
The Stratford-upon-Avon Canal Society

Founded in 1956



NEWSLETTER

www.stratfordcanalsociety.org.uk

CELEBRATING

70

YEARS
OF ACHIEVEMENT

Autumn 2026

Issue 412

The Stratford-upon-Avon Canal Society

The objects of the Society are to promote the fullest use, maintenance and improvement of all Inland Waterways of Great Britain, and in particular the Stratford upon Avon Canal

Welcome to our meetings

Stratford upon Avon Canal Society meetings are held on the
3rd Thursday of the month from October to April

**Our meetings are held
at Amie's Tearoom, Birmingham Road,
Mappleborough Green, Studley, B80 7DF**

**Join us at 12 noon for a meal
with the meeting to follow at 2 p.m.**

There is ample parking. Admission to our meetings is £1 which includes a raffle ticket. Non members and guests are welcome.

Membership rates are still a minimum of only £10 a year

for any number of members living at the same address.

For membership go to our web site www.stratfordcanalsociety.org.uk
and download a membership form and bankers order.

Members details are held in strict accordance with the General Data Protection Act

For more information about the Society and it's activities visit

www.stratfordcanalsociety.org.uk

The Committee and Society may not agree with the opinions expressed in this Newsletter; we encourage the publication as a matter of interest. Nothing printed herein can be construed as policy or an official announcement unless it is so stated. The Society and Committee accept no liability whatsoever for any matter in the Newsletter.

Date for final contributions for the winter issue is November 5th

Wanted. Seasonal cover photos for the winter edition, please.

Small Ads, for sale or wanted, are welcome. Send details to Clive Henderson.

2026 SonACS Programme of Events

Our winter meetings resume on
Thursday 15th October



At Amies Restaurant

The Societies'
70th birthday



on Tuesday 17th November

15 th October	See our website
12 th November	70th Birthday Celebrations
17 th December	Christmas Lunch

For the latest news of the Societies activities see our website
www.stratfordcanalsociety.org.uk

Members and non members equally welcome

Unless otherwise stated, there is a £1 admission charge to SonACS meeting which includes a raffle ticket

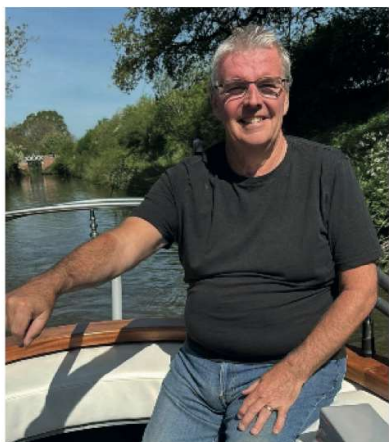
BCNS Meetings at Titford Pumphouse, Oldbury. 7-30pm.
For full details of BCNS events visit www.bcnsociety.com

WB&DCS Meeting at Meeting room, Alvechurch Boating Centre,
Scarfield Wharf. 7-45pm.
For information visit wbdc.org.uk

IWA Warwickshire
Visit www.waterways.org.uk for local IWA activities

Workparties Towpath Taskforce
Stratford- 2nd Thursday, April - September 10am-3pm
Lapworth- 3rd Saturday each month 10am-3pm
Contact Steve on steve@3mph.co.uk

Please check with relevant societies web sites for their latest updates



From the Chair

Welcome to the Autumn addition of our newsletter, and at this point I'd be expected to say that I hope that you've all manage to take advantage of the hot summer days and enjoy some boating, our normal summer cruise not only had the planned destination changed twice but cut short to three weeks from our normal eight weeks.

In a repeat of last year, the country has been suffering from little or even no rain for months, even the incredibly wet winter had failed to fully replenish the reservoirs, and this has led to CRT imposing restrictions on canals earlier than last years in our region. The south Stratford canal was closed thought out the summer holiday period (and is still closed as of early September when I'm writing this). The Grand Union canal has been closed from Knowle Locks into Birmingham and Hatton Flight has serious restrictions only being open for 5 hours a day, 3 days a week.

CRT clearly have no control over the weather and find themselves in a difficult situation, boaters want as much advance notice as possible about restrictions and closures to plan trips, hire boaters find themselves with a boat and limited options for travel often (as we witnessed) travelling down a flight of locks to turn around and then come up them again trying to make the best of their holiday week, whilst hardly saving water. Communication and the clarity of the information provided by CRT has (dare I say) improved but notices and emails often contradicted each other leading to confusion amongst boaters that we met.

The issue that we are now witnessing is the falling of many trees due to the drought causing closures and restrictions of what canals remain navigable.

Fortunately CRT have managed to carry out some of the planned stoppage works during this drought closure. Currently there are two stoppages planned on our canal this winter to replace lock gates on locks 14 (pre-Christmas) and 51 (in the new year).

This year marks the 70th anniversary of the Stratford upon Avon Canal Society, and we will be celebrating this with a special event in place of our normal November meeting at our normal location at Amies on the 17th November, please see the invite and agenda later in the newsletter.

In a change to our normal newsletter this one is predominantly made over to a celebration of the 70 years of the society by showing pictures from the restoration of the canal, though some of the events up to the current day.

Our newsletter editor would love to have any stories that you may have to include in future issues.

Steve



S Editors Ramblings

Something a bit different for much of this Newsletter! As we approach our seventieth birthday I have been delving into the archives to find some of the more notable dates and events in the Society's long and active history. In this issue of Newsletter we feature photos, newspaper cuttings and articles from the last seventy years.

The Stratford Canal Club was formed, with others, by our late member Colin Scrivener out of which grew the Stratford upon Avon Canal Society, with its inaugural meeting taking place on the 17th November 1956.

The Society's aim was the reopening of the southern section despite a "fill 'em in, those dirty dangerous ditches" culture that prevailed among many local authorities around the country. And just eight years later this was achieved with the help of the Coventry Canal Society, The Inland Waterways Association and bands of volunteers, prisoners and the military under the dynamic leadership of David Hutchings, when, on 11th July 1964, Her Majesty the Queen Mother re-opened the canal to once more rejoin Stratford to the rest of the English waterways system at Kingswood Junction.

While I was never one of these founder members, I have been involved with the Society for many years, I believe approaching fifty. The Society has given me so many good times and wonderful memories from working parties, boating rallies and festivals, party's and dinners to our meetings at various venues and of course during this time I have met like-minded people and made so many lasting friends.

Stratford Basin - Then and now



Dusty



The Start of It All

STRATFORD ON AVON CANAL SOCIETY.

Inaugural meeting, 17th. November, 1956.

A meeting was arranged at Haselucks Green Road Schools on Saturday evening, November 17th., 1956. Those present were members of the Stratford Canal Club, the Inland Waterways Association or had been invited by members of these two organisations.

After considerable discussion it was unanimously agreed that a Society should be formed to work for the restoration of the Stratford on Avon Canal to full use.

It was agreed that this Society should be called the Stratford on Avon Canal Society and that its objective should be the fullest use of all the canal for all legitimate purposes.

It was agreed that the annual subscription should be 5/-.

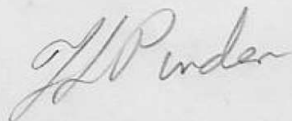
The following Officers were elected

Chairman. Mr. John Pinder.
Honorary Secretary Mr. Michael Fox.
The office of Treasurer was left open as there were no nominations, the Hon. Sec. agreed to act for the time being.

In addition to the Officers the following were elected to serve on the Committee

Mr. J. Pinder, Senior,
Mr. G. E. Burden,
Mr. D. Burton
Mrs. C. Armstrong,
Mr. R. H. Lee.

It was agreed that committee meetings should be held on the fourth Tuesday in each month.



THE STRATFORD ON AVON CANAL SOCIETY.

The first Committee meeting was held at the Wharf Inn, Hockley Heath at 8 p.m. on Tuesday the 27th. November, 1956.

Present were Mr. John Pinder (Chairman), Mr. M. Fox (Hon. Sec.), Mr. J. Pinder, Mr. D. Burton and Mr. G. Burden.

The Chairman reported that he had arranged with the landlord of the Wharf Inn, Mr. Maybury, for permission to clean out the basin and to use it as a mooring for our boats. It was agreed that an inspection of this basin should be made on the following Sunday Morning.

The Hon. Sec. gave a summary of a meeting held the previous evening between Mr. Robert Aickman, Mr. P. Saunders, Mr. D. Burton and himself. At this meeting the discussion centred round the most effective policy that could be adopted by the Society for ~~opening~~ opening up the Southern Section.

The general conclusions reached were approved by the Committee and were as follows -

The Society should press for and encourage the use of light craft and permission for these should be sought. In turn we should offer assistance with maintenance to prevent further deterioration.

A list of suitable persons who might be asked to become Vice-Presidents of the Society had also been drawn up and received the Committee's approval.

- - 0 - - J.L. Pinder

An informal Committee meeting was held on board the narrow boat 'Glendower', of Waterway Projects Limited at about 8 p.m. on Sunday, April 28th.

Present were Mrs. Bancroft, (Treasurer) Mr. M. Fox (Hon. Sec.) and Mr. G. Burden.

It was proposed by Mrs. Bancroft and seconded by Mr. Burden that Mr. Patrick Saunders should be co-opted on to the Committee. This was agreed to, Mr. Saunders also being present.

The main purpose of this meeting was to prepare the outlines of the Memorandum to be submitted by the Society to the Bowes Committee on Inland Waterways. Suggestions for future activities were also discussed in general terms: it was agreed that plans for a public meeting in the immediate future should be shelved, in view of the urgency of other matters.

8.4 October 1957

J.L. Pinder

The first Committee meeting with John Pinder as Chairman
This makes John the longest running continuous member of the Society

Want to abandon the Stratford Canal

The Roads Committee will recommend to Warwickshire County Council at their meeting on 19th February that the Council apply to the Minister of Transport and Civil Aviation for a warrant authorising the abandonment for navigational purposes of that section of the Stratford-on-Avon Canal from the Bancroft Gardens, Stratford, to its junction with the Grand Union Canal at Kingswood, Lapworth.

The committee point out that last June, a scheme for the reconstruction of the Featherbed Lane bridge at Wilmcote at an estimated cost of £8,000 was approved.

UNECONOMIC

"We are now informed that at present the canal falls within the definition of a derelict canal under section 45 of the Railway and Canal Traffic Act, 1888. In the circumstances, it would clearly be uneconomic for the Council to spend a substantial sum of money in repairing and widening the bridge, if, in the comparatively near future, the canal is to be closed. The crossing could then be secured by an earth embankment with a small culvert at the saving of a considerable sum," the committee state.

They further point out that Section 45 of the Act of 1888 gives powers, now exercisable by the Minister of Transport and Civil Aviation, to authorise the abandonment of the canal and that they consider that the necessary application should be made.



Featherbed Lane Bridge, Wilmcote, the bridge that could have closed the canal forever



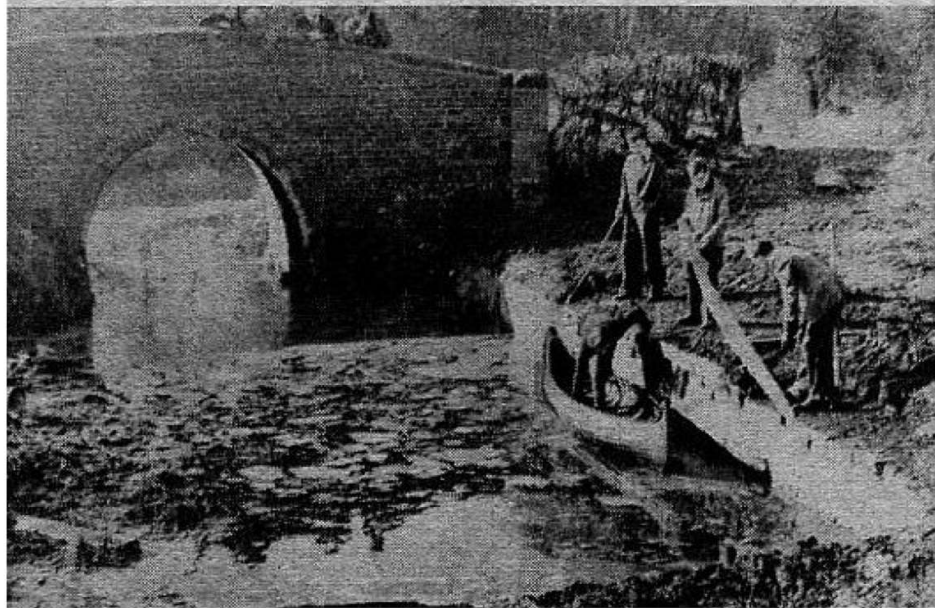
The entrance to the Basin



The Wilmcote (Old Stratford) flight

Their Aim Is To Make the Canal Navigable

HEADQUARTERS AT HOCKLEY HEATH



Canal Society members John Pinder and Michael Fox prepare for their ground breaking attempt to paddle a canoe to Stratford on the derelict canal. It was this epic trip that saved the canal as the toll ticket issued by British Transport Waterways proved that the waterway had been navigated within the required number of years to avoid legal closure.



Stratford Canal Will Remain Open: Society's Triumph

The Minister of Transport has refused Warwickshire County Council permission to close the 200-year-old Stratford-upon-Avon Canal. He has told the council that he is unable to grant a warrant of abandonment on legal grounds—because the canal, although partly derelict, was used for navigation within the three years preceding the council's application last autumn.

The Minister's decision is a triumph for the Stratford-upon-Avon Canal Society, which is dedicated to restoring the canal and developing it into an important route for commercial and pleasure craft.

"When we learned that the canal could not be closed unless it had been disused for three years, we started our own investigations," the society's Press Officer, Mr. D. King, said yesterday.

"Although no barge had passed through for more than 20 years, we were able to provide evidence that pleasure craft had used the waterway on at least seven occasions between August, 1957, and September, 1958.

"We are delighted at the result of our intervention. We are already clearing the canal, which has been inspected this week by representatives of the committee which is to advise the Government on the re-development of waterways. There seems great hope that our canal will be brought under the auspices of the National Trust."



might spoil your reputation.



CANAL TO BE LEASED TO NATIONAL TRUST

AGREEMENT REACHED ON STRATFORD TRANSFER

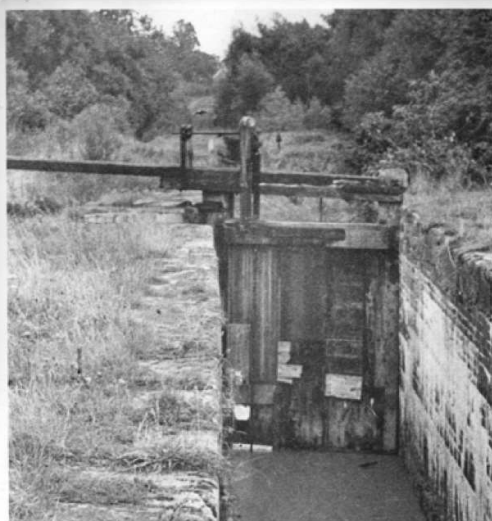
FROM OUR CORRESPONDENT

STRATFORD-ON-AVON, OCT. 15

Arrangements will be concluded to-morrow for the taking over by the National Trust of the 13-mile southern section of the Stratford-on-Avon Canal, which was mentioned in the trust's annual report, issued yesterday, as being one of two canals of particular beauty or historic interest which it is anxious to preserve. The other is the southern section of the Staffordshire and Worcestershire Canal.

Mr. Douglas King, Press officer of the Stratford-on-Avon Canal Society, which helped to secure a reprieve for the canal when the local authority sought to close it, said to-day that an agreement has now been reached between the British Transport Commission and the National Trust. The Stratford canal is to be leased to the trust for five years, and if the arrangement proves satisfactory it will then be transferred outright. The commission will pay to the trust a sum equal to the average annual loss sustained by the nation in running the canal, which has been agreed at £1,500, and the trust will also receive revenues from the canal and will meet the outgoings hitherto borne by the commission.

The Stratford-on-Avon Canal runs from a junction with the Grand Union Canal at Lapworth through some of the loveliest Warwickshire countryside to Stratford itself, ending in a basin in the Bancroft Gardens in front of the Shakespeare Memorial theatre. It is connected with the river Avon by a lock.





New process makes sure that canal will open on time

A NEW cutting process has solved a headache which threatened to render months of hard work useless and delay the opening of the canal due to take place on 11th July.

For weeks canal workers have been trying to remove iron fenders, six inches thick, which protruded from the walls of several locks between Wilmcote and Bishopton. The fenders were originally put in by the canal builders of 1810-12 and their purpose was to protect the walls from the bumping of boats.

Mr David Hutchings, the canal manager, told the "Herald" that over the years the walls have slipped in and brought the fenders with them. "When we rebuilt all the walls some months ago we left the fenders in to strengthen the walls. Now we find we can't push them in or pull them out without destroying the whole wall. Every cutting process we've tried has made no impression at all. One burner we tried merely darkened the metal fender and the heat was so great that it melted the torch."

If the fenders had remained, boats which are broad at water

level—and these will comprise more than a third of the canal's expected traffic—could not get through. After weeks of attempts with oxy-acetylene cutters, pneumatic drills and power saws, the fenders have been removed by a six-month-old cutting process which uses calor-propane gas, oxygen, nitrogen and iron powder.

CHEAPER

The process, which is cheaper and safer than oxy-acetylene, uses a fine iron powder which is sprayed on to the surface to be cut and melted in a powerful flame. The molten metal—the oxide—then does the cutting and goes through objects as strong as the 40 iron fenders as easily as a knife through butter.

Footnote: The Festival of Boats and Arts, to be held at Stratford this July, has already created a new record for Inland Waterways events. More than 130 entries have been received in the one week from the opening date for entries.



Objective Achieved - 11th July 1964



Laughing Water II, the first boat to reach
Stratford by canal for thirty five years



The Linda arrives with David
Hutchings aboard



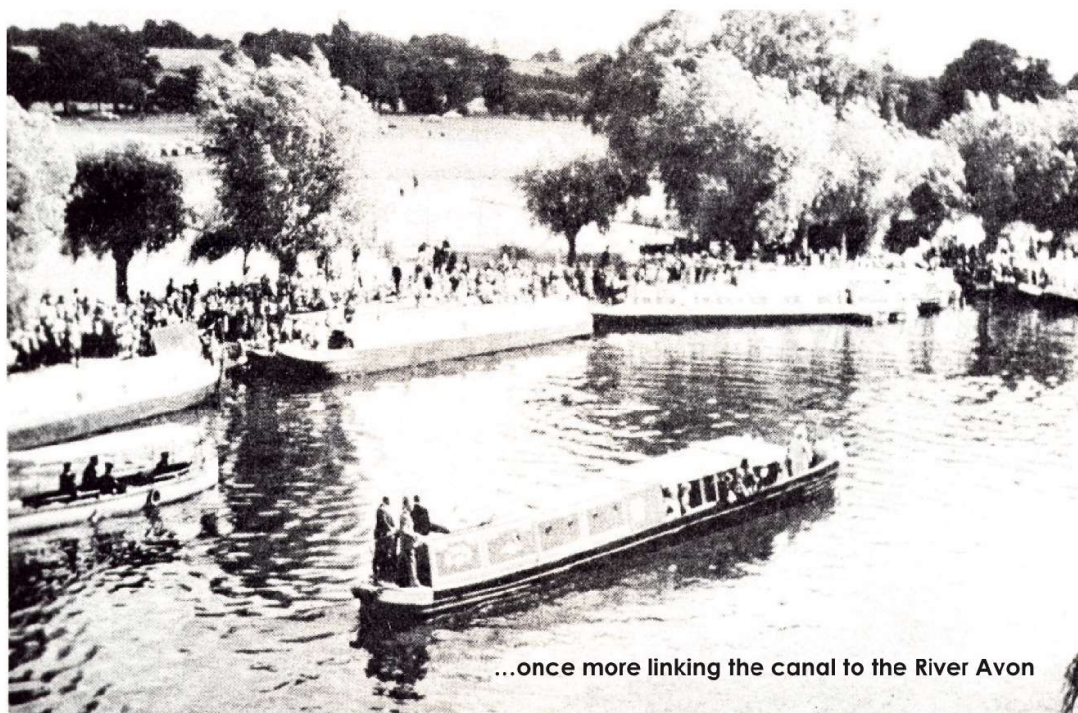
The crowds gather



Her Majesty the Queen Mother arrives in the Basin



The tape is cut, the canal is officially open...



...once more linking the canal to the River Avon

Remembering 11th July 1964

R Our late member, Sheila Scrivener remembered the opening

Remember Stratford 1964? Of course we do - memories come back of crowds and summer days, of many boats upon sunlit water, plenty of good company and stressful times as well.

We were living on our 70 foot (and a bit) narrow boat *Hazel* on the Northern Stratford canal and the rally was to be the highlight of our year. Our two small children were excited to see the many boats from all over the country passing our mooring. Rumours began to be heard of tight fits in the locks, of 70 footers stuck fast and of queues of impatient boaters. Earlswood Lakes were already starting to empty when we set off one morning to risk our home and only major asset upon the unknown waters of the Southern Stratford canal.

To begin with we appeared to have the canal to ourselves, but passed our friends with the *Jimmy* and the *Rosemary* at Hockley Heath. With the help of friends we were soon down the Lapworth flight and through the junction on to the restored canal. Initial impressions were of beautiful rural scenery, water deeper and clearer than at home and enormous fish, appearing surprised at the activity.

The first trouble came at Yarningale where earlier boats had strained the gate and we could not enter the lock. A small modification (thanks to *Hazel's* tool kit) soon remedied the problem, but further progress was impossible, as N.B. *Skylark* had stuck firmly trying to pass out of Lock 37 and a queue of boats waited in the pound. Willing helpers set to work trying various means, most of them using vast amounts of water. Even so it was after dark before *Skylark* squeezed out, only to jam solidly in the next lock to stay there overnight. Next day it took a gang of prisoners a lot of effort get her through to join the mini-rally of oversized boats at Wootton Wawen. As we had proceeded fairly smoothly so far, we decided to continue on to try and reach Stratford. Progress was very slow and the next night was spent above Wilmcote Bridge because of delays through deep draught boats being stuck on the shoals under the bridge. Eventually we were through and prepared to tackle the Wilmcote flight, which almost became our undoing in the infamous Lock 44.

We jammed solid when trying to go out of the bottom of the lock and it seemed that nothing would get us moving again. It was a nerve-racking time sitting with the two children in our home; a wooden narrow boat over fifty years old, wondering if *Hazel* would have to be chopped apart! We were also a major cause of anxiety to the many boats waiting behind us who were seeing their chances of getting to the rally

hauled out on ropes pulled by the lads off the Beauchamp Lodge boys' club boat *William* and by a Land Rover on the towpath. Out we popped like a cork from a bottle, with as much impetus. Fine, we thought, until the engine died - it was a wonder that we did not go right through the next lock and continue on our way to Stratford on a wall of water! After such a wearing day we were thankful to tie up below Lock 47, light the stove for some hot water for baths and relax in the pleasant evening sunshine after settling the children in bed. Cruisers by the dozen went past but we were happy to see them go.

The next day was easy by comparison and now we were in company with our friends on the *Rosemary* being towed by the *Jimmy*. The fact that their cratch crashed against the bridge entering the basin in Stratford seemed only a minor incident, almost to be expected. The final problem came when going out on to the river, where the pleasure launches tied up by the lock meant that our deeper draught full length boats had to go near the island and went firmly aground. Help was at hand from the tug *Spitfire* and we were floating at last on the waters of the Avon. We had a fine mooring opposite the Memorial Theatre, the outside boat of three breasted up, with a grandstand view for the children of the multifarious activities on Stratford's water playground.

Memories of the rally exhibition site are hazy and we can no longer remember the names of all the boats we saw, but for a family used to a quiet country mooring our visit to the rally was a great excitement. We saw the Queen Mother proceeding down the river; we borrowed a small cruiser and went up the Avon until we could go no further; we went to the cinema to see 'The Bargee' and all the time there were crowds of boats and people to entertain us. We also remember watching the fireworks and listening to Tchaikovsky's 1812 Overture, played using real guns and the bells of Stratford's Parish Church.

At last it was all over and we waited to leave Stratford until after the first rush of departing boats had cleared. Our adventures were not yet over, however, as we came once more to the Wilmcote flight we were told "Everyone sticks in Lock 50". So in we charged at top speed, sailing right in and hardly touching the sides. Help! Our poor reverse was ineffectual and we gave the top cill an almighty thump. Miraculously the damage to *Hazel* was very slight and the jar of flour that spilled in the kitchen was soon cleared up. We got through the dreaded Lock 44 with help from Peter and Stella Westmacott manning a block and tackle, and from there it was a fairly easy passage back to home.

As we tied up to our little plot of canal side garden we fancied that *Hazel* gave a sigh of relief as she settled her elderly timbers back into their accustomed resting place

Sheila Scrivener.

Invitation

This year marks the 70th anniversary of the formation of the Stratford-upon-Avon Canal Society, arguably the oldest Canal Restoration Society in the UK.

To celebrate the Society's foundation, we're inviting you to an event on Tuesday 17th November 2026 at our normal meeting venue, Amie's Tea Room, Birmingham Road, Mappleborough Green, Studley, B80 7DF.

We plan this to be an informal event with members and visitors being able to have discussions. We will be showing some footage of the restoration and will have other archive material.

Tickets for the event are £10.00 person, and this includes entry to a raffle and a buffet lunch.

Agenda

12:00 Doors open

12:30 Formal welcome

12:45 Presentations

13:00 Buffet open

14:00 Presentations

15:00 Close

If you would like to attend, would you please email steve@nb-blumoon.com your details

The Stratford-upon-Avon Canal Society

THIS IS TO CERTIFY that

Is the Sponsor of Milepost No in the
Society's Millennium Milepost Project.

Dated this day of

By order of the Comm

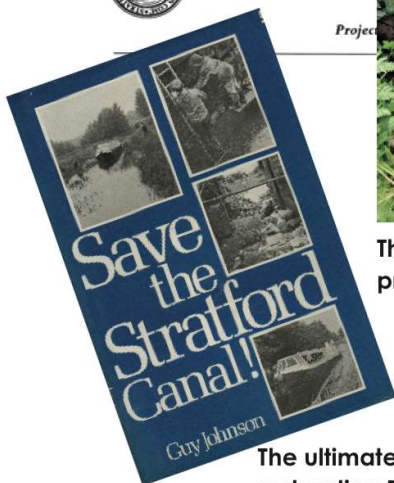
Project



The milepost project



John Pinder at the 60th anniversary canoe tour



The ultimate record of the restoration By Guy Johnson

A barbeque in the Basin



Fun at a boat gathering at Kingswood Junction





Work party,
bank protection



The Junction milepost



Christmas dinner



Pulling out Manchuria



Boat Gathering in the Basin
with our sales stand aboard
Manchuria



Commemorative plaque at
Featherbed Lane

Another Challenging Year for CRT

Reproduced from the Boaters Update 11th September



**Canal &
River Trust**

Making life better by water

Drought response: the unseen effort keeping boats moving

A few months ago, the network had a similar amount of water available to it as it had in 2022 and 2023, with the outlook for navigation looking reasonably healthy. Then, within a matter of weeks, conditions changed dramatically.

The rapid onset of what the Environment Agency labelled a "flash drought" saw rainfall stop and UK temperatures rise in an almost unprecedented way. On our network this meant demand on our reservoirs, pumps and water supplies increased significantly with water reserves dropping faster than historic records projected.

The effort from boaters, colleagues and volunteers right across the network has been substantial. For our part, teams have been reprioritised to focus on directing maintenance and responding to emerging issues with a view to maintaining navigation for as long as possible. On the towpath and at the waterside, operational colleagues have been working seven days a week to manage water levels, monitor restricted sites, maintain temporary lock seals and respond when unexpected events threaten navigation.

In many areas, resources have been redirected to drought response meaning some planned work and non-urgent maintenance have had to take a temporary back seat.

Protecting key routes

Throughout the summer, our aim has been to maintain as many through-routes as possible, particularly important north-south and east-west links across the network.

On the Birmingham Canal Network, we took some difficult decisions to proactively close certain navigations while alternative routes remained available. This allowed key water resources to be conserved and transferred to neighbouring canals - building on a successful approach used during previous drought conditions.

Elsewhere, routes have remained open thanks to intensive local effort.

On the Leicester Line, teams have worked tirelessly alongside hydrologists to keep key locations such as Watford and Foxton operating for as long as possible through careful water management and targeted repairs.

On the Kennet & Avon Canal, we've undertaken an unprecedented programme of water transfers, pumping water through the Bradford on Avon system and onwards to support navigation on the summit and eastern sections of the canal.

Difficult decisions for the greater good

Restrictions and closures are deeply frustrating. But they have been necessary to protect the wider network and help keep more routes available for longer.

In some instances, the measures that have made a difference are largely invisible to boaters. From repairing leaks in hidden locations and managing pumping operations to monitoring closed locks and controlling invasive pennywort growth on quiet stretches of canal, there's been a huge amount of work taking place behind the scenes.

A little relief, but not out of the woods yet

The more changeable weather we've seen in late August and early September has provided some welcome respite. Water levels have recovered in a number of locations and the recent rainfall has helped slow the depletion that many waterways were experiencing earlier in the summer.

We've removed/eased restrictions and closures on some of our canals. Earlier this week the Worcester & Birmingham Canal, Brades Lock Flight, Spon Lane Lock Flight and Walsall Lock Flight reopened to boating. The Wolverhampton Lock Flight will remain subject to restrictions and will be open on Saturdays and Sundays only.

However, with the ground so dry and acting like a giant sponge, the recent rainfall has not been sufficient to fully replenish reservoirs or guarantee a return to normal operations. Some rivers and feeder streams respond quickly to rain only to fall back again within days. At present, the improved weather is helping us avoid further restrictions rather than allowing widespread re-openings.

Lets hope for continued steady rain (perhaps at night!) so that we can get the network fully back open as quickly as possible.

Thank you for playing your part out on the cut.



R The Wharfinger

Regular readers will know that the Wharfinger is not a fan of the recent State obsession with privatising, 'out-sourcing' or otherwise handing juicy deals to organisations which are obviously not capable of carrying out the required duties. The recent shambles with UK Air Traffic Control is simply the latest in a long line of failures.

However, the Wharfinger has had to admit, however grudgingly, that the Canal & River Trust has handled the recent exceptionally hot weather really rather well - the latest figures appear to show that the system resources (water levels) is in slightly better shape than at this time in 2025.

This has been achieved by selective closing and timings of when critical lock flights are available for passage, sometimes for as little as 2 hours AM and PM, and only Monday to Friday, 'until Further Notice'. This is very restrictive, but helps to avoid the problems of the puddle clay drying out, and possibly baking hard and cracking in fierce 30°C + temperatures. While obviously causing great inconvenience to the fleet, and especially hire firms, it has kept the network together when the outcome could have been much worse - credit where it is due! We can but hope that hire firms in particular are treated by CRT with empathy and consideration when they are left with boats and customers' cars in the wrong places on changeover day.

Other effects of the weather have been less noticed. Wildlife has been badly affected, especially the water-bird population as the growth of pond weed (duck-weed?) has been exceptional, limiting other food supplies underwater. There has been a noticeable reduction in the duck and duckling families in/on our Canal.

The nights are beginning to draw in although the clocks don't go back for some time yet. We can but hope that we'll hear no more from the 'Climate Change Deniers', when undeniable evidence is available.

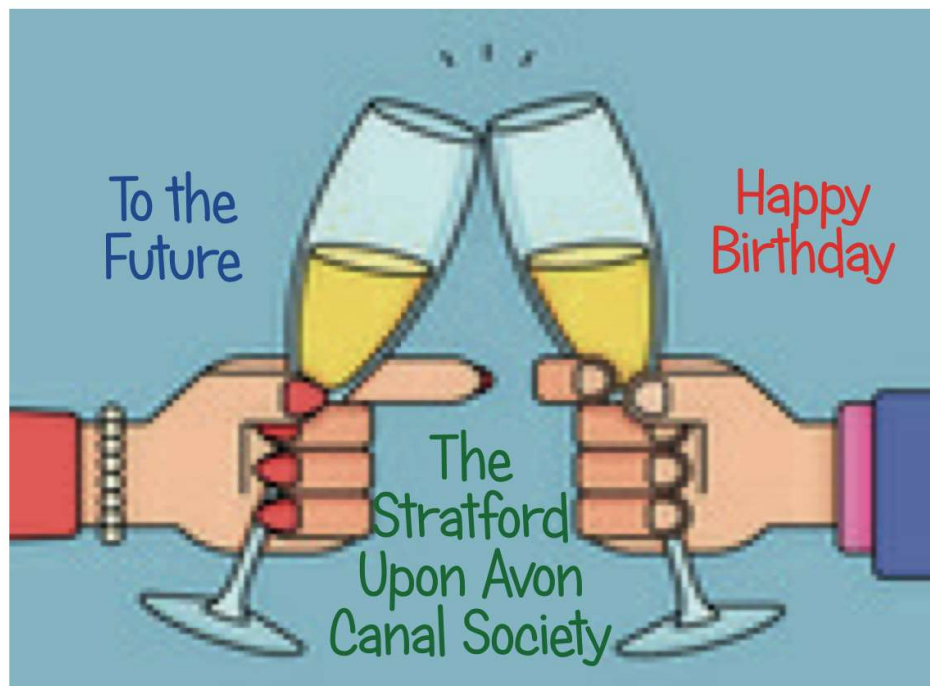
The Society will be celebrating a significant anniversary shortly, and the Wharfinger will be happy to join in the celebrations, that is, always assuming he is invited.....



The Wharfinger



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Hon. Auditor

Hannah Lawrence

Programme Secretary

Vacant

**There are now vacancies on the
committee**

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