



# Soar Points

Soar Boating Club Newsletter Spring 2019

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## Editorial

Hello everyone and welcome to the Spring edition of Soar Points, as per my earlier communication, the dubious role of "Editor" has been passed over to me!

Being a relatively new member, I thought I might be able to bring a look at the club through a new pair of eyes, who knows?

It is obvious to me that I can't take on this role without, first, thanking John Wilkinson for his dedicated work as Editor for the last 18 months. John is continuing to give me plenty of support and I sure that we will be working closely in the future to bring you an interesting and informative publication. John is free now to

concentrate on his important role of keeping up proactive linkage with The Canal and River Trust and IWA. John has kindly submitted his final editorial, to help me "shoe horn" myself into this role, it begins here...

... A couple of weeks ago Normanton was a hive of activity with the paddlers turning out in force to remove litter from the river. They retrieved an alarming quantity of plastic and other waste which was then removed. In view of the activities of the demonstrators in London, it seems that we are doing our bit to care for the planet. Their achievements were well received by the community and recognised with a spread in the Loughborough Echo. Perhaps we could do something similar in the Autumn to get rid of the dreaded floating pennywort?

As reported by Howard, the bank protection project is proceeding albeit slowly, all of the stages are cut and ready for work to begin. All members with moorings will be advised when the work is about to start, so that certain boats can be moved to allow access for the contractors. This delay is due to the absence of one piece of paper from the Environment Agency! I'm sure we didn't have this problem when we did it ourselves?

The C&RT have proposed a training session at Normanton, to show how clubs can use the on-line portal for licensing, as there is some confusion at present. Any member can renew through the club and earn commission. Members with moorings are required to license in this way. There are plans

afoot to carry out major improvements to the Memory Lane Wharf in Leicester to encourage more boaters to stop in the city. The trust, through AWCC, have also offered to host a session for senior management to address the boaters fears that their interests are not being taken seriously enough. This will not affect the normal "User Group" meetings which are now re-titled "Waterway Forums" these will take place in the Outdoor Pursuits Centre in Leicester at 7pm on October 15th and at Newark Aura Business Centre, at 7pm on October 29th. These are open to all, to make contact please email: [invite@eventbrite.com](mailto:invite@eventbrite.com)

There are further proposals to install additional hydro schemes on the Trent and Soar, especially where redundant lock chambers are alongside operational locks. Both the IWA and AWCC are urging caution with these schemes where the risk to navigation exists.

The lack of rainfall is already ringing alarm bells. The opening hours for Watford, Foxton and West Stockwith are now published and it seems likely that the Leicester Section may present problems yet again. The issue of the access to the Bridgwater is still not resolved.

Finally, again, a big thank you to our contributors to this edition of Soar Points and to Teri Browett for her knowhow and assistance.

**Chris Hartny-Mills & John Wilkinson**

## Our Commodore's Address

The first function of the year was our Mother's Day Lunch on March 31<sup>st</sup> when the catering team served a spectacularly good lunch to a very appreciative clientele. This event has now become a regular feature of the SBC social calendar. As per last year, the working weekend was delayed due to adverse weather conditions and it finally took place on 13<sup>th</sup>/14<sup>th</sup> April. Thank you for the excellent turnout where lots of good work was carried out to keep our premises in pristine condition. There were many tasks completed including: a refurbishment of the lamp posts to include LED lights, the gates were painted, the grounds were tidied up and the lighting around the clubhouse and the paddlers' shed were upgraded. We also had the opportunity to examine our newly acquired pedalos and 2 rowing boats these were donated by Derby City Council from their base at Markeaton Park. (We had to mount a rapid rescue operation to beat the demolition crews).

The contract for the sheet piling of the rest of the river frontage has been placed and we await written approval from the Environment Agency before the contractor can start work. This unplanned delay has given us the

opportunity to complete all of the preparatory work. The club was buzzing with activity over the Easter weekend and we couldn't have wished for better weather, food was being served all weekend, and even better, the bar was open as well. There was a disco, on the Saturday night, which finished at 11-30 this was enjoyed by all. Lots of people were dancing and it was good to see them really letting their hair down. The weekend could not have been a success, obviously, without you the members who came and supported the events. Especially those who were instrumental in helping on the bar, in the kitchen and organising those special little touches that helped. Many thanks to all concerned.

Throughout the year there will be various activities and events taking place, as shown in diary section, below. Please do try your best to come and support your club as without this we cannot raise funds to keep improving the facilities which are for your benefit. Remember the saying, use it or lose it. Finally, if any member has any ideas or constructive thoughts or concerns, they wish the committee to address, please contact me or any of the committee members, we are here to serve. Enjoy your summer.

**Howard Wetherson**  
Commodore

# Club Improvements

Hi all, I just thought that I would try and string a few words together to update you on some of the things that are happening and what your committee is considering and planning. If you have been down to the club over the last month you will have noticed the new insulated container we have purchased and thanks to some of our members this has now got power and lighting installed. I initial plan is to use the container for storing the clubhouse furniture should we need to create more room for events like the AGM etc.

We recently held our annual Working Weekend, where a lot of excellent work was carried out, such as the outside areas being cleared of rubbish and cleaned, some of the electrical points have had slabs laid around them so there is a nice area to stand when topping up the electric meters, lamp-posts have been painted and trees pruned, all good jobs to help us keep our club looking neat and tidy.

The bar restoration is now complete and is working well, we have Moretti lager and Guinness on tap all the time. When we hold club events Vixen is also available, along with a range of bottled beers and spirits. I would ask all members to come and use the bar whenever they can as this is a valuable source of income for our club, we also need volunteers to operate the bar on Saturday nights.

Looking forward, we (the committee) plan to upgrade the clubhouse with new decor and furniture as well as possibly new bifold or patio doors, to bring the outside in, but these plans are on hold for the time being because, as you may know, we are looking at overhauling the moorings with new galvanised steel piling and nonslip pontoons. The piling and pontoons are in the process of being costed so we can present these at the next AGM for approval.

I do hope that you find this information is useful?

**Ian Hutchinson**

Previous Commodore

## ***A Footnote from Daniel Lloyd***

"With the imminent completion of the new moorings the club is coming to the end of a major phase of development. However, we can't stop there and the committee are interested in drawing up a long-term development plan to try and allow us to budget for future expenditure. This may be very long term, such as building up reserves to replace the moorings, or shorter-term projects such as replacing clubhouse furniture. A BBQ and seating area s also being proposed. With this in mind we want input from all members of the club to try and find out what people would like to see improved/changed. The aim is that we can get something proposed and agreed at the next AGM which will be reviewed each year.

**Any suggestions, or thoughts, can be sent to [daniel\\_j\\_lloyd@hotmail.com](mailto:daniel_j_lloyd@hotmail.com) please.**

# The Latest Update

## from the Canal & River Trust

After a relatively dry winter, following on from last year's exceptionally dry summer, one of the hottest and driest on record, reservoirs feeding some parts of the Oxford and Grand Union Canals have not refilled as quickly as would normally be expected.

Recent heavy storms have been unable to compensate for a continued period of below average rainfall reaching back as far as June 2018, this has meant some reservoirs in our area have not refilled as we would normally expect. For example: Naseby Reservoir, our largest

reservoir serving this part of the canal network, started the season around 60% full.

In order to maximise the available water, the Trust is taking the sensible precaution of locking targeted locks up overnight. This measure is intended to reduce the potential for water losses overnight and allow back-pumps more time to transfer water from the Braunston Summit onto the Leicester Summit.

We will continue to monitor our reservoir storage and canal opening hours with a view to keeping disruption to a minimum whilst balancing a need to save water.

Boaters also have a really important role to play and we ask that they help us to save water by making sure that all gates and paddles are closed after use, sharing a lock if possible and waiting for oncoming boats where appropriate. I am sure that this goes without saying to all our members as we apply these practices throughout the year, irrespective of conditions.

For more water saving tips go to:

[www.canalrivertrust.org.uk/enjoy-the-waterways/boating/a-guide-to-boating](http://www.canalrivertrust.org.uk/enjoy-the-waterways/boating/a-guide-to-boating)

In the days preceding, during (25th to 27th May) and following Crick Boat Show lock opening hours will be relaxed to allow boat traffic to navigate to and from the event with minimal disruption.

**John Wilkinson**

## A Letter from America

The letter below was sent via e-mail to Helen Taylor, our Club Secretary, and describes how well our web site has been received by a young man in New Jersey, called Adam. I have written back to ask what it was, on our web site, that exactly inspired Adam. I have received no reply so far. (ed)

*Good Afternoon Mrs. Taylor,*

*My name is Vanessa Stevens, I just wanted to give some feedback and let you know how much a young man called Adam enjoyed the Sailing and nautical info on your page, <http://www.soarboatingclub.co.uk/sbcPages/Links.html> . Adam was in the school programme and he recently did a project about sailboats and how they work for his science class- I have been helping him out with a bit of research, and has since been doing a lot of research on his own, he is hoping to learn to sail this season.*

*Adam has struggled to find hobbies and subjects that interest him lately, so I was thrilled when he expressed more of an interest in sailing, I helped find somewhere locally that he might be able to learn to sail. I think he is really interested and hopefully his parents will give him the support he needs to take that first step.*

*Thankfully, it looks like spring is in sight here in New Jersey, and Adam can start taking lessons sooner rather than later. The last couple of days at our program, Adam has been spending some of his computer time looking up sailing information, and wanted to share a cool article that he enjoyed*

*<https://www.animatedknots.com/boating-knots>*

*I thought it was great that he was showing such an interest, and I loved his initiative- and was hoping you might be able to include it on your news sheet Soar Points? I would love to be able to show him he could contribute to another cool nautical article when I see him next!*

*Thanks again for encouraging Adam's interest in the high seas! Hope you enjoy the article, and if you end up being able to include it, please let me know! have a great day, and hope to speak again soon.*

*Best regards,*

*Vanessa Stevens  
Math Magica Academy*

*Below is an interesting letter received recently, which describes to origins of our club...*

## Where it all began...

In the late nineteen forties my parents, together with family friends, took boating holidays on the Norfolk Broads. This gave father the boating bug. He subsequently bought a small motor cruiser and moored it at the rear of the White House on the river Soar at near Kegworth.

At week-ends most of the boaters who moored there would congregate in the sun lounge of the White House public house, which overlooked the river, and enjoy a few drinks. It was during this time that my father, Geoffrey Black, had the idea of forming a boat club. He discussed this with Rex Bloor who also moored his boat there and hence the Soar Boating Club was formed.

A Mr and Mrs (Tom) Foster who lived in Slade House next door but one to the White House knew the farmer who owned the adjacent field. This was then to become the venue for the first Soar Boating Club rally in 1953. By this time membership had grown and boats from Normanton, Barrow on Soar and Mountsorrel took part. I have passed an original rally plaque, press cuttings and photo's of this event to the club.

My uncle, Sid Cherry, also bought a boat, joined the club and later became either secretary or treasurer, I can't remember which? A friendly liaison was also made with the Trent Boating Association and subsequently some of their members also joined.

Around the mid-fifties, my father moved our boat onto the river Trent and this led us to take a sea trip from Boston to Great Yarmouth and I have been boating on the Broads ever since.

*Below is a list of boats and owners, as I remember them, it may not be entirely accurate, I wonder if some of these, owners and boats, are still around...*

**Jolly Roger** (then Moby Dick) was owned by Geoffrey and Sylvia Black with son Roger.

**Carefree** owned by Rex and Olive Bloor with daughter Ann.

**Melisande** owned by Mr & Mrs Amos.

**Sans Souci** owned by Ivan Cherry.

**Shay Wen** owned by Ken & Molly Towle.

**Felicity Anne** owned by Will Bolly & his wife & daughters Dulcie & Felicity.

**Trent Gull** owned by Stan Hincks & his wife.

**Caprice** owned by Derek & Julie Stevens.

**Aloha** owned by Les Hales and his wife.

**Toledo** owned by Mr & Mrs Trott & son Allan.

**Mary Ann** owned either by Mr & Mrs Herbert or Mr & Mrs Bennet.

**Jarodi** Cecil Hill & his wife & daughter Rita.

**Wahine** owned by two gentlemen who frequented the White House at Kegworth.

I feel proud that what my father started as a small gathering of boaters has grown into the successful club it is today.

Roger Black (Tantalus IV)

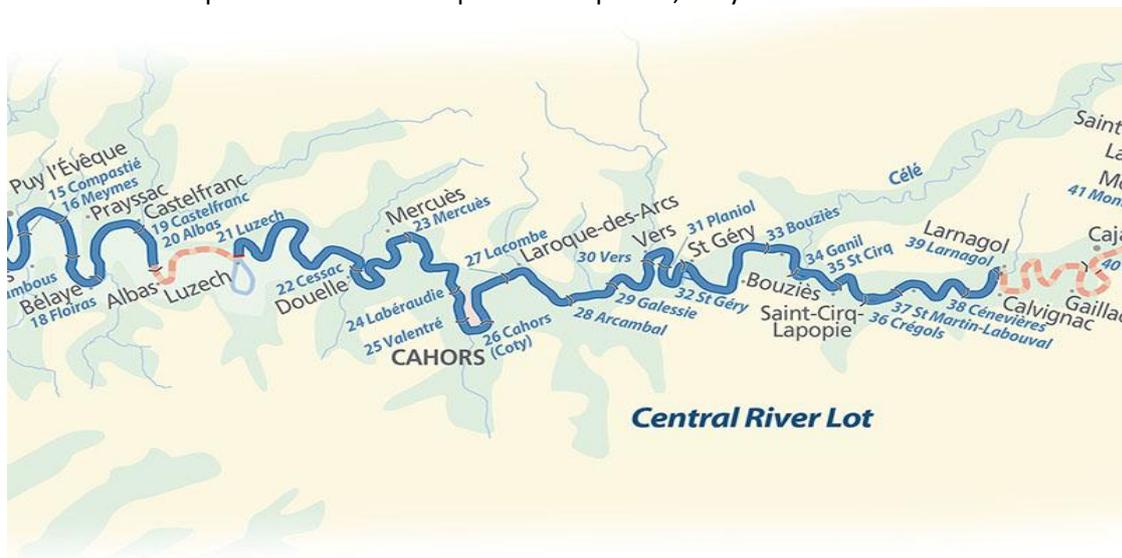
Addendum: Since submitting this article I met with some SBC members at Trent Lock and I handed photo's, press cuttings and a rally plaque, from the inaugural rally in 1953, to Howard Weatherson, which I hope you all will find interesting.

This is a really inspirational article, I would be interested to hear back from you all about what inspired you to become "Boaties". Maybe it will make an interesting item for the Autumn edition? (ed)

Here is an interesting article from John, apparently river cruising abroad isn't always too straight forward, as the following article illustrates

## Voyage on the River Lot

In south-west France the River Lot rises in the Cevennes and flows into the Garonne. Boats have been plying the waters of the River Lot in this part of France since the 13<sup>th</sup> century, but conventional locks were not introduced until the 17<sup>th</sup> century. The river was improved further in the mid-19<sup>th</sup> century and enjoyed substantial commercial success until the advent of the railway. It was removed from the official list of navigable waterways in 1926 and for 60 years seemed to be in terminal decay. By this time hydro schemes had been constructed which made it very expensive to restore the whole navigation. The lower Lot which linked the river from the Garonne to Castelfranc (75km 7 locks) is open for navigation. There is a longer upper section from Luzech to Larnagol (74km 17 locks) where there are several hire boat businesses in operation and this is where our voyage took place in October 2018. All of the locks are self-operated with muscle power except one, Coty close to Cahors.



**Thursday 18<sup>th</sup>** Gill and I flew to Toulouse from Gatwick arriving during rush hour. Fortunately, the tram got us to Toulouse Matabiau station just in time to catch the train to Cahors. The hotel recommended a restaurant which served late meals so we didn't go hungry.

**Friday 19<sup>th</sup>** We explored Cahors on foot and researched our bus trip to the hire base at Douelle just about 12 km downstream. Having eaten an excellent lunch in town we then checked out the mooring situation as our crew was due to arrive on Saturday. As usual in France the Tourist Information Office was really on the ball (when you found them open!)

**Saturday 20<sup>th</sup>** We found the local bus at the station and were surprised when the bus driver tested himself with a breathalyser before setting off! We arrived at the Le Boat base at Douelle about 9am as we had purchased early pick up for our boat. The boatyard staff were reluctant to hand over such a big boat to a couple of "mature" boaters pointing out that the boat needed a bigger crew. They then punished us by making us wait for the obligatory lock passage under instruction. Some of the idiosyncrasies of the Lot were explained to us. No-one is allowed to get on or off the boat while it is within the lock chamber, all departing gates to be left open and paddles to be left up and there is an interlock between the paddles and the gate opening mechanism which means that the paddle had to be precisely located before the gate could be opened. We finally departed around 1pm. As it was the end of the season the boat was a little tired but everything worked. Our crew of son, daughter and three teenage

grandchildren were due in Toulouse from Gatwick and Manchester early and planned to meet us in Cahors. Both flights were delayed by poor visibility so we were finally united by late afternoon and enjoyed a family meal on board after stocking up on food and red Malbec wine.

### 16km and 5 locks

**Sunday 21<sup>st</sup>** After a gentle start up river to the first lock “Coty” (the powered one), I took the key and opened the bottom gates. My son Tim brought the boat in and roped up. The lock operated normally and Tim started to bring the boat out. I retrieved the key from the console and the hydraulic gates started to close on the boat. I hit the STOP button but our boat was trapped between the top gates. We summoned help on the phone and after another couple of hire boats arrived an engineer came and having given the mandatory “gallic shrug” tried to open the console to free the boat. Tim speaks pretty good French having worked in France for 4 years and elicited from the technician that this was not an infrequent occurrence. Eventually the console yielded to brute force and we were released. There was a mooring just above the lock so we tied up to gather our wits. We then boated on to St Cirq Lapopie

### 30km and 10 locks



View of the Lot from St Cirq quite a climb!

**Monday 22<sup>nd</sup>** Big mistake! We called the hire base to tell them about the incident at Coty. Breakfast in St Cirq and then boated on to the head of navigation at Larnagol where we stopped for lunch. Returned downstream to Bouzies, where we found an excellent mooring with free power and water. We also found a nice restaurant which was open and had dinner there.

### 18km and 8 locks



Larnagol

**Larnagol current head of navigation not a lot of room!**

**Tuesday 22<sup>nd</sup>** there was no bakery open in Bouzies so we boated back to Vers went shopping and returned to explore St Cirq. Lots of tourists visiting this honeypot site but surprisingly not much was open there either. We did find a bar/cafe on the steepest part of the main street. The village towers above the river dominating the landscape for miles. Returned to Cahors managing to get through Coty lock without mishap. Moored downstream of the Pont de Valentre.

20m and 8 locks



The undercut towpath at Ganil (700 metres long)

**Wednesday 23<sup>rd</sup>** The Gatwick crew were due to return home today, so we stayed in Cahors to see them off to Toulouse. Gill and I boated back to Douelle and had a lazy time exploring Douelle and picking up some fabulous pizzas for our evening meal. We called in at the hire base for the technician to check the boat for damage to be told that Le Boat would expect us to pay 100 euros in spite of us taking out “full” insurance on the craft. Not what we had wanted or expected!

16km and 3 locks

**Thursday 24<sup>th</sup>** We continued downstream to the limit of navigation at Luzech, then returned to Cahors to despatch the Manchester contingent back to Toulouse on Friday morning

28km and 5 locks

**Friday 25<sup>th</sup>** The Manchester crew departed to Toulouse and the “oldies” took the boat back to the hire base to conclude our trip early on Saturday.

16km and 3 locks

**Saturday 26<sup>th</sup>** We returned the boat coughed up the 100 euros under protest! We travelled by bus from Douelle to Cahors, Train to Toulouse and flew back to Gatwick.

**The final total for our entire journey was 180 km 40 locks 35 hours of cruising.**

Footnote: I complained to Le Boat after this experience and received a dismissive reply. I asked them if I could include their reply in this log but was forbidden by them to do so!



#### **Pont de Valentre Cahors also known as Devil's Bridge**

The Lot is a truly magnificent river but not for the infirm or faint-hearted! The scenery is superb but the locks are very hard work. Some mechanical paddles take over 100 turns to raise or lower. There are few facilities and I imagine that in high season the existing moorings are overfull. There is little protection on the weirs and several shallow sections which have buoyed channels, rather like the River Doubs. In several places strenuous climbs are needed to visit the villages in the valley. We noticed that, being far from the sea and fairly high, the nights were quite chilly with misty mornings but the days were very pleasant. In compensation, the local cuisine and wines are especially good.

**JW 1/02/19**

# Moorings at the Ferry Boat Inn, Stoke Boldolph

The visitor moorings at the Ferry Boat Inn, at Stoke Boldolph NG14 5HX, have been in a ruinous condition for decades, with missing planks and mooring rings etc.

As the newly appointed regional moorings officer for the East Midlands IWA, I decided to investigate if anything could be done to renovate these moorings.

In 2018 I drove to site and introduced myself to the new landlord Peter Levey. It transpired he was very keen to improve the moorings and tidy up the overgrown site to improve business at the pub.

Both CRT and his brewery were unaware who owned the moorings and adjacent land. After a google search I found that Severn Trent Water (STW) owned the land but were unaware of this. Myself and some members of the new facebook group "Visitor Moorings on the River Trent & Associated Waterways" <https://www.facebook.com/groups/267686390376240/> (to which you are welcome to join) met the STW estates manger on site, he thanked us for highlighting the missing planks and within a week had arranged for them to be replaced. See attached photo.

He said STW are not specifically interested in mooring provision and the landlords brewery Greeneking are looking at renting the lease at £1,500 a year. Discussions are still ongoing, as they could then look at carrying out further improvements to the rest of the moorings (some of which would require more substantial work). The useable stretch of timber and concrete moorings have, at present, 4 mooring rings, and the depth is usually suitable for most boats, apart from a few shallower spots during low summer river levels. Some spot dredging may be needed (CRT are not prepared to do this at present as they say they are not a priority).

However, we are slowly making progress, and you can moor your boat there and use the adjacent pub.

If anyone spots any loose/missing planks on the timber moorings (see attached photo) please report this to John Jackson ( Mobile 07966 229910 Email [John-stw.Jackson@severntrent.co.uk](mailto:John-stw.Jackson@severntrent.co.uk) ) The other adjacent lengths of dilapidated former moorings are to be looked at, at a later date, so don't report these as it may result in STW closing off all the moorings to reduce their liability.

Robert Aspey

Committee Member Soar Boating Club

Tel 01332 792403

Mobile 07812 300694

[robert.aspey@derby.gov.uk](mailto:robert.aspey@derby.gov.uk)



This poem was written by Jo Bell on the way back from the Crick Boat Show

## The Crick Poem by Jo Bell

We've seen more than you can write down;  
cuckoos and choristers, moorhen sex,  
chemical toilets and terrapins,  
Anderton Boat Lift and Foxton Locks.

Curious cargoes and mystical beasts,  
steam boats and herons, working pairs.  
Giant pedal organs on tiny little boats,  
midnight dancing at Mountsorrel weir.

The winter approach to Standedge;  
our second trip out, so we took it slow  
and saw a dark mouth full of blossom  
as the entrance loomed in the first fall of  
snow.

A juvenile heron that rose and dropped  
ahead of your bike on the towpath -  
the dread sound of metal on water  
as your dog or child or your keys take a bath!

Steering a sinking clinker boat  
as droplets spin out from the flywheel;  
up Heartbreak Hill, tipping ash in each gate -  
and a pint at the top in the Bluebell.

Mooring at Branston beneath a tree,  
and waking surprised in October dawn  
as the roof sends out a gun-crack of rain  
and crab apples shaken down by the storm.

A roe deer at dawn, a 4.30 start  
with a long strap pulling the butty behind;  
a dog-fox at dusk, as you take the last berth  
and set out the barbecue, pour out the wine.

The "Unpronounceable Aqueduct"  
the Tardebigge Deep Lock, the Bingley Five;  
the perfect Ashby mooring,  
a peaceful spot with boats and beehives.

We've seen things that could stop your  
breath.

A brave duck called Fender who nearly got  
squashed;  
the first sod cut from the Ship Canal;  
a kingfisher, angel of the grubby Erewash.

The sound of a rudder hitting the sill -  
enough to stop a boater's heart.

Towcester and Bingley carrying lime juice,  
forty tons moving through locks in the dark.

Mechanical trouble? We'll use the Standard  
Tool (what you might call a lump hammer).  
Toilet tank blocked? Not a nice job but we  
found some remarkable things from Ann  
Summers!

The bagpiper on the Huddersfield,  
who piped us into the locks one night;  
the choristers in the Harecastle who sang us  
through darkness and into the light.

At five years old, a taste of time -  
fish and chips at Middlewich  
as the last of the working pairs slid by  
and the boatman tied up with a tug-man's  
hitch.

We've done things you wouldn't believe;  
crossing the wide Bristol Channel  
with fingers crossed - or down on one knee  
to propose in the Harecastle Tunnel.

Painting a boat in December, masked  
so your breath doesn't spoil the finish;  
smelling the bright smell of Brasso  
as you start to spit and polish.

Braving the laughs of Canal Street on a boat  
called Pleasure Bent; we've done it all.

They say we're freaky boat people.  
And that, my friend, is the point.

## In Memory

### **In Memory of June Hutchinson**

June Hutchinson, the wife of Frank Hutchinson, lived at Willow Moorings Near Kegworth. June Peacefully passed away on Friday 8<sup>th</sup> March 2019 aged 89 years. The family wish to thank all members who attended June's celebration of her life, and her wake that followed, at the clubhouse.

Frank and June were early supporters of the club and always made time to be present at club functions to offer their support. In spite of her health issues, during Frank's three years of being President, June was always there to give Frank the support he needed. June was a very personable person and will be dearly missed by those who knew her. Our sympathies go to Frank and family during this unsettling period of time.

## Boating Buddies

“Boating Buddies” is an initiative to give office staff from the C&RT the opportunity of getting hands on experience of the waterway system. The aspiration is that desk bound staff will get a feeling for the benefits and problems experienced by regular boaters, which has to be a good thing.

On Friday May 3<sup>rd</sup> we set out from set out from Normanton in three boats, Wendy Woo, Ebley and Water Lily. On board were 7 members of C&RT staff made up of senior managers and office staff from the Licensing Department in Leeds. They were all keen to enjoy the pleasures of the River Soar. Conditions were a little chilly and showery with a few bright intervals where the sun was quite warming. The short trip took us upstream via Loughborough to Barrow, obviously passing through the canal section plus two locks which fascinated our guests, as some had no idea what a lock was for even! They were able to take photos of some of the wild life along the river and the odd cormorant or heron seemed pleased to oblige, by posing in the branches on the riverside. We all moored below the deep lock at Barrow, just handy for the Soar Bridge Inn.



The Soar Bridge Inn did a great job in feeding us all pretty quickly the food was good and the company was good too. After a bit of a struggle to go about, due to the unfriendly wind and current situation, we retraced our route back to Nottingham Road Bridge in Loughborough where those, of our visitors with return tickets to Leeds were put ashore. The remainder continued back to Normanton.

Water Lily's throttle cable broke on the return journey which showed our guests how resourceful you need to be when cruising and also that it may not always be predictable where and when you need to stop! (note: always carry a piece of string on the boat).

All of those who took part agreed that this was a really worthwhile exercise and should be repeated, especially for newly appointed staff. If you would like to take part in future trips like this please let myself or Paul LeBlique know and we will try to arrange something similar. **JW**

## Notice Board

### The Mikron Theatre

Mikron the waterborne theatre company will be visiting the area in 2019. They have two productions "Redcoats" based on Butlin's and "All Hands on Deck" based upon the WRNS

30<sup>th</sup> May ... Redcoats ... at the Poppy and Pint, West Bridgford 7-30

1<sup>st</sup> June ... All Hands on Deck ... at the Clock Warehouse Shardlow 1pm

4<sup>th</sup> June ... Redcoats ... at the Victoria Hotel Beeston 8pm

9<sup>th</sup> June ... All Hands on Deck ... at the Swan in Rushes Loughborough 3pm

Other dates and locations are available on the Mikron web-site.

### Melton Ring Road

MOWS The Melton and Oakham Waterway Society with IWA are fighting the proposal to construct the new ring road with inadequate provision for the possible restoration of their waterway. If you are willing to support their argument please sign up on <http://leicestershire.planning-register.co.uk/Planning/Display?applicationNumber=2018%2FReg3Ma%2F0182%2FLCC>

Further details on the IWA Leicester Branch web-site

### Carbon Monoxide Alarms

I'm sure by now everyone is aware that CO alarms are mandatory for Safety Certification

All boats with accommodation spaces subject to the BSS will see mandatory checks introduced for suitable CO alarms in good condition and in appropriate locations. The requirements are designed to keep people on and around boats safe. All boats with accommodation spaces subject to the BSS will see mandatory checks introduced for suitable CO alarms in good condition and in appropriate locations. The requirements are designed to keep people on and around boats safe. As well as protection from neighbouring boats, the CO alarms are also expected to prevent death or injury to boat owners from their own boat engines or appliances. The alarms will warn people in the area about immediately dangerous levels of CO. They can also alert craft occupants to moderate levels of CO, which can be a long-term threat to health if left undetected. The alarms will warn people in the area about immediately dangerous levels of CO. They can also alert craft occupants to moderate levels of CO, which can be a long-term threat to health if left undetected.

[https://www.boatsafetyscheme.org/stay-safe/carbon-monoxide-\(co\)/](https://www.boatsafetyscheme.org/stay-safe/carbon-monoxide-(co)/)

## Forthcoming Events for Your Diary

*I am sure you have already seen these from Dianne, Face Book, or the website, this just a reminder...*

### SOAR BIRTHDAY WEEKEND 2019 ..... SATURDAY AND SUNDAY 1<sup>ST</sup> & 2<sup>ND</sup> JUNE

Saturday evening from 7pm, LIVE music from Paul Tabor plus ploughman's supper ... £7.50

Sunday church service at 11am, all guests welcome. Afternoon tea at the clubhouse.

#### NOTE:

*Please book for Saturday night, through Karen Millhouse Social Sec, Mobile: 07950 851583 or, email: karen.millhouse@hotmail.co.uk*

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### COCKTAIL EVENING

*Karen Millhouse, our club Social Secretary, gives us all advance notice of ...*

## **A Cocktail Making Evening !!!**



**With Hollies Bar on Saturday 15<sup>th</sup> June**

**The price, still to be set, will include four Cocktails and Tapas**

*This sounds like a winner Karen, lets all help her out, and finish off those cocktails...Ed*

## Hot off the Press - from Shane Morgan

Following the recent river rubbish collection, by SBC Paddlers, as part of Surfers Against Sewage 'Summit to Sea' river clean up, two members appeared on the local radio.

Laura and Dan, were guests on Radio Leicester's Ben Jackson Show on Thursday 16th May. They spoke about the club's efforts and the items found, urging all river users to fight the problem and take litter home.

The show should be still available on BBC Sounds, 2 hours and 12 minutes in on the following link. <https://www.bbc.co.uk/sounds/play/p077n3bv>



*BBC Sounds, Ben Jackson*

### [A Prosthetic Arm - Random Acts Of Kindness - And The Big Clean Up](#)

Thank you, Laura and Dan for putting across a very positive image of The Soar Boating Club, it was good to hear - **Shane**

## Editorial Footnote

"Well, there you are folks!!!" that's my first edition of Soar Points safely berthed! Phew!!!! I hope you have found something in here of interest?

It has been a challenge trying to make the layout as inviting to read as I could, by varying a few fonts and use of columns, I am always open for comments and could always use more pictorial articles, please. I particularly enjoy a bit of poetry, so excuse my only indulgence with Jo's poem, which I often like to read. There is scope for a boating quiz or a few tips from the experienced boaters we have in the club, please use this as a good source of communication, if you wish.? My thanks go out to all who have contributed and, hopefully we can gather some interesting material for the Autumn edition, or maybe even a Summer edition? I look forward to any comments about soar Points.

Please get your input copy to me at any time, it will always be gratefully received.



Email: [chartnymills@gmail.com](mailto:chartnymills@gmail.com)