



Soar Points

Soar Boating Club Newsletter

Autumn 2017

Contents

A Message from the President.....	2
Liverpool Trip	2
Camping sailing	3
Commodore's comments.....	4
Editorial.....	5
Membership	6
Amenities	6
The Manchester Ship Canal	7
Erewash Canal Preservation & Development Association	9
Helen Taylor cycled coast to coast for Children's Brain Tumour Research	10
Log of Water Lily.....	12
QAC Report.....	17
A.W.C.C.	20
Calling all budding writers!	21



A Message from the President

Vice President John Wilkinson has caused this production of Soar Points to be issued by volunteering to create this one copy for 2017. To many of us this source of information is not only a continuous tale of the life and activities on our river but on, occasion, far beyond as well. So what's been happening in my watery world? Many will know that my boating changed direction when I became interested in classic small craft. I was pleased, nay delighted, when our club decided to become host to the CMBA's (Classic Motor Boat Association) annual river social. Following on the success of that we now have a very healthy association with the canoe club. The hope for the future is that this will continue to grow as more of our members take an interest in the art of paddling. I recently spent most of a day witnessing a group of youngsters learning many of the arts and having fun on the water. For a long time now I found it difficult to reconcile the regular use of the club field by caravans. But, like they say, it comes to us all in the end and for June and I it is meaning that we are able to enjoy the club activities at weekends. So back to the beginning. Thank you John for giving even more of your time and to the rest of us, where are you - could you produce just one article a year or better still one issue?

Frank Hutchinson

Liverpool Trip

When we met up with Glenis and Frank in the unlikely surroundings of Tesco in Litherland, the news was not good. The wind was so severe that the Mersey Ferries had been suspended and the link between the Leeds and Liverpool Canal and the docks would not be operating on that day. Our only option was to seek the warmth and comfort of the pub at Netherton for lunch.

Fortunately on the next day the wind had moderated sufficiently to allow the crossing to take place. From the Litherland C&RT Depot it is about an hour to run to Bridge 9 where professionals were on hand to operate the swing bridge on a busy road. The same crew were there to open Bridge 6 and we reached Eldonian Village at the top of Stanley Locks after another hour or so to make the deadline of 1pm for the four locks to be operated.

When you leave the locks you pass under a road/rail bridge and see the massive warehouses and feel the significant swell of the unprotected area close to the Mersey. At the clock tower

a right angled turn to port presented the spectacle of a buoyed channel to "Sid's Ditch", so-called after the digger driver Sid who dug it! The first lock was boater operated but following the short tunnels past the "Three Graces" the lock at Mann's Island was worked by Sid and his helpers (not helped at all by a really fierce rainstorm). After two rights and two lefts through Canning and Albert Docks we arrived at our allotted mooring in Salthouse Dock. Sue and Howard were on the quayside to welcome us and we all relaxed on board Water Lily and planned our activities for the weekend.

We ventured forth to the "Baltic Fleet" but sadly they were unable to feed us so we entered the "Baltic Triangle" where we ate at the "Baltic Social" our meal was disturbed by a fire alarm which turned out to be false but resulted in our meals being reduced to half-price.

Our plan for Friday was to take the tourist hop-on hop-off bus round the city which proved to be a real treat. We



all went to the Baltic Fleet for lunch and headed back to pier head for the River Explorer Cruise on the ferry another unforgettable experience. As it was Sue and Howard's last evening we decided to go to the "Philharmonic" for our evening meal and then on to "The Crack", one of the many pubs claiming to have been John Lennon's local.

The following day Frank and Glenis took the "Magical Mystery Tour" to St Helens (ask Glenis!) and we divided on a gender basis to visit the Maritime Museum or the retail paradise that is Liverpool One.

For the whole weekend we had the pleasure of the company of lots of Pirates as it was a special event with jugglers, acrobats, the strongest woman, a steel drum band and lots of

happy kids and parents dressed in pirate gear. Howard got into the swing of things by buying a caravan.

After the others had left for home we managed to fit in a trip to the Empire for the last night of "Cilla the Musical" which was excellent and a trip to the "Old Dock" the remains of Liverpool's first wet-dock which was the first commercial wet-dock in the world and contributed greatly to the dynamic growth of Liverpool as a port through which a quarter of the WORLD'S trade once passed. By good fortune we also managed to wangle a trip across the Mersey to Ellesmere Port and on to Manchester on the steam tug Daniel Adamson and a lift back in the crew bus.

John Wilkinson

Camping sailing

We started the weekend off with fish & chips on Friday evening, with fabulous weather that continued through the whole weekend.



We had three sailing dinghies, two from Roundhill Sailing Association and one from SBC and, as far as I, know everyone who wanted to sail had a go. On Saturday Shane organised canoe and kayak tasters which were a great success and in the evening we had sausage & mash followed by live music from the Ruby Doos. We rounded off the weekend with a Sunday afternoon Carvery Everyone helped make the weekend a great success.

Frank Hulme



Commodore's comments

Hello everyone I'm not going to bore you with every detail of the year so far.

We started the year off with the working weekend and I must say a big thank you to everybody who made the effort to come and help. There is a thank you for all the team who helped removing the kitchen and preparing it for the contractors. A big help for the guys who gave their special talents for plumbing and brick laying and building the new outside sink feature. We feel it is a very useful addition. The members who mowed, and cut hedges thank you. We even carried out some essential repairs to the fire doors. The kitchen has been completed and, although went over budget a little, looks great for the refurbishment.

Next up was the All Fools Night fancy dress with Frankie singing many of Frank Sinatra's songs with a swing feel to the night.

The Birthday weekend had to be moved to accommodate the Church so this happened on the 4th June. A good day was had by all and the Mayor and his consort enjoyed their visit so much they hope to come to the Carol Service which will be on the 10th December at 4.00pm.

The birthday weekend was followed very closely by the Social Rally Weekend. There were classic motor boats with narrow boats and cruisers all happily playing together.

At the end of June we had the Sailing and Camping weekend which Frank and Glenis Hulme organised and it went very well.

Bringing us right up to date we finish with the end of year working weekend, this year it was just a general tidy up and clean ready for the winter months.

Dates coming up:

28th October - Halloween laying up supper

18th November - Race night

10th December - Carol service

17th February - AGM

We are still looking for a Commodore for next year but contingency plans are being made. We have tentative proposals for Rear Commodore and Vice but I would welcome anyone who is inclined to come forward to have a chat with me.

There is more to come, keep looking out for the Soar Pointer which gives up to date information on all of our activities

Signing off for now!

Ian Hutchinson

Commodore



Editorial

I have heard it said that a camel is what a horse would look like if it was designed by a committee! I hope that this bulletin may prove a little better. I wanted to make sure that we got out a bulletin to keep members au fait with the various happenings and future plans at the boat club. I have been in charge of bullying contributors and Teri Browett has agreed to do the "technical bit" of assembling the results. (See President Frank's note). We really need a regular editor to ensure that Soar Points survives and flourishes. This will be the second digital edition of Soar Points and if anyone is aware of any member who can't access it please let us know and we will try to come up with a solution.

We have been treated to the unwelcome and surreal experience of having the Leicester section from Kilby to King's Lock closed due to lack of water at the same time as the Soar from King's to Redhill was closed due to flood. Several of us suggested that the adoption of Kilby as a border between divisions was not entirely logical as water management would become a split responsibility. Certainly on my last trip through the section it was clear that the bywashes were not being cleared properly and that some pounds and locks were leaking, particularly around Whetstone Lane.

Several members attending the River Festivals at Nottingham and Leicester have referred to the remarkable differences between the two. Leicester IWA controlled the moorings in Leicester and there was a visible security presence which gave the boaters a real sense of being valued and

respected. At Nottingham there was unrestricted mooring which resulted in boats mooring up to eight abreast and there was no visible security resulting in relative chaos, drunkenness and unacceptable behaviour. I wonder who did the risk assessment on the moorings?

National TV seems to have finally awakened to the existence of canals in the East Midlands. Sandiacre Lock Cottage, on the Erewash, featured in "Antiques Road Trip" and Ike Argent's "lad" Barry got considerable coverage on "Britain Afloat" with his "Josher" Perch.

This year has seen the first full season of Quorn Activity Club's participation in events at Normanton and apart from the obvious benefits of more members they have lowered the average age of members "at a stroke". For me the most spectacular activity was the trip up to St James for the Carol Service when we had an armada of craft including illuminated canoes making the journey back in the dark. We have also welcomed the input of Shane and Dave on the management committee.

Finally we have seen the adoption of the strategy to eliminate the internal combustion engine from transport in 2040. When we all have hydrogen cells powering our boats will that solve Canal and River Trust's water supply problems as the only by-product of such engines is WATER!

John Wilkinson



Membership

Currently membership is at a high level – we have 147 members, 5 of whom are honorary members.

We are pleased this year to welcome:-

Martin & Michelle Pascall	SPRIGGSY
Martin & Janet Hubbard	COCKAIGNE
Stephen Cade & Elaine	
Michael & Margaret Hallam	YORKSHIRE BLUE
Daniel Lloyd	
Emma Canfield & David	
Kerry Timmins & Nick	MAIA
Stephen & Ann Burton	HORACE
Phillip Cooke & Janice	

Subscriptions for next year become due on 1st January 2018.

A request for fees will be sent with the AGM information. Please note cheques are not banked until late January.

Happy Boating

Dianne Bishop
Membership Secretary

Amenities

The club has continued to improve the facilities at Normanton. Our new kitchen is now functionally complete and the outdoor washing area is a real boon to campers and caravanners alike.

The clubhouse wi-fi seems to get quite a lot of use especially when the younger members of the club are present.

The fendering to the vertical steel sections is now fitted where it is appropriate, thanks to a lot of hard work by Howard Weatherson.

Both working parties were well attended and lots of routine maintenance was carried out.

We are looking at the options for refurbishing the parts of the moorings with sheet piles in front of the sleepers but we acknowledge that this is a fairly long term project.

Provision of a dedicated parking area for less able members is also under consideration.

Grass cutting has proved once more to be a thorny issue, we are indebted to Dave Gassor and Malc Locker for stepping in to repair the mower when it failed at a critical time.

During this winter the committee will be weighing up our various options for the field work.

Karl Allington



The Manchester Ship Canal

“ONE MORE OFF THE BUCKET LIST”

When Monica was at school she learnt about the Manchester Ship Canal and as a result she always wanted to cruise along it. So early this year I did a bit of homework and booked a cruise on it.

On the 7th of September we set off by car to Liverpool, the journey was ok but we struggled to find our hotel. Friday the 8th we woke up to find it was pouring with rain so after breakfast we set off in the rain to park the car and head for Pier Head (the ferry terminal) none too happy. The walk to Pier Head should have taken 10 minutes but Monica had pulled a muscle in her knee and it took us 25 minutes instead. We arrived at the terminal on time but our ship “The Royal Iris of the Mersey” was half an hour late leaving. On boarding the ferry we saw that the bow section was already full of passengers so we found a seat on the top deck at the stern. As soon as all the passengers were on board we cast off. The Captain had no time to lose because our first lock at Eastham was a tidal lock. We arrived at Eastham Lock in time to catch the tide and as we entered the lock there was an almighty bump as the ferry hit the bank entering the lock. (See the professionals can't do it perfectly every time.) A small tug boat entered the lock with us and it followed us all the way to Salford Quays. As we cleared the lock the sun came out and put a smile on all our faces. We were now on the canal and going very fast. We were told that there is a speed limit on the canal but you still have to remember the rules “Slow Down when passing moored boats and also when passing boats”. It was not long before we passed the Waterways Museum at Ellesmere Port on our starboard side. We visited the museum 2 years ago on a rail holiday. We were still

going very fast leaving a huge wash behind us. Suddenly we slowed down and there towering above us was the bows of a large cargo ship going in the opposite direction. The ship had a tug attached to her stern and pulling the opposite way to which the ship was going. This was to give the ship steerage because it had a full flow of water passing its rudder. It was not long before we were passing the Weaver Sluices and heading towards Runcorn Rail Bridge, passing safely under we now approached Runcorn Widnes Road Bridge. This is a beautiful arched steel girder bridge which can be seen from miles away. Right next to it is the New Mersey Gateway Bridge, a concrete monster still under construction which should be finished in the near future. Looking back it was a spectacular sight to see the three bridges old and new. We now approached our first swing bridge the Old Quay Swing Bridge. The bridge was already open but our first thoughts were, it could do with a lick of paint, as do all the swing bridges on the canal. Our next moored ship was a liquid gas tanker which had 2 huge gas tanks on its decks. There was an eerie atmosphere as we passed that ship. We were now approaching our second swing bridge, The Moore Lane Swing Bridge and then quickly arrived at The Acton Viaduct followed by The Chester Road Swing Bridge, Northwich Road Swing Bridge and then in sight of The Latchwood High Level Bridge. But before passing under the bridge there was a ship moored up completely deserted as it was under arrest. The crew had not been paid and there were other outstanding debts as well. The crew had been placed in a Seamen's Mission and in lodgings. We then approached The Knutsford Road Swing Bridge which they had to open and as soon as we had passed they quickly



closed it. The swing bridges turn a lot faster than I had imagined.

The next bridge was Latchwood Viaduct and we then entered Latchford Lock. As we looked back we could see 2 bridges framed by the Latchwood Viaduct. It was a spectacular site to see. As we left the lock we passed Rixton Junction and then passed under Warburton High Level Bridge. It was here in early 1939 that a young pilot flew under the bridge in a biplane, turned and flew back under it. Of course he was reprimanded but later during the war he flew on bombing missions from a local wartime airfield and became a local hero. When he died (a few years ago) a spitfire followed the hearse carrying his coffin and then circled his grave before flying off.

Passing under Cadishead Viaduct we approached Port Iriam on our port side; this is a new container port still under construction. We now passed Mersey Weir, (this is where the River Mersey crosses the canal) and on to The Iriam Viaduct and then entered Irium Lock. It was another 3 ½ miles before we entered Barton Lock. (These are the deepest locks on the canal.) When passing under Barton High Level Bridge, my we did feel small.

Our next bridge was Barton Road Swing Bridge and then we approached Barton Aquaduct which they had to open for us to pass. This is where the Bridgewater Canal crosses the Manchester Ship Canal and we noticed that there was a narrowboat waiting for the Aquaduct to close so they could cross over the ship canal. This swing bridge also needs a bit of love and care. There was one more bridge, The Centenary Bridge to pass under before Mode Wheel Lock. As we cleared the lock the first building we saw was the BBC TV Studios with the ITV Studios on the opposite side of the canal with a big sign saying "Coronation St."

Our ship had to do a sharp turn to starboard to moor up in a temporary mooring because its usual mooring was silted up. We were able to purchase refreshments on board and had the choice of tea, coffee, various sandwiches, biscuits etc. also a licenced bar on board. The Ferry Company hires coaches to take you back to your starting point. Our return journey back to Liverpool took 50 minutes. The name of our ship was THE ROYAL IRIS of the Mersey. She was built in 1959 by Philip and Sons in Dartmouth and was originally called MOUNTWOOD, weighing 611 tons and able to carry 360 passengers, with a top speed of 12 to 14 knots and capable of doing 12 knots against the tide. The ship had a major refit in 2001 and on March 21st 2002 she was renamed THE ROYAL IRIS of the Mersey. The reason for renaming her was that some of the Mersey Ferries were used at Dunkirk and although the ships have now gone their names live on with the name ROYAL in front of their name.

The Manchester Ship Canal is 35 miles long and the locks lift the canal a total of 60ft. As you can imagine the locks are very big and when filling the water is like a boiling caldron and I don't fancy anyone's chance if they fell in. At the start of our cruise we were told that there's not a speed limit on the canal. Our cruise took 6 hours (that's approximately 6 miles an hour) so you can see that when the Captain had the chance he really shifted. Would we do it again? Yes but next time we would like to travel in the opposite direction and spend more time in Liverpool.

As Manchester grew there was a huge demand for better transport. You have to remember that goods would be unloaded in Liverpool, loaded again and transported to Manchester. So in 1882 a Bill was passed by Parliament giving the go ahead to build the canal. In 1887 work



started and the canal was finally opened in January 1894 by Queen Victoria. The canal was given the nickname "THE BIG DITCH". More than 54 million cubic yards of material were excavated and cost a total of £15 million pounds then. That's equivalent to £1.65 billion pounds in today's money and the canal is now owned by Peel Ports.

For most of the cruise you can see over the banks apart from one high hill which is made up from the spoilage from constructing the canal. On the journey one passes various chemical works, oil and gas terminals, open fields and nature reserves. The canal can take vessels up to 600 ft. long, carrying dry bulk cargo, gas, oil, petrol and container vessels, but like all things it's not used as much today. In 1995 at its peak the canal carried 18,563,376 tonnes whereas today it carries 7,261,919 tonnes.

On the last day of our holiday it was raining so we spent the morning in the Maritime Museum and later when it had stopped raining, had an open top bus tour of the City. You can get on and off the bus as many times as you like. The Waterfront is beautiful and so is the City and well worth a few days visit. We also read about The Liverpool Link in the Liverpool Museum and saw parts of it at the Waterfront.

As you know in the 60's Liverpool was the place to be for fashion, pop groups, including the Beatles, Cilla Black, Billy Fury and also the pop songs about Liverpool and its surrounds. At the Pier Head there's a statue of the Beatles and nearby, a statue of Billy Fury, which was paid for by Tommy Steel. We crammed a lot into the few days we were there and what a great time we had.

John and Monica Storton

Erewash Canal Preservation & Development Association

Following the successful IWA Festival of Water on the Erewash at Ilkeston, ECP&DA are pleased to announce that they have enough cash to proceed with the purchase of Sandiacre Lock Cottage from Canal and River Trust. They are now saving up to install proper flushing toilets at the cottage—we will all be relieved when they get them! They also announce that to celebrate their 50th Anniversary there will be a rally at Langley Mill next Spring Bank Holiday 26th –28th May 2018. It is also the 45th Anniversary of the opening of Great Northern Basin. If past experience is anything to go by it will be a really good do.



Helen Taylor cycled coast to coast for



Children's Brain Tumour Research

The ride was a major physical challenge but the whole Life Cycle team of 33 riders from the University of Nottingham, including the then Vice-Chancellor Prof Sir David Greenaway, reached Morecambe safely on Sunday 21 May – 170 miles from Bridlington. The team experienced some dry spells interspersed with light or heavier downpours, including rain just at the toughest climb (Pateley Bridge – Greenhow Hill) listed as one of the top 10 toughest climbs in the UK) at the end of day 2. It's all for such a vital cause, the aches and pains were worth it!

The ride was not without incident – varying from a few punctures amongst the team, to a snapped gear mechanism, to a rider

slipping on a drain cover on the Pateley Bridge climb and falling onto a dead rabbit! Yuck.

A big thank you from Helen Taylor for all members and visitors who kindly donated towards her fundraising efforts at the CMBA boating weekend to raise money for children's brain tumour research. Total raised: £34! This provided a boost towards Helen's overall personal target of £1000 for this year's charity.

Every single penny of your donations will go towards helping the hundreds of children and families every year who are faced with the terrifying diagnosis of a tumour - by finding tumours early, unlocking the complexities of cancer and making existing treatments safer and more effective.

If you haven't already donated, please support this worthy cause by donating online:

Life Cycle 7 Justgiving Page:

<http://www.justgiving.com/children-brain-tumour-researchLC7/>

Helen

Mob: 07828 597585

Home: 01509 843310

Email: helen@thebarsby.co.u



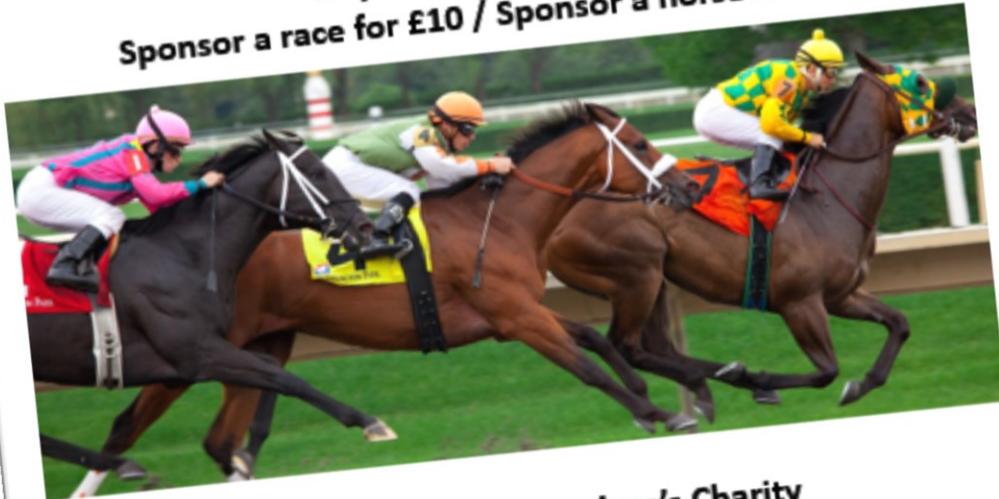


Soar Boating Club Charity Race Night

Saturday 18th November
7pm (first race 7.30pm prompt)

2 course meal £10 (main + dessert). Space will be limited
so please book early.

Sponsor a race for £10 / Sponsor a horse for £2



All proceeds to Commodore's Charity

For all enquiries please contact
an Hutchinson or Glenis Hulme to
sponsor a horse or book tickets:
Tel: 07966 111303
Email: a6monarch@icloud.com
Tel: 07947 047711 Email:
glenisjh49@hotmail.co.uk

**Open to members
and guests**

Tickets £10 per person



Log of Water Lily

(Normanton to Liverpool)

- 21st July Left Normanton with Emma and Nick on English Rose, bacon cobs for elevenses by Emma and home-made soup for lunch by Gill. Great to have another boat to do the "Big Six" on the T and M. Tied up at Willington and ate at the Green Dragon.
- 22nd July Nick left at 4am (very quietly) to hurry on to Aston we had a more leisurely departure to tie up at Alrewas.
- 23rd July We pottered on to Rugeley to shop.
- 24th July Through Great Haywood and Stone tied up above lock 30 (top of Stone)
- 25th July Big mistake! Left late and got tangled up with the queue for lock 33 one top paddle working but blocked and very leaky bottom gates. Finally boated on through Harecastle and onto the Macc. Tied up above the T and M and went for a beer at the Red Bull.
- 26th July Stopped in Congleton and shopped. Spent the night at one of our favourite mooring spots – bottom of Bosley.
- 27th July Had lunch at the Puss in Boots next to the Buxton Road Bridge in Macclesfield and spent the night at Bollington.
- 28th July Left Water Lily at North Cheshire Cruising Club as arranged and caught the "Trans Peak" to Derby and the "Red Arrow" home.
- 7th August Returned to High Lane and boated on to Marple for the night.
- 8th August Awaited the delivery of Eloise and Charlie our Mancunian grandchildren and set off towards Whaley Bridge. We had been warned that Bridge 25 was broken and was operated by C&RT at specific times. We arrived too late thanks to a visit to the weed hatch but it had already been repaired so we passed through. From Whaley Bridge we went to Buxworth where Tony and Carole Gamble's "Chance" was tied up but no-one was on board. The Navigation was not able to deliver the meal promised to the children so we had to retrace our route to Whaley Bridge for food at The Cock.
- 9th August Returned to Marple and after descending the flight the grandkids were reunited with their mum and we met some friends for a meal at the Hare and Hounds.
- 10th August After the splendour of Marple Aqueduct and the short tunnels we stopped at Great Portland basin for lunch before





starting up towards the Standedge finally stopping at Stalybridge. If anyone wants to see the difference a canal can make to a town then Stalybridge is a fine example. The improvement is dramatic and is further enhanced by a statue of Jack Judge who was credited with the composition of "It's a Long Way To Tipperary".

11th August.

Stopped for lunch in the rain at the Roaches and then on to Upper Mill.

12th August

While we were tied up in Upper Mill I took the local bus to Marsden via Diggle to research the passage through Standedge. Fred Carter who took us through last time has now been promoted to steer the trip boat now that he is a TV star with Tim and Pru!! I took the HNCS water taxi to Marsden station and bought the new canal guide which was definitely the best structured guide I have ever encountered. I then hopped on the bus to return to Upper Mill. Upper Mill featured in the film "Brassed Off" and also "Yanks". They have a brass band competition each year and also a "Yanks" weekend.

13th August

We were joined by our son and grandson who had driven up from Sussex for the Standedge experience. We boated up the locks including 23W which I think is the most spectacular lock in the entire UK system where the skew railway viaduct spans the lock approach We continued to the tunnel mouth at Diggle and had a meal at the hotel.



14th August

Pole position was offered to us so after being gauged and after the westbound boats emerged at 10-00 we entered at 10-45. Nowadays the C&RT chaperone brings his own LED lights as well as hard hats and life jackets which means that, inside the tunnel, it is like daylight which makes quite a



difference to the steerer, as long sections are carved out of solid rock and just keep him on his toes there is a 16ft chicane in the middle where the tunnels did not meet. At intervals there are adits or cross connecting passages to the disused railway tunnel which runs parallel to the canal. At these spots the helper gets off the boat



and telephones the control centre at the Marsden portal. As we first saw the Eastern Portal we noted that the trip boat had just entered so we were held until he had gone out again. We finally emerged into daylight after 2 hours underground and dropped down to tie up above 31E.

- 15th August Locks 30E and 22E were locked and passage had to be prebooked so I stopped for lunch below 22E. There is one lock with a guillotine bottom gate and I needed to recruit three strapping lads to help me to open the top gate because the guillotine gate was leaking so badly. Tied up at Milnbridge on the outskirts of Huddersfield above 8E
- 16th August A nice easy day pottering down into Aspley Basin in the centre of Huddersfield after passing through the tunnels and the new locks. The new locks were not designed with the solo boater in mind. Once more I needed the assistance of some students to make the job easier. Ate at The "Lord Wilson". Met up with Dave and Lesley on Toddi II from Pillings while refuelling at the Marina.
- 17th August Shared the locks on the Huddersfield Broad Canal with Toddie II and after turning left at Coopers Bridge up the River Hebble a right turn and two locks down found me at South Pennine Cruising Club where I left Water Lily. I stayed overnight eating at the Pear Tree.
- 18th August Took the slow train back to Manchester Victoria via the "Rochdale" seeing the Great Wall Of Tod(morden) from above and caught a bus to High Lane and picked up the car to drive home.
- 28th August Train and Taxi back to South Pennine and headed off down the River Calder and tied up above Broad Cut Low Lock.
- 29th August A long day passing through Wakefield and turning Left at Castleford up the River Aire towards Leeds ascending the cavernous Lemonroyd lock on the way. We finally tied up for the night above River Lock outside the Hilton. (the last time



- we moored here it was a demolition site!) Having admired the newly renovated main station we ate in town.
- 30th August The first few locks and swing bridges were shared with an enthusiastic hire boat and we stopped for lunch at Rodley. After lunch we boated on only to be timed out of Bridge 214 at Apperley Bridge. The bridge was broken and could only be operated by C&RT staff until 5pm.
- 31st August We were ready to move at 9 and the crew turned up and passed us through. We joined "Marinade" a South Pennine Boat with Keith and Sue and boated on to Saltaire, where we picked up my Yorkshire relations Robin and Jill to join us for the ascent of Bingley Three and Five-Rise locks with Marinade. Tied up in Riddlesden (sadly no Puffer Parts here any more) and ate with Robin and Jill.
- 1st September To Skipton with Marinade tied up early as it was Market Day and ate at "The Devonshire" after drinks and nibbles on Water Lily
- 2nd September Through Gargrave and the infamous Stegneck Lock to reach the top of Bank Newton and through East Marton tying up within a few hundred yards of the TV transmitter. Good reception here!
- 3rd September Boated on to Foulridge for lunch at the "Hare and Hounds" passed through the tunnel behind two kayaks slowly. Down Barrowford locks where we had a really nasty experience. Several of these locks have irregular stone blocks which protrude below water level and we caught our uxtter plate on one which tilted Water Lily and wedged her against the opposite wall. The bottom paddles were fitted with Fenner gear boxes which meant that the paddles could not be dropped quickly. Fortunately we managed to refill the lock and gently release Water Lily with no ill effect but it did give us a scare. We stopped for a break to recover our composure and then boated on in the pouring rain over the Burnley embankment and tied up at Rose Grove Depot.
- 4th September After shopping in Blackburn we dropped down the locks and headed for Johnson's Hillock for the night in more torrential rain.
- 5th September Down Johnson's Hillock in the rain and boated on to Wigan Top pausing only briefly at Botany Bay for lunch
- 6th September Down the dreaded 21 with Ray and Carole on "Solitude". No real problems just a massive flow of water down the bywashes due to last night's rain. Boated on to Douglas Valley Cruising Club Moorings at Appley Bridge.
- 7th September Met my cousin who kindly drove us back home on the way to Suffolk



- 12th September Train back to Appley Bridge and boated hard on to Bridge 20 in the rain.
- 13th September At Maghull we had a really exciting time when a wild commuter tried to "jump" the swing bridge as the automatic barriers were lowering. He cleared the first barrier and then realised that he couldn't clear the second. After an emergency stop on the bridge and a very red face from the driver I relented and turned the bridge back to enable him to make his escape. I would like to have kept him longer but three boats were waiting to pass! We arrived at Bridge 9 on time for the convoy but hints were being dropped that we would be lucky to pass the link due to windy weather. After passing Aintree and Bridge 6 we arrived at Litherland to receive confirmation that the Link was closed. Lunch at The Netherton with Glenis and Frank was our only option.
- 14th September After our Tesco all day breakfast Glenis and Frank returned to make the trip into Liverpool. There were 7 boats including one wide beam and we ended up being the last to leave. The wind was still pretty fierce as we entered the docks at Stanley but eventually we made a safe but wet entry into Salthouse Dock to take up our reserved mooring.



Out of interest

The Huddersfield Narrow is 19 miles long (3 miles underground) and has 74 narrow locks. The lock-wheeler spends very little time on the boat! But if your boat will fit it's a very rewarding journey.

161 hours 308 miles 272 locks

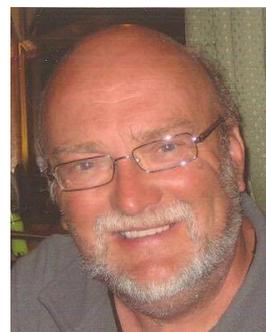
20th September to 28th September returned to Normanton via T and M

71 hours 176 miles 91 locks



QAC Report

QAC has had a busy and exciting year both on and off the water. We have expanded the range of equipment we use and we have increased the number of opportunities on offer to paddle and to socialize. Last season ended on October 30th 2016 with a fantastic finale and this season has gone from strength to strength.

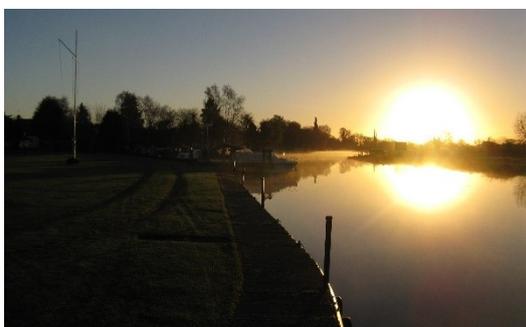


Unfortunately, on July 18th 2017, one of QAC's founder members, Dave Barwell, passed away unexpectedly aged 72 whilst camping in his beloved Snowdonia. Dave was a driving force in the club for many years and he was passionate and knowledgeable about paddling, inspiring many of our current members to become involved in canoeing. We owe him a huge debt of gratitude.



In addition to our regular Wednesday evening canoeing sessions which run from April to October, we have extended our programme to include longer distance paddles throughout the year at weekends. These have included our Pre- Christmas and Post- Christmas paddles complete with bacon sandwiches, mince pies and mulled wine and the Loughborough, Erewash and Nottingham Loops.

These paddles have all had their highs and lows, each bringing their own challenges but also the rewards of stunning scenery, sunrises and sunsets.





Participants have had to cope with high winds, blockages on the river, bramble-inflicted injuries and early baths but have always been spurred on by the promise of the now traditional cake stand at the end.

We have recently returned from our



annual camping and canoeing weekend. This year we camped at the Linton Lock Marina from September 22nd to 24th 2017 and we canoed from Ripon Marina to Linton Lock on the Saturday and from Linton Lock to York on the Sunday. The trip was not without

problems, including one spectacular navigational issue en route, which of course will never be mentioned again, and the challenge of paddling into the wind on both days, but the camaraderie and fun more than made up for this.



A particularly successful innovation this year has been the introduction of "Friday Family and Friends" evenings held in the summer months from May to August. These evenings have been an opportunity for members to meet informally together with their families and activities have included paddling, games, barbecues, campfires etc. The group has recently acquired two stand-up paddleboards and a coracle and members of all ages have enjoyed using these, some far more successfully than others. Some people have extended the evenings and the fun by camping overnight at the Club.

QAC continues to develop members' canoeing skills: Nigel Gettings has provided rescue training on Wednesday evenings and he recently organised a weekend course for One and Two Star qualifications. In addition, we hosted a canoeing session for the 1st Markfield Scout Group, offering an introduction to paddling.



We have also loved participating in SBC's Birthday Cruise and the Fairy Light Cruise to the church for the Carol Service.



We would like to take this opportunity to thank everyone who has made the past 12 months such a success and we look forward to our future integration into SBC.

Dave Morris



A.W.C.C.

Stands for the Association of Waterways Cruising Clubs and each club has a representative who liaises between the club and AWCC at quarterly regional meetings. The organisation came into being over 50 years ago and has been representing the interests of its members ever since. It is represented in technical circles including the committee on boat safety it is also active in lobbying politicians through the parliamentary waterways group. It supplements the efforts of other waterway based organisations such as IWA and NABO with the specific intent of looking after the interests of the "ordinary" club boater.

In addition it tries to offer services and benefits which the other organisations would find impossible. A loose leaf handbook is produced each year giving details of all the participating clubs. This information is also available on line to SBC members who have registered. It offers a prize each year for the best club magazine and the best club web-site. It also sponsors the "Harry Sykes Award" for exceptional actions on the water which was won by our own Nick Thomas last year.



When members are cruising away from their area they may be able to utilise the facilities of other clubs in terms of reciprocal mooring or use of social and amenity benefits not available to the general boating community. Other benefits, discounts, burgees, clothing etc are also offered. Probably the most valuable benefit is to meet local boaters and "plug-in" to local intelligence. Where to buy diesel, where to eat, where to moor (and where not to moor) advice about local towns and all other facilities. I propose to register anyone who has had handbooks in the past to receive digital updates this year unless they advise me otherwise. At present AWCC is actively involved with the C&RT licence consultation which is now in its final stages. All licence holders are encouraged to fill in the questionnaire on the C&RT website before December 18th

If you wish to buy a handbook for 2018 please order it before the year end for delivery in April, membership cards and AWCC pennants are normally available all year please call 01159452100 or e-mail me on john@waterlily.me.uk.

John Wilkinson



Calling all budding writers!

We are looking for a new editor for Soar Points magazine so that we can start producing the twice yearly issue once more. Our thanks go to John and Monica Storton who produced the magazine for many years.

If you would like to get involved, have an interest in gathering stories from members and have a creative publishing flair, please contact Helen on 07828 597585 or hvt4321@yahoo.co.uk to find out more

Members have said how much they enjoy receiving news and updates and so it is something we would like to continue. John would be happy to share his skills and expertise.

Why not try it out?!

Paddy was so excited that Antiques Roadshow was coming to Dublin that he dragged a large metal object out of his loft to get it identified. The expert examined it and asked Paddy "Have you got it insured?". Paddy said "why, is it worth insuring". "Yes" said the expert "it's your cold water tank".

