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Canal Closures

Closures on all CRT waterways due to drought conditions were removed in November. However, although the Leeds & Liverpool Canal was re-opened for a short while, limited rainfall has meant water levels in reservoirs feeding the canal have not started to rise and in some cases have continued to fall. Locks between Locks 30 and 89 all have opening restrictions - some are open for only part of one day a week. See [CRT web-site](#) for the latest details.

The Marple flight on the Peak Forest Canal remains closed until the Spring as the rebuilding of Lock 11 continues. There are also many planned winter stoppages across the system. Details can be found via this page of the [CRT website](#).

River Walks

I was contacted recently with regard to a film being made for BBC South called "River Walks" wanting to use a picture from the SCS website. It has since been decided not to use the picture but the programme is due to be transmitted on 10th December but I don't know the time.

Peter Oates

Chairman's Column

December Meeting

On 6th December we look forward to the Annual Inter-Society Waterways Quiz. As last year winners Salisbury IWA will be organizing the questions being set by Nick Grundy.

Tonight's teams include IWA Guildford & Reading, IWA Salisbury, Southampton Canal Society.

As is now traditional, thank you all for bringing along a variety of food to share, this finishes off the evening very well.

David Townley-Jones

Angela has spoken to David Townley-Jones who is making progress and sounds cheerful. His doctor has ok'd him to have his driving licence back - a little boost for him and Jean. On behalf of our members, we have passed on our love and best wishes.

Queen's Award for Voluntary Service

On 13th November 2018, HRH The Duke of Kent presented the award to the Basingstoke Canal Society in recognition of the work done by volunteers over 50 years in helping restore and maintain the Basingstoke Canal for the benefit of the local community and visitors alike.

This unique UK national honour, equivalent to an MBE for voluntary groups, was created by Her Majesty to mark the golden Jubilee in 2002 and to recognise the outstanding contributions made to local communities by those groups.

It was particularly appropriate that The Duke attended this event since he formally opened the Canal when restoration was completed in 1991. The presentation took place at the Canal Centre at Mytchett, Surrey with around 60 Society volunteers representing the many hundreds who have helped over the years.

The Society was founded in 1966 following the publication of a letter in the local press suggesting that something should be done about then derelict Canal. A volunteer group was formed and they persuaded Surrey and Hampshire County Councils to support the full restoration of the Canal as a navigable waterway with the promise of voluntary labour. This involved extensive recruiting of volunteers and then the mammoth task included clearing the towpath along 32 miles of Canal, an 18 year dredging programme, restoring 29 locks and reinforcing embankments. Restoration was completed some 25 years later, and the Society celebrated its 50th anniversary in 2016.

The Award also recognises the Society's continued

January Meeting

On 3rd January 2019, we will be holding our Members Photographic Evening and Completion. This gives everyone the opportunity to show some pictures that you feel will entertain / amuse / educate your fellow members.

New Year Lunch

Sue Derbyshire has reserved Saturday 12th January at Keats Restaurant. The menu selection will be arranged during our December / January meetings. See page 7 for the latest details.

Seasonal Greetings to all our Members

We have now reached the end of our 2018 programme and, as is usual at this time of year, I wish you all a very Happy Christmas and New Year.

Alan Rose

work to support the Canal, including the operation of two trip boats which over the years have brought in about £800,000, monies which are used to fund maintenance and new projects.

Accompanying HRH The Duke of Kent was the Lord Lieutenant of Surrey, Michael More-Molyneux. The Duke was introduced by the Chairman of the Canal Society, Philip Riley, to some of the 200 current volunteers, including the work parties who do some of the building project work, the crew of the trip boats and volunteers who support the sales and promotional work. He also had the opportunity to go aboard the John Pinkerton II 50-passenger trip boat, which was moored at the Canal Centre. There was no time to go for a trip but it gave HRH a chance to compare the new boat with the original "John Pinkerton" which took him for a trip in 1991. He then presented the glass trophy to Kevin Redway, one of the Society's longest serving volunteers, who recalled that he had fallen in the canal for the first time at the age of 3.

In accepting the QAVS award, Mr Riley explained how when restoration of the Canal began, no-one knew how to do it, how long it would take or how much it would cost, but the early volunteers nevertheless all shared a passionate commitment to see the job completed. He said that having undertaken this huge effort, the Society membership have great affection for the Canal and wish to see it prosper and develop. On behalf of the Society, he expressed his sincere thanks for the award.

[Basingstoke CS Press Release](#)

Merry Christmas and Prosperous New Year to all Readers

Waterways Events

The following is a list of waterway events taking place within approximately 50 miles of Southampton. Whilst every effort is made to ensure the correctness of this information, please check with the listed contact who will be glad to confirm and supply further details.

OS grid references and/or postcodes are shown (where known but not guaranteed) to aid location of the event.

If YOU know of an event taking place that should be in this list then please contact the editor.

Date/Time	Organiser	Details	Venue	Contact
Mon 3 Dec 2018 7.30pm	Wilts & Berks CT (Royal Wootton Bassett Branch)	"Action for the River Kennet." Charlotte Hitchmough of Action for the River Kennet (ARK) will talk about wildlife and habitat of the river and what ARK does. All welcome.	The Angel Hotel, 47 High Street, Wootton Bassett, Wilts, SN4 7AQ (SU068826).	Jenny Stratton: 01793 850310 Email: jenny.stratton@wbct.org.uk
Thu 6 Dec 2018 7.45pm	Southampton CS	Inter-Society Waterways Quiz. Salisbury IWA will be in charge of this year's quiz evening. Followed by the traditional American Supper.	Chilworth Village Hall, Chilworth, Southampton, SO16 7JZ (SU410184).	Angela Rose: 02380 675312 Email: alanjrose@btinternet.com
Tue 11 Dec 2018 7.30pm-10.30pm	Crofton Beam Engines	"The History of Christmas." How old are the customs which we celebrate: prehistoric or Victorian? Are Santa Claus and Father Christmas the same and where did they come from? This talk by Professor Ronald Hutton is designed to answer these and other questions. Tickets: £10.00 includes glass of wine and seasonal gift.	The Assembly Room, Marlborough Town Hall, Marlborough, Wilts, SN8 1AA (SU188691).	Tickets via email from crofton.manager@katrust.org.uk or via internet from www.eventbrite.co.uk
Thu 13 Dec 2018 7.00pm	IWA Salisbury Group	Christmas Dinner.	The Green Dragon, Old Road, Alderbury, Salisbury, Wilts, SP5 3AR (SU182275).	Ron & Myra Glover: 01722 710322 Email: glover.3@btinternet.com Jon Van de Geer: 01722 412841
Sat 15 Dec 2018 10.30am-3.00pm	Kennet & Avon CT, Crofton Branch	Open Day. We will be open on occasional days so that visitors can see maintenance work in progress.	Crofton Beam Engines, Crofton, Marlborough, Wiltshire, SN8 3DW (SU261623).	Web: www.croftonbeamengines.org
Wed 19 Dec 2018 8.00pm	Basingstoke CS	"Power from Poo." David Linsell will introduce Thames Water; it's geographic coverage, handling volumes of clean and waste water, plus tonnes of dry solid material for disposal. Finally, power generation in a combined heat and power plant plus future developments will also be discussed.	Parish Pavilion, Recreation Ground, Station Road, Chobham, GU24 8AZ (SU974615)	Email: chobham.talks@basingstoke-canal.org.uk Web: www.basingstoke-canal.org.uk
Thu 3 Jan 2019 7.45pm	Southampton CS	Members' Photographic Evening and Competition	Chilworth Village Hall, Chilworth, Southampton, SO16 7JZ (SU410184).	Angela Rose: 02380 675312 Email: alanjrose@btinternet.com
Wed 9 Jan 2019 10.30am	IWA Guildford & Reading Br	Walk along River Wey Navigation. 3 mile walk from Bower's Lock to The New Inn, Send. Meet at Bower's Lock at 10.30am. Please contact Gareth Jones on 07850 819071 for further details.	Bower's Lock, Off Clay Lane, Jacobs Well, Guildford, Surrey, GU4 7ND. (TQ011529).	Gareth Jones: 07850 819071 Email: gareth@hillhouse.farm
Sat 12 Jan 2019 12.30pm for 1.00pm	Southampton CS	New Year Lunch. Details and menu - see page 7. Booking essential by Thursday 3 January 2019 meeting at the latest.	Keats Restaurant, Winchester Road, Ampfield, SO51 9BQ (SU400232).	Angela Rose: 02380 675312 Email: alanjrose@btinternet.com
Tue 15 Jan 2019 7.45pm	Kennet & Avon CT (Reading Br)	Tutts Clump Cider. Speaker Tim Wale. Entry donation £2.50 (incl K&A members) – to help pay for the meeting.	Grange Free Church Hall, Circuit Lane, Southcote, Reading, RG30 3HD (SU692718).	John Swift: 0118 941 5540 Email: swift.john21@gmail.com Mobile: 07533 886917.
Wed 16 Jan 2019 8.00pm	Basingstoke CS	"By Barge to Blighty – The role of inland waterways and the evacuation of casualties in the First World War." During WWI with the number of casualties being on unprecedented scales, evacuation to the base hospitals at the coast became a major problem. Pete Starling will highlight the role of the inland waterways as a means of casualty evacuation.	Parish Pavilion, Recreation Ground, Station Road, Chobham, GU24 8AZ (SU974615)	Email: chobham.talks@basingstoke-canal.org.uk Web: www.basingstoke-canal.org.uk
Thu 17 Jan 2019 7.30pm	IWA Salisbury Group	The Somersetshire Coal Canal. Patrick Moss, Chairman of the canal society will cover the planning and construction of the canal and an update on how the restoration continues.	The Green Dragon, Old Road, Alderbury, Salisbury, Wilts, SP5 3AR (SU182275).	Ron & Myra Glover: 01722 710322 Email: glover.3@btinternet.com Jon Van de Geer: 01722 412841
Sat 19 Jan 2019 10.30am-3.00pm	Kennet & Avon CT, Crofton Branch	Open Day. We will be open on occasional days so that visitors can see maintenance work in progress.	Crofton Beam Engines, Crofton, Marlborough, Wiltshire, SN8 3DW (SU261623).	Web: www.croftonbeamengines.org
Thu 7 Feb 2019 7.45pm	Southampton CS	Bats - the super heroes of the night with Nik Knight.	Chilworth Village Hall, Chilworth, Southampton, SO16 7JZ (SU410184).	Angela Rose: 02380 675312 Email: alanjrose@btinternet.com
Sat 16 Feb 2019 10.30am-3.00pm	Kennet & Avon CT, Crofton Branch	Open Day. We will be open on occasional days so that visitors can see maintenance work in progress.	Crofton Beam Engines, Crofton, Marlborough, Wiltshire, SN8 3DW (SU261623).	Web: www.croftonbeamengines.org
Sun 17 Feb 2019 10.00am	Somersetshire Coal CS	Walk - Paulton and Timsbury Basins - guided walk to view the basins.	Paulton public car park, BS39 7NW (ST651565)	Adrian Tuddenham: 01225 335974 Email: editor@coalcanal.org.uk
Tue 19 Feb 2019 7.45pm	Kennet & Avon CT (Reading Br)	Canal Laureate 2018/19. Speaker Nancy Campbell. Entry donation £2.50 (incl K&A members) – to help pay for the meeting.	Grange Free Church Hall, Circuit Lane, Southcote, Reading, RG30 3HD (SU692718).	John Swift: 0118 941 5540 Email: swift.john21@gmail.com Mobile: 07533 886917.

Waterway Events (continued from page 2)

Date/Time	Organiser	Details	Venue	Contact
Wed 20 Feb 2019 8.00pm	Basingstoke CS	"Archaeological Treasures of the Thames." Malcolm Head will lead a show and tell discussion featuring some artefacts recovered from the Thames during dredging operations conducted over the years. It's remarkable that the objects, some very fragile, have survived mechanical dredging and are available to enjoy today.	Parish Pavilion, Recreation Ground, Station Road, Chobham, GU24 8AZ (SU974615)	Email: chobham.talks@basingstoke-canal.org.uk Web: www.basingstoke-canal.org.uk
Thu 21 Feb 2019 7.30pm	Somersetshire Coal CS	"Saltford Brass Mill Project" by Richard Ross.	Radstock Working Men's Club, The Street, Radstock, BA3 3PR (ST688547). For location see map here	Steve Page: 01761 433418 Email: membership@coalcanal.org.uk
Thu 21 Feb 2019 7.30pm	IWA Salisbury Group	The Wilts and Berks Canal. A member of the Wilts & Berks Canal Trust will update about the restoration of this canal which links the Kennet & Avon Canal at Semington to the River Thames at Abingdon.	The Green Dragon, Old Road, Alderbury, Salisbury, Wilts, SP5 3AR (SU182275).	Ron & Myra Glover: 01722 710322 Email: glover.3@btinternet.com Jon Van de Geer: 01722 412841
Thu 7 Mar 2019 7.45pm	Southampton CS	To be announced.	Chilworth Village Hall, Chilworth, Southampton, SO16 7JZ (SU410184).	Angela Rose: 02380 675312 Email: alanjrose@btinternet.com
Sat 16 Mar 2019 10.30am-3.00pm	Kennet & Avon CT, Crofton Branch	Open Day. We will be open on occasional days so that visitors can see maintenance work in progress.	Crofton Beam Engines, Crofton, Marlborough, Wiltshire, SN8 3DW (SU261623).	Web: www.croftonbeamengines.org
Wed 20 Mar 2019 8.00pm	Basingstoke CS	"200 Years of The Thames and Medway Canal." David Rouse's talk traces the timeline from initial fundraising, construction challenges, the impact of railway fever, and eventual demise of the canal. Looking forward, the canal could be developed into a green safe water corridor, supporting fishing, informal boating and other activities.	Parish Pavilion, Recreation Ground, Station Road, Chobham, GU24 8AZ (SU974615)	Email: chobham.talks@basingstoke-canal.org.uk Web: www.basingstoke-canal.org.uk
Thu 21 Mar 2019 7.30pm	Somersetshire Coal CS	"The Glastonbury Canal" - including railways, by Dick Osborne.	Radstock Working Men's Club, The Street, Radstock, BA3 3PR (ST688547). For location see map here	Steve Page: 01761 433418 Email: membership@coalcanal.org.uk
Thu 21 Mar 2019 7.30pm	IWA Salisbury Group	"The Middle Danube & its Connecting Waterways." John Pomfrett will cover the Danube for over 600 miles from Vienna through several countries to a passage through the spectacular Iron Gate Gorge into Romania and Bulgaria. He also cover the river's navigable tributaries and canals.	The Green Dragon, Old Road, Alderbury, Salisbury, Wilts, SP5 3AR (SU182275).	Ron & Myra Glover: 01722 710322 Email: glover.3@btinternet.com Jon Van de Geer: 01722 412841
Mon 1 Apr 2019 7.30pm	IWA Guildford & Reading Br	Branch AGM at National Trust's premises.	Dapdune Wharf, Wharf Road, Guildford, Surrey GUI 4RR (SU992503).	Gareth Jones: 07850 819071 Email: gareth@hillhouse.farm
Thu 4 Apr 2019 7.45pm	Southampton CS	My life on the River Severn based on the tanker trade in the 1960's and the grain trade in the 1980's by Chris Witts.	Chilworth Village Hall, Chilworth, Southampton, SO16 7JZ (SU410184).	Angela Rose: 02380 675312 Email: alanjrose@btinternet.com
Wed 17 Apr 2019 8.00pm	Basingstoke CS	"Metropolitan Police Marine Policing Unit." Officer William Sargent will talk about the Marine Policing Unit (MPU) which is responsible for policing the 47 miles of River Thames within the Met area (Dartford to Hampton Court) as well as providing a specialist response to over 250 miles of canals and waterways, lakes and reservoirs and other bodies of water in London.	Parish Pavilion, Recreation Ground, Station Road, Chobham, GU24 8AZ (SU974615)	Email: chobham.talks@basingstoke-canal.org.uk Web: www.basingstoke-canal.org.uk

Remember the Forgotten

Almost every village and town had its own WWI war memorial but this does not mean that everyone who gave their lives in WWI is commemorated on such monuments. Hundreds of waterway men who died in WWI are likely to have been 'forgotten' because their itinerant lives - moving cargo up and down Britain's waterways - meant they were not official residents of the towns and cities where memorials were built.

John Benson, Archivist at the National Waterways Museum said: "Although at the beginning of the war boatmen were in an important reserve occupation moving vital goods like iron and coal, many of the estimated 10,000 waterway men in Britain, volunteered anyway.

"By 1916, all unmarried boatmen under the age of 25 were eligible for call up. Many went into the Royal Engineers where they were used as boatmen to ferry troops via the inland waterways leading to the British sector. Barges on the return journey were used to transport wounded away from the battlefield, as immortalised in Wilfred Owen's poem 'Hospital Barge'."

To commemorate the 'forgotten' waterway men of WWI, a cascade of 100,000 poppy petals was released from the 50ft high Anderton Lift at 11am on Sunday 11 November. The Royal British Legion petals were released into the River Weaver by members of waterways staff and Canal & River Trust volunteers. Hundreds of members of the public paid their respects as did crews from historic narrowboats – the *Effingham* and the *Sweden* as well as the *Daniel Adamson* steam ship, the oldest operational Mersey-built boat in the world.



Ken and Margaret Froud

Reading the sad news of the death of Ken Froud recently, we decided to write a feature about Ken and his wife Margaret, similar to those which were written about various members following our 50th anniversary in June 2017.

At the age of 14 Ken Froud became an apprentice at the Pirelli Cable Works in Southampton where his father was already working. Ken proved quickly to be a man of ideas. His first major construction was a mobile workshop to be used around the factory. He was called to do National Service and joined the RAF where he gained a large amount of varied engineering experience.

Ken and Margaret married in May 1953, the beginning of a very strong partnership, a team. They first lived in a rented house and had two children, Roger and Hilary. This house became soon too small and they purchased a property in Bourne Avenue which was soon to be the "Froud hive of industry". Ken's first large engineering project there was to plan and build

from scratch a Camper Van. It had an Austin car chassis, a Riley radiator grill and many more bits from all sorts of vehicles. Soft furnishings by Margaret. The job was completed in 1967. This van provided them with transport and accommodation for many affordable holidays.



Ken's motor caravan as completed in 1967

By the time they turned up at Southampton Canal Society, in the van of course, they had travelled widely and in doing so came across inland waterways. They had also hired a boat on the Norfolk Broads. Touring the Midlands they had become very interested in canal cruising. Margaret and Ken were willing to join the SCS committee. Being very practical people, they were valuable since they had many ideas including some for fundraising etc.

They joined in on working parties, notably the Deepcut Dig in 1977 on the Basingstoke Canal. For ever looking for a new project, Ken's mind

turned to building a narrowboat – a steel narrowboat on traditional lines. From plans to completion took three years. Assembled in the sideway of their house!

SCS committees were held in members' homes and it was the turn of the Frouds to host. A summers evening, and we were shown the bow section standing up on end, resembling a night watchman's hut.



Bow of Duorf at 27 Bourne Avenue

Amusing and experimental, the Frouds came to an SCS meeting, probably a members' night, with slides taken in the Sharpness area. Ken had set his camera, sent it up on a kite to take aerial pictures of Sharpness. I cannot remember if he had the pictures that he had set out to get. Anyway, we saw shots of bits of Sharpness from above.

The basic narrowboat was finished and was named DUORF. Now it had to be put onto the water. The K&A at Reading was chosen as the point

for the craning in. However, it had to be launched first from the sideway of their house onto a lorry. Peter Oates and I, and a goodly number of the neighbours were there for the morning's entertainment. A large articulated lorry arrived and a very large crane.

Bourne Avenue was closed to through traffic and we had a visit from the police. The straps were put under the boat, but the lift would not be easy since in those days telephone cables were strung from side to side of the street. The crane driver had to get the boat high enough to load it, yet keep the jib below the cables. All this time Ken was anxiously buzzing about. As the boat moved, the wall to next door's sideway began to rock. "Don't worry Ron," said Ken to his neighbour, "I'll fix it later." At last the lift was completed and DUORF was

strapped to the lorry. It pulled away for its journey to the K&A just in time for Peter and I to get to the office for a full afternoon's work. The fitting out began with Ken completing mechanics and fittings and Margaret the curtains and cushions and all items to make the cabins comfortable.



The following was written by Margaret and appeared in the Newsletter in February 2010.

The Good Life

It happened quite by chance back in 1969. That was the year we paid off our mortgage. To celebrate we decided to take a holiday completely different to anything we had done before. A week's cruise on the Norfolk Broads was the family choice and we loved the experience despite the changeable weather. The following year whilst touring in our motorised caravan we came across a canal near Worcester where there were several locks and soon decided to take a canal holiday. That led to an exploration of the inland waterways, mostly derelict at that time, and became completely hooked.

To have our own canal boat was the next objective. Ken, being an all round handyman, decided to build one in the back garden. This took

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Ken and Margaret Froud

(Continued from page 4)

three years to complete due to the power cuts of the early 1970's. Our 30-ft. cruiser style narrowboat was launched into the Kennet & Avon Canal at Reading in the middle of the drought in 1976! An article about the building of "DUORF" appeared in the Southampton Daily Echo complete with picture.

Our permanent mooring is on the South Oxford Canal at Napton. We were already familiar with Holt Farm from many camping holidays and knew the Adkins family well. In the run-up to Christmas in 1979 we were asked by Ken Adkins if we would consider coming to live on a boat in the interests of security. The moorings are a distance from the house and there had been a few problems from youngsters. Also it was well known by then what a useful chap Ken is. Much to our surprise British Waterways gave their blessing to a residential boat being allowed (an unheard of thing in those days). So Ken gave up his career of 37 years as an Electrical Engineer and we said goodbye to the rat race at the age of fifty. It is something we have never regretted, and so began our "Good Life" - much better than the T.V. programme as ours is real.

We bought a 62-ft. shell of a narrowboat from Colecraft and fitted it



Duorf II and Duorf on the Engine Arm at Napton during the fit out.

out ourselves whilst living on the 30-ft. one. This took almost two years. It is extremely comfortable, cosy and warm in winter. There is a full-size Parkray fire with back boiler in the 18-ft. saloon which feeds six radiators. The 6-ft. galley is next - this has a gas cooker, twin tub washing machine and small electric fridge. Behind this is the bathroom with basin, 5-ft. bath and shower over, and a chemical toilet. The 10-ft. 6-in. stateroom is after the side hatch - main entrance to the boat -



Ken and Margaret aboard **Duorf II**

with 4-ft. bed, wardrobes and many cupboards. The engine room is at the stern where a mains alternator is fitted to the diesel engine to make our own mains electricity when needed.

Coal and diesel supplies come to us by boat as we live half a mile from the nearest lane making road access difficult. Our car is parked at the bottom of a field adjacent to one of the locks, and we have to cross the top gate to reach our mooring on the arm of the canal a few minutes walk away. It is so peaceful here and "Country dark" when there is no moon.

Alongside we have enough room to grow vegetables and fruit trees and bushes. Ken has built a small greenhouse for salad crops, especially tomatoes, so we lead a self-sufficient life more or less. The produce is kept in an underground store using preserving methods from times gone by. Salting runner and broad beans; stringing up ripened marrows and onions. Cabbages are kept in straw and root vegetables in damp peat. Fruit is bottled, made into jam and chutney. The underground store is covered with shrubs and flowers so is well disguised. It is like a wartime air raid shelter, dug out the hard way when Ken was much younger.

Next March we shall have lived here thirty years and hope to end our days on board. There are about thirty boats moored here (not residential) so we live a very sociable life. Now we are older we do not go cruising so much, but over the years have managed to explore most of the inland waterways.

Margaret Froud
November 2009

The Frouds used their boat for their holiday trips. They purchased a small economical car for shopping and local journeys. The van became redundant and once again Ken had plans. Some parts were taken out of the van and used again and more bits were acquired from various sources. The van became a tractor.

Margaret became frail and they worried about what would happen for when they could no longer live aboard. Their problem was solved when they found sheltered accommodation at Wattons Lodge, Southam. This was a very different kind of life, but they found it very acceptable.

Ever cheerful, after moving Ken wrote, "You may have heard on the towpath telegraph that I have now joined the Laptop Brigade. It's taken me 80 years though. Six months ago I didn't even know how to switch one on so I went to Silver Surfers at the local library for some tuition. I called it Silver Sufferers."

Sadly, however, Margaret died soon after the move in August 2015. Ken still used his sketch pad for his new ideas and found great interest in mastering a laptop computer for communications, and eBay for looking for anything that might be useful to him.

Our grateful thanks to Roger Froud for many notes and photographs.

Brian and Annegret Evans



Harry Arnold MBE

WITH the death of Harry Arnold at the age of 81, the waterways community has lost one of its elder statesmen.

He had continued to write for *Towpath Talk* until suffering a stroke in mid-October from which he never recovered.

Harry was awarded the MBE in the 2010 Queen's Birthday Honours for the significant role he had played in Britain's inland waterways scene for almost 50 years and in 2015 he was awarded the first Outstanding Personal Achievement Award in the Canal & River Trust's Living Waterways Awards.

Former CRT chairman Tony Hales said at the time: "This Outstanding Achievement award further recognises the enormous contribution he has made to helping make the waterways what they are today."

Harry was one of the surviving links with the campaigning days of the late 1950s and 1960s and his knowledge of the industry was invaluable, as was his collection of photographs spanning more than six decades.

A journalist, author and photographer, his work had appeared in virtually every waterways publication including the SCS Newsletter.

Harry was a founding member of the Waterways Recovery Group and in 2008 he was appointed as a vice-president of the Inland Waterways Association. He was also instrumental in setting up the Boat Museum at Ellesmere Port, now the National Waterways Museum and was also involved in many other waterways organisations, leading campaigns to promote and protect the canals. He was an honorary life member of the Sankey Canal Restoration Society and the Friends of President.

Harry's funeral took place at Lichfield & District Crematorium on November 13. A eulogy was read by long-time friend and colleague Hugh Potter, who described him as a constant in an ever-changing world of waterway personnel.

"He was around when I joined *Waterways World* and was still equally active when I left *NarrowBoat* almost 40 years later," Hugh said. "He has been involved with so many projects it would be hard for one person to tell his story, short of writing a book."

In a tribute for British Marine Inland Boating, Nigel Stevens of Shire Cruisers wrote: "His service to the waterways covers so many aspects, and goes back so far, that he could truly be described as irreplaceable. Even though it was publicly recognised, there will be many things he achieved which no one will ever know. We shall all miss him."



BORN in Warrington in Cheshire, for the first 21 years of his life Harry lived between the Manchester Ship Canal and the Bridgewater Canal.

Originally an engineer and industrial artist, Harry trained at Liverpool College of Art — where John Lennon was in some of his classes. He started taking photographs in his grammar school days, initially of railways, in which he maintained a lifelong interest.

His involvement with the waterways and the marine industry started as a partner in a horse-drawn hostelboat, based on the Bridgewater Canal, then moving full-time into holiday boat hire and narrowboat building.

Harry and his young family moved to Staffordshire, initially to work and live beside the Shropshire Union Canal at Norbury Junction, then on to Swan Line at Fradley Junction, near where he was to spend the rest of his life. Harry then came out of that sector of the industry to write about, photograph and promote rivers, canals, inland boating and the marine industry.

He was one of the founder owners of *Waterways World* and his other editorships included *Riverbank News* for *Motor Boats Monthly* for many years, *Canal & Riverboat*, associate editor of *Motor Cruiser*, owner of *NarrowBoat* magazine and editor of the *Inland Waterways Guide*. He was also editor of *Waterways*, the magazine of the Inland Waterways Association for 17 years.

Harry was the first professional secretary of trade body the Association of Pleasure Craft Operators representing the inland waterways and now British Marine Inland Boating (BMIB), part of British Marine.

He traded as Waterway Images, his company specialising in photography and publicity for the waterway, marine, leisure, tourism and transport industries. Clients also included British Waterways, now the Canal & River Trust, the IWA, Hoseasons Holidays, ABC Leisure and Ireland's Shannon-Erne Waterway project.

Harry's photographs have appeared in countless publications and TV programmes and he appeared on screen in programmes such as BBC's *Golden Age of Canals* and spent the summer of 2018 filming along the Montgomery Canal relating stories from the campaign and the 'Big Dig' that started its restoration for a forthcoming video.

Towpath Talk, December 2018

Additional Funding for Scottish Canals

We have welcomed an announcement from Transport Scotland on 23rd November that an additional £5.35 million has been identified for capital funding for Scottish Canals. The announcement is testament to our campaigning over the last two years, about the various areas of concern which we outlined in our recent letter to the Scottish Parliament.

The additional funding will fix the recent failure of lock gates at Fort Augustus on the Caledonian Canal, further replacement lock gates and new moorings on the same waterway, four pairs of lock gates for the Forth & Clyde Canal, new water monitoring systems for the Crinan Reservoir and the Forth & Clyde summit pound, a review of remote operations for Bonnybridge and Twechar bridges and new dredging plant to enable Scottish Canals' staff to improve the navigation channel across the network.

The announced funding goes some way to addressing the issues IWA is concerned about, but we still consider that additional funding will be

necessary. In particular, we would ask Transport Scotland to provide in its 2019-20 budget the additional £3 million of revenue funding that will enable the canals to be maintained, and additional capital funds to replace assets that have already failed.

As we said in our letter to the Scottish Parliament, increased funding for these waterways is essential in preventing further asset deterioration and waterway closures, in order to preserve our industrial heritage, and optimise the leisure, tourism, health, well-being and economic benefits of these waterways for everybody in Scotland — whether residents or visitors.

IWA will continue to campaign for the ongoing maintenance and upkeep of all the waterways managed by Scottish Canals, particularly the Lowland Canals, so that all the associated benefits to the economy and local communities which have been realised since their restoration are not lost.

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Licence Fee Increases

Licence fee increases announced on 7th November by both the Environment Agency and Canal & River Trust demonstrate yet again why a transfer of the EA navigations to CRT would be beneficial, not only for the long term future of the waterways themselves, but also for the boaters that use them.

EA's announcement confirmed that it is to go ahead with substantial increases to its navigation charges for the next two years, despite the majority of respondents to EA's recent consultation objecting to the levels of increase proposed. The announcement from Canal & River Trust, by contrast, confirmed that they would be freezing private and business boat licence fees until 1st April 2020.

EA's announcement confirms that registration fee increases for 2019-20 and 2020-21 will be the same as those implemented in 2018-19, which is 5.7% on the River Thames, 7.5% on Anglian Waterways and 10% on the Medway. Recognising that some level of increase is important, IWA, along with many other respondents, had asked for the increases to be linked to inflation using CPI (Consumer Price Index, the latest available figure is 2.2%). CRT's announcement includes a 5% reduction in the prompt payment discount, which will mean an increase for many boaters, but this is still well below EA's increases.

Red Diesel

The European Union Court of Justice has ruled against the UK's use of red diesel by private pleasure craft. In effect, the expectation of the EC is that the UK must stop allowing the use of red diesel for the purposes of propulsion of a private pleasure craft and must therefore switch to white diesel. The UK is required to provide a response to the Commission by **December 22, 2018**, setting out how it intends to bring the UK into line with the European Directive on fiscal marking of gas oils and kerosene, as well as a timeframe for achieving this.

Representatives from the boating community and boating industry – British Marine, the Cruising Association, the Inland Waterways Association and the Royal Yachting Association – met with HMRC officials on November 20 to discuss the implications of the Court's

At a recent meeting between IWA and EA's national navigation team, we pointed out that such high levels of increase would be likely to price some boaters away from EA navigations, would deter families and young people from getting involved with boating in the first place, and could lead to an increase in registration fee evasion. This is backed up in the results of the consultation, with 43% of the respondents stating they would consider leaving EA waterways, and 31% considering giving up boating altogether.

We acknowledge that EA does need to receive more funding in order to continue to maintain existing levels of navigation maintenance and service, as well as being able to address some of the backlog of work that has led to long term closures of some waterway structures, but such high increases to registration fees is not the way to do this. EA needs to increase its income without disenfranchising boat owners and pricing them off the waterways. Increased funding from Government is essential to retain vibrant waterways alive with boats, with all the associated benefits that brings to the UK economy and local communities, as well as the health benefits to the wider population.

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decision and evaluate the UK's response.

The meeting was extremely informative and productive, and the continued support of the UK Government is welcomed.

It remains the position of all the boating representative bodies that a change to using white diesel would create insurmountable problems for boat users and the industry. All the boating representative bodies will therefore be providing evidence of the practical implications to HMRC officials to inform the UK's response to the Commission in the hope that we can jointly develop a practical and affordable solution in a realistic timeframe.

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New Year Lunch - Saturday 12th January 2019

Starters

Soup of the Day

Fresh Crispy Croutons

Melon Cocktail

Mango Coulis

Crespelle Alla Keats

Baked Pancakes filled with Spinach and Ham in a Creamy Sauce

Egg Mayonnaise and Prawns

Dressed Leaves

Caprese salad

Slices of Mozzarella & Plum Tomato with Herb Dressing and Balsamic Glaze

Main Courses

Beef Daverio

Chunks of Beef Fillet coated in Breadcrumbs and Cooked in a Mustard, Rosemary and Mushroom Sauce

Roasted Leg of lamb

Red wine and Cranberry Sauce

Fish of the Day

Your choice of Sauce

Pollo Carbonara

Strips of Chicken Cooked in Parmesan Cheese, Cream and Pancetta

Pork Italian

Pork Escalope Cooked in a Tomato and Mixed Pepper Sauce

Caramelised Shallots & Madeira sauce

Honey Glazed Root Vegetables & Greens, Roast Potatoes

Selection of Home-made Desserts, Freshly Ground Coffee and Infusions

Price

Three courses and Coffee, £24.00

Two Courses and Coffee, £22.00

This will take place on Saturday 12 January 2019 at Keats Restaurant, Winchester Road, Ampfield SO51 9BQ; 12:30 for 1:00 pm. When we discussed the menu with Keats they stressed that it is just a suggestion and people can choose off the menu on the day. The price includes coffee, other drinks at your expense. Members attending will pay their own bill direct to Keats on the day. Keats will allocate a private area in the Restaurant, depending on the numbers. Please let me have your final decision on attendance by the meeting on January 3rd 2019, so I can tell Keats the final numbers.

Aelred Derbyshire, Treasurer

Keats Restaurant, Winchester Road, Ampfield, SO51 9BQ

SOUTHAMPTON CANAL SOCIETY

Established 1967

The objectives of the Society are to foster interest in canals and inland waterways, to assist in their preservation, restoration and development, and to give practical help on waterway projects.

Meetings are normally held on the first Thursday of each month at 7.45pm (see Waterways Events in this issue) at Chilworth Parish Hall, Chilworth, Southampton, SO16 7JZ. OS Grid Ref: SU410184. Contact the Secretary for further information.

This Newsletter is normally published during the first week of each month in time for the Society's meeting.

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November Meeting

"Pleasure Boating in the 1930s, 40s, & 50s" with Nick Grundy

We had an excellent turn out for our November meeting when Nick Grundy, gave us a fascinating talk about cruising the British waterways in the 1930s, 40s & 50s. This talk was based on the adventures of his grandparents, Reg and Marjorie Grundy, who were pioneers in exploring the inland waterways for leisure purposes.

Nick has been able to carry out this research by using old family photos. Amazingly his grandparents had thought to take many photos of their boating expeditions, many of which are labelled and dated, together with the surviving log books written in school exercise books by his grandmother.

The first photo we saw was of a homemade canoe built in 1898 by his grandfather, Reg Grundy, followed by a rowing boat on the River Dee taken in 1927. Reg must have been one of the first people to hire a boat for pleasure; we saw pictures of their hire boats *Rambler* in 1934 and *Roma* in 1937 and 1938.

There is now a gap between 1939 and 1945 due to WW2, but then we saw pictures of the first boat that they purchased. *Heron* was bought by Reg in 1945, a clinker built narrow beam cruiser, converted from a ship's cutter. *Heron* was moored on the Montgomery Canal below Frankton Locks; they brought the boat up the locks just before they fell into dereliction in the mid 1940s.

We see pictures of the Grundy family on board *Heron* in 1946 on the River Thames and in 1947, 1948 and 1949 on the Llangollen Canal. At this time the Llangollen Canal was virtually disused and under severe threat of closure. What was so interesting was that Nick even has pictures of *Heron* on the Llangollen Canal together with the famous *Cressy* with Tom Rolt on board. Nick's grandparents were there at the start of the IWA and were actively involved in the early campaign to save the waterways. Nick's father, Martin Grundy, together with his brother Crick Grundy were children in the 1930s but soon appeared in photos on board *Heron*, and later on as young men.

They explored many waterways, including the River Avon, the River Dee and the Oxford Canal. It was interesting to see photos of *Heron* struggling along almost derelict canals and read Marjorie's comments about the state of these waterways, most of which are now popular cruising routes.

For this talk Nick found some contemporary photographs to compare with the historic photographs. Some places have changed very little while others are barely recognizable. In 1950 *Heron* cruised to the first IWA National Rally of Boats at Market Harborough, in 1952 to the Llangollen Rally with 20 other boats, then in 1953 to a rally on the Macclesfield Canal.

Sadly, Nick's Grandparents died in 1955, three years before he was born. Nick's talk finished with photographs of him with his parents as a baby on *Heron*. *Heron* was then sold in 1962.

Many of the photos that Nick found were tiny and in poor condition; others were old negatives. However modern technology enables these to be seen clearly for the first time. They were brilliantly shown on the screen together with notes in his Grandmother's hand writing from the log books.

Martin Grundy, Nick's Father, subsequently bought a converted commercial narrow boat *Beatty* with iron sides and elm bottom which has been altered, modified and reconstructed on several occasions. Nick is now the owner of *Beatty*. With his family he has cruised extensively around the canal system and *Beatty* had the honour of representing the County of Merseyside in the Queen's Diamond Jubilee Pageant on the River Thames in 2012. Together with Nick's sons, there have now been four generations of the Grundy family involved in the Inland Waterways of Britain.

These photographs and log books that Nick has inherited are a valuable record of the waterway history of that time.

At the Historic Narrow Boat Club recent meeting, Nick Grundy gave this talk. Very interesting as some of the "old boaters" (Simon Wain and others) were able to fill in some of the names of the old boats and places from the photographs.

SCS have sent a donation to the Lichfield & Hatherton restoration.

Thank you to Myra Glover for her permission to use her write-up in Cargoes Spring 2017 about an earlier rendition of this talk.

Angela Rose

Condolences

We are sad to report the death of Susan Beach. Although not an SCS member, she sometimes attended our meetings and was always there with her mother, Diane, for the Day-Star Theatre.

Diane is one of our longest standing members.

We send our condolences to Diane and to Brian, Susan's brother.