



The Batchworth Telegraph

Newsletter of the Friends, Winter 2021

Memories of Chris Flaherty



Inside

Our
Chairman
Speaks...



Two
Poems



Coffee
Morning



Photo
Caption
Contest





99 Church Street, Rickmansworth,
Hertfordshire, WD3 1JJ

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Chairman's Chat...



Welcome to the final issue of the Batchworth Telegraph for 2021, a year that has been a bit of a rollercoaster for many. Although I know almost all our volunteers have been double vaccinated and had our boosters, the current events are raising some concerns about how we will go into 2022 with regards to COVID. What is important, though, is that our charity has come through the last two years in very good shape thanks to the efforts of the trustees, Mark, Rob, and all our volunteers.

We successfully restarted Learning at the Lock in June, completed a number of sessions before the summer break and did several more in the autumn term. The schools really enjoyed being back with us and appreciated all the work Rob had put in to make the visit safe for both the schools and our volunteers. The schools also enjoyed using our new picnic benches for their lunches. Rob shared some great letters at the recent coffee morning from Harvey Road School on how much they had enjoyed their day with us. Rob already has several bookings in the diary for 2022, and we are hopefully looking forward to a more normal year.

The Education Centre has been busy since June with other users making use of our excellent facility for their meetings and activities. This has included my wife Cas who has run antenatal classes in the hall in her role as an advanced National Childbirth Trust teacher. Rob has also hosted the University of the Third Age for coffee, a talk and a boat trip on the Pride. We can

certainly state that the facility is being used for education for all ages, which ticks a big box on our lease conditions!

We had a busy summer at the Batchworth Lock Canal Centre with more people out and about, having discovered the canal and the great outdoors during the various lockdowns. I know Claire and Dawn at the Café at Lock 81 regularly have no tables free at peak times at weekends. We have decided that our phone booking system for running our trip boat is going to remain in place as this allows us to plan much better for meeting our customers' needs. A regular schedule is an advantage for both them and for us, and Mark can also schedule maintenance on the Pride around the demand and block out time in the schedule when we will not take bookings. Jillian and our trained skippers also ran a large number of charters, once we could restart this operation. Mark has brought on board several new volunteers in the Lock Centre and also supported more skippers through the Helmsman Royal Yachting Association course, run by Jan Knox, so we have a larger pool of volunteers to cope with any increased demand. As a result of this, there have been fewer occasions when I have had to step in to take charters due to a shortage of crew.

The Pride continues to be well maintained by Mark, supported by many other

Chairman's Chat Cont.

volunteers. Later in this edition, you will see an update on the trip boat replacement project which gives you a summary of a lot of work done by the team investigating this. The important thing is that the Pride needs to continue to function as the workhouse for our boating operation for quite a few more years, and the hard work Mark has put in to understand the effective maintenance of the boat is essential. Mark actually finally found the source of water ingress into the boat that had caused us concern on a couple of occasions. We now know to make sure the drain holes on the bottom of the window frames are kept clear, otherwise rainwater can trickle into the boat and accumulate below the floor!

Fabian, Clive and Mark have been working hard to keep Roger in good condition, despite the boat having had very little use over the last year. We have taken the boat on a few outings but nothing like we had planned to do if events had taken place as usual during the spring and summer. Clive has been photographing many of the procedures required to keep Roger in tip-top condition. This has resulted in some excellent "manuals" which can be used in the future to, firstly, remind us of how to do things on our unique boat and, secondly, to train up new volunteers to look after Roger in the future. 2020/2021 marks 20 years since Roger completed restoration and

was returned to the water. The Trustees are very pleased that the boat looks as good now (some may say better!) as it did when the restoration was completed. We need to ensure that all the hard work carried out by Fabian, and many others, is not wasted and the boat continues to be conserved for operational use. When things return to normal, the Trust hopes to mark the 20th anniversary of Roger's restoration in a suitable way. We hope some of our supporters from the Heritage Lottery Fund and other grant-awarding bodies will be able to join us and celebrate.

I hope you are looking forward (or will have had by the time you read this!) to a much better time with your families this festive season than was possible last year. I sincerely hope 2022 is a more normal year for us all and for the Trust.

Best regards and keep safe,

David

Don't ignore it, report it!



Emergency Hotline

If you see:

- Damage or danger to the natural environment
- Pollution
- Poaching
- Risks to wildlife
- Fish in distress
- Illegal dumping of hazardous waste
- Flooding incidents

Ring

0800 80 70 60

Call free, 24 hours a day, 7 days a week.

This number is for emergencies only, not for general enquiries. Prompt action can help the environment.

Mark Reports



As we head towards the end of another year, I want to say a massive thank you to you all for your continued support of the Trust over what has been an incredible year or two.

One could dwell on things we haven't been able to do or the two festivals that couldn't take place, but it is much better to be upbeat about what we have managed to achieve and look forward to 2022.

After a challenging start to the year, we finally reopened in April and May, and since then we've had the Lock Centre open every day. Ferry trips and Charters have also been extremely popular, and we've definitely seen the numbers of visitors increase as the summer months progressed. Recorded visitor numbers are at over 7,000, and we've done

over 550 ferry trips.

The Education Centre continues to provide us with another income stream, and I expect the income from invoices to be over £5,000 by the end of the year.

We continue to have an excellent stream of quality volunteers wanting to help us with our operations, and I am fortunate in that you continue to put yourselves forward for the various jobs that need to be done.

I've said in previous years that the Trust punches well above its weight in the local area, and we continue to be recognised as a professional, welcoming, interesting and unusual charity that provides services for our local community of residential boaters, visiting boats, walkers, cyclists, and the

myriad of other visitors and guests that use the facilities of the Rickmansworth Waterways Trust at Batchworth Lock.

The Chair and other trustees have steered the Trust through some very challenging times recently, and it is, in my opinion, in no small part due to their efforts that we are in a position of which many other organisations would be envious.

Your contributions as volunteers cannot be overstated as, without your time and commitment, the Trust simply would not function.

May you all stay safe and well, enjoy the upcoming festive season, and keep on volunteering.

Mark



Rob Reports



The question of 'when will it end?' about the pandemic was partially answered when it was considered safe to take bookings from school in June. Although schools were allowed to go on outings before then, Learning at the Lock was not going to open until it really did seem safe to do so. Even when a date had been given by the government for a safe return to a 'new normal' our opening was pushed back by two weeks. Six schools had made bookings in what was left of the summer term, and there was a worry that those schools might cancel the bookings. Fortunately, none did, and the volunteers were willing to go ahead with the Learning at the Lock sessions.

It had been a long time since the volunteers had met each other or done a presentation to the schools, so it was important to bring as many as possible together for a refresher meeting at the Education Centre. The pandemic was still very much with us, and one school had to cancel on the morning of the day that they had booked to visit us because of a Covid case. Even the refresher meeting did not escape from the outside environment. To ensure the safety of the volunteers and the children, a certain number of measures had to be made. The whole programme for Learning at the Lock would give as much safety to everyone as anywhere. The Education Centre is very spacious and

when all the windows were open, no virus would have stood a chance of staying in such a windswept room! The main challenge for Sheila Gilbert when she did the history activity was to compete with the noise of the traffic going past, especially as she was wearing a mask.

Mark Saxon and I had travelled to Harlow where Mark had heard of a reconstruction of the inside of a narrowboat cabin. This was reassembled in the foyer and became a good way to show children the interior of the cabin, thus reducing the need to spend too much time crowded into the real cabin on 'Roger.' Our volunteers wore masks and the volunteer showing 'Roger' did so from the outside of the boat. By the autumn, the pandemic situation had eased, and we had six more schools, including Harvey Road, the school that had had to cancel in the summer. Although the programme could go on as much as it had done in the past, the opening of windows and social distancing were still adhered to as COVID measurers. Fortunately, the weather was good, and the schools were able to have their picnic lunches on the terrace.

The terrace has been an excellent facility to have, since it gives a pleasant place to have lunch, rather than being in the foyer. It also means that children are more likely to stay outside and look at the lovely Colne River and any wildlife. The terrace has been given additional facilities in the form of picnic tables. These were a generous donation from John Gurney, whom I knew from

my rugby-playing days at Harrow Rugby Club. We were able to show John around on a school visit, and he saw a school using his tables. We had a visit from Les Mead, one of our Trustees, who saw how Learning at the Lock works and was able to use his photographic skills to show the volunteers' hard work with the children.

Although the pandemic had many negatives, there were some positives. Local schools did look more closely at opportunities for school visits nearer to them. St Mary's School is perhaps our closest school but had not visited us in the last five years. They were looking to make contact with the local area and booked a session with Learning at the Lock, and I visited them to hear how the headteacher wanted the school to engage with the local community. I also visited Shepherd School: the school did not feel comfortable making a visit, so I went to them. Building close relationships with local schools should help to enhance our work.

Winter is approaching, but schools are starting to make bookings for the spring and summer. As with all difficult times, it is important to remain optimistic about the future. Thank you to all the volunteers for your hard work and for the loyalty you have shown in reopening the school visits.

Rob Moore

Festival 2022

Having had to cancel the last two Rickmansworth Festivals, the team is eager to get to work on the 2022 event. I have been watching with a little concern the developing situation with the new variant, but at this stage we are on track with all our plans. Our first planning meeting has already been held and we are working on having a Festival as usual on 21st and 22nd May 2022.

All our main infrastructure has been booked, although there will be one or two changes this year. Our long-standing marquee company, Pridewatch Events, have decided to close their Luton branch as a result of the pandemic's effect on their business. They are now just operating from their Chichester base so are unable to support an event on the "wrong side" of London. Our partner, Kelly Barnard, at Three Rivers District Council has therefore located another company to supply all marquees for the event, and so far it looks like they can provide all that we need, including a raised height marquee for the stage. Several caterers have ceased to trade or decided to retire, so I am sourcing some new businesses to support the weekend. We have a waiting list of over 150 caterers so we will not have a problem finding replacements!

We have made changes to the site instructions to participants around health

and safety with a new risk-based method statement all businesses need to sign when they book electronically. This is important as, based on other events I have been involved with, there is an increased focus from authorities we deal with in this area as events return after the pandemic. We also expect the public attendance to be large, as many other events have seen very high attendances since restarting, so we need to plan for this.

One thing that seems to be consistent is that, as in every other area, costs are increasing. We have made the decision to keep our pricing to our traders and caterers at the same level as planned for 2020 and 2021, as we know many small businesses have had existential challenges. Many of the suppliers are passing on to us increased costs which then place a squeeze on our budget. To balance this, we hope to have another major corporate sponsor for 2022, which will enable us to have a balanced budget as we go into the weekend. Plans are at an early stage at the moment and more details will be released when available. The booking process will start for previous participants on the 2nd January, and we will roll out the application process to new participants in the middle of the same month.

Christine Thompson, who has taken over from Phil Bassett as Waterspace Manager, is looking for someone to manage the Young Explorer Trail (YET!) over the weekend. Karen, who has so successfully developed this programme of taster sessions and other activities for young people to do during the weekend, is not available. She has had a better offer and will be on a once-of-a-lifetime sailing trip on a leg of the

the round the world Clipper Challenge. She will be sailing from Seattle down the Pacific coast and through the Panama Canal, before heading up the Atlantic coast and into New York in the month the Festival is taking place. Karen will be able to help with the planning and preparation but will need someone to run it during the weekend. I have given her the lecture about where her priorities should be on the Festival weekend, but we are all just so jealous we are not coming as well! If you would like to get involved in YET! please get in touch with Christine via me.

Please pencil in some time in your 2022 diary to help with the running of the event on the weekend of 21st and 22nd May. Your help is essential to the running of an enjoyable event for our local community and we could not do it without you!

David

Rickmansworth Waterways Trust will host its famous

Ceilidh



on Saturday 12th February, 7pm
at Mill End Sports and Social Club

♥ A great way to celebrate Valentine's Day ♥

Dancing, entertainment, raffle, two course hot meal

Adults £18, Morris dancers £15, family of four £64

Contact Pam Paterson:
07714 257019
pampat45@hotmail.com
to reserve places

Chris Flaherty

We were very saddened to hear recently of the passing of a much loved and long-standing volunteer of Rickmansworth Waterways Trust (RWT) after a long battle with illness.

Chris joined the Trust in 2014 and was known for his willingness to get involved with all aspects, including running the Lock Centre every Friday, skippering the Pride, and as a long-standing member of the Operations Group. He was very happy to get his hands dirty with his engineering skills being used to very good effect in maintaining the Pride of Batchworth. His army days, firstly in the Parachute Regiment and then in the Corps of Royal Electrical and Mechanical Engineers (REME), meant he was not afraid of hard work and always got involved in volunteering days, especially the ballast offloading of Roger. He was also very happy to join Mark and several volunteers in the White Bear on Friday afternoons for a pint or two of Guinness: after all, Chris was Irish!

I have many fond memories of Chris, and he shared some great REME videos with me of how a couple of engineers could change tank tracks and sprocket wheels on a massive tank with manual labour and a few simple items of equipment!

I also had some great days out with Chris. One day, Chris and



and I went up to the Imperial War Museum, Duxford, and went round just about all the site, including the Airborne Assault Museum. In the land warfare hanger, Chris delighted in pointing out various vehicles commenting "I've driven one of those" or "I've fixed them". When in the Parachute Regiment Museum, we could have spent all day in this area with Chris recounting stories from his days in the regiment. Chris also came with Cas and me to the full rehearsal of Trooping of the Colour one year, where Chris was immaculately turned out in his blazer and Paras beret.

We also have several amusing incidents involving Chris in his time volunteering. At a performance of the Idle Women in the garden by the Lock Centre, Chris was sitting in one of our old

plastic garden chairs with his back to the River Chess. Partway through the performance, the chair decided its time had come and collapsed, nearly taking Chris into the river! Chris was unharmed apart from his pride, but the story was retold many times by volunteers who saw the incident. Chris also had the misfortune to be the Pride Skipper on a short trip with cub scouts on board when the morse throttle lever fell apart in his hands while in Batchworth Lock.

Most of all I will remember Chris for being an absolute gentleman and true friend to many in RWT. Always ready to help anyone who needed it, with a great sense of humour and with a twinkle in his eye. He will be much missed by all who knew him.

David



Chris in his favourite place – with his head in an engine



Chris with Mark at a cheque presentation from Skanska

Marie's Memories of Chris

Where to start? Here are just a few of the many fond memories of our lovely Chris.

I was so nervous when I first joined the Rickmansworth Waterways Trust, but from the first time I met him, Chris took me under his wing. With his no-nonsense approach, he immediately treated me as part of the team and soon became a very dear friend.

He guided me through much of my skipper training with

'gentle' words of encouragement such as, "COME ON, GET THAT TURN ON!", "GET ON WITH IT!" and "WHAT ARE YOU WAITING FOR?!" I can still hear his dulcet lilt every time I turn at Stockers (so blame Chris, Mark).

And I've never looked back since being introduced to Chris' special tea, essential for keeping warm on some of those bitterly cold ferry trips. That man could pull a hip flask faster than any wild west cowboy!

The last time Chris went to Ireland (Sept 2019), he invited us to join him. During our long weekend with him, Chris went into full Irish tour guide mode and insisted on driving us everywhere, (complete with commentary), including the

famous Blarney Castle. He also insisted on 'paying' the entrance fee for nearly everywhere we went. This basically meant he charmed the staff into letting us all in for free. He must've kissed that Blarney Stone quite a few times in the past.

Thanks, Chris, for everything. I miss you so much but will always be grateful for our friendship. Raising a glass for you, with lots of love, Marie
xxx



Update on Replacing the Pride

As you will probably understand, the COVID pandemic impacted our ability to carry out in-person inspections of boats to finalise our plans for replacing the Pride. However, in the last few months, the team have now been able to evaluate two fully electric trip boats since COVID restrictions have been eased.

These were:

- Electra - a 54 ft all-electric community boat built by Colecraft and just going into service with the Bedford and Milton Keynes Waterways Trust.
- Pamela May 2 - a 52ft all-electric community boat built by Ortomarine which went into service with the Droitwich Waterways (Pamela May) two years ago, however, their operations have been very limited by COVID.

From our visit, it was clear that Electra's design would not be ideal for our operations and highlighted several areas where the Rickmansworth Waterways Trust (RWT) would need to ensure we adopted different design solutions. The use of a hull builder and a separate company to install the electrics was apparent in the final fit-out and finish of the boat. The charity had experienced failures of the propulsion system, and the boat was quite noisy,

especially when the bow thruster was in operation, which was a surprise for an all-electric propulsion system.

Pamela May 2 was much more aligned to what the Trust would like to achieve in its new boat from Ortomarine. We felt that, with a few design changes to meet our specific needs, the Pamela May 2 would meet our operational needs. However, the electric drive did experience a failure while we were on board for a short cruise and RWT volunteers helped put a new drive belt on. They had previously experienced a control panel failure which resulted in the boat being inoperable for a number of weeks until a replacement was sourced. The quality of the drive was very good and totally silent in operation.

From viewing both boats, it was clear that both had experienced technical challenges, so the reliability of a new electric boat was a concern. Also, it was clear that the technology was evolving fast and within several years, battery and propulsion technology was likely to be improved and many more companies would be present in the market. From seeing these boats, it was also clear that the key design requirements we stated for a wheelchair lift and accessible toilet would not be possible to achieve within a 40ft footprint compatible with turning a boat at Batchworth. In addition, if the new boat was to be more suitable for training, a cruiser stern would be ideal.

Therefore, based on the above analysis and the fact that we would not be able to meet all aspects of the current design requirements in the same

footprint as the Pride, we presented the following options to the trustees at a recent meeting:

1. Do nothing - continue to maintain and use the Pride for all Trust boating activities. This would require further investment and hull work such as shot blasting and applying a two-pack resin coating to conserve the hull for as long as possible.
2. Commission a replacement 40ft boat and sell the Pride - this footprint would be unable to accommodate all the features for accessibility that we specified. It would also be very unlikely that an electric boat would be feasible in this hull size due to the extra storage space for batteries and associated venting.
3. Wait, maintain the Pride and continue to fundraise - recognising that electric boat technology is evolving at a rapid rate, it may be better to wait until electric boats are more widely available from multiple manufacturers. It is clear that being an early adopter does come with risks to our operation, especially if we dispose of the Pride and rely on a fully electric boat for all our needs.
4. Source a second-hand trip boat to take pressure off the Pride - this can be a longer footprint boat to get RWT skippers used to handling a longer boat, which could be used for charters and Learning at the Lock, leaving the Pride just for short trips. This does mean an increase in our costs for a licence, insurance and maintenance, and is of course subject to approval for

Update on Replacing the Pride Cont.

mooring a further boat from the Canal & River Trust. We would also need to continue to maintain and run the Pride for short trips.

5. Commission a longer footprint boat that can accommodate all the design features we have specified. This could be either diesel or electric:

- Diesel – eliminating the risk of being an early adopter of electric technology – but would not be a suitable long-term solution from a sustainability perspective.
- Electric and similar to Pamela May 2, but with a long wait for a build slot if using Ortomarine (~ 3 years). We would still have remaining risks associated with the early adoption of electric technology, and we would need to keep the Pride, or another short trip boat, incurring costs associated with option 1.

The Trustees considered the overall strategy and agreed with the team's proposal that a combined approach of 3 and 4 could significantly reduce the risk of maintenance issues and give time for the market to mature and the technology to become more robust.

We will continue to fundraise and accumulate money in our Trip Boat reserve whilst maintaining the Pride. If a suitable, longer trips boat does come onto the market, we may purchase this to reduce the pressure on the Pride and give us greater operational flexibility.

Thoughts from a new trustee

I live locally, work full time running my own business and have always enjoyed walking along the canal. I have no experience with canal boats, but I have helped with the entertainment at the Rickmansworth Festival for a number of years. I expressed an interest in becoming a trustee and was invited to observe some trustee meetings and meet the other trustees. At that point, I didn't really know what the Trust was or what a trustee was supposed to do, so the observation period was helpful. It felt complicated at first, but I began to understand what the aims of the Trust were (education and leisure) and what activities it was responsible for. With this

knowledge, I decided I would like to become a trustee, and when this was put to a vote (without me present, of course) I was pleased to be accepted.

The trustees meet every couple of months in the Education Centre. The meetings are efficiently run and productive. Just as importantly, the atmosphere is friendly and welcoming with a nice balance of professionalism and informality. I appreciate the patience of the existing trustees in the face of my questions, which I have never been made to feel I shouldn't ask. I've received some online training as well, which has made me confident in what trustees are responsible for (running the Trust in accordance with its aims).

The agenda for the trustees is varied and interesting, but of course finances are a major consideration, both in terms of ensuring there is enough to cover the short-term costs and looking at ways of generating

income to safeguard the long-term future. I'm glad to say the finances are healthy, although of course there is always the need to be prudent and creative. There is at least one large project on the horizon - the trip boat replacement, so fundraising has appropriate priority and air-time.

To begin with, I was uncertain as to what I could contribute, but I discovered there are many ways to get involved and plenty of encouragement to do so; I am only limited by the amount of time and energy I am willing to contribute. I enjoy being part of an organisation that feels worthwhile and provides benefits to the local community (including me). I'm confident that I will continue to enjoy being part of it for a long while to come and am very pleased to have the opportunity.

Asher Rickayzen

Canals Tell Tales

Canals tell tales
Not pretty, riverside tales
With their twists and their turns and their
tinkling streams
Their meanders, rapids, and moss-
covered boulders,
But plain-talking tales
Told straight from the shoulder.

Canals tell tales
In shades of grey and brown.
No painter's palette
The rustic hues of distant hills
But of rust itself
Of silt
And dark, Satanic spills.

Canals tell tales
Not lying back on some grassy bank
With wistful stories told as if in a dream
A languid picnic, a dainty spread
Fine wine chilled by a crystal stream
But with an honest ale
And crusty pies
On paper plates
Under louring skies.

Canals tell tales
Far from lofty crags or mountain cliffs
And tumbling waterfalls
But in the shadows of mill and furnace
And crumbling factory walls.

Canals tell tales
Not shallow fine-spun yarns
Florid fripperies, edged with lace
Of bucolic idylls, and alpine tarns
Dished up with urgency apace
But calm, collected, recollections
Deep and misty-eyed reflections
Slow-poured personal selections
To honour the people, their boats, their
place.

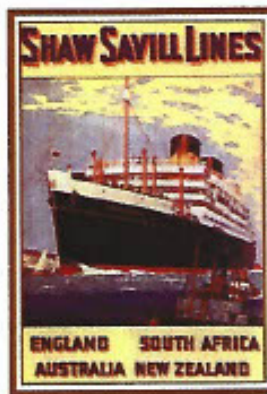
Canals tell tales
Told in iron, in brick, and in seasoned
wood
Tales of the maligned, the outlawed, and
the sometimes good
In sepia, brown, black and white
They talk of hunger, hardship, struggle
and fight
It's in the faces of women with rolled up
sleeves
In the sweat of the horse as the boat he
heaves
In the shoeless, mud-streaked, grinning
child
His schoolroom the wet and windy wild
It's in the eyes of the man, in the lines on
his face
As he ups and he leaves for some distant
place.

So, canals do tell tales
Not set down in a weighty tome
To grace the shelf of some stately home
Copperplate hand
In a fine-bound book.

But they're plain to read
If you will but look.

Copyright: Mike Lansdown 2021

Bred from Bargees



It may have been the Bargee stock
That made me never stay
The slow canal, the swinging lock
A new dawn every day
The gentle breeze on the water leaps
Weed and rushes seem to play
It must have been a better life
In a different age and a different way

Landmans ways are hard for those
Bred from 'Bargee' stock
Forced ashore, to live in a house
Generations pass, they still dream of the lock
They try so hard to settle
And join the eight to five
That not really in their mettle
To return, their nagging drive

Strolling on the towpath
Narrow boats slowly chug along
Peaceful water gurgles and eddy's
Whispering a hidden song
The lyrics it is singing
Not recognised by all
Only it's sons may hear it
And understand it's call

I feel that urge upon me
The call from a Grandfather gone
When on the towpath walking
I'm a son who hears the song
I've sailed many oceans
The traveller's life was mine
It was as a sailor
That my life did brightly shine

I speak of living in Australia, New Zealand
Singapore and Hong Kong
But wherever near the water
I swear I heard that song
The waterman's life contains more mystery
Than landfolk may ever know
Hear sailor's tales, as the wild wind wails
While albatross cry and swing so low

So back, happy in my home town
And living near 'The Cut'
I still hear the water calling
Life is never in a rut
You may not see the connection
'Tween barges, ships and boat
But the same men are attracted
To vessels that chug, sail and float

So in the end it seems a blessing
A gift to hear the call
To a creaking, leaking coaster
A liner, barge or yawl
That part of my life as a sailor
May be as good as life can get
Though now over
Cherished memories of many faces, memories never to forget

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Coffee Morning

At Rickmansworth Waterways Trust (RWT), you can tell you've arrived when you are mentioned in Mark's talk at the autumn coffee morning. I didn't mind that the story wasn't true. He alleged that I didn't like the card reader at the Canal Centre and, in my best Miss Jean Brodie voice, told customers that it wasn't working! As if I would. It's a good idea, though, for the future. And as for the till at the Canal Centre...it must be pre-war. I've had my moments with it, too.

We were also told a story of lust, greed and lies. A member of our esteemed Trust was accused of all three sins. And guilt seems to have been admitted. It's hard to imagine at such a law-abiding charity. (You'll have to make discreet enquiries if you missed the event.) As you can tell, RWT is much more exciting than the tabloids.

Nearly thirty volunteers attended this annual coffee morning at Café Nero. Of course, we were deprived last year, but we made up for it, enjoying doughnuts, croissants and coffee, and catching up. It's so good to meet face-to-face again. This is such a friendly charity that Zoom hasn't really taken the edge off our wish

to meet and work together in person.

David brought us up to date with important news, and Mark entertained us, minus his ukulele this time.

We had met in the summer for our garden party, beautifully hosted by Cas and Dave. That was a lovely RWT occasion, too, but I couldn't stay for long. It's typical - we are let out at last, and two parties happen on the same day.

Can't wait to see everyone at the next do. Carols? Ceilidh? Festival?

Pam Paterson



Photo Caption Contest!

As usual, anyone conducting themselves in an inappropriate manner around Batchworth (or any other part of the country now!) is likely to be captured

in compromising positions for posterity.

had several suggestions...

Below is one that could have multiple captions, and we have



1. Mark's plans for moonlighting from his job as a gondolier take a turn for the worse when he takes delivery of his new gondola. He remarked, I am not making bids on eBay for an item with no photos again!

2. During a break in training, while Mark poses for a photograph, a swan prepares to inflict its revenge for being cut up by the Pride in a Batchworth Lock.

3. Mark presents his proposal for the replacement for the Pride of Batchworth. Certainly ticks the "green" box in terms of being non diesel powered.



Upcoming Events

Saturday 12th February 2021 – Rickmansworth Waterways Trust (RWT) Ceilidh and Supper

Saturday 30th April-Monday 2nd May 2022 – Roger at Little Venice

Saturday 21st-Sunday 22nd May 2022 – Rickmansworth Festival

Tickets are now on sale for the RWT Ceilidh and Supper at the Mill End Sports and Social club on Saturday February 12th 2022. If you are already thinking of how to get rid of any extra lbs you may acquire during the Festive period why not add this to your plans?

There will be a fully licensed bar with doors open at 7pm and the dancing starting at 7.30pm to the music of Tim Brooks and Threadneedle supported by caller Martin Lindridge.

Tickets, including supper, cost just £18.00 per person. Funds raised from this evening will go to support our Heritage Education work at Batchworth Lock, so you are supporting a very good cause!

Please email Pam Paterson at pampat45@hotmail.com or call 07714 257019 to confirm the number of tickets you require.

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