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# STORT REPORTER

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## NEWSLETTER OF THE STORT BOAT CLUB

**February 2015**

Issue no. 55

**Editorial**  
**Hi Everyone!**

I know I'm a little late but... Happy New Year everyone! Seems like a long time ago now.

Hope everyone is well. Now is the time for planning the summer cruises. There must be something to look forward to on these cold February days! There seems to be lots of interesting activities in this year's Club timetable, do have a look. Now, I have all sorts of little gems of entertainment and information in this issue, so let's sit back and enjoy!

Helen Smith  
Editor

### New Editor

As you all know, I have decided that this will be my last issue of the Stort Reporter.

I have really enjoyed collating all your interesting and varied articles. I am so grateful for all the talent within this club that has made my job of editor so easy.

I don't know of any other club with such aspiring writers!

So thank you everyone for all your contributions! From now on I look forward to reading the Reporter under the guidance of the new Editor, Sue Barrett.

I am sure Sue will be asking for contributions, we all love to read of others adventures and learn more about the waterways from others.

So thanks everyone and Good Luck to Sue in your new venture!

Helen Smith

Now some important news from Paul Strudwick.

### New Bookable Visitor Mooring Site at Rembrandt Gardens in Little Venice

The New Year sees the Trust launch a new bookable visitor mooring site at Rembrandt Gardens in Little Venice, following positive feedback received during consultation on the Paddington Basin and Little Venice pool mooring proposals earlier this year. The Trust will be working with Bespoke Boating Solutions, a local independent mooring provider who will operate the mooring on a voluntary basis, to pilot the scheme until the summer.

Boaters will be able to book the mooring (free of charge) during the pilot scheme, although this will be reviewed for the summer season in line with the proposals made during the consultation. Bookings will only be possible online, up to one month in advance. The maximum stay time per booking during the pilot period will seven days, with no return within one calendar month. To ensure that all boaters get a fair chance to use the mooring when visiting the Paddington area, boats will be limited to 14 days use of the mooring each year

Sorwar Ahmed, boater liaison manager for London, said "I'm really pleased that we've been able to provide this service for boaters wishing to visit Paddington. It's something we've been working on for a while, so I'm delighted that Sarah Emmings at Bespoke Boating Solutions has agreed to operate the scheme voluntarily while we pilot it. I hope that this new mooring provides another option for those looking for short term moorings in London".

The mooring, alongside Rembrandt Gardens in Browning's Pool, will provide up to three berths, although these will be subject to size limitations. The first bookable moorings will be available from **Monday 5<sup>th</sup> January 2015**. The booking line will be open from 2<sup>nd</sup> January 2015 - for all enquiries and bookings please [contactRembrandtGardens@gmail.com](mailto:contactRembrandtGardens@gmail.com)

Thanks Paul for the info. With any luck, it might help boaters to make sure they have an overnight mooring in Paddington when we travel across London.

This year Dave and Jan Harris went on their mammoth journey up to the distant north. Here Jan recalls one of her adventures.

## A TRIP THROUGH STANDEGE TUNNEL

The Standedge Tunnel cuts through the Pennines from Diggle to Marsden on the Huddersfield Narrow Canal. It was completed in 1894 and took 17 years to build. It is the longest and highest tunnel on the system.

On a bright sunny day in June, we arrived at the western portal with some trepidation about whether Lucy would be too wide/high/deep to fit through the tunnel. A CRT man arrived to measure our profile and to our relief we were given the OK. There were two boats ahead of us which left at 40 minute intervals. Our escort joined us with large fire extinguisher, hard hats to avoid injury from the low roof, life jackets and an air quality monitor. In the

event of too high a concentration of diesel fumes, the engine would have to be switched off until the air quality returned to safe levels.

The gate was opened we began our journey through the 3 mile tunnel. We have been through many tunnels in our journeys round the canal system but this was a completely different experience! Very narrow, very low in places, very high and cave-like in other places, twisting and unpredictable. Some of it was brick lined but mostly it had been hewn out of rock with hand tools or blasted with explosives. Dave was at the helm with our escort who gave advice and warnings of hazards to avoid.



After about half an hour we stopped at a check point and were amazed to see a CRT man appear out of the darkness to make sure all was well! There is a parallel disused railway tunnel along which vehicles can drive and there are adits (interconnecting passageways) between the two tunnels enabling access. We stopped again on two further occasions, again to record our progress. There is a telephone link too at the check points so the emphasis was very much on safety.



On a couple of occasions we felt a rush of air as a train passed through another tunnel in the hillside. There are actually a total of four tunnels, one canal, two disused railway and one railway tunnel still in use between Manchester and Leeds. Eventually we saw that welcome sight of the light at the end of the tunnel, and finally arrived at the eastern portal at Marsden after an hour and three quarters. A certificate was issued to say we had completed the trip and we moored for the night reflecting on the marvel of the engineering feat which had been achieved over 100 years ago.

Thanks Jan , What an experience!!

Now for something a little nearer home, the second installment of Mimis research on the History of Broxbourne . We now continue our journey on the River Lee with

## Carthegena Lock



**Carthegena Lock** was built as a turnpike in 1741 and rebuilt as a pound lock in 1767/8 in Broxbourne Gull, which was an existing flood channel, separate from, but roughly parallel to Broxbourne Mill Stream. Whilst not a man-made channel, it may have been improved over the years. The lock is 17.5 miles from Bow Creek and has a drop of about 5 feet. Directly behind the lock is Carthegena Weir, part of a fishery which also includes two lakes and a section of the Old River Lea.

The lock was rebuilt in 1827. In 1852 a new Lock house was to be erected at Carthegena Lock...but without a pigsty!

The original lock house was a single storey building until in 1877, it was recommended that the roof was removed and a further two bedrooms built with an earth closet. Plans were drawn up but never undertaken. In 1936 a new lock house was built at a cost of £800, which is the same as you see today, apart from the extra wing that was added.

In 1953 the winter floods cut into the sharp turn of the river below Broxbourne Bridge, destroying the towing path. The most beneficial and cheapest plan was to make a new cut and Towing Path across Mr Bosanquet's field.

Carthegena Turnpike was named to commemorate a battle in the War of Jenkins' Ear. - Carthegena Lock marks the defeat of Admiral Vernon and the British Navy when they retired from the siege of Cartagena in Spanish Columbia, after four weeks of intense artillery barrage in April 1741.

**The Crown Inn** has been in Broxbourne since the



1700's when it was known as the Crown Hotel, popular with Victorian day-trippers and anglers. It was also used by local companies who encouraged their employees to participate in sports in the fields next to the Inn (probably the road called Crown Fields) and partake of a drink

or two in the hostelry afterwards. It even had a masonic lodge.

In the 1930's the current building replaced the Old Crown Hotel, but built further back from the water's edge. Right on the bend fronting the river was the actual original pub and the Inn and lodge were where the pub is in situ now.

**Broxbourne Bridge** carried the Old Nazeing Road over the Lea Navigation and was a toll bridge. The Hertfordshire and Essex boundary ran down the middle of it. Whilst the original bridge has gone, the Toll House still exists in Old Nazeing Road. It can easily be recognised as the house is directly situated by the road-side opposite Crown Fields. If you look carefully from the river, you can see the original cut between the houses and the rowing club which passes the back of the toll house. Today, the toll house no longer has navigable river frontage.

**Nazeing New Road - Dogleg brick viaduct** was constructed in 1909. From the east the road approaches over 14 brick arches and, at the top, it is met by another road of brick arches coming from Broxbourne Mill. This was required due to grazing rights. The roads then cross the mill stream (the original River Lea) and the Lea Navigation, followed by two railway lines alongside the station and then the New River. The length of the road is single track with high brick parapets. It was built to replace the original tolled crossing on the bridge by the Crown pub.

**Lea Valley Boat Centre** in our memory started its life as Sykes of Broxbourne or Sykes's Boatyard where Harry Sykes was well known for building clinker built rowing boats, sea going boats, Thames launches and estuary fishing boats.

He would hire rowing boats to the public from here.

Harry Sykes was married to Ivy Brown who owned and ran the Crown Inn. Until a few years back, when the pub was refurbished, one of Harry Sykes clinker rowing boats hung from the

ceiling in the pub. Richard's earliest memories was at about 13 years of age, late 1957 early 58, when he would cycle from Edmonton to Broxbourne along the River Lea Saturday's and Sunday's. He used to make the tea and sweep up for Harry whilst learning about the construction of boats in general.

The boatyard was compulsory purchased in 1973 by the Lea Valley Regional Park Authority and was run as a hire boat centre for narrowboats, rowing boats, small motor boats etc. The boat yard element of the business moved to the Marina at Stanstead Abbots which was originally Blanks's Boatyard.

The Lea Valley Boat Centre have recently sold their fleet of narrowboats and now only hire out day boats and run trip boats from the wharf.

**The New River**, which passes through the centre of Broxbourne, was designed by Sir Hugh Myddleton and constructed in the early 17c opening in 1613. It is an artificial waterway to supply London with fresh drinking water taken from the River Lea, from Chadwell Springs and other springs and wells along its course. The river commences between Ware and Hertford and travels 20 miles down to Stoke Newington, It relies on gravity to allow the water to flow, carefully following the contours of the terrain from Ware into London, and dropping around just five inches per mile. Apparently the springs at Amwell proved to be inadequate and water was drawn from the River Lea but the increased extraction of water had a detrimental effect on milling and navigation and, by the early 1700s, it was deemed that major work was required to produce a solution. This is when pumping stations were introduced.

There is a public footpath which is now open for walkers along its entirety that is now known as the New River Heritage Trail.

**The Parish Church of St Augustine** - The Grade 1 listed church in the hamlet of Broxbourne stands opposite the New River and on the edge of the Lea Valley Park with the River Lea quarter of a

mile away. The church was entirely rebuilt in the 15c around 1460 and possibly funded by the Lord of the Manor, Sir John Say, who passed away in 1478. The tomb of Sir John and Lady Say is in the church and is considered a National Monument. A 12th-century Purbeck marble font survives. The date of the original chancel and nave are not known.

The interior has a number of monuments and brasses dating from the 15c to the 19c.

The three stage tower has a belfry with a peal of eight bells, three of which are dated 1615. The 8 bell tenor weighs 18 cwt and can be quite hard to ring. The peel of the bells can often be heard on a Sunday.

**Nazeing Glass Works** (near Carthegena Lock) was started by Richard Kempton and his two sons, when they relocated their small glass works from Southwark in London, to the present site in Nazeing in 1928. This part of South London has a long history of glass making dating back to 1612. Richard was the third son of Charles Henry Kempton who owned The Albert Glass Works in Vauxhall Walk, Lambeth during the late 1880's. It was this business that Richard and Reginald, together with Richard's younger son Cederic, moved from London to Nazeing and joined by three other family members; William's sons Len, Charlie and William junior. The business was known as Nazeing Glass Works from this point onwards.

By 1929, with a small workforce of 7 employees, the company made decorative ware such as vases and paperweights in soft pastel colours, which are now extremely rare and collectable.

The company struggled through lack of equipment but help came from John Ismay, a North Country solicitor who had interests in the manufacture of electric lamps and he required a glass works to supply the glass for his light bulb business. However at the commencement of the Second World War glass bulbs were being mass produced making the future even bleaker. It was then realised that Nazeing Glass Works was

capable of producing Vitrite glass which was considered a vital war resource and production commenced. The factory was also required to supply the Admiralty with ships' signal lights and semaphore lenses.

In 1947 began a bitterly cold period when it snowed from January through to March with 3 foot snow drifts. A warm spell suddenly broke out and the snow and ice melted quickly, causing the river to rise and the banks of the River Lea to burst on the 14<sup>th</sup> March 1947. The whole area was flooded to a depth of about 18 inches which caused all the furnaces in the glass works to go out therefore stopping production. Then, whilst stock was rescued from the water, The factory closed.

After the re-opening of the factory, business started to pick up and many of the company's war time contracts resulted in new business during peace time. The Admiralty, who Nazeing supplied during the War, placed an order for crystal glasses apparently copied from an original design used aboard HMS Victory at the battle of Trafalgar. Fortunately some Belgian glass blowers had fled to England with experience of stem wine glasses, and the success of that contract led to Nazeing supplying further NATO stemware.

Throughout the first half of the 60's, Nazeing Glass were manufacturing dishes for Woolworths, cereal bowls for Nestle, small pots for Colman's Mustard and over one and a half million road danger lenses a year. Guinness asked for an exclusive pub ashtray, similar to those being made in France. Then other brewers soon followed thus by the mid 1980's Nazeing was making over one and a half million ashtrays a year exporting them to 164 countries.

The glass works is well worth a visit and you may even get some bargains.

**Broxbourne Airfield** was located on the north side of the New Nazeing Road. Although officially called Broxbourne Aerodrome, the airfield was actually over the border in Essex, near Nazeing. This was set up as a recreational pursuit by the

young Frogley brothers on some of their father's land. This became The Herts and Essex Aero Club due to being located on the borders of the two counties. The Club's newsletter was called The Broxbourne Flyer which detailed the day to day activities.

Amy Johnson, the famous solo female pilot, opened the aerodrome on 14 June 1931 and there was an Air Display for the public.

As time went on workshops and hangars were built and people were employed. Later, aircraft were designed, tested and built here. One of these planes can be seen in the Museum of Science and Industry by the canal in Manchester. Prior to the Second World War a Civil Air Guard was trained here and upon declaration of war it was taken over by the Ministry of Aircraft Production. It closed in 1954 and the area was given over to gravel extraction but is now covered by the trading estate.

In October 1929 Roger Frogley crashed his de Havilland DH60X Cirrus Moth, G-EBVK aircraft in a field about a mile south of The Fish & Eels at Dobb's Weir, fortunately receiving only slight facial injuries. The aircraft was not too severely damaged, however this curtailed his flying this aircraft for about six months whilst repairs were carried out by the manufacturers, in Edgware. The cause was believed to be an unfastened locker door that was situated just behind the pilot's cockpit and the violent flapping caused severe vibration thus the pilot selected a field in which to make an immediate emergency landing. The plane turning into wind on its final approach caused a wing to strike the ground and the aircraft consequently cartwheeled.

Some of the older residents of Broxbourne and Nazeing still refer to the junction of the Old Nazeing Road, through Keyzers Estate and the New Nazeing Road as Aerodrome Corner which rather confuses newcomers to the area as even when it was an aerodrome the area was rather small. The man-made flood relief channel for the

River Lea runs right through what was the take-off and landing area.

Of some amusement, Broxbourne used to have a sign that pointed towards "Broxbourne Airport".

Apparently a furniture factory was established after the Second World War in premises on Broxbourne Road formerly occupied by the Herts and Essex Aeroplane Club.

**A dummy or decoy airfield** was built on Nazeing Common; designed as a decoy for nearby North Weald Airport and was one of World War II's carefully kept secrets.

The land on the site is very hilly, not what one expects from an airfield but lighting was mounted on wooden poles of varying lengths, so as to keep the proportion and angles right in its appearance from the air.

The command and control bunkers were built away from the layout of the airfield so as to give the RAF crews that manned the site some protection. They housed generators for powering the lighting and had an ops room where the lights were operated from, and where contact could be maintained by telephone to the controlling station, North Weald itself. The other bunker was built 100 feet further down the hill and used for shelter with a general area for sleeping and cooking.

This site was in operation from June 1940, but it is believed the Germans had detected Nazeing as a decoy site by the end of December. The site was closed approximately by the end of July 1941 as land was needed for increased agriculture and this was put to the plough in August 1941.

These bunkers can be located north of the Nazeing Brook on the Lodge Farm side.

**Fishing and locks** - In 1086 the Canons of Waltham had half a fishery in Nazeing of which rights were probably shared with the owners of the Hertfordshire bank of the Lea. In 1271 William Aylid leased the Nazeing fishery from the Abbey for 28 shillings per annum. In 1378, when

a new lock was built at Broxbourne, the Abbey gained the right to fish in the old lock. From 1544 these fishery rights appear to have been combined with those of Broxbourne. The Manor and Mills of Broxbourne and the lock of Broxbourne and Nazeing were in that year granted to John Cook. The fishery subsequently descended with the Mills and lock. There were other fisheries in Nazeing: in 1228 John Young agreed to share the fishery of his free tenement in Nazeing with the Hospitallers, who owned the opposite bank. The owners of Langridge (farm) had fishing rights in the river adjoining Langridge Mead and their demesne lands. The villagers with rights of common in Nazeing Marsh also had the right to fish there. In 1464 James Nottingham, possibly a stranger, was fined for fishing in the common water of Nazeing Marsh. The fishery on the Lea at Keyzers has been owned since 1906 or earlier, by the Crown Hotel.

The new lock of 1378 was built on the river by the Hospitallers, as lords of Broxbourne, to supply water to the Broxbourne mills. Its possession continued with that of the manor after the Dissolution. A piece of land by the river is apparently marked as 'lock piece' on a map of 1767, in approximately the same position as the present Carthage Lock.

Thank you Mimi. You have put together so much information about the local river. always lovely to have local history to bring the river journeys come to life.

## Now on to more recent adventures of the Stort Boat Club!

One very cold night at the end of January, a group of intrepid members braved the weather to meet up beside the river in Ware !

## Ghost Walk

**M**y Mum saw a ghost. You are unlikely to believe me in print, if you do want to know either contact the BBC at Bristol and ask for the file, or ask me face to face when you can judge for yourself at to my veracity<sup>1</sup> (Veracity is not where the popular detective woman lives).

**G**lynis organised a spooky walk around Ware, well where else. A score of boaters forsook their cosy boats to tramp around Ware on a bitterly cold January night with the promise of more snow in the air.

Did we see any ghosts; of course not, with a flock of yattering women what self-respecting ghost would



show. Still we did learn which King Edward, King Edward Street was named after; I am hopeless at history so I never even tried to guess.

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<sup>1</sup> Vera is a British detective television series based on the works of crime author Ann Cleeves, it stars Brenda Blethyn, veracity is of course where the Pope lives (ask the Commodore he speaks Italian)

**Y**ou think John Shacklock is a nutter?

Nah just a beginner. The two guides, one was dressed as Sherlock Holmes in a dog toothy check cape coat and deerstalker, the other in a Beau Brummelian stove pipe top hat, wainscot, tails and of course a cravat! Why do they lead us on this merry dance around Ware? Just to raise funds for Ware in Bloom. What stars they were indeed.

Did you know the road into Tesco's is haunted, as you turn into the road you drive through the ethereal remains of the house that Gerry (the Fritz not the Mouse) that was bombed in 1942. Many feel a chill as they turn in, so beware you will too now? Headless spirit often seen on Widbury Hill, all that is left of the Great Viking raid when King Burnt the Cake diverted the Lea to stop them escaping in some year I forget, about 1000 BJS (before John Shacklock).

Best story is of the spirit which comes aboard as you pass Hardmead, but only on foggy nights, he will see you arrive safely at the wharf just above Tumbling Bay (he lost his footing from a barge and met a watery grave some century ago). So you're a sceptic (rub on Germaline works for me)? Well the good burghers of Ware believe, they even serve them in the pub as evidenced by the "A" board outside the pub on the Bridge. Nah it was the potato and you already forgotten the question.

Thank you Banny, no one can tell it like you do!!!

I would like to add that after the walk we all thawed out in a local Italian restaurant where we celebrated Keith's birthday with a good meal and cake!!!

A good night.

A little reminder of all the good things happening in 2105.

## Club Events 2015

Mon 23<sup>rd</sup> February  
21<sup>st</sup> AGM and General meeting, New Inn Pub, Roydon. 8pm.

Complimentary buffet for members follows the meeting.

Sat 14<sup>th</sup> March

Social evening including a speaker (tba) to be followed by 'bring a plate,' to share. Roydon Church Hall. 7.30 p.m.

Fri 3<sup>rd</sup>—Mon 6<sup>th</sup> April

Easter Cruise to Ware including a towpath walk to Hertford. Other ideas needed.

Sat 11<sup>th</sup> April

Oxford and Cambridge Boat Race (men's and Women's)

Sat 2<sup>nd</sup>-Mon 4<sup>th</sup> May

IWA Canalway Cavalcade, Little Venice

Sat 23-Mon 25

Crick Boat Show, Crick, Northamptonshire

July 3<sup>rd</sup>, 4<sup>th</sup>, 5<sup>th</sup>

IWA Ware Boat Festival

During the summer months many of our members are away cruising so there are no organised events. However impromptu get-togethers by members are most welcome.

Sept (tba)

Totally Thames –programme not available yet

Open House London

19<sup>th</sup>/ 20<sup>th</sup>

Organiser needed for this event

Sat 24<sup>th</sup>- Sun 25<sup>th</sup> Oct

End of season cruise to Bishop's Stortford (tba)

Paul Strudwick has sent this press release from C&RT concerning boats without a home mooring. Definitely worth a look!

### CANAL & RIVER TRUST OUTLINES POLICY FOR BOATERS WITHOUT A HOME MOORING

The Canal & River Trust is today (13 February) outlining its plans to provide greater clarity to those boaters who have stated that they will 'continuously cruise', but then don't move their boat far enough or often enough to meet the Trust's published 'Guidance for Boaters without a Home Mooring' – our understanding of the requirements set out in the BW Act 1995.

The Trust will extend the approach it has been applying for the past year with new continuous cruisers to all boats without a home mooring. This means looking at how far boats have moved over the course of their previous licence to see if it satisfies the requirement for continuous cruising. When this is introduced from 1 May, regular reminders will be sent to all those boaters whose limited movement is causing a concern.

On the expiry of their licence, those that have consistently failed to move in accordance with the Trust's Guidance will be refused a new licence unless they take a home mooring.

Initially the Trust will focus on those who, having declared they will continuously cruise, move the least, including a number of boats that barely move at all.

For the first few months while boaters are becoming familiar with this policy, the Trust proposes to issue short duration licenses to give those boaters concerned a further opportunity to establish an acceptable range of movement.

Richard Parry, chief executive of the Canal & River Trust, comments: "The right for boaters to continuously cruise is enshrined in law, and I welcome this way of boating. Many such boaters

make a fantastic contribution to the waterways, and it's important that everyone who chooses this option understands and respects the rules. Our new approach does not change any rules, but it does seek to provide greater encouragement to everyone to comply with our Guidance, and spells out the consequences if they consistently don't.

"Our message to boaters without a home mooring is that, if you are worried about your range of movement, or want to know more about what else you need to do to comply with our Guidance, please speak to your local enforcement officer (or contact your local Trust office). In many cases, making some small adjustments to a cruising pattern is enough to meet our Guidance, while in other cases taking up a home mooring may be more appropriate. Ultimately we are trying to help boaters understand our requirements and avoid running into trouble, for the benefit of all boaters."

This month the Trust will write to anyone with a boat registered as not having a home mooring to advise them of the process and will begin renewing licences on this basis from 1 May 2015.

Denise Yelland, head of enforcement at the Trust, adds: "While the enforcement team will continue to provide advice and help for boaters, ultimately, when a boat persistently doesn't move in accordance with our Guidance, we may refuse the owner a new licence to continuously cruise when their existing licence expires.

"Over the last twelve months the Trust has been operating in this way with boaters who are new to continuous cruising. The approach is now being expanded to all boaters who continuously cruise so that we are treating all boaters fairly and consistently.

"We are continuing to monitor boat movement as we always have done. What is changing is that we are being more active in telling people when we are concerned about their limited movement pattern,

and spelling out what they need to do to meet our requirements.”

Mike Rodd, chairman of the National Association of Boat Owners, comments: “NABO has many continuous cruisers among its members and recognises the significant contribution they make to the wellbeing of our waterways. For those who are living on their boats as a lifestyle choice, these requirements [to continuously cruise] will not present any problem – NABO’s own survey of continuous cruisers shows just this. Of course some folk who live on their boats may be affected: those who are genuine boaters will welcome the clarity, but a small number will find it difficult to conform. Here we welcome CRT’s new Welfare Officer, Sean Williams, and applaud his work, especially in getting CRT’s existing enforcement officers briefed on the resources available to help those who are in difficulty.”

The Association of Continuous Cruisers comments: “ACC are pleased to see that CRT are improving communications to make boaters aware at an early stage of any possible infringement.”

The Residential Boat Owners’ Association comments: “RBOA is broadly supportive of CRT, as it is putting considerable effort into resolving what many see as a problem with boats which do not have a home mooring and which fail to move sufficiently to satisfy CRT’s guidelines.”

Paul Le Blique, chairman Association of Waterways Cruising Clubs, comments: “AWCC welcomes and supports this initiative. To encourage a pattern of cruising in line with the Continuous Cruising Licence, followed by firm enforcement action against those who fail to comply is entirely reasonable and appropriate. AWCC has always supported bona fide Continuous Cruising.”

Les Etheridge, chairman of the Inland Waterways Association, comments: "IWA strongly supports genuine continuous cruisers and hopes that the new enforcement process will quickly address in a fair

way the significant issues which have developed in recent years.”

END

If you wish to read the guidance, here is the link:

<https://canalrivertrust.org.uk/media/library/633.pdf>

Now...Just in case you have forgotten....

**MONDAY 23<sup>RD</sup> FEBRUARY**  
**A.G.M. AND GENERAL MEETING**

**THE NEW INN**

**ROYDON**

**7.30 P.M.**

**FREE BUFFET FOLLOWING THE GENERAL MEETING.**

We are going to need some new committee members so, have a think, can YOU stand?

**YOUR CLUB NEEDS YOU!**

See you all there!!!

Helen Smith