

By The Wey

Issue no 88 - January 2019



The Magazine of Byfleet Boat Club

Hello again and a Happy New Year! It hasn't been long since the last Magazine but I am trying to alter the schedule to coincide with the issue of Membership cards. Next year we will adjust publication dates so they are more evenly spread. Apart from the regular reports of recent Club events it is good to hear of your exploits and adventures- thank you to all our contributors!

The next big event will be our Winter Barbeque on 26th Jan and I hope there is as big a crowd this year as there was last year. Sadly I won't be there to present the prizes for the Photo competition as we will be in warmer climes but I am sure Terry will do the honours. Our judge is a very well respected photographer and I think he will have a hard job as the quality of entries is very high.

Looking forward to 2019 I'm busy planning the club cruise to the IWA Festival of Water from 24th-26th August 2019 on the River Lee at Lee

Valley Showground, Waltham Abbey. EN9 1AB. The fee of £35 includes access for two people to all of the evening entertainment over four evenings. The group is likely to depart from the Wey on Wednesday 21st, leaving Teddington at around 7.00am on Thursday 22nd heading for Limehouse. We plan to stay in Limehouse overnight and head up the Lee to Waltham Abbey on Friday 23rd August. Those wishing to return can travel as a group to Limehouse on 27th August. Let me know now if you are interested in coming as our group booking will be submitted on 16th January.

Recently I discovered that a few members haven't read the last Edition. I know it wasn't so long ago, but please go to the letter rack and dig it out! It does take a great deal of money and effort to produce this magazine so please please tell me if you like it, or even if you don't like it, and we can try to make it even better !

Mike Chamberlain, Editor

Please note the copy date for the next edition is May 13th 2019

Cover page: Club boats at the illuminated parade viewed from the bridge. (*M Chamberlain*)

Has it been a bit of a weird year or is it just me? (no replies required please). Despite the weather (wet/cold/unbearably hot/wet) and Brexit (more of that later) the team has done what they always do – deliver what we say we will do and work hard to go beyond this where possible. So all the usual things that happen have in general terms happened. Grass has been cut, locks painted, locks gates changed, lock landing bays re-steel sheeted, weirs dewatered and inspected, bank and towpath works undertaken, canoe portage points provided, SSSI meadows grazed, trees cut down, trees planted the list goes on. It sounds mundane, but it is actually quite hard work to successfully do this every year.

That is just the physical stuff you see. There has also been a lot achieved working with supporters, visitors, public, local authorities and statutory organisation. Despite the poor weather at the start of the season both Dapdune Wharf and Shalford Mill made up ground during the year finishing almost on budget. That is a great credit to the volunteers and staff who have put on wide variety of interesting events and activities to engage with all the different people who are involved with the waterway – whether that is Learning staff and volunteers delivering

lessons for school visits, volunteers researching our stories or Lengthsmen leading walks and events out along the waterway. The commemoration to the end of



WW1 wreath at Thames Lock
(J Gibson)

WW1 to be found at lock sides and the “barbed wire poppy wreaths” were a team effort and inspirational. Reuniting the “lost” Abercrombie WW1 Victory medal dredged up in the Newark area with his great great nephew in York in November was a very personal and poignant moment for me. My brother is a serving officer in the RAF and has been to war on several occasions starting with Gulf War 1 – I know what it’s like to be left at home wondering what is happening, reading between the lines of the news reports. The Abercrombie medal story is a journey of research diligently and with much tenacity undertaken by Emma at Walsham, what a great

piece of research work. We are so lucky to have a team with people like Emma being part of it.



The Abercrombie medal dredged from Newark *(J Gibson)*

So, what about 2019? Crystal ball on the table! Well we will be doing a lot of what I listed above, more lock gate changes, bank and towpath works etc. There are some difficult items that are ongoing. The Environment Agency continues with their ongoing weir replacement and introduction of fish passes projects. Pretty much as predicted they haven't kept to schedule and months after areas should have reopened e.g. towpath at Walsham,

they haven't. Other planned works have been delayed by one or two years. I wouldn't mind but it's my money..... On the plus side the EA have made great strides tackling Pennywort but there is a long way to go. We have had our own delays – mainly the large dredging project. The plan was to be doing it now but our contractor told us they could do it at less cost if we could delay until May/June 2019. Saving money to spend on more dredging later seemed a good idea to me so I agreed. We have also been plugging away at where go with Dapdune Wharf in the future. It is a tougher nut to crack than you would think but progress is being made. Broadly the wharf development will encompass three main and overlapping areas of interest – commercial (food/beverage/retail – money has to come from somewhere to pay for things), interpretation/story/learning and community engagement/involvement. Bits of work have taken place on all three of these themes but more to be done – it is an evolving piece of work.

Oh – a good point – Cartbridge Mooring Basin finally opened and is still operating proving more competition and choice of services along the waterway. I hope it continues to prosper and grow.

Not unexpectedly we have also had a few one off curve balls to deal with. We always have these and if they have any characteristics it is that they are time

consuming and expensive. Security is an issue that flares up now and then.



Lark Rise after arson (J Gibson)

Presently the focus is on Godalming with an incident of arson but there is an underling anti-social issue in Godalming town Centre that spreads out to affect other areas. We have been working with Crime Prevention, Police, PCSO's and SCC Social Services to see if we do something together to make improvements. We are also putting in place our upgraded security measures here and at other locations – but I can't tell you what they are for "security reasons"! Godalming also has an expensive problem with a collapsing wall which you will shortly see a temporary fix going in to stabilise it until after winter. We are not quite sure of the reason why, more work to do on that and perhaps possibility of some funding from a 3rd party towards costs – we shall see.

3rd party owned trees are also a pain and we have to spend too much time and effort getting landowners to take on responsibility for their trees and management them. Most trees that drop into the navigation and cause problems are not our trees and it takes too long to get land owners to get on site and deal with this issue – often we have to revert to legal remedies to get them to bring the saw to the tree – it's a ridiculous, time consuming and expensive situation.

Planning, development and flood alleviation schemes. Broadly all fit into the same box. Complex, subjective, expensive and mind-numbingly tedious in the extreme but really important when it comes to looking after the landscape and environment we so cherish and enjoy.

So I promised at the beginning my Brexit thought for the day. Uncertainty and all that means for the sustainable operation of the waterway. That about sums it up. Our business needs to grow to keep generating the funds that pay for the long term operation of the waterway. In an uncertain world where jobs and incomes are at risk growth comes under pressure and

our ability to fund all we need to achieve diminishes. As I write this the Prime Minister awaits a no confidence vote. Brexit outcome is unfathomable to even the most powerful computer, journalists are confusing us with even more information about something they know no more about than you or me. We know it is a mess and it isn't going to get any better any time soon. On a pessimistic note we will have to keep all our plans under review and cut our cloth to suit the funding picture as it emerges. On an optimistic note have I mentioned this would be an excellent time to think about leaving a legacy to the River Wey & Godalming Navigations ?

On that happy note – I hope you all have a super Christmas and New Year. Thankyou Byfleet Boat Club and all your members for the invaluable help and support you generously give to make the River Wey & Godalming Navigations such a good place to be.

John Gibson

The Abercrombie Medal



The medal was discovered during dredging at Newark in the 1970's and lay undisturbed until a few

years ago when Emma Goodwin (Walsham lock) resolved to research to see if she could identify its owner. After a painstaking two years of research she discovered that the owner of the medal, Douglas Murray Abercrombie was born in 1885 in London. He died in 1920 as a result of his war injuries and his family lived for a while in Send. His brother's great-great grandson was presented with the medal by John Gibson in November, in time for a grateful reunion with the Abercrombie family .



Peter Abercrombie with the medal

(John Gibson)

Launching the Berrichon

Tony Davis
(*Jeremus Piscator*)



The Belle de Grignon awaiting launch (rear of photo) (Tony Davis)

The Canal de Berry in central France is one of only a couple of "narrow gauge" waterways in the country, with lock dimensions of 94ft x 8ft 9ins, compared with the almost universal standard elsewhere of 126ft x 17ft. The construction to this dimension was sold to investors on the basis that it would be cheaper to build to "English dimensions", though one could perhaps have wished that James Brindley and his crew might have had the forethought to have built our early network to at least such dimensions. As a late, small dimension, rural canal it is not surprising that trade declined, the last boats leaving in 1955. Just like our own Basingstoke Canal, dereliction followed, but with a desire 30 years

later to start restoration. But without the large and keen volunteer workforce of the Basingstoke, progress has been slow.

Boats built for the Canal were called Berrichons, designed with a central cabin to

stable horses; cargo holds front and rear of this; and small cabins in the bow and stern for crew. Only a few examples still exist, but as we know from the UK there are always bands of traditionalists willing to spend time and enthusiasm re-creating lost versions of cars, buses, boats, planes, trains, you name it. Such is the case here. Some enthusiasts on the nearby Canal d'Orleans have spent 10 years building a Berrichon to traditional design, all in timber from the nearby forest. And of course, they wanted a bit of ceremony to launch the boat, named the *Belle de Grignon*. So it was that French friends invited us to witness this in September, coincidentally on the same weekend as Henry VIII decided to visit Old Woking Palace!

Launching the Berrichon (continued)



In many ways a boat rally in France follows a similar pattern to one in the UK, but with enough difference to give added interest. Perhaps our adventurous boat club should organise a visit to the next one! (Ed: why not?)

Dining French style (T Davis)

It proved to be quite an event, with estimates of 10,000 visitors, and the usual Boat Rally jollity of concerts, folk music, trip boats, stalls, fireworks, and of course being France, food and wine aplenty. There must have been 500 people sitting down to supper on the Saturday evening for aperitifs, wine, coffee, and a superb 4 course meal, all for 25 euros. Rather bizarrely the Berrichon was launched at midnight, sideways on, so photographs of this are hard to come by! But I have included one before launch, and others of the rally itself. You may recognise a lady waving around her third glass of wine at supper, looking remarkably like Doreen Davis!



Traditional boats (above) and a Berrichon scale model (below)(T Davis)



Battery problem-

Or is it the meter?

Tony Brooks

(Jenny B and www.tb-training.co.uk)

I recently visited a boat where the owner was convinced the alternator and battery charger were both faulty and the batteries were badly discharged. When I arrived and turned a light on, I could see the batteries were probably well charged and when I connected my volt meter it showed the domestic battery bank at 12.7 volts and the engine battery at 12.8 volts.

An all but fully charged lead acid battery that has been off charge for several hours or has had a moderate load put on it for a few minutes will have a voltage of around 12.7 to 12.8 volts so that confirmed what I suspected from the lamp.

When I used my clamp type DC meter it showed both charging sources were working as I would expect but as the batteries were well charged it only showed a few amps in each case, so I could not test the maximum outputs.

Normally when this sort of thing happens it is because the boater's meter has a flat internal battery. When the battery is flat these meters give all sorts of odd readings but in this case the boater knew that and had replaced the battery.

The typical multi-meter used by boaters has a dedicated socket for measuring up to 10 or 20 amps depending upon the meter. This is not a lot of use for

charging, starting or glow plug circuits. In fact, they are a liability. If you set the leads to measure 10 amps and then connect it like a voltmeter the meter produces magic smoke and suffers internal damage.

This is a very easy inadvertent mistake to make, hence I now use a **clamp type** meter for DC amps but take care, many of the cheaper ones only measure AC amps so are no good for a boat. I suspect this boater had made that mistake and wrecked the multi-meter. (@Tony Brooks)

Ed: The clamp is placed around the wire carrying a current and the ferrite coil detects current flow by induction. Most clamp meters have additional probes for measuring voltage, but the advantage of the

clamp meter is that you don't have to break the circuit to check it.



**UNI-T UT204A
Digital
Handheld
Clamp
Multimeter
Tester**

**DMM Voltmeter AC DC Meter
£36.97 on Amazon**

Grumpy Boating on the Great Ouse

Brian Oliver (*nb Zavala*)

Not a good title! as Margaret and I had a lovely round trip to Bedford, to be at the Festival of Water at St. Neots in August.



Millie ready for the Ouse (*B Oliver*)

We left Cavalcade in Paddington Basin in May and traveled for only few hours a day stopping for a day or two at suitable places where we could give Millie, our Cockapoo, a good run. It's a joy to watch her run and jump through the long grass and to try climbing trees to catch a squirrel or two. Believe it or not she can jump up trees up to four times her height. We stopped at many places during the long excursion, including our old mooring at ABC Winkwell near Bourne End, where we met old friends. Then on to Berkhamstead : "Wetherspoon's Breakfast", Cowroast and Tring summit

down to Marsworth. At Ivinghoe we rescued three cyclists, two young boys and gave a third cyclist a lift to pass a very angry swan and family who was the most aggressive I have met in my 81 years.

On to Leighton Buzzard where we shopped at Aldi and went into town. Spent a number of days near Milton Keynes (Campbell Park) walking into town. From Great Linford on to Cosgrove , Yardley Gobion and Stoke Bruerne. Believe it or not at Campbell Park we were only 5 miles from our destination (Bedford) but by boat we were under half way there!

Now it's Blisworth Tunnel to Gayton Junction and the 17 locks down to Northampton, good shopping and more Wetherspoons. Onto familiar territory, as we fitted Zavala out on the River Nene and spent nearly 10 years on this lovely river.

(continued on page 15)



Country mooring on the Nene (*B Oliver*)

2019 pull out programme (Pages 11-14)

Here's a key to the initials on the reverse of this sheet. Feel free to pull out the section to keep with you

	Who's Who		
AW	Adrian Wells	NP/JP	Nigel & Jo Prior
BC/CC	Brian & Claire Clarke	REW/ VHW	Rodney & Valerie Wardlaw
CFB	Catherine Frew Brown	RN/JN	Robin & Jenny Nicholson
MC	Mike Chamberlain	RP	Richard Pilgrim
MC/JC	Mike & Jeanette Chamberlain	SM	Steve Martindale
MelW	Melvyn Wayne	TO/JO	Tina & James Osborne
MW/ SW	Mick & Sue Wilson	TS/CS	Terry & Chris Simmons

Late News from WACT

Volunteer taster days are being held from 11am to 1pm on Tuesday 22 January, Wednesday 20 February and Thursday 14 March at the recently restored section at Dunsfold/Alfold. For full details and to sign up see our website www.weyandarun.co.uk, or email events@weyandarun.co.uk.

BBC Programme 2019

Date	Activities	Responsible
January		
18	3rd Friday Meet - Skittles and Games	CFB
25	BBC Committee Meeting	Commodore
26	Winter 'Burns' BBQ & 'The Anchor Gang' Folk Group	TS/CS
February		
2	Inter-club Skittles Match - Weybridge Mariners, TW17 9LW	TS/CFB
15	3rd Friday Meet - RNLI - 'It isn't all at sea'	CFB
22	BBC Committee Meeting	Commodore
March		
15	3rd Friday Meet - Curry Night	CFB
16	Rowing Boat Downing	RN/JN/CFB
16	Illuminated Rowing Boats	CFB/RN/JN
23-24	Spring Working Party	All Members
29	BBC Committee Meeting	Commodore
April		
7	AGM	TS
19-22	Wey Cruise to Godalming (4 days)	REW/VHW
19	3rd Friday Meet - New Inn Send	CFB
20	Evening Meal at Hector's, Farncombe Boat House	REW/VHW
26	BBC Committee Meeting	Commodore
May		
4-6	Cavalcade Cruise - Little Venice (3 days)	BC/CC
4-6	Cruise to Warren Farm (2 or 3 days)	AW
11	Open Day	BC/CC
13	Deadline for Articles	MC
17	3rd Friday Meet	CFB
25-27	Thames Cruise to Bovney Island (3 days)	REW/VHW
31	BBC Committee Meeting	Commodore
June		
21	3rd Friday Meet - Midsummer BBQ - Hawaiian Night	CFB
22-23	Wey Cruise to Warren Farm Moorings (2 days)	AW
28	BBC Committee Meeting	Commodore

pull out centrefold to keep

Date	Activities	Responsible
July		
19	3rd Friday Meet	CFB
20	Byfleet Parish Day	NP/JP
26	BBC Committee Meeting	Commodore
August		
16	3rd Friday Meet	CFB
21-28	IWA Boat Festival Cruise	MC/JC
30	BBC Committee Meeting	Commodore
31	Deadline for Articles	MC
September		
6-7	Heritage Weekend Activity Woking Palace	CFB
20	3rd Friday Meet at Guildford Boat Festival	MelW/SM
20-22	Guildford Boat Festival	REW/VHW/TO
23-2 Oct	Basingstoke Cruise (10 days)	REW/VHW
27	BBC Committee Meeting	Commodore
October		
5	Rowing Boat Upping	RN/JN
18	3rd Friday Meet	CFB
25	BBC Committee Meeting	Commodore
26-27	Cruise to Walsham Gates for Ripley Fireworks	MW/SW
November		
15	3rd Friday Meet	CFB
16-17	Winter Working Party	All Members
23	BBC Illuminated Pageant	REW/VHW
29	BBC Committee Meeting	Commodore
December		
7	Christmas Dinner	MelW/RP
16	Deadline for Articles	MC
20	3rd Friday Meet - Carols and Festive Cheer	TO/JO
30	New Year's Eve Eve Cruise to Weybridge	REW/VHW

Stoppages: River Wey Navigation

Stoke Lock: upper lock gate replacements

08.00hrs Monday 21st January until 08.00hrs Monday 4th February 2019

Stoppages: Basingstoke Canal

Annual Lock gate replacement – Lock 7 – BCA. December 2018

Lock 7 St John's Flight. Towpath not affected. Minor cordoned off areas as required. **St Johns lock flight closure** will be required for a minimum of one week.

Structural inspections (underway) followed by repairs to lock chambers – Deepcut Lock Flight (Locks 18 - 24) Works due Dec – Jan 2019

Towpath either not affected or only very temporary closure. Follow on site instructions. **Deepcut closed** and dewatered. Last winding hole: **Downstream of works** Brookwood Country Park. **Upstream of works** Above Lock 28.

Bed re-lining at Crookham Deeps. Jan – March 2019

Crookham, Hampshire. Towpath not affected with minor cordoned areas as required. **Canal drained down** between Crookham Wharf Bridge and Poulters Bridge.

Chobham Rd turnover bridge. Jan – March 2019

Chobham Road Bridge, Woking. Towpath closure details to be confirmed. **Canal drained down** between Monument Bridge and Skew Bridge.

The down side is the 34 locks and just one supermarket on route at Wellingborough, and worse than that a number of the locks are not electrified and are now more difficult to operate than they were in the past.

To Peterborough and then to the Middle Level Drains via Whittlesea and March both with 'Wetherspoons'. At this stage we were traveling with Christine on *nb Katura* which was just as well as we were both struggling with our propellers fouling up with blanket weed. On several occasions we had to tow *Katura*.

Fortunately Christine had the special lock key needed for Ashline lock but we had lost ours since we were here last. But "boaters" are lovely people and the visiting group of club cruisers looked in their lockers and came up with one that I could have. I offered to pay the going price but this was returned with a smile!

Nearly at the beginning of our last waterway we reached Salters Lode and Denver Sluice but unfortunately a neap tide was with us and the estuary was more mud than water. Christine went first and caught her stern on mud. Kindly, the Salters Lode lock keeper came on board and together we managed to tow her off



Upwell near Salters Lode (*B Oliver*)

and into deeper water. We then proceeded through Denver Sluice and onto a very deep Great Ouse.

Needing fuel, we took a pleasant trip down the Brandon Creek (Little Ouse) into Brandon.

Leaving *Katura* at Popes Corner we went on to Ely, finding a very good free mooring complete with good doggy exercise.

We were looking for somewhere to leave *Zavala* for a couple of weeks but all marinas were so expensive that, in the event, I stayed on board and Margaret went home. We said hello to *nb Snail Away* (Kay and David) local moorers at the Pelican Wharf who were moored in the marina opposite. In St Ives there were three town moorings limited to 48 hours and one unsuitable GOBA mooring downstream.

Grumpy Boating (continued)

At Hemingford Grey, on the town mooring, I fell out of bed (almost) to find the boat aground on the port side. Barely clad I started the engine and managed to get fully afloat and move the boat downstream. As it turned out this was not water shortage, just the usual careless person who had left paddles open.

At Huntingdon there was a very short town mooring that I managed to squeeze into for the 48 hrs allowed. Good shopping, another Wetherspoon's and lots of cheap CD's at the charity shops.

Moved on to the backwater at Godmanchester and found a totally free mooring for the remaining time I had on my own with no Margaret and no doggy.

With Margaret and Millie back we moved on to St. Neots and to the Festival Site where we met many old friends and acquaintances.

Here we stayed put, except for two days excursion to Bedford, where we were very impressed with the improvements since our first visit some years ago. They have clearly taken note of improvements like those in Birmingham. Better security and lighting. We had two really good nights here.

The Festival of Water was great. Nothing special as the stalls were local but nonetheless interesting and the food stalls were good. The entertainment was exceptional. Chucklefoot was there of course as was Barbara on the spoons. The best evenings were Sunday and Monday with the DIY music played by those with ukulele's, fiddles and pipes.

It was Eric Naylor's (*nb Cherie "No boat is complete without a dog"*) hugely popular song "**Grumpy Boater**" that was the highlight for me as the nasty man dedicated it to me! He did say afterward that I was not a grumpy boater but the damage was done. I will leave you with two thoughts on this subject given to me by other boaters.

1: Boaters are now hugely outnumbered by people who have boats.

2: Boaters have more Common Sense, so they get frustrated by those that have very little.

Brian Oliver
nb. Zavala



My Boating Times

Mark Wilson (*Acorn*)

(reprinted from last edition*)

The IWA National Rally came to Guildford in 1970 which was a bit too far for us to come from near Chester using Dad's annual leave so instead in June we went to the local IWA Rally at Ellesmere Port.

The rally ended up highlighting the plight of Telford's 1835 transhipment warehouses that had been very badly damaged by fire the month before. The last time we were at Ellesmere Port by boat was in 1968 when dad took a picture of the warehouses in the basin below the two locks down from the Shropshire Union Canal. Then at the rally Dad took the picture of the burnt out warehouses that had to be demolished in the end and are now moorings for some of the boats on display at the museum and visitor moorings.

At the rally, *Mousetrap* obtained a 1st place for best turned out boat and the scouts were given a special



Ellesmere Port warehouse before and after the fire (MW)



prize of £5 for all their help (£5 in 1970 = £75 in 2018).

Our Autumn cruise was to the Caldon canal, at that time it was only open as far as Hazlehurst locks and even getting there was hard going. We had to repair paddle gear, fill dry pounds, clear behind lock gates to get in (sounds like a trip up the Basingstoke) in heavy rain and strong wind.

Mousetrap also struck an object underwater in a bridge that lifted her up and smashed her against the side, it broke the steering ball joint on the outboard and another shear pin. At Hazlehurst locks we



Hazlehurst locks on the Caldon (MW)

My Boating Times

(continued)

stopped to look at the locks leading to Froghall then continued up the Leek branch in pouring rain as far as bridge number 9 where there was so much weed we could not get through to Leek so turned for home.

On the way back on the Trent and Mersey canal from Harecastle tunnel to Middlewich the wind was very strong and going into a lock *Mousetrap* was blown onto a piece of metal sticking out at waterline. The force cracked the plywood hull of *Mousetrap* just above the waterline so dad did a temporary patch just to get us home.

At the Tame Valley BCN Rally in April 1971 one of the activities that the boaters did was rubbish clearance from the canal that we had all been getting caught up on.

On the way to the Caldon Rally going up the Trent and Mersey canal we passed though Thurlwood steel lock (now dismantled). It was a prototype to try to overcome the problem of subsidence effects on locks in the area from mining.

When BWB were dredging the canal though Chester they had to remove the sunken icebreaker "*Middlewich*" from outside Taylor's boatyard; somehow they managed to get her into the dry dock just a few hundred yards up the canal. The scouts were offered her but declined. They helped clean her up, do some repairs so she could float again, and some preservation work.

She is now on display at Ironbridge Gorge museum.



Rubbish removed from canal



prototype steel lock at Thurlwood



icebreaker '*Middlewich*'

All photos by Mark Wilson.

****Apologies to Mark for the glitches in the last edition. Ed.***

Club News

New life for *Slow Worm*?



Some of you may remember *Slow Worm* when it belonged to Graham and Valerie Vine.

Renamed *Acorn* it is now owned by Mark Wilson.

Mark Wilson and family on *Acorn*
(*M Chamberlain*)



And a Happy New Year to our Canoeing Members!!!!

A gaggle of canoeists at Walsham recently (*photo:MC*)

Illuminated boats

Illumina Wey by Catherine Frew Brown (*Wey to go*)

'Twas brillig, and the bright-lit boats
Did gyre and gimble in the Wey:
All mimsy were the rower's oars,
And the multitude did wave.

"See here the Byfleet Boats! That one!
The bows that glide, the ropes to catch!
Oh! There! A Penguin bird? Don't run!
The frumious bank-side ditch!"

He took his veg't'ble soup in hand;
Long time the white bread dough he sought-
So rested he by the Urn for tea
And stood awhile in thought.

And, as in uffish thought he stood,
The Byfleet Boats, with lights of flame,
Came whiffing up the watery Wey,
And burbled as they came!

One, two! Another few! And through and through.
The local band played in the shack.
He drank it dead, and, with all said,
He went galumphing back.

"And hast thou seen the Byfleet Boats?
Come to the Club, next year my boy!
November day! Woohoo! Wey-hey!"
They chortled in their joy.

'Twas brillig, and the bright-lit boats
Did gyre and gimble in the wabe:
All mimsy were the rower's oars,
And the multitude did wave.



Preparations (MC)



Spectacular view (MC)

*Poem based on Lewis Carroll's
'Jabberwocky'*

*On the occasion of Byfleet Boat
Club's Illuminated Pageant of
24th November 2018*

Christmas party



The Annual Club Christmas party went well with much dancing and merriment while Steve's group provided the music.



High spirits at table (*Suzanne Wilson*)



Rockin' and rollin' with Steve, Colin and Alan (*MC*)

Carols at the Clubhouse



There was also a big turnout for the Carol and mince pies evening. Thanks to those providing the music, and Val and friends for the catering.

Melvyn, John, Brian, Tina and Ken Warwick (MC)



Great Christmas jumper collection! (JC)

BBC Committee

Commodore	Terry Simmons (<i>Barley Twist</i>) 07973819009
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As I write this we are coming to the end of the calendar year. We have just had The Byfleet Boat Club Christmas Dinner/Party and what a lovely event it was. My thanks go out to all who helped to make it such a great Club get-together. All those who attended said it was a lovely evening. The food was excellent and Peter and his crew from 'Hector on the Wey' did us proud providing a great 4 course Christmas dinner. The music was provided by Colin and Alan (joined later by Steve) and everyone danced into the night. The raffle of two hampers and a bottle of wine and glasses raised £147 to go into club funds. A few weeks previous to this we hosted an illuminated boat pageant where twenty boats adorned with lights took part. This is a popular event with local people and they turned up to watch from the tow path and the bridges. After this there was soup and rolls and hot chocolate on offer along with live music from Steve and his band. My thanks to all involved in making it a good event and my thanks to Lodge Brothers who sponsored the event.

Now to the future, The Club is aware that local Businesses have experienced break-ins and thefts. We intend to make the Clubhouse and Compound more secure by investing in a new perimeter fence. This is to safeguard all the Club and Members' property. We are also extending the compound workshop for extra secure storage.

These projects will go ahead in early 2019.

I would like to take his opportunity to thank all members on Committee who have made the club tick, and especially all the non-committee members who have helped with events on and off the water. Please look at the program for 2019 with a view to supporting your Club by helping to organise an event or indeed just by turning up.

Your Club Needs You!

Terry

Club Commodore