

THE EASTERLING

JOURNAL OF THE EAST ANGLIAN WATERWAYS ASSOCIATION

VOLUME EIGHT, NUMBER ELEVEN

JUNE 2008

Edited by Alan H. Faulkner
43 Oaks Drive, Colchester, Essex CO3 3PS
Phone 01206 767023

E-mail [alan.faulkner22 at btinternet.com](mailto:alan.faulkner22@btinternet.com)

WORK STARTS ON THE FENS WATERWAYS LINK

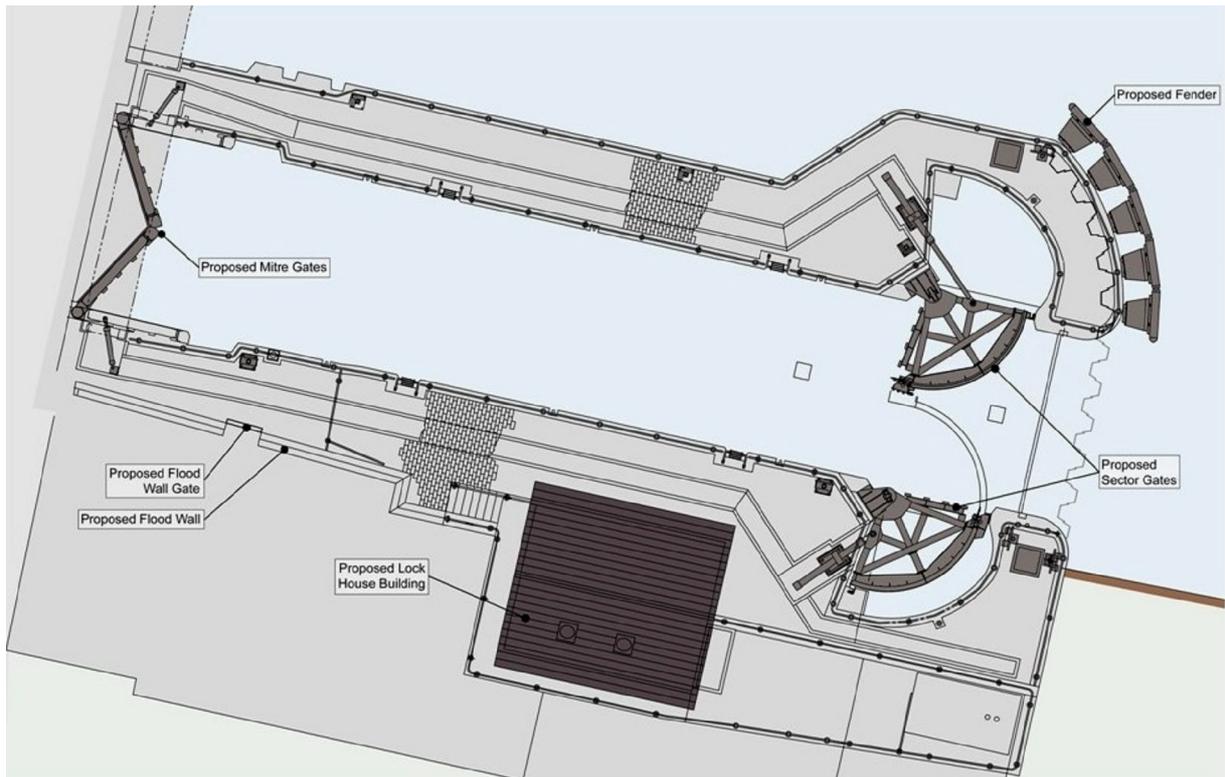
On Friday 8 February Harvey Bradshaw, the Environment Agency's regional director, and Eddy Poll, Lincolnshire County Council's economic development and tourism executive member, jointly put in the first spade to start the work on the new lock at Boston from the river Witham into the South Forty Foot Drain, that is also known as the Black Sluice Drainage & Navigation.

Our Association can be proud of the fact that we, along with the Lincolnshire Branch of the Inland Waterways Association, have been involved in this project from the very beginning. Strong canvassing by ourselves led to the scheme being taken up by the Fens Tourism Group, a consortium of the local authorities in the area that was formed in 1997. Our Association was also the first to put up monies for part of the cost of a review into the scheme that was carried out by consultants Bullens, who reported in August 2000. Subsequently the overall direction of the project has been passed over to the Environment Agency.



Our picture was taken by Douglas Hill who lives just north of Boston by the side of the West Fen Drain and was made available to us via Council member Bob Kearney. It shows the large crane that has been brought onto the site by contractors Jackson Civil Engineering and which will be used to demolish an existing dolphin and then to drive the piles for the new lock chamber. It is hoped that the work will be completed by the end of this year.

Two days before, a trailer containing information and a display about the lock was set up in Boston's Market Place and attracted a steady stream of interested visitors. The plan below shows the layout of the new lock which is to be built immediately east of where the London Road crosses over the former entrance to the Black Sluice Navigation. Due to the tidal range in the Witham, the lock will feature modern sector gates at the river end and conventional mitre gates at the upstream end.



The demolition of the dolphin caused some excitement in the town. The structure, which comprised a 90-tonne concrete block standing on legs some 32-feet high from the river bed, was originally constructed to stop boats coming up from the Haven hitting London Road bridge. To remove it the contractors inserted long steel girders under the block and these extended some distance out on each side. Two barges were then brought in at low tide and placed under the projecting girders and as the tide rose the block was lifted off and could be floated away. It must have been an impressive sight. The intention was for the block and the legs to be broken up and recycled – the rubble will be used as hard core for the new lock.

Meanwhile an investigation is now taking place from Donington (12¼ miles along the new navigation from Boston), southwards to determine how the navigation will be connected to the river Glen. This follows an enlightened move by the East Midlands Development Agency to put up major funding for this work, which should include securing full planning permission for what will be Phase 2 of the new link. This all comes under the Lincolnshire Waterways Partnership "Waterways X" bid that was approved in November last year.

From Boston to Donington the channel is wide and clear but southwards from there it gradually gets narrower the nearer it gets to the Black Hole Drove pumping station

(19½ miles from Boston) and it could be difficult for a boat to turn. The pumping station completely blocks the route and the remaining 1½-mile section south to the Bourne road (A 151) is maintained at a lower level. This will need to be resolved as will the creation of a passage under the road and making a new junction with the river Glen, which already connects through to the Welland via a tidal sluice at Surfleet Seas End.

The Environment Agency is project managing this technical study which will include access improvements for walkers, cyclists and anglers and also expects to create substantial wetland habitat gains. In all this is an exciting project which we expect report on closely as it develops and to offer help wherever we can.

Problems are foreseen in some quarters in that the new link could involve three sets of tidal water – on the Witham from the Grand Sluice at Boston down to the entrance to the South Forty Foot Drain, on the Welland from Surfleet Seas End up to Fulney Lock in Spalding, and on the Great Ouse crossing over from Salters Lode to Denver Lock. In fact “solutions” to all three tideways are already being actively explored.

At Boston plans are well advanced to construct a multi-functional half-tide barrage across the Witham downstream of the South Forty Foot junction. This would maintain a navigation level up to the Grand Sluice, meaning most boats could pass between the two navigations regardless of the tide. The barrage would be designed to provide protection for Boston against a tidal surge and reduce the risk of flooding in the town.

At Surfleet Seas End and very close to where the Glen enters the Welland, Vernatt's Drain also enters via a control sluice. This drain runs southwards parallel to the Welland and then round the east of Spalding to Pode Hole, passing less than half a mile from Fulney lock on the way. By making a short new connection from upstream of the tidal sluice on the Glen at Surfleet to just south of the control sluice on the drain together with a short link in Spalding to upstream of Fulney lock with a bridge under West Marsh Road, the tidal section of the Welland could be bypassed.

And on the Great Ouse a former plan to make the Old Bedford River navigable from Welches Dam Lock southwards to Earith are being refreshed. Whilst there are problems with the Forty Foot River between Horseway and Welches Dam these are not insuperable and this route would eliminate the tidal passage at Denver. There are also ambitious plans to build an aqueduct over the New Bedford River at Denver, with locks on both sides, to provide a tide-free passage from the Middle Level to the Great Ouse and these remain on the drawing board.

This, of course, still leaves the difficult connection from the Welland to the Nene and various options continue to be discussed. Whichever route is chosen one would hope that the link to the Nene would be upstream of Dog-in-a-Doublet lock and hence away from tidal waters.

Our preferred option remains the use of Car Dyke from Peakirk on the Welland with a new cut to cross somewhere near Northey Fen to reach the Nene as almost half of this route already exists, albeit in need of improvement.

THE ANNUAL GENERAL MEETING CHARTED NEW WATERS

The Association's 38th Annual General Meeting was held at Fenscape, part of the Springfields Outlet Village and Festival Gardens on the outskirts of Spalding and alongside the Coronation Flood Relief Channel. This wide and deep channel was opened in September 1953 designed to take flood water away from the centre of Spalding, where the Welland is relatively constricted and narrow.

For reasons that are not entirely clear, but are thought to be a precaution against pollution, boats are not normally permitted to navigate the flood channel but the four electrically-powered boats run by Spalding Water Taxis are permitted to use it and a special landing stage has been constructed for them at Springfields just upstream of the tail sluice where the water is channelled back to the original course of the river just below Fulney Lock. During the season these boats operate regular 45-minute trips to take passengers to and from the centre of Spalding where another landing stage has been built close to the "*Lincolnshire Poacher*" public house.

Promptly at 10.45am a party of nineteen boarded *Spalding Beauty* and *Spalding Gold* (their sister craft *Spalding Queenie* and *Spalding Tulip* were seen en route) to be taken on a trip along the channel, before turning upstream at the junction with the Welland for a short trip up to the Welland Yacht Club. The electric boats are based here and there are charging facilities for their batteries. With a yacht race in progress it was not politic to venture any further up river. Instead the boats turned to explore the attractive stretch of the river through the centre of Spalding to reach Fulney Lock. Members were able to examine the structure, which is not normally accessible. It was rebuilt as part of the flood relief scheme and the main chamber can accommodate boats up to some 62 feet long and almost 28-feet wide. An additional set of gates, not fitted with sluices, point downstream towards the tidal river and serve as a flood protection measure.

The heavens opened during the trip back into the centre of Spalding but the rain had stopped up by the time the party reached the Lincolnshire Poacher for lunch. The boats then returned everyone to Springfields for the AGM, the Council Meeting that followed, for shopping in the outlet village, or for visiting the Fenscape exhibition.

Thanks are due to Ivan Cane who made all the arrangements, to Spalding Water Taxis, and in particular to our member Richard Fairman who skippered one of the boats and who has a wide-ranging knowledge about the waterways in this area.

SUBSCRIPTIONS: As Treasurer I would like to thank all members for their continued support. The minimum subscription remains at the modest sum of £5 and a recent poll conducted by our Secretary gave no clear mandate to raise it. It has to be said, however, that many members pay more than the minimum and some pay considerably more, which gives a healthy income for our small association.

For those members who do not pay by Bankers Order, subscriptions are due again on 1 July and I would very much welcome receiving renewals by around that date, rather than having to send out reminders in the summer. I would also be happy to send Bankers Order forms and/or Gift Aid Declarations to anyone who does not already pay by these means. My details are on the front page. *Alan Faulkner.*

HERE AND THERE

50TH ANNIVERSARY: The East Anglian Waterways Association was formed on 18 April 1958 at a meeting in Peterborough to take the place of the defunct Fenlands branch of the Inland Waterways Association. One of the instigators was Lewis Arthur (Teddy) Edwards, who was already a knowledgeable and respected figure in the waterways movement and was the author of "*The Inland Waterways of Great Britain and Northern Ireland*" that was published in 1950. The first chairman was Leslie Critchley, a keen member of the Peterborough Yacht Club and who owned a pharmacy in Peterborough.

As members know, the event is going to be celebrated with a cruise on the river Cam on Sunday 13 July.

NEW MEMBERS: We extend a very warm welcome to Steve Machin of Bourne and to Peter Bendall of Kaltenkirchen, which is north of Hamburg in Germany. Steve has contributed an article about the little known Bourne Eau to this edition, whilst Peter has made a major contribution towards establishing the EAWA website.

RIVER STOUR TRUST: In our report about the trust in our last issue there were some errors. Whilst Tony Platt, the long-serving chairman of the trust, was voted out of the chair he remains a member of the trust's council. Likewise his wife, Lesley Ford, also remains on the council. We offer our apologies here.

RIVER STOUR: In February work started in Dedham Vale to take down overhead electricity power lines from this area of outstanding natural beauty. EDF Energy is investing £450,000 to remove more than four miles of low voltage overhead cables and 75 wooden posts between Boxted Mill and the river at Stratford St. Mary and install an underground network instead. Specialist machinery will be brought in to drill under the river to bury the new cable below the river bed. The work is expected to take about three years to complete and a second project, costing £250,000 is due to start in the autumn to remove overhead cables between East Bergholt and Dedham.

RIVER NENE: As part of the on-going series of improvements new 48-hour moorings costing some £360,000 have been established at Wellingborough Embankment, at the Rushden & Diamonds football ground at Irthlingborough and at the Middle Nene Sailing Club at Islip. Towards this sum the Nene Regional Park provided £90,000 for the work at Wellingborough. Between them, these new steel-piled moorings provide some 175 yards of space.

Elsewhere a 40-yard long floating landing stage has been installed in Becketts Park below Northampton lock (No 1). At Rush Mills (2) and Ashton (28) the downstream floating landing stages have been extended enabling the old access steps to be opened up. Meanwhile at Abington (3) and Alwalton (36) the vertical ladders have been replaced by steps whilst at Wollaston (12) and Woodford (20) the downstream stages have been re-decked.

Another major improvement, not previously reported in our pages, was that in July last year Yarwell Lock (33) was electrified leaving only seven un-powered guillotine gates on the river. The problem at Yarwell was simply getting a power supply to the

site and the Environment Agency had to bring in special “mole” equipment to burrow under the river and then drag a power cable through.

RIVER SLEA: Through the Lincolnshire Waterways Partnership £100,000 of funding has been provided to carry out repairs to Bottom Lock. The restoration of this lock was an early achievement of the then Sleaford Navigation Society but time has taken its toll on the bottom lock gates which are in need of replacement. A new set of gates, made from the dense and long-lasting Ekki hardwood, are to be installed and at the same time new gearing is to be provided for the guillotine top gate, to dramatically reduce the 350 turns currently needed to raise and to lower it. Floating landing stages, both above and below the lock, are also to be provided.

LINCOLNSHIRE: Planning approval has been given for the final stretch of the Water Rail Way between Langrick Bridge and Anton’s Gowt. Overhanging branches have been cut back, construction has started and the path should be complete by early autumn thus completing the route from Lincoln to Boston. Meanwhile planning for a shared-usage path from the Pyewipe Inn at Lincoln via Burton Waters to the village of Saxilby started in February and construction should begin this summer and should be completed by October 2009. Approval; has also been given to the creation of a better path on the disused railway line between Woodhall Spa and Horncastle.

WELL CREEK TRUST: The Trust held its Annual General Meeting on Monday 4 February in Upwell Village Hall and afterwards listened to a talk by Peter Carter, their local eel fisherman. The Trust’s accounts reveal another successful “Fenland Feast” and a major increase in the work carried out on the creek.

THE OLD BEDFORD ROUTE: Despite continuing efforts, particularly by the IWA’s Peterborough Branch, there has been no progress in being able to start the work needed at Welches Dam Lock to repair the damage to the structure. At the Old Bedford Sluice, however, the problem is straight forward in that a relatively short section needs dredging. After negotiations the Environment Agency agreed to undertake this work and to allow craft to get through on two weekends – the first on 23-26 May and the next on 11-14 July. This is a small, but positive, step forward.

KING’S LYNN MARINA: Following a major increase in the estimated costs of the proposed new 250-berth marina at the Boal Quay at King’s Lynn, West Norfolk Council has agreed to make more funds available. Part of the money will be spent on acquiring the land needed for the scheme and for specialist and technical advice. And the option of creating an inland link via the river Nar to the Flood Relief Channel is being re-examined, as originally this was seen as an essential element in the viability of the whole project.

LITTLE OUSE: The Little Ouse Group has been negotiating to install soft moorings at Santon Downham for over a year now and it has finally obtained the approval of Natural England. It just now needs assent from the Environment Agency, which is not expected to be a problem. The group, who are working closely with Santon Downham Parish Council, will manage the moorings jointly with the Great Ouse Boating Association who will encourage their members to use the new facilities once they are available. This will be an important step towards the ultimate re-opening of the river through to Thetford.

In the meantime contractors undertook refurbishment work to the railway bridge across the river downstream of Brandon throughout March and April.

THE LODES: Our member Dave Carnell highlights a similar problem to that we have encountered in that some of the Cambridgeshire navigable lodes were not included in the Anglian Water Authority's Act of 1977 and hence the Environment Agency tries to prevent boats using them. In the Witham Navigable Drains the East Fen and West Fen Catchment Drains, Stonebridge Drain, Medlam Drain and Maud Foster Drain are regarded as Main River and are controlled by the EA. None of them are mentioned in the Act and for years the EA have denied they have a navigation responsibility. However we (IWA) have been able to produce copies of boat licences and mooring charges made by their predecessors, the Anglian Waterway Authority, on the Maud Foster and Medlam Drains. Reluctantly the EA has now accepted that craft used the Maud Foster Packet Boat Steps in Boston and fixed a sign acknowledging this facility.

On the lodes some years ago now several boats used to be moored on Swaffham Bulbeck Lode above the entrance lock and quite a few boats are known to have navigated to Soham, despite warning notices supposedly prohibiting this. We regard it as unacceptable that these ancient navigation should seemingly be allowed to "be closed" in this way.

Meanwhile there will be some restrictions on using Wicken Lode between Thursday 26 June and Thursday 17 July as the footbridge is undergoing maintenance work.

GREAT OUSE: As part of a rolling £1m five-year programme new landing stages have been installed at Castle Mill Lock – the deepest on the river. Meanwhile at Little Thetford extra 48-hour moorings have been created and some of the moorings at Ely have been improved. Godmanchester lock has been electrified, making it faster and easier for boaters to use, whilst extra steps have been fitted to the bridge over the lock to make it easier to use. Sadly this lock has suffered from a great deal of vandalism and in an effort to combat this a new permanent 24-hour CCTV camera has been erected that will feed pictures direct in the Huntingdon police control room.

Downstream Brownhill Lock was closed for five days in February to enable a new three-phase power supply to be installed and new actuators fitted. These will speed up the lock operation, improve reliability, as the old units were reaching the end of their useful life, and help standardise the equipment with that at the other locks on the system. And at Denver works are in hand to repair the sluices with jetting equipment being used to wash away the mud banks.

RIVER GIPPING TRUST: There was an excellent turnout for the Trust's first Annual General Meeting held in Needham Market on Thursday 8 May. The directors are Jeremy Clover (chairman), Lewis Tyler (secretary) Spencer Greystrom, (treasurer), Charles Stride, Colin Turner and Chard Wadley. A measure of its success was revealed in its accounts to 31 March 2008 in that the Gift Aid contribution came to £448 – for a small, but fast, rising membership in less than a year this a fine achievement. After the formalities Spencer Greystrom gave a well illustrated talk about the history of the river.

CHELMER & BLACKWATER: The Chelmer Canal Trust has been granted £10,000 from the Awards for All section of the National Lottery and, in conjunction with Essex Waterways Ltd.; this is going towards the purchase of a multi-user boat which can be used by their volunteers. In particular it will be used against the invasive American Pennywort floating weed. The boat is fitted with a wide walkway around an open hold, which in turn is fitted with removable baskets, enabling the weed simply to be scooped out and dumped the baskets for later disposal.

Meanwhile in a move against Tesco Stores, Essex Waterways has recovered the costs it incurred in removing the supermarket's trolleys dumped into the navigation at Heybridge. Tesco narrowly avoided civil proceedings and has now introduced new procedures to reduce the likelihood of abandoned trolleys being dumped in this way and has appointed a specialist contractor to recover any that still "escape".

OPEN RIVER ACCESS FOR NON POWERED CRAFT: The British Canoe Union is campaigning for improved access to rivers by non-powered craft believing this to be generally in the public interest wherever it is possible. Lobbying was carried out to ask Member of Parliament to sign an Early Day Motion to grant the same access rights on water as walkers have on land. There are several rivers in East Anglia where such rights would be a positive advantage.

NORTH WALSHAM AND DILHAM CANAL

Two successful work parties were held at the Honing Staithe Arm on 10 and 24 February – on both occasions Dr. Tom Moore brought his digger along and has largely completed dredging out the arm enabling the temporary dam across the entrance to be removed. The work included dragging out the last three stubborn tree stumps from the water and reducing the size of "the island" – an area just out of reach of the digger. Both banks of the arm have been left in a relatively straight and tidy state and the deposited spoil should soon consolidate and the "scars" heal.

On the first session the other volunteers carried out further work on the canal side pathway and the route of the path back towards Weavers Way was fixed and some preliminary work carried out, but a footpath bridge over a dyke will need to be installed before the path can be opened up to the public and the plans and funding for this are now being explored.

The session on 24 February concentrated on clearing up the site and two large bonfires devoured a huge quantity of brash much of which had been piled up by the road embankment, rather to the disquiet of Norfolk County Council's Highways Department, albeit some of it predated our arrival. The result was a neat and tidy area that is already becoming an enjoyable amenity. A further session on 27 April concentrated on clearing a further length of the main canal here of overhanging and fallen trees to improve the flow of water.

The 23 March session was at Ebridge where much of the area round the lock was mowed and tidied up and trees and brambles beside the mill pond were cut back. As a prelude to clearing out the mill pond exploratory work was carried out into determining the location of a former wharf. A collection of miscellaneous rubbish was dragged out of the lock tail including such things as plastic warning boards and this

has improved the flow of water through the lock. And in preparation for the next session a rough access path was created on the east side of the canal to permit overhanging branches and trees to be cleared from the canal.

On 18 May the workers returned to Briggate where the site was given its usual tidy up. Investigations were carried out into clearing out the mill pond as there is a fear that this seemingly unused area could be adversely affected by possible development work at the derelict Briggate Mill on the other side of the road. Another task requiring a great deal of effort was to haul back into its hinge post the west tail gate at the lock, which had become displaced.

Dates for future Sunday sessions are:

15 June Honing pound Lock to Dee Bridge

29 June Bacton Wood Lock

27 July Ebridge Lock and pond

17 August Briggate

28 September Honing Lock & staithe cut

26 October Briggate

30 November, Bacton Wood

28 December Honing staithe cut.

Our work party leader, David Revill, can be contacted on 01603 738648

NORTH WALSHAM & DILHAM CANAL TRUST

The Trust has been offered a £990 grant by the Leader Broads & Rivers Community Chest Fund to assist with the purchase of mowing equipment needed to keep the lock sites under control, the building of a footbridge over the soke dike at Honing Staithe as an essential part of the new circular walk that is being created to and from Weavers Way, and producing a professionally printed leaflet.

The total costs come to £1,980 and the Trust has to raise £990 in matched funding. It is well on course to achieving this aided by a £500 contribution from EAWA but further donations would be more than welcome and should be sent to Mrs Carole Bullinger, Orchard House, Yarmouth Road, Dilham, Norfolk, NR28 9PY.

Letters have now been sent out to the landowners along the length of the canal introducing the Trust to them. Subsequently David Revill (liaison officer) and Carole Bullinger (secretary) were invited to meet one of the owners at his home and were subsequently escorted around his property, which adjoins the canal. On a beautiful morning it gave distant views of Swafeld church surrounded by fields of corn and grazing sheep.

And from further down the canal comes the welcome news that permission has been given by the landowner concerned for the trees along the west bank of the canal between Honing Lock and Honing Bridge to be cut back. Due to prolific growth this stretch has become impassable but the work will re-open it for canoeists and an initial work party was scheduled to take place on Sunday 15 June.

BOURNE EAU

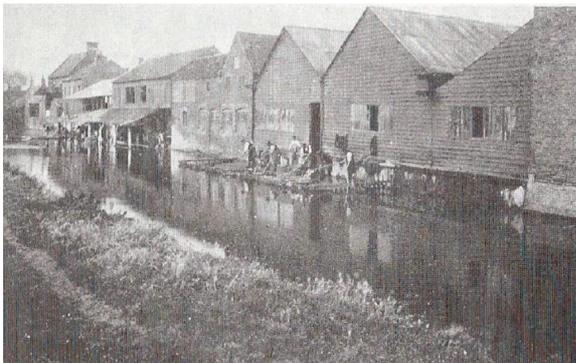
Bourne Eau is one of the lesser known waterways in East Anglia; nevertheless it forms one of the long-term restoration projects for which this Association is responsible with the Inland Waterways Amenity Advisory Council. Hence we are delighted that our new member, Steve Machin, who lives in Bourne, has contributed the following article about the former navigation.

The town of Bourne grew up around the springs that make St Peters pool, which is the source of the Eau. After leaving the pool it powered three mills - Baldock's mill, Cliffe's mill, used for crushing bark for tanning, and Notleys flour mill. The spring water also supplied local fish farms. In the mid 1800's it was also bottled and sold as Bourne Table Waters. After leaving Notleys mill the Eau runs alongside Eastgate where the navigation begins.

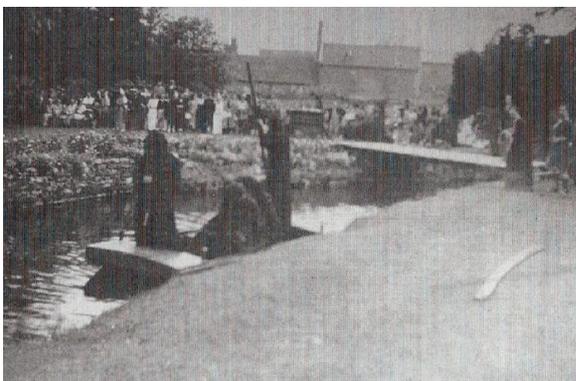
The Eau wasn't Bourne's first waterway for the town sits on the Roman Car Dyke, though some say that Car Dyke was merely a drainage ditch and not used for navigation. The Roman Bourne-Morton Canal was maybe the earliest navigation from Bourne to the sea, which in the Middle Ages was quite close to Bourne and only at the end of Bourne North Fen. It was used to carry salt mined at Morton.

The Eau, a three-and-a-half mile navigation carried goods to the river Glen and on to Fosdyke that connected to the sea via the Wash. The Glen also connects to the Welland making a navigable link with Crowland and Stamford.

It is said that the Eau had two locks, though I can't find any trace of them. Old folk of the Eastgate area, now long gone, told me that there used to be a lock where the weir is under Mays Bridge.



Washing skins on the north bank of the Eau at T.W. Mays, Woolstaplers and Fellmongers, before 1908 whilst a boat appears to be moored just beyond the lean-to. And the same view in 2008.



In 1938 there was a pageant on the Eau. This photo depicts the Monks taking the body of Hereward the Wake to Crowland Abbey for Burial.

The first legislation covering the Bourne

Eau was an Act of 1781. Trustees were empowered to clean out the navigation and charge tolls.

BOURN EAU RIVER.

21 George III Cap. 22, Royal Assent 29th March 1781

THIS river proceeds from the navigable River Glen, in Deeping Fen, in a north-western direction to the town of Bourn. It is three miles and a half in length, and nearly straight. It appears by the preamble of the only act relating to this navigation, entitled, "An Act for improving the Navigation of the River coiled Bourn Eau, from the town of Bourn to its Junction 'with the River Glen, at a place called Tongue End, in the county of Lincoln," that it had been previously used as a navigation, but that it had become of little use, in consequence of being nearly choked up by mud, and other obstructions; the above recited act, therefore, gives authority to trustees therein named, to make good the navigation by scouring, cleansing, and making the same 5 feet deep and 30 feet wide, where its present banks will admit of it.

TONNAGE RATES. For all Goods, Wares, Merchandize or Commodities whatsoever Two shillings and Six pence per Ton *and* so in proportion for any greater or less Weight than a Ton.

The trustees, in whom this navigation is vested, are the lord of the manor of Bourn, with the members for the time being; the owner of Bourn South Fen Pastures; the lord of the manor of Bourn Abbots, with its members, and nine other persons, three to be chosen annually by each of the parties above-mentioned; also all other persons who shall be holders of £100 stock, to be raised for the purposes of this Act The sum of £60 per annum is paid to the trustees by the owners of an estate of eight hundred and sixty acres, situate on the banks of the river, and which, at the time the Act was obtained, belonged to Sir Gilbert Heathcote, Bart, in quittance of the obligation he was under of keeping in repair a considerable portion of the north-west bank of this navigation, and which, in consequence, devolved upon the trustees. The Marquis of Exeter also pays to the trustees the sum of forty shillings annually on a similar account. The principal use to which this navigation is put is to facilitate the conveyance of the surplus agricultural produce of the fens, to the port of Boston, (to which it has communication by the River Glen) and to supply Bourn and its environs with groceries and other articles.

From around the 16th century the Eau was used to carry corn, wool and skins to the Glen and Welland, also to Boston port. Coal was brought to the coal wharf in Eastgate, until it became easier to bring in coal by train. A passenger boat was in service on market days.

The Glen often flooded with water backing up the Eau into Bourne as shown in this picture. To control this flooding, self-acting doors were installed at the junction of the Eau with the Glen.



Then in the 1860's a sluice was installed cutting off the Eau from the Glen and ending any through navigation to and from Bourne.

BROADS NOTES AND NEWS

BROADS BILL: The Broads Authority's Bill has successfully completed its committee stage in the House of Commons and it is hoped that the committee stage in the House of Lords will be in the summer, with Royal Assent in late summer or early autumn. On 7 February, however, three local Members of Parliament objected to the Bill when it was put before the House of Commons and this will lead to some delays. They would like to see the provision being included for direct elections to the authority, a move that would have implications for all the national parks in the country. They are also concerned at a perceived lack of trust between the authority and various user groups. The authority sees the Bill as concerned primarily with public safety and feels it is not the appropriate vehicle to seek changes to its membership.

NATIONAL PARK GRANT: As reported in our last issue the government has awarded the Broads Authority extra funding over three years "*for the implementation of the Sediment Management Strategy (which) will bring many benefits for the restoration of the Broads ecosystems*": The Authority has drawn up plans as to how these monies are to be allocated. One of the main outgoings will obviously be for dredging, which is so badly needed on many parts of the system.

Dredging 2008/2009	Dredging 2009/2010	Dredging 2010/2011
Oulton Broad, bar removal	Breydon Water (Phase 1)	North Bay, Oulton Broad
Haddiscoe Cut, final stage	Yare, shoal removal (Phase 2)	Bure, Stracey Arms – Six Mile House
Ant, upstream of Ludham Bridge	Bure, Acle – Stokesby	Bure, Malthouse Broad
Bure, Thurne Mouth – Horning Church	Bure, Ranworth Dam	Bure, Caen meadow – Belaugh
Thurne, upstream Martham Ferry	Bure, Malthouse Broad	Chet, Phase 1 & Phase 2
Thurne, Heigham Sound (Phase 1)	Thurne, Heigham Sound (Phase 2)	Bure, Mautby – Ashtree Farm
Bure, Belaugh – Horstead (Phase 1)	Bure, Belaugh – Horstead (Phase 2)	Bure, Stokesby – Mautby Marsh Mill
Bure, Wroxham Bridge – Caen meadow	Ant, Limekiln Dyke	Waveney, Worlingham – Burgh St Peter
Yare, Thorpe River Green	Bure, Salhouse – Wroxham Bridge	Ant, Stalham Dyke
Bure, Acle Bridge – Thurne Mouth		Thurne, Hickling Broad channel
Yare, shoal removal at Five & Seven Mile bends (Phase 1)		

Other plans include mud pumping at several locations such as Mautby Decoy and Buckenham Dyke with feasibility studies into other sites; the development of mud disposal sites such as at Haddiscoe Cut, Thurne Mouth, Jensen's Island (Oulton Broad), upstream of Wroxham Bridge and at Long Dam on the Waveney and studies into bank erosion. Another important area is to develop a Lake Restoration Strategy with priorities being the Trinity Broads and Lound Lakes.

DREDGING: The Broads Authority's takeover of the dredging operations is paying off as for the same money spent, more has been achieved in the first five months of taking over. Completed work includes South Walsham Fleet Dyke, the Ant up to Ludham Bridge (and continues upstream to Barton Broad); opposite Horning Church on the Bure, the entrance to Hardley Dyke, the Reedham end of the Haddiscoe Cut, shoals on the Yare, and part of the bar at the entrance to Oulton Broad.

As members know the Association registered a strong objection to the plans for two wherry dikes at Jensen's Island in Oulton Dyke being filled in with dredgings. Planning permission was, however, granted, the scheme included creating a new stern-on 24-hour mooring there and restoring some degraded marsh land.

Since then an opportunity has arisen to deposit dredgings on a site on the Waveney at Black Mill, which is south of the Somerleyton railway bridge. The material is to be used to create a rond as part of the Environment Agency's flood alleviation programme. This has enabled the dredging of Oulton Broad to be accelerated. Some 6,500 cubic metres has already been removed from the bar at the entrance to the broad and a further 5,500 cubic metres, that were planned to be removed in three years time, is now being carried out, and the work will continue until the boating season peaks in mid July.

Several other sites on the Waveney that could take significant amounts of dredgings have also been identified and these are felt to be more cost effective and to have a greater capacity than the Jensen's Island site, which has been spared, certainly for the time being.

BROADS FORUM: The forum meets on a regular basis and acts as a conduit whereby views and requests can be passed forward to the Broads Authority with decisions and developments being received back. Our Association is linked in with the Inland Waterways Association, the Oulton Broads Users Association and the Yare Users Association in being represented on the forum by Barrie Green. Changes are now being made which will reduce the number of members representing boating and water-based recreational interest groups by one and make some other changes.

Interest Group	Current Members	Future Members
Boating & Water-based Recreation	5	4
Commercial Boating (in future to include Tourism)	1	3
Land-based Recreation (Ramblers Ass'n, Sustrans, Horse Riding Society &c)	1	3
Tourism (East of England Tourist Board & Visit Norwich)	1	0
Fishing & Angling	2	2
Wildlife & Conservation (Wildlife Trusts, RSPB, Friends of the Earth &c)	3	3
Farming/Landowning (in future to include Drainage & Flood Protection)	1	3
Drainage & Flood Protection	1	0
Education (How Hill Trust, Norfolk Schools Sailing, Museum of the Broads &c)	1	2
Cultural Heritage (National Trust, Norfolk Windmills Trust, Norfolk Wherry Trust &c)	2	2
Local Charities (Broads Society, Norfolk Heritage Fleet &c)	2	1
Local Communities	2	2
Total Membership to the Broads Forum	22	25

NORWICH YACHT STATION: Whilst Norwich City Council sought tenders for the operation of the station, none were forthcoming and it has now been agreed the Broads Authority will continue to manage the facility and will receive a subsidy of £20,000, which was agreed by the council at its meeting in February.

LOWESTOFT BASCULE BRIDGE: Whilst it was expected the work on the bridge would be completed in December, in the event the repairs were much more extensive and took far longer than expected and lasted several months into this year. These continued closures have caused considerable inconvenience in the town.

FLOODING: Under the headline "Sea could swamp historic churches" *The Daily Telegraph* of 31 March reported that six Norfolk villages – Eccles, Sea Palling, Waxham, Horsey, Hickling and Potter Heigham – could be threatened under plans to abandon parts of the coast of eastern England to the sea. This follows the

Environment Agency and Natural England's suggestions for no active intervention to stop coastal erosion in several locations between the Wash and Felixstowe.

Associated with this is the increasing threat of saline incursion by tidal surges into the Broads, which would destroy the delicate fresh water environment. This has led to Environment Agency plans for major flood defence work along the southern bank of the Bure designed to protect marshland habitats as well as the A.47 road and the railway line into Yarmouth. The work would be carried out over a 20-year period and cost some £120 million.

All this has also given rise to reviving the idea for a flood barrier on the river Yare at Great Yarmouth. Previously there was considerable opposition to this idea due to fears it would interfere with the trade of the port, but the building of the new outer harbour should safeguard the commercial interests. The barrage idea was supported by a letter in *The Eastern Daily Press* on 7 February from Desmond Truman proposing building a lock at Great Yarmouth to protect the Bure, Waveney and Yare.

THE MUSEUM OF THE BROADS: In 1996 a fledgling museum was established at Potter Heigham before a move to the present leased premises at Stalham Staithe in 2000. It is now one of the most successful independent museums in Norfolk and last year attracted 8,000 visitors. An appeal has now been launched to raise £125,000 to enable it to buy the riverside buildings and waterfront that house the unique displays and collection. Anyone interested in supporting this worthy ideal should send their contribution to the museum at The Poor's Staithe, Stalham, Norfolk NR12 9DA.

TRINITY BROADS: Guided trails in stable Canadian canoes are to be run on the secluded Trinity Broads which are a Site of Special Scientific Interest. They will explore the wildlife havens of the five broads – Ormesby, Rollesby, Lily, Ormesby Little and Filby – which are peaceful and tranquil because they are isolated from the main river system by the un-navigable Muck Fleet. Only electric engines, rowing boats and sailing boats are permitted but the public launching of canoes is not allowed. Details are available from Hannah Gray, Conservation Officer (Trinity Broads) on 07711 438180 or [Hannah.gray at broads-authority.gov.uk](mailto:Hannah.gray@broads-authority.gov.uk)

WHERRY ALBION: Continuing the story in our last issue the bolts securing the old spruce keel to the vessel were removed, the bolt holes were plugged and the keel was sawn up into three foot pieces. New holes were then drilled at right angles to the irregular line of the bottom of the hogged vessel and the new steel keel was then offered up. The first two holes nearest the bow aligned perfectly with the holes on the new keel and were bolted together but at the stern end the holes were some two inches adrift. Over the next few days the vessel gradually resettled back to the shape in which she was launched 110 years ago and all the bolt holes aligned. This represented truly exceptional skill by the boat builders involved.

ALBION was then re-launched and on 2 February was taken to her base at Ludham, the new keel giving better directional stability and the vessel being more responsive to the helm. Work then started to fit her out internally in readiness for the 2008 season. She is to be rededicated by the Bishop of Thetford at Ludham on 21 June.

THURNE MILL: On Sunday 11 May this mill was back in action with its sails turning and its pump back at work for the first time since 1936. This followed major

restoration work by the Broads Authority's trainee millwrights. The mill was bought from the Internal Drainage Board in 1949 and saved from dereliction. The sails and fantail were restored but later it was leased to the Norfolk Windmills Trust who arranged to complete the restoration. The mill is to be open to the public from 2pm to 5pm on the second and fourth Sunday in every month up to September as well as by appointment.

HOUSEBOATS: In January houseboat owners moored at Thorpe St. Andrew faced the prospect of being moved under plans to scrap new residential moorings; the Broads Authority contending they had been sold their moorings illegally and the former owner should have applied for change of use. Following a meeting at County Hall there has been a stay of execution until it can be resolved whether the people, some of whom have been living there for years, need planning permission and whether the boats are a threat to public safety.

BROOKE MARINE: This ship yard in Commercial Road, Lowestoft was first established in 1911, but ceased operating in 1994 until recently resurrected as Brooke Marine Yachts. It has an 85-foot dry dock and a deep water quay. The yard is in the process of converting the large fishery patrol boat MV SULISKER into a luxury super yacht with 100 people being engaged on the project. It seems, however, that this could be short lived as the whole of the Brooke peninsula is threatened with redevelopment involving 650 homes, which would have a major effect on the future of all the marine-based businesses in the Lake Lothing area.

PRINCESS ANNE: On Monday 9 June the Princess Royal rejoined the sailing yacht ALDER KITTEN that she had last taken the helm of some twenty years before. Her visit was to mark the centenary of the iconic White Boats that are all named after British butterflies and moths and the occasion was a regatta at the Norfolk Broads Yacht Club on Wroxham Broad. The first White boat was designed and built by Ernest Woods of Cantley in 1908 and there are now 130 in the class, which is officially called the Yare and Bure One Design.

THE THREE RIVERS WAY: An ambitious scheme has been launched to create a new path running from Hoveton via Horning and Ludham to Potter Heigham and thus linking the rivers Bure, Ant and Thurne. The route, which would accommodate walkers, cyclists and wheelchair users, would roughly follow the A 1062 road but there is a possible longer route that would take in Thurne Bank and St. Benet's Abbey. A Three Rivers Way Association has been formed and this is now seeking funding. The scheme already has the support of North Norfolk District Council and the North Norfolk Member of Parliament.

WAINFORD LOCK: Over the August bank holiday weekend last year a local woman was drowned when her dinghy overturned at Wainford Weir on the river Waveney near Bungay. Following a campaign by her friends and family the Environment Agency started work at the end of January to install a fence along the bank and to provide better signage. The launching point for canoes has been moved further from the weir and nearer to the bridge and three new inlets have been provided for local anglers.

THE EAST ANGLIAN WATERWAYS ASSOCIATION LIMITED

*A non-profit distributing company limited by guarantee No 895405
Registered as a charity No 251382*

“*The Easterling*” is published three times a year – in the middle of February, June and October – and is issued free to members.

The Editor (details on the front page) welcomes contributions and any such should be sent direct to him, either as hand-written or typed copy, or by e-mail. Photographs and illustrations are also welcome. Ideally these should be sent either by e-mail as a j-peg image, or as a print, that can be scanned. The closing date for copy and pictures is the last day of January, May and September.

The officers and directors of the Association are:

CHAIRMAN: Roger Sexton, 2 Shaw Drive, March, Cambridgeshire PE15 9TB
(01354 652329)

SECRETARY: Ivan Cane, 36 Hayes Lane, Fakenham, Norfolk, NR21 9ER
(01328 862435 – Mobile 07721 460791 – Answerphone/Fax 01328 853403
[eawa.ivan at btinternet.com](mailto:eawa.ivan@btinternet.com))

TREASURER: Alan Faulkner, 43 Oaks Drive, Colchester, Essex, CO3 3PS
(01206 767023) - [alan.faulkner22 at btinternet.com](mailto:alan.faulkner22@btinternet.com)

OTHER DIRECTORS

Leslie Heaton, Kirtloe, Knights End Roads, March, Cambridgeshire, PE15 9QA
(01354 652835)

John Hodgson, 9 Beaufort Way, Brickhill, Bedford, MK41 7XQ
(01234 344884)

Robert Kearney, 32 Springfield Road, Somersham, Ipswich, Suffolk, IP8 4PQ
(01474 831647)

John Mayhead, 1 Church Avenue, Ampthill, Bedfordshire, MK45 1PN
(01525 405184)

David Revill, 43 Kings Road, Coltishall, Norfolk, NR12 7DX
(01603 738648 – Mobile 07762 218239)

The Association has links with the Association of Waterways Cruising Clubs, Bedford & Milton Keynes Waterway Trust, Chelmer Canal Trust, Great Ouse Boating Association, Inland Waterways Association (Cambridge, Ipswich, Lincoln, Northampton and Peterborough branches); Inland Waterways Protection Society, Little Ouse Group, Middle Level Watermen's Club, Museum of the Broads Trust, Norfolk Industrial Archaeology Society, Norfolk Wherry Trust, North Walsham & Dilham Canal Trust, Peterborough Civic Society, River Gipping Trust, River Stour Trust, Sleaford Navigation Trust, Waterways Recovery Group and Well Creek Trust.