

The

Steerer

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Front cover: Nuneaton and Brighton at the Braunston rally 2022, with Howard Williams, Karen Cook, John Fevyer, Charlotte Fleming, Helen MacGregor, James Cook and Steve Smith (steering). Photo Tim Coghlan.

2022 To Date in a Nutshell.

By Howard Williams, NBT Chair and Maintenance Manager

For me as Chair and Maintenance Manager, 2022 should have been about the trust getting back to normal after a very challenging past few years, with the Nuneaton requiring major and unexpected work and then COVID.

There had been a wait of several months during which the trips had to be made using other motors. COVID also arose, which presented its own unique set of problems and during which the Nuneaton was in Brinklow in bits. I suppose in a way it proved fortuitous that the work at Brinklow could be done during the COVID hiatus and that we received a wonderful donation which made it possible.

It has therefore been a highly unusual period during which those involved in running the organisation have remained cohesive and motivated, solving a number of problems which could not have been predicted and which would have felled many lesser organisations. Highly prudent and competent financial management by our Treasurer, Henry Rayment, means that we reach this point in respectable financial shape.

We now have a pair of boats generally in good condition and ready for work, albeit cosmetically “in their working clothes”. Some may think this is no bad thing but it would be gratifying over the forthcoming year to improve on this, and I know that Nick Lake, who thankfully looks after the aesthetic side of maintenance matters (as I don’t always have the eye), is hoping to do the same.

The year had then been planned as a return to normality with the boats doing a number of shows in the early part of the year and a combined summer/autumn coal run later on. Little did we know!

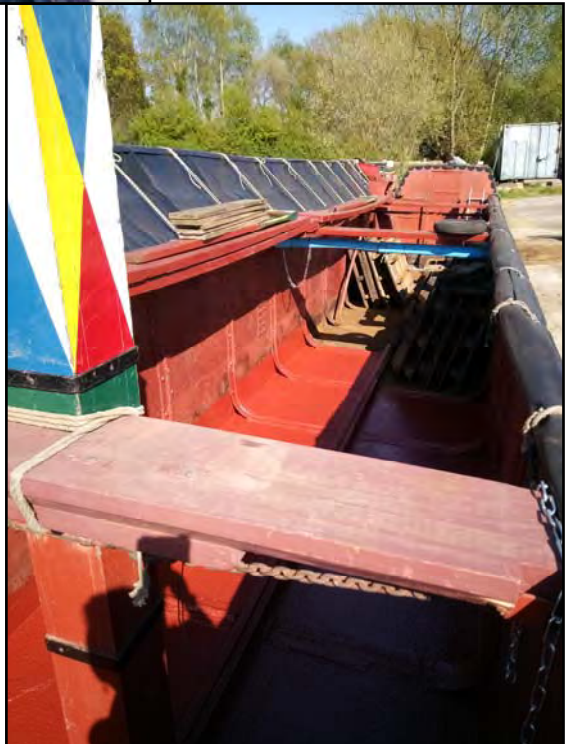
At working weekends in April attended by Nick Lake, Trevor Winterbottom, Charlotte Fleming, Helen McGregor, Steve Smith, Rich Greenhall, Barry Adams, Steve Bates, Frankie Morini and myself (and apologies to anyone I have forgotten) the Brighton’s baseplate was descaled and painted, mainly by Nick, Charlotte and Helen, and about half a ton of ballast bricks, kindly donated by Phil Abbott of Wharf House Narrowboats and collected from Braunston, were placed in the counter of the Nuneaton, the aim being to get the uxtter plate down onto the surface of the water and prevent cavitation and also make the boat stop a bit better.

Complaints had been received about the volume of the new silencer fitted after the engine rebuild and I removed and dismantled it. My local light engineering company, Stowfledge Ltd welded a sleeve over the internal perforated tube and I reassembled and refitted it. This seems to have been quite effective with a noticeable reduction in volume. I also put a (very) temporary skin over the Nuneaton’s hatch. I will do a better job over the winter. Barry kindly made and gifted a new exhaust cap which is much, much,



*Brighton's base plate
before...*

...and during descaling and painting.
Photos: Charlotte Fleming



better than a salmon tin.

We (mainly, in fact, Trevor Winterbottom) also dismantled the pod in the front end of the Brighton, as the floors underneath were known to be rotten. This was reluctant to come out and would have been difficult to put back in. Barry Adams and Rich Greenhall reconstructed the floors in sound wood.

More recently, after much heart searching and opinion seeking, a decision was made not to put the pod (which has caused much controversy over the years) back in, and Nick Lake took on the task of designing and commissioning a bespoke tent, made to measure by Tarpaulin Supply and Repair of Brum. I understand that this is much appreciated by crews. The old pod was cut up and disposed of at Braunston. Thanks to Charlotte and Helen for loaning an interim tent.

The boats headed off in May to the Ricky festival, which I did not attend and which will be detailed elsewhere. I understand it was a great success. They then came back up to the midlands to attend the Braunston festival for which I had the privilege of being Skipper. This was a great fun and really felt like a return to normal.

The boats attracted a great deal of attention and favourable comment and were paraded twice, once by Colin Wilks and crew and once by Karen Cook, a new steerer for this very difficult course, which she did brilliantly, receiving applause under the bridge and well done to her from me. The course at Braunston is a real trial for a steerer and crew and when you add in a butty, an audience, a great deal of uncertainty and an additional turn under the bridge, enough to make many experienced steerers turn heel. It was great to see old familiar faces and friends, and I always leave feeling as if I have learnt a lot and know nothing.

It had also been intended to take the boats to the Audlem festival in June and I had hoped to take them along the “top road” through Brum and down the Wolverhampton 21, giving the opportunity to practice long lining. However by this time drought and low water levels were beginning to bite and decisions were made by the council to abandon this trip and also not to take the boats to Alvecote for the August bank holiday festival. These decisions are always a matter of judgement and with hindsight it would probably have been ok. At the time, however, we were concerned about getting stuck at Alvecote and also the arguable irresponsibility of using all those locks of water, and when Braunston Marina kindly offered to allow us to stay there, we gratefully accepted.

While at Braunston the boats were tidied and a quantity of junk disposed of. I fitted an automatic bilge pump and associated plumbing in the motor cabin bilge, a pair of excellent quantity 15' shafts were obtained from Bernard Hales (one donated), the remains of the old pod disposed of, the Epping repaired, following a welded repair again by Stowfledge, and a number of the Gongoozler's excellent vegetarian all day breakfasts

consumed by yours truly. Thanks to Nick Lake, Tracey Little (a new member), Charlotte Fleming and Helen McGregor as well as various members of Friends of Raymond, in all this, and Rich Greenhall for cleaning the cabins. Welcome also to other new active members, Trish Staverton, Frankie Morini and Andy Ledbetter.

Apologies to any I have forgotten.

On the subject of Friends of Raymond: what a great group of people and what a help they have been to us on many occasions. I really do hope that we can continue to work together and build closer bonds while maintaining our own identities.

I am very pleased to see Charlotte Fleming appointed as a Skipper, I suspect she is the first woman skipper although I am prepared to be corrected (*Vicky Morgan beat her to it—Ed.*). I am sure she will be an asset to the trust.

A decision had been made earlier in the year to change our solid fuel supplier to KG Smith of Northampton who supply a number of other fuel boats and had been very enthusiastic about working with the NBT. This also raises the possibility of buying at a slightly better price and making a little bit more money. This income is essential to the trust and our main source of revenue. Loading at Walton on the 16th of September went well (although more volunteers would have been even better) and the boats set off im-

mediately delivering fuel and are, at the time of writing (1st October), still doing so.

While crews have (just about) been forthcoming, rosters can be tight and



Braunston rally 2022: Howard with John Fevyer. Photo: Tim Coghlan.

please, please, please, get involved in crewing if at all possible. It really is what NBT membership is all about. Make Barry Adams, our Crewing Coordinator, a happy(er) man. Unfortunately this year it has been necessary to let down a number of crews through cancelling trips, something which the council is always most reluctant to do. If

your trip has been cancelled this year, please don't be discouraged and try again next year. Crewing is a fantastic opportunity to learn new skills, boat, meet some great people and have a lot of very fulfilling fun. Please get involved!

So, at the time of writing, a successful year, albeit not without challenges. I hope that next year will be more run of the mill and we are able to get out and about showing the boats off, perpetuating and teaching the art of boating with motor and butty, selling coal and having a great time. In terms of the boats I aim to continue to get them into even better running order while finishing the aesthetics, principally woodwork and paint with the guidance and assistance of Nick Lake. Watch this space.



*Braunston rally 2022: Charlotte Fleming, Karen Cook and Colin Wilks.
Photo: Tim Coghlan*

Personally and as Chair I would very much like to see more women and younger people getting involved in the trust (as well as men and older people) and the present cohesive and competent council and those active members around it, always prepared to help, continue. I am very much reassured in the interest that I find whenever I am out and about and I believe that the trust is now well set up for the future, if we reach out to, and involve, younger people as well as our valued more mature intake. We must nail this to the proverbial mast and aim to achieve it at every opportunity.

If appropriate I would very much like to continue in both roles and would look forward to being even more involved next year. The NBT really is a fantastic organisation with wonderful people and great fun, and long may it continue.

Moorons

By (the multi-talented and astonishingly long-lived) Anon

Another opening with fallen tree -
Another bridge'ole where you can't see -
Another blind bend with bed of reed -
Another mooron can be guaranteed!

A widebeam moored on that corner there -
Abandoned yog-pots you just scrape clear -
A work in progress (been there a year) -
There're always moorons, they simply don't care.

Another git-gap, where no boats fit -
Another genny, gone half-past eight -
Another water-point-moored ingrate -
It's moorons like these that we love to hate.



Photo: "Messing about on the River!" by Kim Reubins (Flickr)

Letter to the Editor

Hi Charlotte,

Having read Helen's review of G. Lewis' books in *The Steerer* (2021), I now remember a few more facts about him. His real name was Steve Miles and Geoffrey Lewis was his pen name. I did meet him at one of the historic boat rallies, as he was frequently there promoting his books alongside NB Raymond. He was a member of Friends of Raymond for many years, as I understand. There's a good article about him at <https://friendsofraymond.org.uk/steve-miles-an-appreciation-by-mike-freeman>.

I quizzed Steve Miles about NB Linda, as he had owned the boat down in Cosgrove. This all stems from my first ever trip on a wooden boat in 1979 through Stoke Bruerne, where Linda was operated by a man from one of the cottages adjacent to the Canal Museum. The Linda would take trips into the tunnel mouth and then reverse back to Stoke with no correction to the steering around that curve. I was very curious as to how this could be done and Steve replied, "Because she is a Josher." Which I have to admit I did not understand at the time.

Charles Crossley bought Linda in 1954 from Tom Seymour, Trevor Morley bought her from Charles and his wife Anne in 1991, and Steve Miles (Geoffrey Lewis) bought her from Trevor in about 1993/4. I met Trevor Morley in The Boat Inn some years ago; he now lives in David Blagrove's previous house in Stoke Bruerne and I am in touch with him.

Maybe of further interest is that the last time I saw the Linda, she was in a poor state and sunk in Alvecote Marina, not far from the rear of the pub. Malcolm Burge now owns Linda and is in the process of restoring her.



Ray (Oakhill)

*NB Linda in her prime
(BW 200-1-41-15-15)
Photo: Pinterest*



*All the fun of the fair:
Rickmansworth Festival, with Andrew
Haysom of Jules' Fuels' booty
Bordesley moored outside
Nuneaton and Brighton*

Photo: Charlotte Fleming

*The pair moored in the
London Canal Museum basin,
on their way to Limehouse.*

Photo: Charlotte Fleming



Crewing Coordinator's Notes

By Barry Adams

As a lot of the members know, I have been crewing coordinator for the trust for a number of years, with only a short break recently until I took the reins back from Kirk, who had stepped in when I was not very well a couple of years ago.

It's a pretty satisfying job but also very frustrating at times, when runs remain devoid of crew and or a captain; however, in time the members do come forward to help and for that I am extremely grateful.

Every year we manage to get the boats not only crewed but also to where we need to be and generally on time, as well, for the changeover to happen in the right place and on the correct day.

This year was a bit different as we had delays and they, coupled with the train strikes, meant that a number of crew changes took place earlier and in a different location than I had scheduled.

What has really made this year for me was the appointment of one of our ladies to be a captain and not only that, for a number of days on the return run to Alvecote all the crew were our lady members. This is the first time this has happened and, as it's been one of my ambitions for many years, I am very pleased that it has happened on my watch.

I will be starting on next year's schedule soon, so be warned: the crewing and captains requests will be with you in the new year.

So far, I am thinking about Rickmansworth and the two big historic boat rallies, one at Braunston, the other at Alvecote. We have done the BCN challenge in the past and it's been a really good time, with a lot more members on board. Sleeping in tents in the hold or just under the cloths is the only way we can accommodate all but it's only for a couple of nights and it does work out OK.

I would very much like to include Stoke Bruene at War with a crew of our non idle women in period costume. The boats are historically correct and GUCCC did have a number of boats captained and crewed by their "Idle Women".



*The pair at Cosgrove lock
Photo: Tracey Little*

Layers of Interest

By Frankie Morini

Not a day - or an hour! - goes by in my life without me being involved neck-deep in canal matters or boat affairs. I have been a liveaboard for nearly 7 years but this is not even half of my entanglement with the waterways.

Eventually the excitement of living on a narrowboat steadily slipped into normality and I started looking more into the next layer of interest of my “canal obsession”. After desperately wanting to know absolutely everything about my boat, from re-painting her to her engine, I was ready to move my focus to the canal itself, its structures, and the maintenance that goes into it. With a big leap of faith, I joined Canal and River Trust.

My boat took me to a different canal and I became the first female lock keeper at Caen Hill and then the first female operative on the East End of the K&A. Initially not even the volunteers would take me seriously, but I had a way with liveaboards – I could speak the same language – and everyone saw the benefit of having me around, if not for much else!

Since then, life has taken me back to the Oxford Canal, my original playground, and I was able to take my job with me. The South Oxford had gone through restructuring and a few changes in the team, leaving the canal itself tired...

After leaving Italy, my home country, the Oxford Canal had been the first place I considered “home” so I was very proud at the idea of caring for that ribbon of water, with all its people, which made me feel welcomed, accepted and part of something, not just another foreigner washed up ashore and being a bargaining chip in those dark days after Brexit.

I strongly felt I owed it something and relocating once again was my chance to give it back tenfold.

I quickly found out that if I was to enjoy being in the new team I had to reassess my expectations. I turned up full of good intentions, enthusiasm and all the skills I had learned avidly from a much older and more experienced team. It is fair to say it took us all some time to adjust to my keenness. People go to work to be able to afford to live, I go to work to learn the absolute inside out of the canals, how they work and how to fix them. Eventually those difficulties were smoothed over but some more adjusting was needed to draw some healthy boundaries between my life and work and accept that I am not responsible for (and certainly I don't have the capacity to fix) everything wrong on the canal, real or perceived.

This was the time for me to dive into the next layer of interest the canal world could offer to distract my mind from the same 45 miles of canal I worked and lived on.

An appreciation for the history of the canal had always been part of my interest and of course I had read all the books of the Working Waterway series and dreamed about the life of the people working on their beautifully decorated boats. In reality I didn't know

how I could get close to a historic narrowboat and re-enact the beautifully skilled labour of cruising a motor and butty. A friend eventually suggested looking into the Narrowboat Trust and, eager as I was to find a new hobby, I joined. As well as Friends of Raymond.

I had never been on a historic boat, they look enormous to me and frankly petrifying, not just for their size but also for their weight in the canal heritage.

I had been a lock keeper so I knew I could do that for the boats, but I didn't think I had much else in me I could offer, specially as I felt intimidated by the planks and walking on them.

Things changed, and very quickly, when Nutfield and Nuneaton both swept me off my feet like the best dream I could have. I like a motor, the surge of power, the boiling water under the counter, its driving force pulling a butty along. I liked both motors so much that lock wheeling became somewhat unsatisfactory. I started forcing myself to walk on the planks, finding people willing to trust me on the tiller when even I didn't trust myself there.

I had the most exciting summer, booking all my holiday to cruise on the boats, and how good it felt to be away from my boat and my canal but not from what I love!

While settling in England wasn't the smoothest experience, falling in love with the canal, all its different aspects and all its people has been the easiest and most natural thing for me. Sometimes I even flatter myself thinking there was really the perfect space for me to slot in, like I was the missing part of a puzzle.



Photo of Frankie Morini by Rich Greenhall.

The Start of the Coal Run

By Colin Wilks

Preparing for the coal run in the past, we always loaded the pair at John Jackson's yard at Awbridge on the Staffs and Worcester, an idyllic location where Jenny would dispense tea from their living wagon and John would hurtle around on an ancient fork lift delivering pallets of coal to the tiny wharf for us to load. Happily, it took two days to load 18 tonnes on the motor and 22 tonnes on the butty, so in the evenings we would traipse over the fields to The Bell at Trysull to drink Batham's and Holden's before stumbling home.

The Bell has now changed hands, John and Jenny have retired and CRT's neglect of its dredging duties has continued, so nowadays we load at Braunston and avoid the Southern Oxford on which a loaded boat is shifting as much mud as water once south of Thrupp. This year the Grand Union was short of water in various places and so the decision was made to load very lightly for the trip to the Thames and then load properly at Walton. This proved a good, although sad, decision, as with only five tonnes on the butty and a couple on the motor we were still on the bottom in the long pound below The Rising Sun at Berko.

Leaving Braunston we had an easy run up the locks and then down Buckby, ably assisted by Keith and Gill Astley, plus Steve Morgan and a new potential trust member Sarah Mallett, who seemed to enjoy herself and who we hope may sign up for next year. Tying up at Stoke Bruerne we were intrigued by a gathering of smartly dressed types quaffing champagne on the lock landing outside The Boat. Rather than the local mayor and worthies splurging tax payer's money, this gathering turned out to be a convention of The Grand Order of the Golden Sabre, an organisation existing to honour and perpetuate the art of lopping the tops off champagne bottles by the skilful wielding of a cavalryman's sabre.



Chris of the Grand Order of the Golden Sabre, who explained what it was all about.

The following morning we were joined by Rich Greenhall and his Mum Di, who delivered Rich to us and stayed on to help us down Stoke Bruerne. Five-handed we flew down and just about managed to prevent the boats ever actually stopping since as soon as the gates closed the paddles were up and we were going down. Di was great, fitting in really well and obviously no stranger to locks. She enjoyed herself so much she has now joined the trust.

We only had Rich for a couple of days so we were soon back to just me, Barry Ashmore, who was enjoying getting his boating mojo back after the covid lockdown, and a new member we are weaning away from Friends of Raymond, Frankie Morini, who is great fun and is one of those natural boaters who just gets it. She also works for CRT, so has some useful contacts up and down the cut. *(See article on page 12.)*

Steve Morgan sacrificed yet another day's golfing to help with the run down to Berko, where we met up with Jules' Fuels' Andrew Haysom and after a pub meal we all piled into his cabin for more drinks and an impromptu singsong. We filled with diesel from Andrew in the morning and headed on south to Brentford.

Later that day we all started to think that the various liveaboard boats we were passing were getting particularly smelly. As the smell became worse and worse and seemed to be travelling with us, Barry and Frankie decided it really wasn't their captain causing the noisome atmosphere after spotting a dead badger trapped between the boats. We had met our new crewmate at the previous lock where he was floating above the top gate. We decided that trying to extract him with a boat hook would risk a seriously unpleasant explosion, so left him where he was. Or so we thought. He had managed to make it through the sluice and had become jammed between the boats' fore ends. Singling out at the next lock released our new friend into the pound, right in front of a very posh house with a posh gentleman doing some light horticulture. We introduced him to the badger and left them to it.

The final run down Hanwell went extremely well, with Barry working the pair and Frankie and me jogging up and down between the locks so that the pair hardly ever stopped.

For the anoraks we reached Brentford in just shy of 46 hours, having done 100 locks and 92.5 miles at 4.2 lock miles per hour.

This was a great run with a great crew, so thanks to everyone in the trust who helped prepare the boats, particularly Nick Lake who fitted the new tent at the front of the butty, where it creates a charming atmosphere reminiscent of colonial times. Roll on next year!



This Year's Coal Run

By Barry Adams

With Nuneaton back in the fold with all the work completed, we could use her again on the coal run. It was decided that we do one coal run this year with a reload on the Thames as required.

Well, the best laid plans had to be changed due to the lack of rainfall, and it was decided to run down to Brentford with only a few tonnes on and to load the rest at Walton on Thames public loading wharf. Colin and his crew bought the boats to Brentford for the captain and crew change and I joined to take over. As arranged, we left the G.U. via Thames lock and made our way towards Teddington. Arriving at Teddington I went into the lock office to sort out the transit charge.

With the change from the previous system, the new charge was an outrageous increase and also no accounts. After a lot of discussion we were let through with no charge paid, as it would need to be sorted out as to the interpretation of the new scheme.

All went well and we arrived at Walton to find that my E.A. contact had done a really good job of marking out the area on the wharf to stop cars parking in the way of the coal delivery lorry and had also put notices up along the moorings as well. When we got there a boat was on the moorings and I went to ask him to move, he explained that he had broken down but would be happy to move in the early morning. He said that he had a problem with one of his engine "Morse" controls and, having both Colin and Mouse on with me, I suggested that, as they had these on their own boats, they could have a look. The gent was quite happy and Colin and Mouse found the problem quite quickly; we could not fix it but it was only a very small nut and bolt that was missing so would be an easy repair.

The Smiths lorry arrived early morning and we commenced to load the 16-plus tonnes on. This went very well and, once done and the boats tidied up, we were on our way. We did all the scheduled drops plus a few casual sales and turned off the Thames at Reading onto the K&A. Getting to Southcote moorings, we commenced the unloading and apart from two had it all done. It was crew change day tomorrow so we all retired to the pub for a well earned pint or two.

All in all a really good run with a superb crew.

Two weeks later back on with a new crew. Peter had been delayed and we changed captain and crew at Dapdune wharf.

All went well until I cut a corner and got the loaded motor well and truly stuck. We could not shaft her off and a group of paddle boarders came along, so I asked one of them to put a line around a tree on the far bank. We attached the winch to that line and with very little effort got ourselves free and carried on towards the Thames. It was pretty uneventful and soon on the Thames made our way downstream for Ash Island.

We would normally do the Island on a Saturday but this time it was a Monday. However as always the customers all helped and we were unloaded in time to move the boats to below the lock for the evening. The following day was the run down to Eel Pie Island and again we would normally do that on a weekend but again the customers helped and

we were soon almost empty of bags of fuel - just a small number of heat logs left to keep under cover and as dry as possible.

I decided that it would be an idea to have a rest day so we did not move until the day after. As previously, Mark from the Island used his tug to safely tow us away from the collection of vulnerable small moored boats and we were on our way. We moved down stream on slack water for most of the way and arrived at Richmond barrier to see it was still down, carried on very slowly and the barrier was raised. However the warning sign was still lit, despite the two yellow lights on the bridge arch showing ok to proceed. The warning sign was turned off and through the arch we went. Turned in at Brentford and waited for the keeper to arrive to lock us through; once through we moored up by the sanitary station to empty the loos and get rid of the rubbish. Once done, we made our way towards the locks at Hanwell and had a night in the Fox just below Hanwell flight.

The following day was our last day and we made our way to Uxbridge. As one of our crew was going to stay on for the weekend to help Charlotte and Helen, Mac and myself were able to leave for home a little bit earlier than if we had to wait for the oncoming captain.

A short walk to the station and a train to Waterloo and then on our way home.



A neat fit
Photo: Frankie Morini

A first-timer's view *from Anne Cook*

A couple of years ago a friend of mine told me about her experiences crewing on Nuneaton & Brighton working coal boats. I read up about the Narrow Boat Trust and became a member to support their aims of keeping traditional working boats maintained and in use for future generations to learn about.

When the crewing lists came out asking for volunteers, I felt that perhaps I was too old, too short, not fit/strong enough to be of any real use, especially if the boats were laden with heavy sacks of coal. But when several calls came out for crew to help get the empty boats from Milton Keynes back to their base in Alvecote, which would take about five days, I decided to seize my chance!

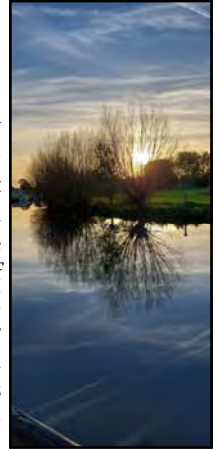
The Captain was Charlotte, she was very welcoming and gave me all the joining information that I needed. Helen was the other crew member and Tracey joined us for the weekend. Everyone was so friendly and keen to help me learn the ropes. I also met other members who joined for odd days during the week. I really enjoyed my time on the boats and hope that an extra pair of hands was useful! *(It was! Ed.)*

Upper Thames

By Stephanie Goodacre

Osney - Radcot - Abingdon
Friday 7th October – Monday 10th

This was the only run I managed to crew for this year. I caught up with the boats above Osney Lock, a short walk from Oxford railway station. Peter Clutterbuck and I set off just as it started to rain, luckily not for long as we headed into the evening sunlight over Port Meadows. This was the easy stretch, wide water, the boats breasted up, very pleasant boating. As I negotiated the push buttons of the automatic lock gates and paddles of Godstow Lock with the ruins of Godstow Abbey in view and the Trout inn on the opposite bank I started thinking about a fantastic book of fiction called *La Belle Sauvage*, written by Philip Pullman, which is based here and takes in many places as the adventurers journeyed down the flooded Thames in a canoe. I have also seen it adapted for stage (on screen) and highly recommend it.



We moored in the shadow of the noisy A34 Western bypass road to be joined by Keith Norfolk later, finding us a fair way away in the Jacobs Inn. We had to walk into the village centre for sustenance as no room in the Trout.

Saturday was fine autumn weather and at Kings Lock I had the pleasure of leaning on wonderfully long oak balancing beams plus the first time using the cunning aluminium poles to assist opening or closing the far side lock gates without all that tedious traipsing around the whole lock.



I had originally signed up to crew for a whole week but regrettably, I had to get back for the funeral of a long standing 'morris dancing' friend who I had known for over 40 years.

I am a member of Black Annis Morris of Leicester, one of the original members from when the group started in 1981, alongside my friend Jan, who had to give up dancing several years ago due to ill health. She had started dancing whilst at Reading University back in the 1970s with a side called Earley Ladies. Women's Morris benefited from a revival of interest and take up in the 1970s thanks to the help and support of a man called Roy Dommett and the founding of the Morris Federation.

Whilst meandering along the very twisty windy Upper Thames there were reminders that we were travelling through Morris country. Many of the villages around here are well known for their Cotswold Morris traditions, Eynsham, near Eynsham Lock, being one of the oldest continuous teams from the 19th century and still going strong today. Other villages well known for their Morris traditions include Bampton, Ducklington, Adderbury and Oddington to name a few.

The Upper Thames has fine locks with attendant lock keepers and we were given freshly made apple juice by happy recipients of solid fuel. The scenery is very rural and tranquil



Peter Clutterbuck steers Nuneaton and Brighton into a lock..

with interesting stone-built and sometimes wooden bridges. As we travelled upstream the meanders increased and sometimes the willows got the better of us, as 72' long boats somehow didn't manage the tight turns without a fight. The first time I got in a bit of a worry that somehow I had lost my steering judgement but it happened to all of us at some point, so it was a case of keep calm and carry on.

The uppermost mooring was at Radcot bridge, where we frequented Ye Olde Swan. This pub had been given the thumbs down by our last friendly lock keeper and he was right: the pub itself was sort of OK but the food was very uninspiring. Chips and peas with fried everything.

The walk back to the boats was eerily misty and that night we had our first frost. I popped my head out of the butty at about 1 am to see the most wonderfully strange sight of what seemed to be lamps floating in the mist on or near the opposite bank. When I shone a torch out of curiosity, they scattered and flew off honking into the distance: Greylag geese.

Further upstream, not far from Radcot, is the 16th/ 17th century Kelmscott manor which was the home of William Morris, another unrelated Morris interest of mine as I studied the arts and crafts movement as part of my degree back in the '70s.

The return journey downstream wasn't without incident, grounded for a while on a sandy bend requiring the whole range of options: pushing, levering, and in the end pumping out the ballast water to raise Nuneaton's counter enough for the engine power to get us off.

Back to the mooring above Osney lock we took Keith's relatives' advice and headed off to eat tasty tiffin-tin Indian Street food at the shiny lit up roof-top Mowglis in the Westgate Centre.

I was able to stay on board past Oxford with more reminiscences springing to mind when passing the University rowing sheds, remembering seeing my son win his blades as part of the Jesus College eight, enjoying his 3 years as an undergraduate in this wonderful city.

Back on the wide stretches I relaxed at the helm, steering almost as far as Abingdon where I had decided to jump ship in order to get a bus to Oxford and the train home. Keith had given me detailed instructions as to how to find the bus stop. But this was confounded by the annual street fair which excitedly took up most of the town centre, so I joined several other lost souls searching for the displaced bus stop back to Oxford. Luckily I had left enough time for this and had a relaxing lunch in an independent café opposite Christchurch college before getting on the extremely overcrowded train home.



Stephanie Goodacre at the helm.

To Be an NBT Volunteer

By Stephanie Goodacre

Is this your idea of fun
then come on get stuck in
join the crew of NBT
help take boats from A to B
you could be anywhere today
from Midlands to the River Wey
lock wheeling
motor steering
brass shining
long lining
tea making
engine checking
leaf sweeping
load trimming
cargo heaving
cabin cleaning
zebrighting
stove lighting
bilge pumping
fender mending
butty helming
bow hauling
plank walking
line throwing
boats slowing
anser pin-ing
breast-up mooring
change of clothing

towpath exploring
pub finding
unwinding
crew chatting
tale telling
cabin cosying
soon dozing
don't expect a luxury yacht
basic living's what we've got
so if you want to join the crew
NBT needs you.

Bow hauling: Howard Williams with Brighton at Atherstone locks.



Not-so-idle women: the Narrow Boat Trust's first all-female crew.

By Charlotte Fleming

Apparently several members of the Trust have long cherished an ambition to have an all-female crew working the boats, and this year it finally happened.

There have been active enthusiastic female crew members for many years, well before Helen and I joined, and the Trust has had at least one female skipper before, Vicky Morgan. But somehow that elusive all-female crew had never materialised, as far as anyone is aware.

Until now.

I qualified as a skipper (for empty boats on canals, at least) in May 2022, on the trip to the Rickmansworth festival and then on to the Limehouse cut for the Historic Narrow Boat Club rally, mooring in the London Canal Museum basin (a tight fit!) on the way.

As an aside, I'm glad I've done the London run, because now I never have to do it again. Helen and I had a fun few days doing the tourist thing, riding the clipper water-buses (blimey, they don't 'alf shift! Fun, but I wouldn't want to get in their way), flying across the Thames in the Emirates cable car and investigating the Museum of London Docklands – worth a visit – and then we cycled back along the towpath to Euston station and fled to civilisation and our own boats.

*Nuneaton and Brighton in
Limehouse Reach*



I thought that would be the end of my NBT boating for 2022 – I've only ever done a couple of weeks each year before – but the crewing schedule had some spaces that weren't filling up.

A five day run on the K&A and the Thames with Peter Clutterbuck was fun, with some challenging deliveries – tying off to trees and shifting bags of coal across rather large gaps, for example – and gave me a bit more practice on the river. Sadly, yet again the timing (and train strikes) did not allow me to go up the Upper Thames. One day...



An awkward delivery on the Thames

And then there was the small matter of getting the boats back up the Grand Union, empty. Well, I was qualified for the job and no-one else seemed to want it, so I signed Helen and myself up for that, too. We didn't have to bring them all the way back from Brentford, which is just as well as getting our bikes there would have been 'interesting', as they say: Barry and his crew got the pair to Uxbridge. We arrived there after dark, in pouring rain, and were very happy to find the mooring was right outside the Swan and Bottle, and Frankie Morini was waiting for us with her big cheerful grin.

Frankie, our first female crew member, had been crewing with Barry but agreed to stay on with us for the rest of the weekend, as Nick Lake had offered her a lift home on Sunday (there was another rail strike on the Saturday). We all did a bit of everything – working the locks, breasting up and singling out as necessary, and so on – and worked well as a team from the start.

Frankie left us at Apsley, after a day of almost non-stop rain – but that was not the last we saw of her.

Nick Lake came and lock-wheeled for us on the Monday and Thursday, which was a huge help, even more appreciated when we'd had Tuesday and Wednesday on our own – though we made both days comparatively gentle & short [*they included going down Maffers: **not** very gentle! says Helen*]. Helen felt the strain more than I did, as I was steering and she was lock-wheeling, though I helped when I could.

Our next female crew members, Anne Cook and Tracey Little, joined us at Wolverton on Friday night. Neither had done a trip with the NBT before, though both are experienced and enthusiastic narrowboaters, so they had a go at everything – steering the butty, the motor and the breasted pair, mooring, and working locks as a team. Tracey was only with us for the weekend, but Anne stayed on right through to Alvecote.

Frankie came back with Rich Greenhall to help us up the Buckby flight, where Tracey left to catch a train back to Wolverton, and the following day Rich was back to help us down Braunston. (Yes, we did have help from the chaps, and were very happy to accept it — but the liveaboard crew was all-female.)

All the members of the first all-female crew just below Buckby top lock: L-R Anne Cook, Tracey Little, Helen MacGregor, Charlotte Fleming and Frankie Morini.
Photo: Rich Greenhall.



Then Anne, Helen and I were on our own again, singled out, up the North Oxford and the Coventry. We got round Suttons in one piece, and Anne and Helen made an excellent team working the butty down Hilmorton, the first single locks of the trip.

Atherstone provided a grand finale to the run: there were nine of us, plus volunteer lockies for the first five locks, to work the boats down the flight (and most of the crew stayed on to Alvecote). Rich was back again, bringing his older daughter Faith to help, along with Howard Williams, Steve Smith, Stephanie Goodacre, and Anne's friend Dave Evans. With that much help we moved fast, getting from the top of Atherstone into the layby at Alvecote in 4½ hours. I had to get off at the bridge just before the mooring to go and move our own boats, which had been occupying Nuneaton and Brighton's spot while we were away, so Rich handled the breasting up and mooring. Despite the very strong wind he made a neat job of it, and the boats were tied up by 3.30 pm.

How different is an all-female crew from a mixed one? Subtly, in ways that might not be obvious – as, I'm sure, an all-male crew is, though in other ways. Do I think it's a good idea to have all-female crews? Absolutely – and, with more women joining the Trust, I hope and trust that we'll see more female skippers and crew working the boats in future. The not-so-idle women have arrived! (NB I'm still in favour of mixed crews too.)

Helen adds that we had excellent meals at the Swan and Bottle in Uxbridge and at the Spice of Bruerne at Stoke Bruerne, just in case anyone wants to know!

Wolverton to Long Buckby – Nuneaton and Brighton

By Tracey Little

If you'd told me a year ago that I would have the opportunity to be part of a crew working a pair of historic boats, I would have looked a little puzzled. This had not been on my 'bucket list' but then a year is a long time – I now own and live on my own narrow boat, have recently joined the Narrow Boat Trust, have had the privilege of crewing on another single working boat and now crewing the Nuneaton and Brighton between Wolverton and Long Buckby with an all-female crew – Charlotte, Helen, Anne, Frankie and me – on their way back from this year's coal run to the Thames.

I find that crewing historic boats gives me a glimpse into the past when boats were a very important part of the UK's manufacturing pipeline. I found it hard work and very rewarding. Hard work because the locks are not in top condition, sometimes the paddles are so stiff that I struggle to get them moving and sometimes I'm hanging off the gates attempting to open or close them. Steering can also be hard work when manoeuvring at speed or in windy conditions but it's a skill that will improve with experience. Rewarding because of the sense of achievement (I'm under 5 feet tall which makes some of the tasks a little challenging), the teamwork and the fact that I got more muscles by the end of the weekend! I have started to learn how to tow a butty, manoeuvre a pair of breasted boats into and out of a lock, experience the peace of steering the butty whilst on cross straps and, most importantly, how to get cups of tea and coffee across the top plank over the cratches from the butty to the motor – quite a skill!!

Both Charlotte (skipper) and Helen welcomed me and shared some of their motor and butty knowledge and experience over the 2 days that I was part of the team. Cooking facilities on board the butty require the person in charge of cooking to be flexible and to adapt to the space available. Helen does a fabulous breakfast which sets you up for the day and Charlotte prepared a delicious evening meal for 4 of us which went very well with the superb red wine that I'd brought (on advice that I'd received!). We also enjoyed a meal at the Spice of Bruerne which was a great opportunity for the 4 of us to relax and enjoy a social evening together. The weekend was a working weekend – there is always something to do – and so that and all the fresh air (and rain) meant that I was physically tired but mentally buoyed.

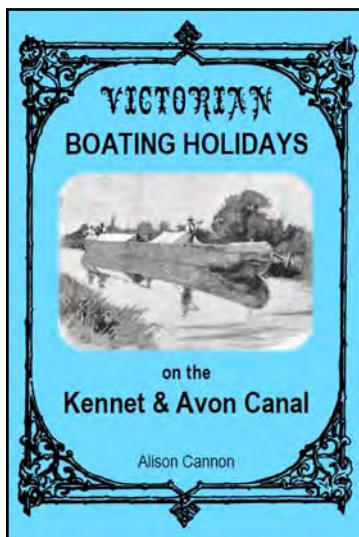
Although this year's season is over, I'm already looking forward to joining part of a coal run and maybe 1 or 2 shows next year with the Nuneaton and Brighton and to meet more of the Narrow Boat Trust volunteers. Thank you for allowing me this opportunity – I would recommend it to anyone with a sense of adventure and a will to roll their sleeves up and get involved.



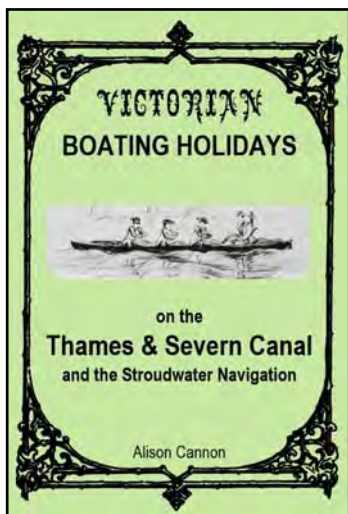
Victorian Boating Holidays

By Alison Cannon

Some of you will know that, since 2020, I have been researching leisure use of canals in Victorian times. Readers of *Waterways World* may have seen articles about Victorian rowing holidays which are presented as isolated adventures, but it turns out that literally hundreds of people took part in touring holidays on rivers and canals during the second half of the nineteenth century, mainly in canoes or rowing boats, some in steam launches, and a few in converted narrow boats. One of the most popular routes was the Thames & Severn Canal and the Stroudwater Navigation across the Cotswolds – this enabled a downstream journey on the River Wye or Severn to be connected to a downstream journey on the River Thames and so, I suspect, saw more pleasure boaters than any other canal. The comprehensive canal records held in the Gloucestershire Archives confirm the numbers involved, although of course still hugely outnumbered by working boats, even in the days of shallow water and weeds.



Just a few of these hundreds of voyagers kept diaries or wrote accounts of their travels for newspapers or magazines. These were well-educated people (mainly young men, but a few ladies too) who provide a fascinating insight into canals in the late nineteenth century, a period often overlooked by canal historians. Encounters with lock-keepers, inn-keepers, and working boatmen and women provide glimpses of a hidden world, and the details of the state of locks, wharves and bridges make a fascinating historical record. This information seemed too good to keep to myself, so, in the hope that there may be a few others who would be as interested as I was (always a dangerous assumption to make!) I have published two books: one about the Kennet & Avon Canal, the other about the Cotswold Canals.



Readers of *The Steerer* can contact me directly at aecannon@virginmedia.com to order copies.

The Narrow Boat Trust Limited

Trustees' Report for the year ended 31 March 2022

The Trustees, who are also directors of the company, present their report and financial statements for the year ended 31 March 2022

The financial statements comply with the Charities Act 2011, the Companies Act 2006, the Memorandum and Articles of Association, and have been prepared in accordance with the Financial Reporting Standard applicable in the United Kingdom and Republic of Ireland (FRS 102).

Achievements and performance

Work on Nuneaton continued at Brinklow in mid-2021. The professional work included completion of steelwork, grit-blasting and two-pack spraying, hull survey, craning boat back into water, installing refurbished engine, making/fitting new side cloths, fitting a new tiller assembly and making new deckboards for Nuneaton and Brighton. This was supported by substantial work by volunteers including extensive painting, fitting the deck boards and new bracing chains and rewiring the engine room.

Brighton was dry docked at Grendon in May. Repairs to the steelwork were done professionally, while work by volunteers included blacking the hull and painting it to match Nuneaton, and further painting to the woodwork.

After Nuneaton returned to Alvecote in early August, more work was carried out by volunteers, and a new Boat Safety Scheme Certificate was obtained for Brighton. The work included completing the paintwork and wiring on Nuneaton and relaying the floors, painting and fitting the new deck boards, collecting new top cloths for Nuneaton, and preparing the boats for the autumn 'coal run'.

During September and October approximately 40 tonnes of solid fuel were delivered by volunteer crews to customers on the Oxford and Grand Union canals and on the Rivers Thames, Kennet and Wey

Over the course of the year, a total of 299 volunteer days were contributed by 31 members on work parties (128 days) and crewing (171 days), for which grateful thanks is given. Thanks are also extended to those who are unable to be involved but support the Trust through membership and donations.

The work of trustees and officers included the management of the trust by the council of trustees, bookkeeping and preparation of report and accounts, management of boats and maintenance, membership record-keeping, securing sales orders, coordination of volunteers and crewing, communication, publicity, and fundraising.

Substantial time in the order of at least 200 days was devoted during the year to ensuring the good governance of the Trust, and its ability to fulfil its aims efficiently and effectively.

Overall, the Trust provided benefits by restoring Nuneaton to carrying condition, maintaining and enhancing both boats and upholding the aims of the Trust by continuing the carriage of goods on inland waterways

Financial Review

The operations of the Trust produced a loss of £7,747 this year (2021 loss of £20,155). This was again entirely as anticipated, as the Trust spent much of its previous operational surplus on completing the restoration of Nuneaton.

Tonnage carried on the single coal run was 13% up on the previous year and profit was 16% up. Both were regarded as very commendable. Subscription income was slightly down on the previous year, but this generally reflects securing only one new life member whereas we had three in the previous year.

77 copies of the excellent booklet “Still Carrying” raised over £700 from sales and donations and gift aid was recovered where appropriate. Largely as a result of the donations, total gift aid recovery was up over 44%.

The legacy of £3,000 left to the Trust by Tom Henshaw was in a separate reserve to ensure it was used for a specific project that would be

of lasting benefit to the Trust. As anticipated it was spent on a set of new cloths and associated materials for Nuneaton. All other reserves are available for use at the discretion of the Trustees/Council of Management, and we aim to maintain those reserves at a level which will enable the Trust to pay for any unexpected repairs so that the activities of the Trust can be maintained.

In accordance with the accounting policy that has been adopted for many years, Nuneaton and Brighton are included in the balance sheet at cost less depreciation and both Nuneaton and Brighton have had a book value of £1 each since 31st March 2017. The Council of Management have considered including the boats at valuation in the balance sheet but have decided against doing so on the grounds of the cost of obtaining formal valuations that could be used for accounting purposes. However, the boats were revalued in 2021 at £87,000 for insurance purposes and this is considered to be appropriate.

Braunston Historic Narrowboat Rally 2022



Photo: Tim Coghlan

Statement of Financial Activities (including Income and Expenditure Account)
For year ending 31 March 2022

	2022	2021
	Total	Total
	un-restricted	un-restricted
	funds	funds
	£	£
Incoming resources		
Coal sales	21,545	18,240
Subscriptions	1,972	2,025
Donations	3,646	4,919
Gift aid	1,501	1,036
Interest receivable	1	13
Sundry Income	717	0
Total incoming resources	29,382	26,233
Resources expended		
Coal purchases	17,031	14,359
Repairs and maintenance	14,931	28,022
Boat running costs	1,547	272
Hire of Motors	0	750
Tolls and licences	484	517
Insurance	1,684	1,513
Travel costs	0	0
Training	174	0
Independent examination of accounts	100	100
Postage and stationery	167	2
Steerer printing	322	470
Web site	0	0
IWA, CBOA, Zoom & Mojo subscriptions	296	296
Sundry expenses	393	87
Total resources expended	37,129	46,388
Net movement in funds	-7,747	-20,155
Balance transferred to unrestricted funds	<u>-7,747</u>	<u>-20,155</u>
Balance funds brought forward	20,093	37,248
Balance unrestricted funds carried forward	12,346	17,093
Tom Henshaw Legacy Fund	0	3,000

The notes on pages 8 - 9 form part of these financial statements

Balance Sheet as at 31 March 2022

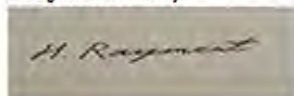
		2022		2021	
		£	£	£	£
Fixed assets	Notes				
Tangible assets	5		2		2
Current Assets					
Stock	6	0		823	
Debtors and prepayments	7	1,591		1,527	
Cash at bank and in hand		<u>11,890</u>		<u>18,761</u>	
		13,481		21,111	
Creditors: amounts falling due within one year	8	0		0	
Net current assets			13,481		21,111
Total assets less current liabilities			13,483		21,113
Provision for liabilities	9		(1,137)		(1,020)
Net assets			<u>12,346</u>		<u>20,093</u>
Financed by:					
The funds of the Charity					
Funds brought forward		20,093		37,248	
Surplus/(Deficit) for the year		<u>-7,747</u>		<u>-20,155</u>	
Unrestricted funds carried forward		12,346		17,093	
Tom Henshaw Legacy Fund		0		3,000	
Accumulated funds			<u>12,346</u>		<u>20,093</u>

The directors consider that the charitable company is entitled to exemption from the requirement to have an audit under the provisions of section 477(1) of the Companies Act 2006.

Members have not required the company, under section 476(1) of the Companies Act 2006, to obtain an audit for the year ended 31 March 2022.

The directors acknowledge their responsibility for ensuring that the company keeps accounting records which comply with section 388 of the Companies Act 2006, and for preparing accounts which give a true and fair view of the state of affairs of the charitable company as at 31 March 2022 and of its income and expenditure for the year then ended in accordance with the requirements of section 394, and which otherwise comply with the requirements of the Companies Act 2006 relating to the accounts, so far as applicable to the company.

The financial statements which have been prepared in accordance with the Financial Reporting Standard applicable in the United Kingdom and Republic of Ireland (FRS 102) and were approved by the Council of Management on 3rd November 2022 and signed on its behalf by:



The Narrow Boat Trust Limited

Notes to the financial statements for the year ending 31 March 2022

1 Accounting policies

The principal accounting policies are summarized below. The accounting policies have been applied consistently throughout the year and in the preceding year

1.1 Basis of accounting

The financial statements are prepared under the historical cost convention and in accordance with the Financial Reporting Standard for Smaller Entities (effective January 2015), the Companies Act 2006, the Financial Reporting Standard applicable in the United Kingdom and Republic of Ireland (FRS102) and the Charities Act 2011.

1.2 Fund Accounting

All funds are unrestricted, except for the Tom Henshaw Legacy Fund, and are available for use at the discretion of the trustees in furtherance of the general objectives of the charity.

1.3 Incoming resources

All incoming resources are included in the statement of financial activities when the charity is entitled to the income and the amount can be quantified with reasonable accuracy. The following policies are applied to particular categories of income:

- Coal sales exclude VAT and are recognized after the coal has been delivered.
- Annual subscriptions and one off donations are included on a cash received basis. Life subscriptions are amortized over a period of 10 years.
- Gift aid is recognized on a cash received basis due to the fact that the amount of gift aid receivable is uncertain until the claim had been prepared and submitted to HMRC for each year.

1.4 Resources expended

Expenditure is recognized on an accruals basis as the liability is incurred.

1.5 Tangible fixed assets and depreciation

Tangible fixed assets are stated at cost less depreciation.

Depreciation is provided at rates calculated to write off the cost of fixed assets, less their residual value, over their expected useful lives on the following bases:

Narrow Boats - 5% per annum straight line basis

1.6 Stocks

Stocks are valued at the lower of cost and net realizable value.

2 Staff costs

No staff were employed during the year. (2021 nil)

3 Trustee remuneration and related party transactions

No trustee received any remuneration during the year.

No trustee or other person related to the charity had any personal interest in any contract or transaction entered into by the charity during the year.

Notes to the financial statements for the year ending 31 March 2022

4 Taxation

As a charity the company is exempt from tax on income and gains falling within section 505 of the Taxes Act 1988 or section 256 of the Taxation of Chargeable Gains Act 1992 to the extent that these are applied to its charitable objects. No tax charges have arisen in the Charity.

5 Tangible fixed assets

	Narrow Boats		Total
	Brighton	Nuneaton	
Cost	£	£	£
As at 1 April 2021	7,739	9,428	17,167
Additions			
As at 31 March 2022	7,739	9,428	17,167
Depreciation			
As at 1 April 2021	7,738	9,427	17,165
Charge for the year			
As at 31 March 2022	7,738	9,427	17,165
Net book value			
At 31 March 2021	1	1	2
At 31 March 2022	1	1	2

6 Stock

	2022	2021
	£	£
Coal for re-sale	0	823

7 Debtors and Prepayments

VAT	35	187
Prepayments	1,556	1,340
Coal sales debtors	0	0
	<u>1,591</u>	<u>1,527</u>

8 Creditors : Amounts falling due within one year

Trade Creditors	0	0
Accruals	<u>0</u>	<u>0</u>
	0	0

9 Provisions for liabilities

Balance of life membership subscriptions	1,137	1,020
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10 Company limited by guarantee

The company is limited by guarantee and consequently does not have share capital.

At 31 March 2022 141 members had guaranteed £1 each in the event of the winding up of the company.

THREE trips this year!

By Helen MacGregor

Yep - we (Charlotte and I) did 3 trips this year: briefly, Alvecote to Limehouse, 2 weeks in May, 149.5 miles & 117 locks; Newbury to Osney, 5 days in early October, 58.5 miles & 34 locks; and Uxbridge to Alvecote, 2 weeks in late October/early November, 122 miles & 104 locks. Totals : 330.5 miles & 255 locks!

The third of these involved the first all-female crew for the NBT! We made NBT history. However, I am not going to tell you about the trips as others will have

already done so. Instead, I have put together some photos I took during the trips of things I liked or found amusing/interesting, with captions.

This is our boat, Celtic Fringe, moored on a shelf (note the fetching tilt) while we went to Alvecote to take the NBT boats from there to Limehouse.



Some pretty amazing fungus (*Chicken of the Woods—Ed.*) - no idea where but somewhere on the way to London.



Teeny boat No. 1



Cowley Peachy Junction - at last! I've always loved this name and now I've been there. The only downside is that I can't find an "I've been to Cowley Peachy Junction" plaque *anywhere*!

NB I nearly missed it - it's not signed!

Somewhere in London, or is it Venice?
Nah...the buildings are all wrong!



Amazing what you can do with an old gas holder!

If you can come up with a caption for this, you're a better woman than me!





Not strictly speaking on an NBT trip but worthy of inclusion, I thought. The flowers are very pretty, and I'm all in favour of encouraging wild flowers and wildlife, BUT cycling through this wearing shorts (there are nettles) is really no fun at all!

Teeny boat No. 2

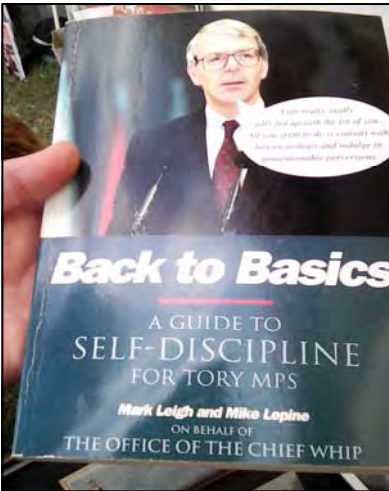


Alice Hawkins, 1863 - 1948, "A sister for freedom" - she would surely have approved of an all-female boat crew...

We found her in Leicester - again, not strictly speaking an NBT trip, but, hey, boating is boating.

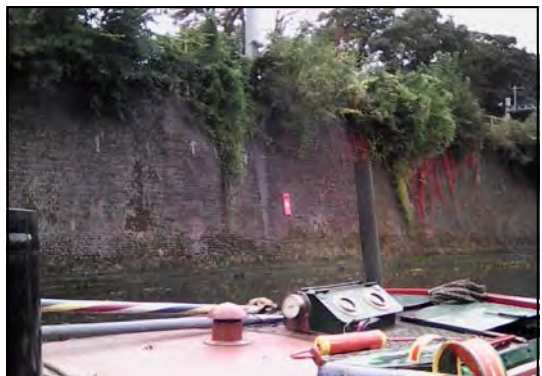


Not where you would expect to see a rickshaw... (Burton on Trent)



Sorry - couldn't resist...

Possibly the most preposterous position for a post box...? Somewhere around Reading?



Signs at Abingdon lock



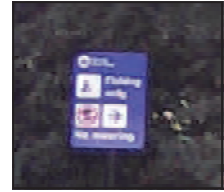
(Courtesy of Charlotte - hence much clearer photo)





Captain Charlotte & Frankie: two of the three first all-female NBT crew! (The third is taking the photo...)

CRT sign:
Fishing
only; no
mooring!



Above - Shield bug

Right - mushrooms on a
lock beam

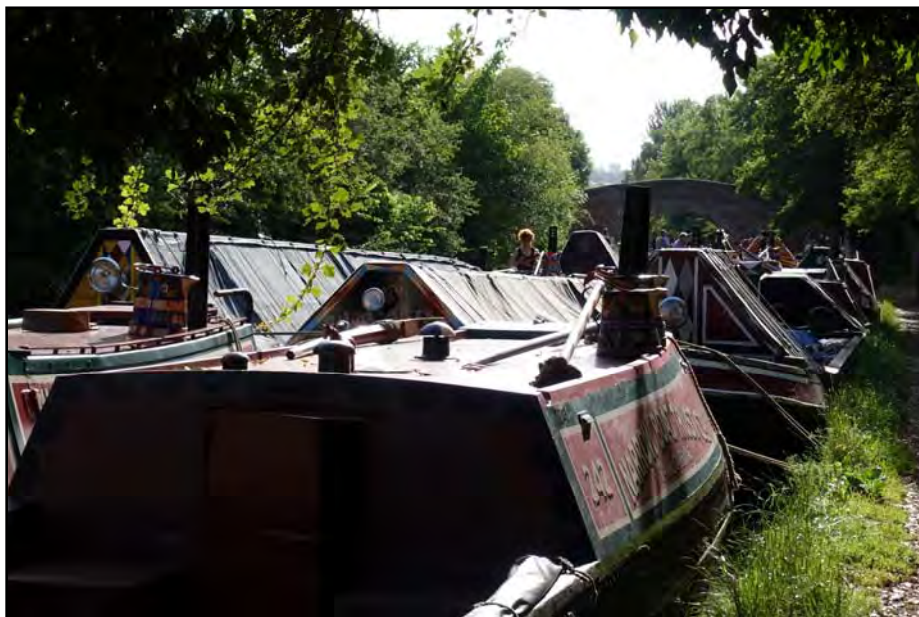


Teeny boat No. 3

And Teeny boat No. 4

Other things noted: Tring visitor moorings - no rings or bollards and concrete edges leaving very narrow towpath, so nowhere to put pins! Another CRT sign requested that boaters leave 5m between boats to allow space for fishermen!





Nuneaton and Brighton waiting for action at the 2022 Braunston rally. Photo: Tim Coghlan.

~~~~~

*Work party at Alvecote: L-R Helen MacGregor, Barry Adams, Rich Greenhall, Colin Wilks and Frankie Morini. Photo: Charlotte Fleming.*

