

By The Way

Issue No 83 - June 2017



Editorial

Mike Chamberlain (*Paper Moon*)

Apologies for the late issue of BTW. Having volunteered to help at the AGM in April it has been a little daunting to pick up the duties of Editor so quickly. However I am really pleased to have the support of a previous Editor, Kathryn Dodington who is helping with the assembly of the magazine. My thanks also go to Rhys for his assistance with the handover.

I have had some suggestions about future articles and ideas to incorporate changes to the format and subject matter to give our magazine a new look. Please let me have your ideas about what you would like to see in it and I will do my best!

I must thank all our regular contributors but especially those of you who have submitted material for the first time.

Those of you who lead solely digital lives may not need a hard copy of By The Wey. If so please let me know. It can be downloaded from the Club website but if you need it sent to you please get in touch and I will make sure you get a version by email. In future please send all your contributions for the magazine to our new Gmail account: bbc.btw@gmail.com.

The Editor's email address is :
mike@papermoon59.co.uk

Who puts this magazine together?



Mike Chamberlain and

Jeanette (*Paper Moon*) first started boating as a family in the 1970s. *Paper Moon* was acquired with redundancy money from his job with the paper industry in 1989.

Over the intervening years she has been refitted repainted and re-engined while spending time on the Grand Union at Harefield and Pitstone, and on the Wey at Stoke and Walsham.

In semi-retirement Mike enjoys tinkering, mending things and gardening as well as travelling abroad.



The typesetting (and a bit of playing around) is undertaken by Kathryn Dodington, a previous Secretary and Commodore - and previous owner of *Leo No2* - sadly now sold following a fall and a broken hip.

Kathryn lives in Stoke Bruerne but still keeps in close touch with Byfleet Boat Club - the one thing Stoke Bruerne doesn't have is a 'Byfleet Boat Club' - oh and a railway station!! If you do (or don't) like what you see please let Mike know.

Please note the copy date for the October issue is 30th September 2017

Cover picture: Rodney and Ian adjusting the bunting at the Boveney Weekend
(Photo: Mel Cambridge - Danum II)

The weather has been very kind if a little cold for boating up until now. Before anyone asks, I (fingers crossed) do not envisage any water supply problems during the season. I think it would have to get considerably hotter for longer to have a real impact on water levels before the end of the boating season.



New lower gates for Coxes Lock are already in the plan for this this winter (Photo: Jeanette Chamberlain - Paper Moon)

The boating season lies before us. My plea to you as to all boaters is please help look after your navigation. That means roping up fore and aft in lock chambers, engines off unless you have an historic engine, open both gates to enter and exit the lock – you wouldn't believe how this helps reduce damage to our infrastructure and keep costs down, so please pass the tips on to those you see not doing these things.

So onto what costs money and what your mooring and licence fees go towards. Our

long term planned cyclical maintenance works continue. This winter (yes already!) we plan to replace lower lock gates at Coxes Lock and uppers at Newark Lock. Bank works are as reported in the last edition now underway between Parvis Wharf and New Haw while we await Environment Agency consents for bank

works below Triggs and above Walsham and Bowers. The lower lock landing bays at Unstead and Triggs are also scheduled for replacement this summer and will hopefully be extended slightly to incorporate canoe portage points. We have consent to dam off Bowers Old Buck Weir to allow us to undertake a principal asset inspection later in the year and now we have our channel dimension survey results were beginning to put a

dredging programme together to start in 2018.

As always the waterway has been receiving its 'spring clean'. Locks, gates, weirs and bollards are being painted and we are now into the grass and vegetation maintenance season. This will continue through until winter and we are ably supported by a growing number of volunteers who help with these tasks as well as with conservation tasks across the property – tacking floating pennywort and Himalayan Balsam to name

Navigation Update

John Gibson

a few. If you want to help please make contact with your local Lengthsman who will be only too happy to have your support.

Dapdune Wharf and Shalford Mill have got off to a good start with lots of visitors enjoying the dry weather. Dapdune has been receiving many school group visits and it is great to see the young students working on their river studies or learning about the history of the waterway. There are many more events taking place at Dapdune, Shalford and across the waterway this summer. If you are interested in joining any the details can be found on our website <https://www.nationaltrust.org.uk/river-vey-and-godalming-navigations-and-dapdune-wharf>. Of course the biggest event of the year is the Wey River Festival which will take place at Dapdune Wharf over the weekend of 23rd/24th September – so please come along and enjoy the weekend.

I do hope you have a super summer cruising the waterway – if I don't see you out on the Navigations I look forward to seeing you at the Wey River Festival

Saturday 8th July - Dashwood Day

The Wey & Arun Canal Trust and the National Trust are jointly celebrating the 150th anniversary of JB Dashwood's adventurous journey down the River Wey along the Wey & Arun Canal towards the Solent. His mission was to see the Spithead Review in 1867 and he took his small boat *Caprice* from Thames Lock at Weybridge, along the Wey & Arun Canal on his way to Portsmouth. Small boats and canoes are expected to join a re-enactment of his journey and boaters will be wearing Victorian dress.

The finishing line is at Gun's Mouth, Shalford, on the Wey & Arun Canal and the start of a planned new connection. There will be the official opening ceremony of the new canoe landing stages at Gun's Mouth Island kindly sponsored by British Canoeing.

Basingstoke Basin Plans

Plans for the Basingstoke Canal in Woking include a boat mooring basin surrounded by restaurants and bars, linked to the canal's towpath by a new suspension style footbridge, creating a 'honeypot site' attracting visitors and developers. The ideas were put forward by Council Chief Executive, Ray Morgan, amid admissions of concerns about the canal which is not part of the Canal & River Trust system and relies on local authority support. Despite CRT and Surrey Council having been unable to agree financial terms for a transfer, Mr Morgan still believes that the most likely solution is for the canal to be taken over by the Canal & River Trust.

Keeping the Club afloat

Nigel Prior (*Gentle Dreamer*)

Former commodore Nigel Prior has changed roles, from being that of a well served member on the committee, and last year, supporting the club with another successful year at the helm, to putting his hand to the continuing maintenance of our rowing boat hire fleet.

After the initial hard work of strengthening the fibre glass hulls, which had been completed by a few club members when the boats were first bought, it has been one man's efforts that has maintained the fleet over the years. 'We are always looking for help and support' says Robin, keeping the rowboats looking as good and safe as they are. Robin also confirmed that he was very pleased to have Nigel as a 'trainee', although there is a lot for him to learn. There is nothing more rewarding than seeing families having fun using our boats in the way which Fredrick Stoop gave the Club to the village of Byfleet, and what we give back to the community is a chance for 'messaging about on the River'.



Nigel and Robin attending to one of the hire boats (Photo: Mike Chamberlain - Paper Moon)



Robin enjoying his outlook (Photo: Mike Chamberlain - Paper Moon)



Hire boat No 8 expertly repaired by Robin in August 2012
(Photo: Kathryn Dodington)



Hire boat No 8 after repair
(Photo: Kathryn Dodington)

Fridge Storage

If like me (old can't bend) you find festering food at the back of the boat fridge because it's low and my knees protest ! I've found these containers with handles are



invaluable; no festering food at the back and all the same kind of foods in one container!

Just lift it out take what you want, slide it back- Wish I'd found these years ago.

Valerie Wardlaw (*Hazell Nut*)



A Carbon Monoxide Alarm to BS EN 50291-2 is best for marine applications

Belt and Braces

This is something that I never realised, until I read this:-

Domestic carbon-monoxide alarms use paper elements that fail in marine environments. The domestic variety will respond to 250 to 350ppm, whereas a marine alarm goes off from 50ppm and doesn't amongst other things use paper. The Kitemark which starts with EN and needs to end in -2 (NOT -1) is a marine alarm, i.e. EN 50291 - 2.

No doubt most of us picked up our alarm from large chain DIY stores rather than specialists and very few have effective ones, so it's a must check.

If you have any fuel burning appliances aboard, an engine or generator, fit a suitable audible carbon monoxide alarm for an added re-assurance.

'Black-spot' colour-changing indicator cards are not good enough. You won't have an instant warning of dangerous CO levels and there's no alarm to wake you up.

Fit alarms approved as meeting BS EN 50291-2; these are best suited for boats. Alarms with life-long batteries are available.

More info is available at <https://www.boatsafetyscheme.org>

Rhys Beynon (*Merlin's Wey*)

Rodney Wardlaw responds to a criticism of last year's Christmas party from Mel Beynon.

The BBC is a club for members run by members and as such the success of every event is dependent upon the contributions made by members volunteering their time and services. This does not mean that such an event is the 'property' of a select few.

I believe the majority of members who attended the Christmas dinner thoroughly enjoyed themselves so I was disappointed to read Mel's review in the last club magazine. However I believe many of her comments were made without knowledge or understanding of the facts.

The Christmas meal/party, being one of our most popular gatherings, brings with it some particular logistical problems due to the space available whilst trying to allow for:

- Pre dinner drinks
- Three course meal with wine
- Opportunity to socialise
- Popular live band
- Room to dance

Much of the preparation is started weeks earlier with the decoration of the club, the retrieval and cleaning of around 75 chairs from the compound and then setting up for the main event.

To try and do all of this in one function room would involve moving all the furniture, let



Using only one room (as here in 2011) doesn't make life any easier
(Photo: Kathryn Dodington)

alone all of the members twice during the evening; one of the moves being in the middle of the evening. We have to use the space available as they did at Christmas. Any alternative we have tried results in too much hard work and disruption to the evening. Organising the Christmas party is not an onerous task, and as I said at the beginning it is not the sole responsibility of a few select members. After all many hands make light work.

Inevitably, some members who have been helping organise the event may continue by helping to clear up, but with long journeys home by car and boat, they will start early to be home at a reasonable time.

If you would prefer to pay for the hire of a dedicated function room where you can simply walk away at the end of the evening, then so be it. If members are looking for a change talk to your committee as a matter of urgency as the caterers and band are already booked and plans well advanced for this year.

A view of the club

Jeanette Chamberlain (*Paper Moon*)

I'm not sure how long we have been members of the Club but Adrian tells me that it's longer than him! All I remember is that Mike went to the Guildford Boat Festival on his own and was adopted by Richard and Wendy who introduced him to the Club. At that time we also belonged to the Wey Cruising Club, which now no longer exists!

We have not been very regular at club events but have enjoyed trips to Boveney, the Basingstoke Canal and the Canalway Cavalcade at little Venice (which included night cruising at Kingston without nav lights!) Boat hire duty has always been fun and it has made us come down to the club and meet other people! I have very much appreciated the hard work of dedicated members who have ensured that planned events actually happen. Mike has used the club facilities and has been grateful for the various tips on offer from others. It's also good to begin and end a cruise at the club so that we can leave the boat at our mooring in full working order.

The Christmas and to a certain extent the New Year events are always well attended and you get to know how large the club membership really is. So I was very surprised and slightly disturbed to hear of the negative comments referred to at last year's AGM. Reflecting on this and feeling somewhat guilty I offered to join the committee at this year's AGM only to find that no one was willing/eligible to be Commodore, hence the EGM! I am sure that you would join me in thanking Ian and

Rodney for taking on the Commodore and Vice Commodore role for the next year. They have a great deal of experience in the management of the club which we all need to assimilate. Do let us all support them positively and ensure that Byfleet Boat Club does not find itself in the same position again - or at least in my lifetime!

Mooring at the Club

Members are reminded that they should not leave their boats beside the club unattended for days at a time and always with regard to other members who may need bank side moorings to execute their labours. Furthermore, you must notify the National Trust if you are leaving your boat unattended overnight.

Rubbish

We are facing a significant cost to the Club for waste collection which equates to £27.50 per member! Will you please remember that the red Biffa bin is for club waste only. Members should not place their own rubbish in the bin nor leave it dumped beside the bin for some other member to clear up after them.



Club waste only in the Red Biffa bin please
(Photo: Biffa)

Why do we have them? After all we're a free country aren't we?

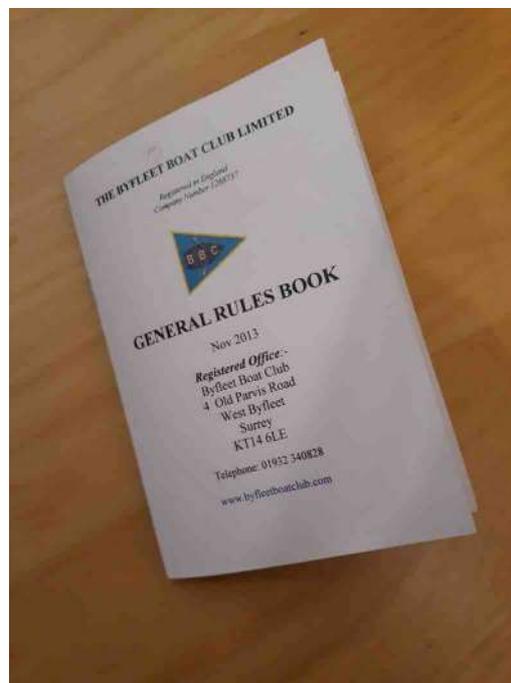
The BBC is a club run for the benefit of its members, by its members and, of course, we have rules. Whenever a new member joins the club he or she is given, amongst other items, a Rules book. In fact, when they sign their application form to join the club they agree to abide by the rules of the club. It's not a very big book, more of a little booklet actually but I wonder sometimes if anybody actually reads it.

Inside you will find it packed with information. Some of it quite helpful, what to do in the event of a fault with the security alarm for example. But, do we really need to be told to clear up if we make a mess? Well, yes actually, it seems that we do!



Many of the rules have been written as a result of the inconsiderate actions of the few. For example, every member is aware that we occupy an old timber building - a potential fire hazard, and one would like to think that common sense prevails. Nevertheless, fuel cans and outboard motors have been left lying about in the

workshop rather than being placed in the fire proof store. The result is that the club had to make a rule (see 2.2)



Rule 2.12 is another good example. It states that no club equipment should be taken off the premises without the prior consent of the Commodore. Common sense once more but you'd be surprised at what goes missing. Everything from ladders to chairs and buoyancy jackets!

The club is run by members for the benefit of its members and that means all of us, equally! There can be no special rules that apply to some but not to others.

So, whether you are a new member or have been a member of the club for years may I suggest that you read the Rules book and perhaps ask yourself 'I wonder what idiotic or selfish action led to that rule being written.'

Basingstoke for Newbies

Brian and Claire Clarke (*M'Lady*)

Having heard all sorts of rumours about the Basingstoke Canal varying from 'it's a beautiful and tranquil escape', to 'boats get stuck and some never come back' to 'there are lost tribes the other side of Woking', we set off from the boat club on Friday 14th April with some trepidation!



Hazell Nut and Yum Sing must have broken it! Waiting for repairs on the Basingstoke

(Photo: Claire Clarke - *M'Lady*)

We duly arrived in the Byfleet Boat Club convey at the first lock at 9.00 and we were met by a very friendly ranger, Sarah, who was to be our support up the first 6 locks to Bridge Barn. The first two locks went well with *M'Lady* sharing the locks with *That Wey*. However as we approached lock 3 there was a queue. When we walked up to the lock itself we discovered that *Yum Sing* and *Hazell Nut* had got through but now the downstream gate paddles were broken and had become disconnected from the rods. The call went out for additional support and the Basingstoke team came armed with welders and repaired the paddles whilst we

watched! Following the repairs we proceeded to the Bridge Barn where the whole team had a very pleasant evening meal.

Saturday morning came and we were all up and chatting over our morning teas and

coffees before setting off for Brookwood Country Park. An enjoyable trip with a few gate posts floating in the locks that needed clearing, but no hardship. As we passed St Johns we noticed that our once long convoy was rapidly shortening until we got to Brookwood Country Park, a l o n e s o m e narrowboat. Once the

others caught us up we discovered that they had been abducted by a very nice bakery by St Johns lock and had been forced, at least that's their story, to fill up with lovely pasties. It has to be said that on our return journey the same fate befell us!

Saturday evening was a BBQ and the gazebo was erected with astonishing speed and efficiency, although the evening was relatively short due to the near arctic temperatures!

On Sunday morning we rose to find most of the BBC narrowboats heading home, or maybe it was back to the bakery! That left

Basingstoke for Newbies

Brian and Claire Clarke (*M'Lady*)

M'Lady and *Tristan III* to delve further into the Basingstoke Canal, but a rest day was needed!

On Monday morning we were at the first lock of the Deepcut flight and met up with a third boat, *Sydney*, and the three of us climbed the flight. We moored in Mytchett outside the



The Bridge Barn - a favourite BBC watering hole

(Photo: Claire Clarke - *M'Lady*)

canal centre alongside the goslings! Our heater had stopped working so a chat with

M'Lady and *Tristan III* headed off to the Fox

and Hounds where a very pleasant meal

was obtained and the heating system fixed.

Next day we headed off to Dogmersfield

and the end of the navigable

Basingstoke Canal due to a land slip. We

took a very pleasant walk around

Dogmersfield Park before returning to the

boat and locating a supermarket for food.



***M'Lady* and *Tristan III* at Blacksmith's Bridge, Basingstoke Canal**

(Photo: Claire Clarke - *M'Lady*)

the Galleon engineer, Arthur, suggested we called someone and a local name was acquired from RCR, since the newly RCR boat maintenance trained crew of *M'Lady* didn't feel qualified to fix it!

NB - Editor's update - Dogmersfield cutting is scheduled to be reopened in mid-July

Across the channel

Brenda and Graham Thick (GB.CASI)

Many years ago Brenda and I decided we would like to go boating in France, as we had almost done all of the navigable canals and rivers in Great Britain. As we were now living aboard our faithful narrow boat Rosewood we started getting quotes to have her taken to France on a lorry. The whole idea of putting a boat on a lorry to go across water was ludicrous. So we started planning the trip. But as the house was getting to be a pain we sold up and joined the fat boat people; we commissioned Burscough boat trading to build our own wide beam boat then take that across the channel with a little bit more room than *Rosewood*, which we had to sell to complete the fit out of our new home *GB.CASI*.

She was launched on 21st June 2016 at Thames and Kennet Marina, Reading. We gave ourselves a year to complete the fit out then head to France.



GB.Casi passing Weybridge Mariners

(Photo: Adrian Wells - Fiesta)



Traffic mid-channel

(Photo: Brenda Thick - GB.CASI)

Because we were fitting out the boat ourselves there were a few things that we could do for the sea crossing as we went on, e.g. making sure everything was securely bolted, screwed and glued down and putting stop cocks on all discharge pipes.

At the beginning of April 2017 we started to contact our friends about skippers/pilots to take us over to Dunkirk which was the preferred entry to France according to the VNF.

We spoke to several Skippers/pilots and finally found Steve Hill at Egham who we agreed



Cranes at Gravesend and a stunning sunrise

(Photo: Brenda Thick - GB.CASI)

was the man for us, very helpful about everything; a few extras he would like to see added to the boat, secondary fuel line with filter in case the main got blocked. Also up to date maps and almanac and although he said cheap radio I spent a bit more and got one with built in gps which in the long run was great as you put in the waypoints and steer to the given course. There were a few things I added myself, like blocking the engine breathers on the side of the boat and rerouting them to the steering column.

All told I think we saved about £2,000 on the cost of transport.

We met Eileen, Raz, Christine, Mark and Tony Davis whilst we were at Weybridge.

The next day 30th May we were waved off by your friend and ours Adrian, off to meet our pilot Steve at Teddington Lock about 07.30 in the morning for the first part of the crossing – Teddington to Gravesend.

6 hours later we arrived at the town pier and two hours later my daughter Caroline arrived to accompany us across the channel.

At 2.00am in the morning woke to an almighty banging and crashing only to find two of our mooring ropes snapped by a speeding PLA pilot boat. Replaced the ropes then at 4.00am more banging and crashing this time broke one rope and ripped welded mooring cleat off the boat. I will be writing a letter of disgust to the PLA!



The Maunsell Forts at Redsands - Thames Estuary

(Photo: Brenda Thick - GB.CASI)

At 6.00am we set off for Ramsgate with Steve giving us the course to follow. After 8 hours of smooth seas we arrived in Ramsgate. First things to do, fill up with diesel then water. Then it's off to the chippy for fresh cod and chips. Back to the boat for couple of brown bottles for the men and amaretto and coke for the ladies.

7.00am Steve is busy inputting the way

Across the channel

Brenda and Graham Thick



Mid channel

(Photo: Brenda Thick - GB.CASI)

points into the radio as this time we will not have the benefit of seeing the coastline. Here we go - the channel is like a mill pond we soon clear the marked channel out of the harbour.



Dunkirk and a safe arrival

(Photo: Brenda Thick - GB.CASI)

Good thing about radio we don't need to see where we are going - it guides and gives you your position especially when a fog bank descends on you, fortunately it did not last long. A bit off putting to say the least.



Relaxing in France

(Photo: Brenda Thick - GB.CASI)

After 10 hours of fairly calm seas only a few boats to miss, we get told off by the French harbour master for being too slow.

We are here in France!

Thanks to Steve Hill of Steve Hill Marine. Egham.

PS: my thoughts on the crossing were one of awe by the way tides affect your speed over ground, with the tide we managed 7.5 knots and when the tide changed it was down to 1.9 knots. Steve's insistence to check the engine bay every hour paid off as we had a problem with the sound proofing, with the prolonged running hours the engine bay got warm and melted the glue holding it up letting it fall onto the hot exhaust. No fire but horrible fumes.

All things said and done I would do it again.

Nearly twenty boats were present at the Bank Holiday weekend at Boveney lock on the Thames above Windsor. The event that started the fun was the Saturday night pub grub and skittles at the Greyhound. The rules of the skittles match were very different from what many of us were used to but it made for a hilarious evening, with Valerie Wardlaw being awarded the first prize of a rather beautifully carved trophy (made by Dick Dolton). Over the weekend much fun was had with the scoring of trip boat manoeuvres, with Anita being the most active in displaying scores for the best trip boat captain.



Anita giving full marks to the lady skipper

(Photo: Mel Cambridge - Danum II)

On Sunday Champagne cocktails were enjoyed by all, the BBQ was lit and in the afternoon an unusual raffle was held where prizes could be won and lost/stolen from other prizewinners - sounds complicated but it worked rather well.

Thanks should go to Rodney and helpers for organising the event, and hopefully booking again for next year!



Terry lining up a shot at the skittles

(Photo: Mike Chamberlain - Paper Moon)



Valerie receiving her winner's prize

(Photo: Mike Chamberlain - Paper Moon)

Quiz Corner

Answers from the last edition:

Q When flags are flown at 'half-mast' where are the flags put on the mast?

A NOT HALF WAY UP THE MAST! (The top of the flag is flown at the level that the bottom of the flag usually flies.)

Q What colour is the 'black box' used in recording aircraft journeys?

A ORANGE

Q How many British queens have been named Elizabeth?

A FIVE: Consorts of.....Edward IV, Henry VII, George VI and Queen Elizabeth I and Queen Elizabeth II

Just to stretch your imagination a little (or whet your appetite to explore) here are some Grand Union questions:

- How many reservoirs are there supplying Tringford Pumping station (for the GU main line at Tring Summit)?
- What was the prime reason for building the Wendover Arm?
- Which is the highest navigable point on the Grand Union (this includes the arms of the Grand Union)?
- When was Blisworth Tunnel opened and how long is it (metric or imperial)?
- How many staircases are there on the entire Grand Union?
- What year were the Hatton 21 widened?
- How many locks and miles (on the main line) between Birmingham and London?
- What year was the Grand Union Canal Carrying Company formed?



At least one of the staircases is here - where is it?

(Photo: Kathryn Dodington)



Mick and Suzanne Wilson dicing with the 'big' stuff with Cranley at Keadby Lock

(Photo: Suzanne Wilson - Cranley)



Cranley and Winter Lily (with just the fore end of Zavala) at Newark-on-Trent with (L to R) Brian and Margaret Oliver, Mick Wilson, Phil and Carol Hardyman

(Photo: Suzanne Wilson - Cranley)

July

15 th	Byfleet Parish Day	Byfleet Recreation Ground *
21 st	Third Friday	at the Club House from 7pm
22 nd	West Byfleet Live	West Byfleet Recreation Ground *

August

5 th	Fun Day Open House at the club for Members & families (MC&JC)	
18 th	Third Friday	at the Club House from 7pm
25 th -28 th	Bank holiday Cruise	St Catherine's Lock (AW)
26 th - 28 th	IWA Festival of Water	Ilkeston

September

9 th -10 th	Heritage weekend	Cruise to Old Woking Palace (AW)
15 th	Third Friday	at the Club House from 7pm
22 nd -24 th	Guildford Boat Festival	Dapdune Wharf (P&C Scott)
	This is a Byfleet Boat Club sponsored event	

October

20 th	Third Friday	at the Club House from 7pm
21 st -22 nd	Working Weekend	at the Club House
28 th -29 th	Ripley fireworks	The Meadows *

November

17 th	Third Friday	Club House from 7pm
18 th	D + D	Dump leaves and Decorate Club House *
25 th	Illuminated Boats Parade	Boat Club (RW)

December

2 nd	Christmas Party	Club House *
15 th	Third Friday/Carols	Club House from 7pm *
30 th	New Year Cruise	To Thames Lock, and Dinner (RW)
31 st	New Year's Eve Party	Club House *

Events in blue are IWA events / Event coordinators are shown in brackets

Please note that this diary is subject to change. Do check with the club nearer the date.

Events marked with * require someone to assist and coordinate - if you can help please let Commodore or Vice-Commodore know.

Commodore	Ian Smith (<i>Yum Sing</i>) (07836) 594898
Vice Commodore	Rodney Wardlaw (<i>Hazell Nut</i>) (07887) 552922
Deputy chairman in absence of above	Adrian Wells (<i>Fiesta</i>) (07519) 523650
Hon. Treasurer	Cathy Wooden (<i>Miffy</i>) (07984) 453248
Hon. Secretary	James Osborne (<i>Tristan III</i>) (07918) 913342
Membership Secretary	Phil Hardyman (<i>Winter Lily</i>) (01932) 343545
Hire Boat Roster	Raz Brooks (<i>Babbling Brooks</i>) (07831) 467210
Editor By The Wey	Mike Chamberlain (<i>Paper Moon</i>) (07531) 657641
Members	Jeanette Chamberlain (<i>Paper Moon</i>) Carole Scott (<i>Misty</i>) Peter Scott (<i>Misty</i>) Tina Osborne (<i>Tristan III</i>)
Minutes Secretary (non-committee member)	Steve Kennedy (<i>Narnia</i>)



Three 'wise monkeys' - helping at club events is always welcome (October-2011)

(Photo: Kathryn Dodington)

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Stern View

Ian Smith (*Yum Sing*)



Well, here we are again. It's been a few years since I last wrote Stern View and, to be honest, I hadn't expected to be writing it again. However, following the disappointment of the Club's Annual General Meeting to elect Flag Officers we were faced with a dilemma. I believe that some members didn't appreciate that, as the BBC is a limited company, it is essential to have directors or else we would have to wind up the club; a messy business as there is still the balance of our loan to be repaid to Woking council. Members who have club moorings would have to find an alternative mooring for their boats; these are just a couple of examples to illustrate the seriousness of the situation.

I meant what I said at the EGM. The BBC is a member's club run by its members and all of the members have an equal responsibility to look after it. Unfortunately, a few members assume that we have staff on hand to clean up after them and answer their every whim. It is not the exclusive job of the committee members to wash up other people's dirty crockery, to put away chairs or to replenish toilet rolls. Please remember that every single member has a duty to help look after the club to which they belong. It's just a common courtesy.

I have an extensive travel plan arranged for this year which means that I would not be around for much of the time. Nevertheless, with the help and support from my fellow committee members PLUS the support from other members taking on ownership of various events I firmly believe we can make

the club a success. For example, several years ago the club won awards for the quality of our magazine. Now, Mike Chamberlain has taken over the reins as editor with the help from our former member Kathryn Dodington. 'By the Wey' is seen and read by many people outside of our own membership; it is an important tool to promote the activities of the BBC. Please help by sending him items for publication.

The BBC has achieved significant recognition within the local community by its involvement with Byfleet Parish Day. In fact, it was at this event a few years ago that we established contact with a local councillor who gave us a grant to purchase the hire boat work shed. If you can help support the club at this event, please do.

In September, the club is a key sponsor of the Guildford River Festival. This is a wonderful opportunity to promote the BBC; we need volunteers to assist with various aspects of our presence at the festival.

Since Betty and I joined the club in 1999 we have progressed from owning a small cruiser to the lovely narrowboat we have today and as the years have passed we have enjoyed countless club activities, joined numerous club cruises and made many new friends. It is because of the pleasure we have gained from our membership that I felt so strongly about giving something back but, it is not my club. I am just a small part of it. Without the help from fellow members there won't be a club for anyone to enjoy. Let's all do what we can to make the BBC a club to be proud of.