds Wharf,  
31 Mill Street, SE1 2AX.

To support the appeal against the enforcement order, write to :

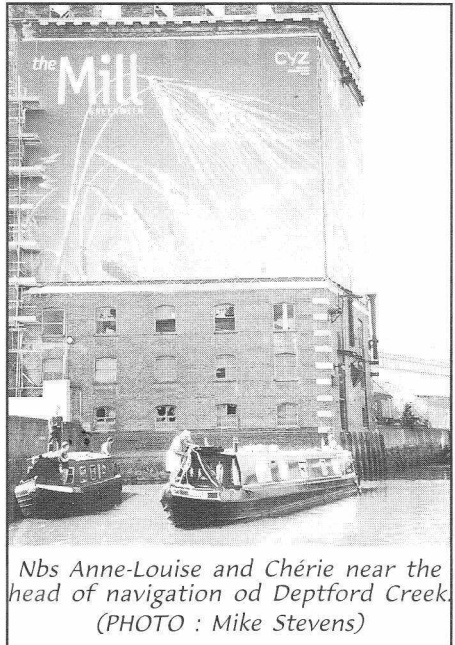
The Director of Development,  
Southwark Planning & Regeneration,  
Council Offices,  
Chiltern House,  
Portland Street, SE17 2ES.

I very much hope that Southwark Council will change tack on this one, either of its own volition or in response to the planning appeal. All along the London River there is a threat that development will replace the once-rich diversity of use by a mono-culture of residential buildings. This case is a particularly acute one because what is threatened is one of the few genuine surviving bits of the heritage of the Thames Tideway as a working river.

## Deptford Creek

As South London Branch's representative on the Region's Planning and Navigation Committee I've needed from time to time to visit Deptford Creek to look at developments that have been proposed there. But until recently I've always made such visits by land. This means I've built up mental pictures of the creek without having any over-view of the whole thing. So I welcomed the chance to view the whole navigable length of the creek by water as the guest of David Pearce on nb *Gnashers II* during St Pancras Cruising Club's cruise there earlier this summer.

It was particularly good to see Prior Aggregates' wharf still in full use and to form my own opinion of the aesthetics of the striking but controversial Laban Dance Centre. As the picture shows, after penetrating as far up the creek as we could at High tide, we rafted up for a while right by another new



*Nbs Anne-Louise and Chérie near the head of navigation of Deptford Creek.  
(PHOTO : Mike Stevens)*

development where an old mill is being converted into flats.

On both the outward and return journeys on the tideway I was able to study Convoys' Wharf from the river. This is the location of an interesting new planning proposal reported in our previous issue.

## Well done, BW (again)

On the Friday afternoon as boats were on their way to the Three Mills Rally an accident caused one of the gates of Old Ford Lock on the Regent's to be lifted off. Word was sent immediately to the BW canals dépôt at Norwood top lock, the other side of London. The dredger that they use as a crane was there and its driver was about to finish work for the day. Instead he boated all night with his barge and spent the morning working with colleagues to effect the repair. He worked something more than a 24-hour shift. As a result London Canals Manager Jon Guest was able to arrive at the Rally by about 1pm, straight from working on the repair, with the news that the lock was mended and he had locked through the last of the queue of boats.

# Overheard by our mole in Whitehall

Sir Montgomery  
Stratford-  
Pocklington,  
Waterways

Minister: Humphrey,  
I'm getting a  
lot of letters  
about British  
Waterways' new  
Mooring Code.

Sir Humphrey  
Appleby (Perma-  
nent Secretary):

Yes, Minister.

Minister: What's it  
all about,  
Humphrey?

Perm.Sec.: Well,  
Minister,  
BW are keen to stop people  
registering their boats as  
"permanently cruising"  
when that's not what  
they're doing.

Minister: That seems quite  
reasonable to me,  
Humphrey. Why are so  
many people upset?

Perm.Sec.: It's a question of  
definition, Minister.

Minister: In what way?

Perm.Sec.: BW don't like the way that  
some people license their  
boats as permanently  
cruising and then stay in  
one place all the time.  
They call them towpath  
squatters.

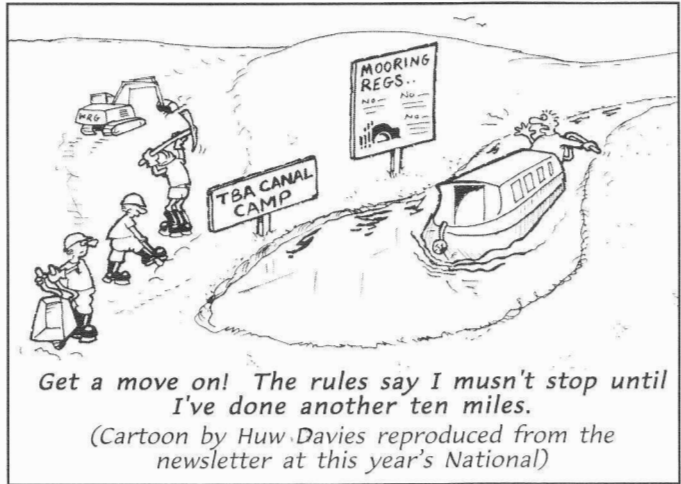
Minister: Why shouldn't they do  
that, Humphrey?

Perm.Sec.: Because if they want to  
stay in one place, they  
ought to register it as a  
home mooring.

Minister: So why don't they?

Perm.Sec.: Because then they'd have  
to pay for the mooring.

Minister: But some of the people  
writing to me say they do  
move their boats around.



Perm.Sec.: Ah, yes, Minister. That will  
be the shufflers.

Minister: Shufflers?

Perm.Sec.: People who stay as long as  
they're allowed to on one  
mooring, move to another,  
stay there a while and then  
move back.

Minister: What's wrong with that,  
Humphrey? At least they're  
moving.

Perm.Sec.: They're taking up visitor  
moorings that could be  
used by real cruising boats.

Minister: Hm. Well, what about  
those people who write to  
me who've got a home  
mooring and still say the  
new Code stops them doing  
the boating they want?

Perm.Sec.: British Waterways need to  
control how long they take  
up visitor moorings as well.

Minister: Why? Surely if they've got  
a home mooring and are  
boating somewhere else,  
then they are visitors and  
ought to be able to use a  
visitor mooring.

Perm.Sec.: It's not quite as simple as  
that, Minister. Some of

them leave their boats on visitor moorings for two weeks at a time.

Minister: Why, Humphrey.

Perm.Sec.: They call it week-ending, Minister. They go boating for a weekend, then go back to work and come back to the boat in a couple of weeks and move it on to somewhere else.

Minister: I begin to understand. They're taking up space on visitor moorings for far too long. Two weeks at a time. Ridiculous! How long are they allowed to stay on a visitor mooring. Humphrey.

Perm.Sec.: In most cases, fourteen days, Minister.

Minister: Well, you see. Taking up a mooring for two weeks when they're only supposed to be there for fourteen days. I can quite see why BW need to do something about it.

Perm.Sec.: That's not exactly the problem, Minister.

Minister: Oh?

Perm.Sec.: No, Minister. Some of these people go off boating, week-ending as I've said, then when they've gone as far as they want to go, they turn round and come back again.

Minister: What's wrong with that?

Perm.Sec.: They might use the same mooring on the way back as they did on the way out.

Minister: Ah, yes, I see. Hm. No, I don't. Why shouldn't they use the same mooring on the way back?

Perm.Sec.: Because then they're taking up valuable space on a visitor mooring for a whole month.

Minister: But not in one go, Humphrey.

Perm.Sec.: No, Minister. But it's still

four weeks on the same mooring.

Minister: But surely, Humphrey, if they're week-ending, then if they're not on one mooring they'll be on another. I don't see what difference it makes. And in any case, they might not even stop on a proper visitor mooring. I gather than some of them actually like to moor in the middle of nowhere.

Perm.Sec.: I don't think BW have thought of that.

Minister: So who do BW want to be able to use the visitor moorings then?

Perm.Sec.: People who are on holiday. Hire boats. And BW work-boats.

Minister: And people permanently cruising?

Perm.Sec.: Well, it would seem so Minister. I don't think BW have found a way of stopping that yet.

Minister: I'll tell you what, Humphrey. I'm sure BW must have a real problem, even if I don't really understand what it is. We'll have to pass some legislation to solve their problem. We'll make it a rule that if somebody registers their boat as permanently cruising they mustn't ever stop. "Fly-boating's" the name, isn't it?

Perm.Sec.: I believe so, Minister. But what about the people who have home moorings and try to move around the system?

Minister: We'll have a rule that if they want to do that they need a extra licence to cruise as well as one to leave their boat at its home mooring - as well as paying for that mooring.

Perm.Sec.: Yes, Minister.

# OBITUARIES

## Sheila Davenport, MBE

Sheila Davenport was not a member of our region, but over 30 years' work for the IWA made her well-known to many of us. She died peacefully in East Molesey Hospital on 27<sup>th</sup> June, following six months of illness, aged 72.

Sheila joined the Association in January 1968 and soon became involved with the Association's stand at the London Boat Show at Earls Court. Her skills were quickly recognised and in 1977 she became 'manager' of the stand - a job she retained for more than twenty years, and the one through which many of us met her while working on the stand.

In the early 1970s, the Head Office of the rapidly growing IWA was being overwhelmed by enquiries about the waterways - at the time it was one of the few places where such information could be obtained. Sheila soon found herself dealing with all the general waterway enquiries received at Head Office.

In 1976 Sheila wrote her first book which later developed into the standard reference work *'Canal & River Cruising'*, published in 1990 and in print ever since.

Sheila became part of the organising committee of the 'National Rally' held at Reading in 1977, and was involved in setting up IWA (Rallies) Ltd., serving on its board until 1987, and even after then managing the 'IWA marquee' at National Rallies and Festivals until recently.

From the mid 1970s, for a period of about fifteen years, Sheila worked at IWA Head Office, then at Regent's Park Road, for two or three days each week on a voluntary basis. Most branch officers and many members thought that Sheila was a paid member of staff. Through much of this period, Sheila also took minutes for meetings of Council and attended meetings of other committees.

Eventually, Sheila stood for Council herself, was elected in 1990 and served for six years.

In the early 1980s, Sheila took on the design and production arrangements for IWA's annual Christmas card and gift catalogue - another task she retained for twenty years. Also, for a period of about twenty-five years, Sheila was a director and a substantial contributor to the work of IWA (Sales) Ltd.

Sheila's unstinting service was recognised with awards of the John Heap Salver, the Cyril Styring Trophy - and public recognition, at last, came in the 2003 New Years Honours when Sheila was appointed an MBE. Owing to her illness, she elected to receive the insignia without a visit to Buckingham Palace.

The funeral was on 9<sup>th</sup> July and that evening members of South London Branch drank a tot of Scotch to Sheila's memory at the very top of the London Eye.

## Malcolm Bates

Malcolm Bates, a former active member of the old London Branch and of London WRG, died in July after a long illness. He was a great enthusiast for the waterways and for the IWA. In his time in London he was one of the founders of Canalway Cavalcade in 1982, one of organisers of the first Three Mills Rally in 1987, and the first editor of **Excalibur**. Elsewhere he was one of the organisers of the first Festival of the Sea in Bristol.

Later he moved further East and continued his work for the waterways through Essex WRG. When Chelmsford IWA went to Gurnon Bushes to cut down

some oak trees to use for the gates at Springfield Lock, it was Malcolm who suggested that he and another forester cut down the trees by hand.

Malcolm was a dedicated trail-boater, and for many years owned a Caracruiser. But his last appearance at Canalway Cavalcade a few years ago was at the oars of a historic Thames Skiff.

Nobody who worked with Malcolm found it an easy task. His immense enthusiasm for whatever was the matter in hand would throw up more ideas than he, or the people around him, could keep pace with.

# 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.

## OCTOBER 2003

- Throughout the month LONDON CANAL MUSEUM. Temporary Exhibition continues until Sunday 26<sup>th</sup> October: *Biodiversity of the Canals*.
- Wednesday 1<sup>st</sup> 8pm IWA SOUTH LONDON BRANCH. Social: *A Waterway for All* by a speaker from the Bedford and Milton Keynes Waterways Trust.
- Thursday 2<sup>nd</sup> 7.30pm LONDON CANAL MUSEUM LECTURE. *Greenwich and Wapping Ferries* by Clive Chambers.
- Weekend of 4<sup>th</sup> and 5<sup>th</sup> St PANCRAS CRUISING CLUB. End of Season Fun Cruise, within the London Canals. Contact: David Pearce (01489 895838).
- Sunday 5<sup>th</sup> 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. About 2 hours. £5 a head. (concessions £4).
- Tuesday 7<sup>th</sup> 8pm LONDON WRG SOCIAL
- Saturday 11<sup>th</sup> 10am-4.30pm LONDON CANAL MUSEUM. Canal Art Workshop with Tricia Parrott. £25 per person, which covers some materials, and tea & coffee.
- Weekend 11<sup>th</sup> & 12<sup>th</sup> LONDON WRG: Tool painting & maintenance weekend at Lee Valley MARina, Stanstead Abbots
- Monday 13<sup>th</sup> 8pm IWA LEE & STORT BRANCH. Social: *A View from the Towpath* by John Higgs.
- Tuesday 14<sup>th</sup> 8pm IWA MIDDLESEX BRANCH. Social: *The Croydon Canal* by David Delaney.
- Wednesday 15<sup>th</sup> 7.30pm IWA NORTH & EAST LONDON BRANCH. Social: *Boat Electrics*, followed by Question & Answer session with Tony Brooks.
- Thursday 16<sup>th</sup> 8pm IWA LONDON REGION CENTRAL LONDON SOCIAL. *New Orleans to Chicago by Water* by Roger Squires.
- Thursday 16<sup>th</sup> 8pm IWA CHILTERN BRANCH. *The fall and rise of the Chesterfield Canal* by John Lower.
- Weekend 18<sup>th</sup> & 19<sup>th</sup> LONDON WRG. Dig Deep on the Wilts & Berks

Sunday 19<sup>th</sup> 2.30pm LONDON IWA with *THE ORIGINAL LONDON WALKS. GUIDED TOWPATH WALK.* The Regent's Canal. Paddington to Camden. Meet at Warwick Avenue station. About 2 hours. £5 a head. (concessions £4).

Tuesday 21<sup>st</sup> 8pm IWA HERTS BRANCH. *New Pennine Ring* by John Chapman

Sunday 26<sup>th</sup> LONDON CANAL MUSEUM. Temporary Exhibition ends: *Biodiversity of the Canals.*

Tuesday 28<sup>th</sup> LONDON CANAL MUSEUM. Temporary Exhibition opens: *The Waterways Art Show* until Tuesday 28<sup>th</sup> November.

Tuesday 28<sup>th</sup> LONDON WRG SOCIAL

## NOVEMBER 2003

Throughout the month LONDON CANAL MUSEUM. Temporary Exhibition continues until Tuesday 28<sup>th</sup> November: *The Waterways Art Show.*

Weekend 1<sup>st</sup> & 2<sup>nd</sup> NORBURY & S LONDON TRANSPORT CLUB. Model railway & transport exhibition at Fairfield Halls, Croydon.

Sunday 2<sup>nd</sup> 2.30pm IWA LONDON 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. About 2 hours. £5 a head (concessions £4).

Wednesday 5<sup>th</sup> 8pm IWA SOUTH LONDON BRANCH Social Meeting. *Whizz! Bang! Rockets, explosives and explosions on the waterways* by Mike Stevens

Thursday 6<sup>th</sup> 7.30pm LONDON CANAL MUSEUM LECTURE. *Thames Frost Fairs* by Jeremy Smith.

Weekend 8<sup>th</sup> & 9<sup>th</sup> LONDON WRG taking part in the national WRG Bonfire Bash. Venue to be confirmed.

Monday 10<sup>th</sup> 8pm IWA LEE & STORT BRANCH. Social: *Twelve Days of Christmas* by June Crew.

Tuesday 11<sup>th</sup> 8pm IWA MIDDLESEX BRANCH SOCIAL. A talk with John Ellis, BW Fisheries Officer.

Wednesday 12<sup>th</sup> 7.30pm IWA NORTH & EAST LONDON BRANCH. Social: *Secrets of the River Lea* by Jim Lewis.

Sunday 16<sup>th</sup> 2.30pm IWA LONDON with *THE ORIGINAL LONDON WALKS. GUIDED TOWPATH WALK.* The Regent's Canal. Mile End to Limehouse. Meet at Mile End station. About 2 hours. £5 a head (concessions £4).

Tuesday 18<sup>th</sup> 8pm IWA HERTS BRANCH. *Archive Transport, a film medley* by Frank Banfield

- Thursday 20<sup>th</sup> 8pm IWA LONDON REGION CENTRAL LONDON SOCIAL. Speaker to be announced. Check to web site for up-dates.
- Thursday 20<sup>th</sup> 8pm IWA CHILTERN BRANCH. *The Brecknock and Abergavenny Canal* by Ray Haydon
- Tuesday 25<sup>th</sup> LONDON WRG SOCIAL
- Friday 28<sup>th</sup> LONDON CANAL MUSEUM. Temporary Exhibition ends: *The Waterways Art Show*.

## DECEMBER 2003

- Thursday 4<sup>th</sup> 7.30pm LONDON CANAL MUSEUM LECTURE. *Built Heritage of British Waterways* by Nigel Crowe. Also from 1800, Christmas Shopping Evening with a glass of wine and a mince pie.
- Friday 5<sup>th</sup> 8pm IWA SOUTH LONDON BRANCH. Christmas Dinner. Venue to be announced. Booking is essential: Contact Lesley Pryde 07787 360957.
- Weekend 6<sup>th</sup> & 7<sup>th</sup> LONDON WRG/KESCRG JOINT CHRISTMAS PARTY DIG: provisionally at Pewsham on the Wilts & Berks.
- Sunday 7<sup>th</sup> 2.30pm IWA LONDON with *THE ORIGINAL LONDON WALKS*. GUIDED TOWPATH WALK. The Regent's Canal. Paddington to Camden. Meet at Warwick Avenue station. About 2 hours. £5 a head (concessions £4).
- Monday 8<sup>th</sup> 8pm IWA LEE & STORT BRANCH. Social: *New River* by John Cunningham.
- Thursday 11<sup>th</sup> 8pm IWA LONDON REGION CENTRAL LONDON SOCIAL, jointly with IWA NORTH & EAST LONDON BRANCH. Quiz & Auction. Subject to confirmation, this will be at the Pirate Castle, Camden Town. Check the web site for confirmation.
- Tuesday 16<sup>th</sup> 8pm IWA HERTS BRANCH. Christmas Social & Supper with entertainment
- Thursday 18<sup>th</sup> 8pm IWA CHILTERN BRANCH CHRISTMAS PARTY
- Sunday 21<sup>st</sup> 2.30pm IWA LONDON with *THE ORIGINAL LONDON WALKS*. GUIDED TOWPATH WALK. The Regent's Canal. King's Cross to Camden. Meet at King's Cross station taxi rank. About 2 hours. £5 a head (concessions £4).
- Friday 26<sup>th</sup> 11am IWA LONDON with *THE ORIGINAL LONDON WALKS*. GUIDED TOWPATH WALK. SPECIAL BOXING DAY CIRCULAR WALK along the Canals of Paddington.
- Wednesday 31<sup>st</sup> 2003 St PANCRAS CRUISING CLUB. Iceberg Cruise to Little Venice and back again, followed by New Year 2004 Celebrations at the Cruising Club.

# Venue details & contact people

MEETING	VENUE	CONTACT
IWA CENTRAL LONDON	<i>The Lamb</i> Lamb's Conduit Street, WC1	Mike Stevens (see details on page 1) (Nearest tube Russell Square)
IWA MIDDLESEX BRANCH	Hillingdon Canal Club, Uxbridge Wharf, Waterloo Rd, Uxbridge	Robin Bishop (020) 8452 2632
IWA NORTH & EAST LONDON BRANCH	Springfield Marina, Spring Hill, Clapton, London E5	Marion Riley 07958 505204 email marion.riley@virgin.net
IWA SOUTH LONDON BRANCH	East Croydon United Reformed Church Hall Addiscombe Grove, CRO 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 at 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 talks £2.50, concessions £1.25.	(020) 7713 0836
IWA CHILTERN BRANCH	Market Hall, High Street. 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	Peter Williamson 07802 771063

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