

QUAGMIRE

NORTH WALSHAM & DILHAM CANAL TRUST CIO



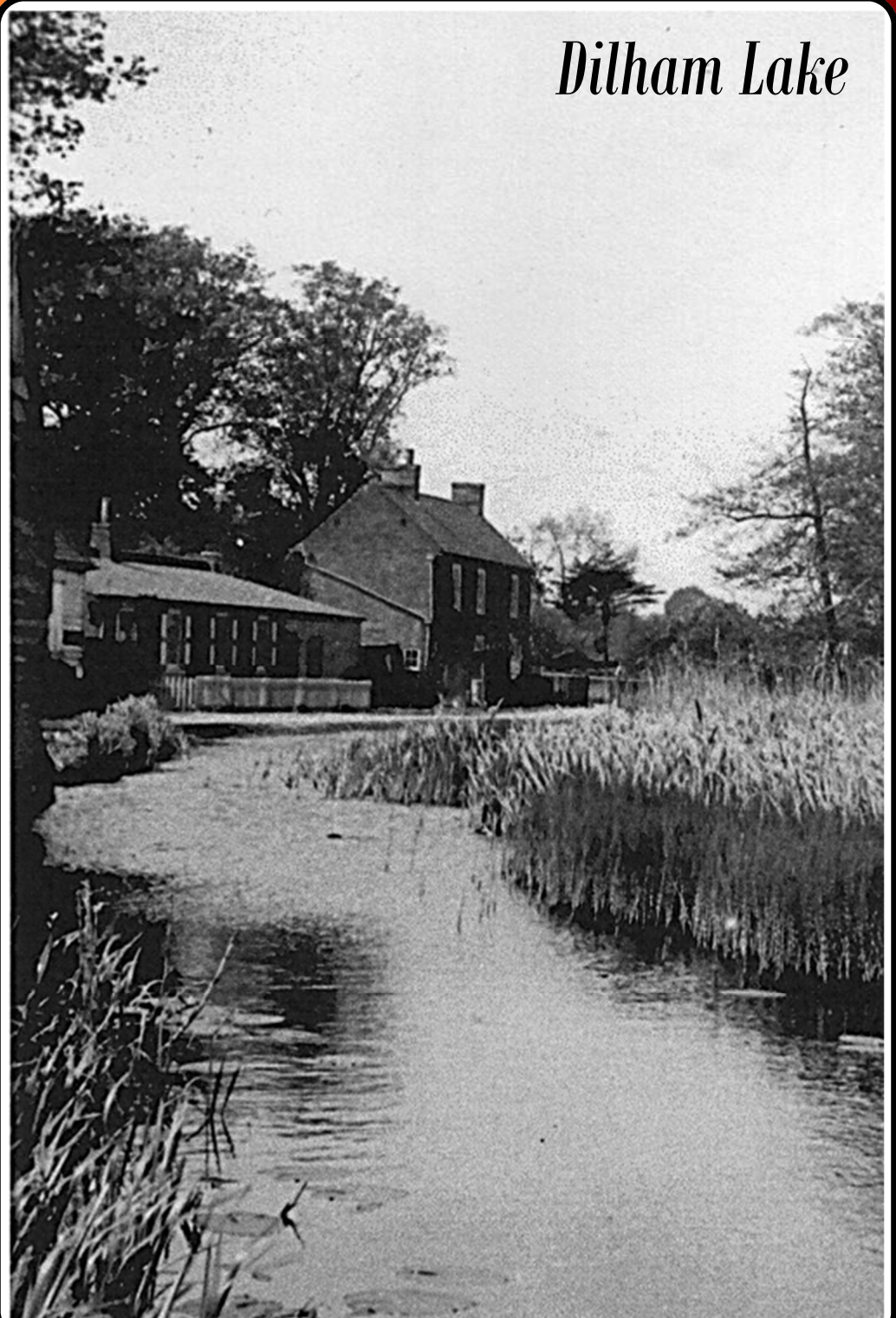
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INSIDE THIS ISSUE:

Tony Byfield	2
Fishing Notes - The Pike Season	4
Welcome to Jo- ely Sharp-Harris	5
Work Party News - Stop Planks	6
Work Party News - Honing Staithe & Dates	8
O.C.C's new Di- rector	8
Boating News	9
Centrepiece - Open Weekend	10
Archive Slot - Dilham Lake	12
Dilham Lake - The Future	15
Waters Else- where - Geld- eston Lock	16
Chair's Notes	17
3rd AGM Report	18
Contacts and Map	19
Canal Cargo	20

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Dilham Lake

November 2021

Graham Pressman recalls:

I have known Tony for some 45 years. He began his career on the canals as a tractor driver on the Regents Canal, towing Thames barges to their final destination, in the employ of British Waterways Transport. He moved to the Apsley Section of the Grand Union Canal under BWB in the 1960's. He later learned and qualified in multiple skills, such as brick laying, carpentry metalwork and much more. He specialised in the way in which these various trades related to canals. His knowledge of "The Cut" was intimate and extensive. He was most renowned as the skipper of Sickle, the GUCC narrowboat, shorted to a tug and icebreaker, towing canal maintenance craft between Slough and Tring.

I have known Tony from the mid 70's to present day. In my early days on the cut, he supported me as a young lock-wheeler, boatman and, in due course, Number One over a number of desolate



years, when the last cargoes were lost on the GUC. He shared his working knowledge of canals with me. Back in the day, he taught me towing, weed-cutting, dredging, bank maintenance and much more. Tony and I remained close friends and he remained my mentor to his end. We spoke on the telephone almost every day until the day he passed away. Tony joined NWDCT a couple years ago and officially took on the role of Consultant and Trustee during the past year, as I stood back from the post of Projects Manager. We had discussed every move that The Trust had undertaken within "Projects" in close detail, for all my period in the post. The Trust needed his level of expertise to achieve the successes we achieved in that period.

It was a terrible shock when, on Friday 19th September, Tony's wife, Claire, sent me a text to say that Tony had died that morning of a heart attack. His heart had just given out aged just a few days over 84 years, love him. Claire made it clear that the ambulance service attended very quickly whilst she was giving CPR. She extends her thanks for that. 🙏

The London Canal Museum wrote (LCM FB - 21st Sept 2021) :

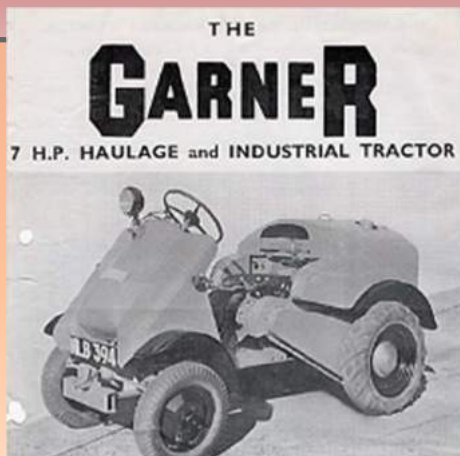
We are saddened to have heard that Tony Byfield, pictured at the Museum in 2019, died this week. Tony was one of the last of his generation, and probably the last surviving tractor driver of the London Canals. He gave generously of his time to



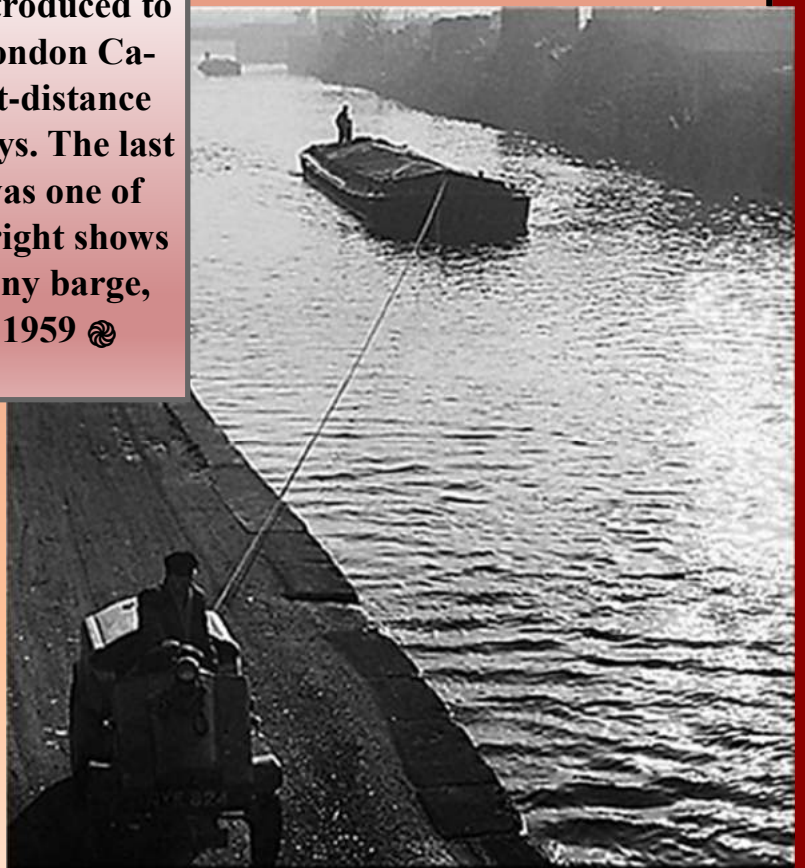
record his memories and we have some lengthy recordings of his recollections in our oral history collection. Some of that became a little book "The Canal Belongs to Me". Tony had many stories to tell and he filled a lot of gaps in our knowledge about the period in the late 1950's and 1960's when the canals were still carrying in London, but commercial traffic was in decline. His memory was the source of much of what we know about tractor work in London. He will be missed. 🌀



In 1953, miniature diesel tractors were introduced to the towpaths of the Regents and other London Canals, to replace the horses, working short-distance barge traffic around the London waterways. The last horses were withdrawn in 1956. Tony was one of those tractor drivers. The picture to the right shows him towing a General Lighterage company barge, sheeted up and going to Heinz around 1959 🌀



Pictures courtesy of the London Canal Museum./ Historic England



Fishing Notes - Tom Webster

October 1st marks the start of the pike fishing season on the canal. The canal has recorded pike catches of up to 20lbs, please keep your reports of your catches coming in to me via email or in our social media. I hope to run a special feature in the New Year.

Out of season pike fishing has been greatly reduced this summer, mainly due to the now widely accepted scientific research conducted at the University of Hull and relating to the oxygen levels of the waters at summer temperatures. It's now scientifically proven pike suffer increased fatalities from fishing in the summer months and more fisheries are rolling out an enforced longer closed season, which is considered best practice by responsible anglers.

This is something the Trust took a lead in doing 4 years ago, against some opposition. I am pleased to report, though, that since the introduction of lengthened closed season and the additional pike fishing rules, the year on year reported pike deaths have dropped 82% since 2017, a wonderful achievement. 🌀

FISHING

Between Ebridge Millpond & Swafield Bridge
Permission to fish is kindly granted from the owner
This is a privilege and not a right, respect the rules at all times

Pike Fishing - Close Season 1st March to 30th September

- Hooks - Single and barbless, max size 4, NO TREBLES.
- Baits - Sea fish dead baits only, NO LIVE baiting.
- Traces - Stainless steel traces 15 inches minimum.
- Line - 20lbs Monofilament and 30lbs Braid minimum.
- Equipment - Large knotless landing net with a minimum of 36in long arms, large unhooking mat, 12in long artery forceps, side cutters.

General Fishing - Close Season - 15th March to 15th June

- Hooks - Single barbless, all methods, NO EXCEPTIONS.
- Baits - No cereal ground bait or boilies, surplus bait must not be dumped in the canal.
- Equipment - Disgorger/forceps/unhooking mat/landing net.

General Rules

- NO KEEP NETS, fish can be rapidly weighed in nets.
- NO vehicles on banks and keep walk ways clear of tackle.
- Dawn till dusk fishing only.
- Avoid dangerous gorging, strike early.
- Maximum of 2 rods, always attended.
- Movement of fish is prohibited.
- Treat the environment, other canal users and wildlife with respect at all times.

Please remember that this is a Canal under restoration. At times this means that water levels may be variable, and banks closed so that further restoration and maintenance work can be undertaken



Elsie Webster, aged 12, just landed her first ever pike. - photo Tom Webster

Welcome to Joely Sharp-Harris

Joely is joining us for a 150-hour work experience programme, as part of her studies at Easton College. Her work will be at Purdy's Marsh, a County Wildlife Site, under the auspices of the Trust's Wildlife Office, Suki Pryce, and Education & Training Officer Sue Kirrage. To make life easier for Joely, the final Sunday work party in October was spent creating an access path around the Marsh. Joely's main interest is in Bush Crickets, but, to set the scene, here are three of her images of wildlife from on the Marsh. We hope to catch up with Joely, in the next edition of Q. 🌀



Male Roesel's Bush Cricket (*Metrioptera roeselii*) 26 Sept. 2021 (JSH)

Male Long-winged Cone-head Bush Cricket (*Conophalus fuscus*) 26 Sept. 2021 (JHS)

Common Lizard (JHS)



Wildlife Volunteers. The Trust always welcomes those interested in undertaking wildlife studies, either from interest or as part of their courses.

Recent inquirers have been keen to further their researches into mammals, dragonflies, birds, habitats on different parts of the Canal, and many other areas. Amateur or student, everyone is welcome, please contact secretary@nwdct.org if you would like to chat. 🌀

Work Party News

STOP PLANKS

Millington's designs for the Canal's locks did not include provision for "stopping off" a lock to enable repairs (in fact, it's likely that Pashley drew up the plans for the locks, before sending them to Millington, and never getting them back!). Millington's plan would be to simply empty the canal, if needed, not quite the environmentally friendly approach expected these days.

When the Trust restored the top gates at Ebridge, they included the creation of grooves and cill, and the purchase of stop planks. Recently, there was a need to check the ground paddle at Ebridge. Instead of draining the Canal down, the stop planks were brought down on *Sue B*, from Spa Common, and fitted into their grooves. 🌀



Planks being put in place, on a very wet day

As water would always seep through the gaps between the planks, ash and cinders used to be dropped in so that it would bung up the leaks. Today, a tarp is used





Paddles raised, allowing the section above the top gates to be emptied.

Note the very important King Pin, supporting the middle of the gates

Volunteers working on the paddle recess, with a good number of gongoozlers looking on.

Photos Alan B



As the Trust works to restore the four main locks along the Canal, the errors of Millington will be rectified, and stop plank provision made to enable further repairs/maintenance in the future. Grooves and a cill have already been installed at Bacton Wood Top gates. Next in line will be those at the bottom of Bacton Wood lock, allowing the earth bund to be removed. 🌀

Work Party News



Volunteers clearing the banks and Canal Walk at Honing Staithe Cut . Sun 26 Sept. (AB)

E10 Petrol - Cars sold since 2011 have components that will tolerate ethanol, but older vehicles and plant-like trimmers, pumps etc still rely on rubber pipes, gaskets, and in some cases soldered copper floats. All of which are attacked and degraded by ethanol. In addition, ethanol is a solvent that is excellent at removing all that old crud and depositing it in the fuel filter or carburettor jets. Lastly, it is hygroscopic, meaning it absorbs water, which then has a corrosive effect. Also, means it degrades more quickly when stored. All in all, it is not an ideal fuel for use in the sort of kit we use on site.

What should you do for running petrol powered plant? Well you have three options:

- 1) Just use the E10 petrol. For the odd tank of fuel where someone filled a can with the wrong stuff, this isn't a problem; most of the issues are long-term anyway.
- 2) Switch to 'super unleaded', which for now remains at up to 5% ethanol. You may need to tweak the mixture.
- 3) Switch to an alkylate type fuel, e.g. Aspen. Again you may need to tweak when you first use, although it does sometimes come as a pre-mixed two stroke. Two benefits, to be weighed against higher costs, are: they are very stable, can be stored without degrading and left in equipment for months without any problems, and emissions are less harmful to the user. (Adapted from WRG - NAVVIES 309 p 36) ☺

WORK PARTY DATES

Sundays - 7th & 21st November; 5th & 19th December. For Thursdays and other information, please check the website at <https://nwdct.org/work-party-information-page/> If interested in joining a workparty, or in chatting with the Work Party Leaders - please contact secretary@nwdct.org ☺

Congratulations to Jeremy Cushion, the OCC's Canal Manager, who has now been made a co-director of the Old Canal Company alongside Julie Ashton. Jeremy has the Canal at his heart and will work tirelessly to complete Laurie's dream.



Boating News - Graham (Skipper) Pressman

Sue B -

has provided a great service by bringing our stop-boards from Spa Common to Ebridge, where they have been used to inspect the west side paddle gear. No doubt she will take them back when the time is right. It's so good to get a cargo, however small, moved along the canal again.

Weasel -

Trustees have made the necessary arrangements to complete the job and re-launch, so that we can get on with de-silting, now the dredging season is upon us. Environment Agency contacted us this month to confirm that we can get on with the job of de-silting.

Ella II -

has had a very busy summer and is still available to charter. Just call Skipper on 07585 160 772 to book. We *do not* close trip boating out of season. The canal is an ever-changing environment. Passengers may book a Charter for most times of day, including afternoons or evenings. The only things certain to stop us are the highest of winds or solid ice on the water. Excursions take around one hour. If you want be afloat for longer, then just book two consecutive trips and we can take our time.

Passengers are more than welcome to bring food and drink as they prefer. Cruising and being crewed are brilliant ways of seeing the canal, the wildlife and the general surroundings all year round. Just dress up well - wearing a hat if you can - and show enthusiasm. Dogs are welcome, as are well-behaved children. It is much easier than walking, and a £40 charter, for up to 12 passengers, is all we ask. Every penny goes towards maintenance and restoration of the canal.

Please book in advance, as we'll need to find a few consecutive days for the annual overhaul and paint job some time soon.

The Weedeater -

has been doing a good job, but has more to do to ready the canal for winter. It will then be serviced (complete with a replacement, and much larger, cutting head), ahead of 2022. 🌀



Press Date for the February 2022 edition of *Quagmire* is Monday 17th January.

Please keep those articles and photos coming in, to: qeditor@nwdct.org 🌀



Ebridge Open Weekend

August 14th 15th. Photos by JK & IC





Archive Slot - Dilham Lake - The Past



"Dilham Lake" is the name shown on the 1886 O.S. map. Although it is just as often called "Dilham Broad," I'll stick to "Lake" here for brevity.

Prior to the Canal's coming, the River Ant serviced Dilham Watermill, before wending its way by a long curve through East Ruston to Wayford Bridge. It may be that a millpond was constructed to the east of the River Ant, by retaining embankments (see red marking on left map). Both of these banks still exist. Wherries came to the Mill via the tailrace. With the emergence of the Canal, as with the other mills ponds, the existing banks were raised and then extended to include the new canal's embankments. In Dilham's case the new embankment was built, on the north, to the new Dee Bridge, with a Lock to give a head of water. (Solid red line below) . It is likely that the eastmost original bank was built up to make the new Lake's bank. This led to the pond filling to the west, forming Dilham Lake. Note the island (green) in the centre. With the coming of the railway in 1881, the original Honing reach spillway,



Wherry at Dilham Mill Edmund Girling 1837

was moved to the edge of the Lake (orange). Although it would have seemed logical to make a navigation channel to the Mill - through the old section of the millpond - a new channel was made to serve the mill, further to the west.

Around 1830, William Harrison Wells owned the mill. He had his own wherry, one that he commissioned his friend - Suffolk artist Edmund Girling - to paint, as seen above.

In the 1868 drought, there is the story of a local farmer accidentally draining the Lake when trying to water his mangelwurzels (see *Quagmire* 4.4 Autumn2020 p15).

The 1886 map shows the Lake as a marshy area, and Wilfred Ball (*A Month on the Norfolk Broads* - 1883) writes: "Just before we reached "Dee Bridge"...we saw what used to be Dilham Broad, on our left. Skipper remembered sailing a race on it in years gone by; but it had almost wholly grown up now, though the thicket of reeds and rushes was very



pretty." (p63). The Canal appears to have been in a poor state at this time (recent archive papers show that the NW&DCNavigation Co was considering winding up procedures at the time). Ball writes: " [The two locks] were in a terribly bad state of repair, and we should have been less surprised than disgusted if the gates had given way as we passed through" (p64). Edward Press bought the Canal in 1886 for £600, and two years later was receiving £525 in tolls, so one presumes improvements had been made by then. By March, 1891, P.H. Emerson (*On English Lagoons - 1893*) reports "We left Dilham Broad, a small sheet of water full of half-bred duck" (p191), which suggests that an upgrade had been implemented. Also in 1888, "A yachtsman going through Dilham lock saw water cascading down from the overflow" (Drury q.v.)

Sam Brunton's collection of pictures of the Lake ,



boathouse and Dilham Mill Cottage, from around 1919, shows plenty of water:



So, too, does Gill Sidell's

image of Toby Sidell taking his family rowing there in the late 1920's.

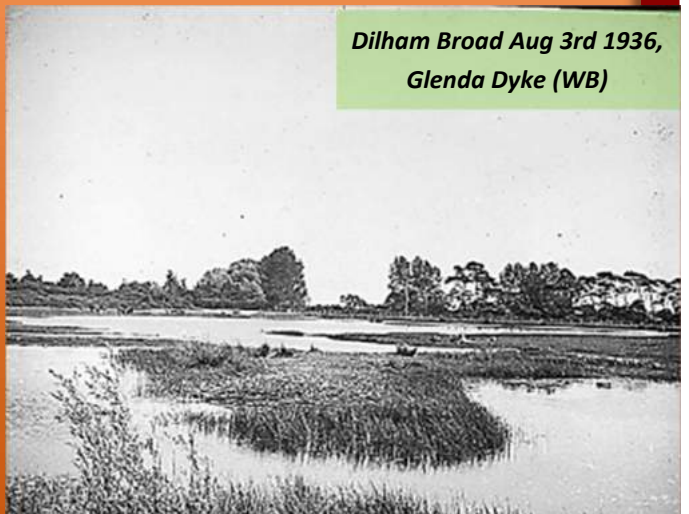
Roger Drury recalls visits to his grandmother, Mabel Brownsword, in the 1930's. Her husband, Harry, had purchased Dilham House at the beginning of the twentieth century.

Roger's

mother had shared stories of fishing in the Lake before the First World War.

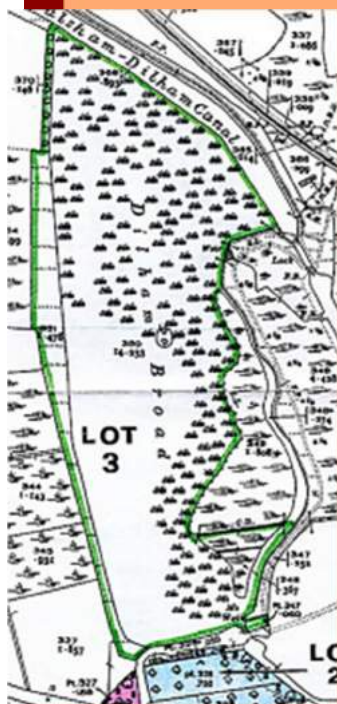
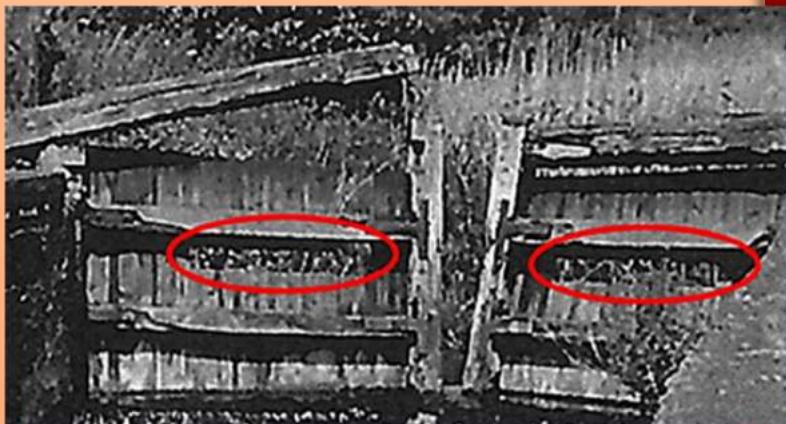
My memories, says Roger, "were from about 1930 to 1942. In the early years the broad still had a long wide stretch of open water on its western half and on the southern side leading to the site of Dilham Mill. I remember, only once, the waterlevel being as high as the overflow weir which was very wet and slippery. There was a tiny island on which you could land from a boat; one day we cleared the overgrowth on the island and planted a tree; forty years later I thought that this could be seen in the distance. In the [late] 1930's the broad became more and more overgrown {Dilham lock and canal were last used around 1936. Ed} with reed and weeds, but a narrowing strip of water remained on the west side. It became impossible to reach the island by boat, the overflow was dry and leakage through the banks less of a problem."

Dilham Broad Aug 3rd 1936,
Glenda Dyke (WB)



"In the boathouse there was always at least one boat, usually an old Norfolk gun punt that was just right for shallow water. One of the last times I went on the broad was on a Sunday afternoon with a school friend in 1938 or 1939. The open water of the broad was quite narrow but we got to the top of the broad and through the very overgrown cut onto the canal with difficulty by quanting and dragging. The canal was fairly full of water and navigable by a small boat, but we did not go far along the canal as we had to be back in school for the evening chapel service".

After the war, with the canal water levels dropping, the lake probably became a source of reed for harvest. To ensure that the land did not become too wet during the early 1950's, two rectangular holes were sawn into the top gates at Honing Lock, permanently lowering the head of water by two feet. The lack of water pressure on the gates eventually led to their collapse, as seen here in 1957 (Sam Brunton). The rectangular slots are highlighted. This collapse dropped the water level another 2 feet, effectively leaving the lake dry.



In 1968, Dilham Broad (but not the millpond!) was put up for sale. The Sales Particulars for Lot 3 describes it as *"comprising reed beds and rough woodland over which some excellent rough shooting can be enjoyed"*. It also adds a *"NOTE: In the Nature Conservancy Report on Broadland, published in 1965 and dealing with the preservation and expansion of the Broads, reference is made to the re-opening of the North Walsham & Dilham Canal including the four locks, for navigation purposes. Should this scheme ever be put into effect, then Dilham Broad could once again become a picturesque sheet of private water."* David Adler, who purchased Dilham House in 1968 said *"I no longer have access to the Deeds etc. of Dilham House, but from memory they included an apparent "obligation" to maintain a channel of a certain width from the Canal to Dilham Water Mill to enable wherry passage and an affidavit by a lady who had rowed across the Broad in the early twentieth century."* (Norfolk Mills)

In the 1970's, the land was drained so that the Pater-son estate could use it as grazing land for their dairy cows.

Today, one end of the meadow has glamping pods, there is no evidence of the original channel. Of the Mill itself only the remains of the wheelpit can be seen. The funnel railway-built spillway still exists, and maybe one day will return to its original use. In the pasture, there still stands a tree on a little "island". Was this Roger Drury's planting of the 1930's? Romantics would hope so. 🌀



With Thanks to Janey Bevington, Tom Carr, Sam Brunton, Wayne Beauchamp, Mike Sparkes, Alan Faulkner, Jonathan Neville (www.norfolk Mills.co.uk).

Dilham Lake - The Future?



Chris Hill in the Eastern Daily Press of 14th August 2021 reports:

"A Norfolk farmer hopes to recreate a long-lost "forgotten broad" - an idea, which he says could benefit a heritage waterway, tourism and agriculture. Luke Paterson is exploring ways to flood the land, and bring the lake back to life.

He said this could restore a piece of Broad-land heritage, create a watersports asset for his farm's growing tourism and camping enterprise, and act as a winter storage reservoir for his farming operations.

"I've seen it referenced as the secret or forgotten broad," said Mr Paterson. "It is a long-term ambition to restore it. It is not something that is going to happen overnight, but it would be quite nice to put back something that was there before.

"It could be used for paddle-boarding, canoeing, maybe sailing. It could also work as a winter storage reservoir for me as well, so if we get lots of flood water coming down the canal we could store it to use in the summer time on our crops.

"It could be a win-win on the farming, a win-win on the tourism, and a win-win on heritage restoration."

Mr Paterson is the fourth generation of his family to farm at Dilham Hall, near North Walsham.

Dilham Lake appears on a 1906 map hanging on the wall of the farm office, which shows the mill, lakeside boathouses and the 14-acre water body - although earlier references suggest it was 25 acres.

Mr Paterson said his family were previously dairy farmers, which prompted the decision to drain the lake to create grazing land for the cows.

"Now the direction of travel for our business is very much tourism, so having 14 acres of water and an old mill would be a lovely story to put some heritage back," he said.

He is now exploring the necessary permissions and licences that would be needed to reconnect the lake to the canal.

A Broads Authority spokesperson said although no planning applications had been received relating to Dilham Lake, the authority "welcomes applications and will work with the applicant to provide them with information and guidance relating to the planning process." 🌀

At their meeting on October 12th, 2021, the Trustees agreed unanimously to support the proposal to restore the Lake. Initially, they heard suggestions that restoration could lead to less flows along the Canal, further down. However, the Trustees felt that, once the Lake was re-filled, the natural flows would continue to feed downstream, via a spillway, as originally built.

The main benefit, in the Trustees' view, was that a restored Dilham Lake would require a higher head of water above Honing Lock. This would not only allow some navigation, but also create an opportunity for adjacent landowners to take advantage of agri-environmental schemes. They could do this by using the heightened head to provide overspill, emphasising the potential for increased biodiversity and farm diversification by increasing their wetland. In turn, this could diversify plant and animal species that are supported, and, with careful planning, help to enhance the environmental characteristics of the Canal corridor up to Briggate and beyond. 🌀

Waters Elsewhere - Geldeston Lock - River Waveney



However, wherry trade had declined by the 1930's, and the navigation rights were removed in 1934. After that, the gates at Geldeston collapsed, whilst the other two locks - at Ellingham and Wainford - were converted into sluices now controlled by the E.A. .

The River Waveney Trust is an environmental charity dedicated to improving and protecting the River Waveney, its tributaries and catchment, making it a better place for people and wildlife. This explains the

Trust's interest in preserving and restoring what little remains of the original navigation. By 2013, the walls were in a poor condition and at risk of complete collapse, with the E.A. unable to provide funds for repair. The first WRG Canal Camp, in 2017, identified the problem of bricklaying a wall on a tidal section of waterway. Four camps and a long weekend later, most of the southern wall has been restored, preserving a unique piece of Suffolk history. (The north wall is in Norfolk.)

Is the plan, then, to reopen the lock to navigation?



No, the course of the river has been straightened, and smaller boats can still make their way upstream - bypassing the lock - which is now on a small spur off the river. Long term restoration of the lock is seen as providing a place where the Waveney-built wherry *Al-bion* could visit, and stay awhile. Another reason to visit, is that the lock is next to the renowned *The Locks Inn Community Pub*, which you can access by the *Big Dog Ferry* from Beccles. (bigdogferry.co.uk). For more information, see www.riverwaveneytrust.org. With thanks to Martha Meek and Bernhard Watson of the RWT.🌀



Chair's Notes - David Revill

Our AGM is behind us, as we approach the end of a sometimes difficult year. Now, the good news is starting to come in!

I was really pleased with the number of members, officers and Trustees who attended the AGM on October 12th, 2021, in North Walsham, and the six who were there on Zoom – the wonders of modern technology. All very encouraging. Our meeting place was just a few hundred yards from where the very first business proprietors gathered to discuss the proposals for building the North Walsham & Dilham Canal, just over 200 years ago.



David Revill,
and his wife
Gisella, at the
Open
Weekend (JK)

One of the present aims of the Trust is to assist the Old Canal Company (OCC), through Jeremy Cushion, in completing the re-watering of the pound between the bank breach near to Pygneys Wood and Bacton Wood Lock. A further objective was, and remains, the completion of the Ebridge Lock work, which has been seriously delayed by the Covid-19 pandemic.

As mentioned at the AGM, the Trust is in need of several more officers, including a Vice-Chair and more trustees. The Charities Commission has been notified that Ivan Cane is standing down as a Trustee after so much hard work in the role. Thank you very much, Ivan.

I would also like to thank Helen Wade, who has joined us as Grants Officer, bringing her significant experience in the role. Good to see that Matt Hayward volunteered to work with Helen – it really is a two-person job!

In seeking volunteers, let me say that there is no need to wield a spade – just a pen will suffice. If you wish to help out in your Trust, please contact Julie (ICT), who will willingly have a chat with you and then put you in touch with the relevant person. Many thanks in anticipation.

We are looking ahead! We are in communication with the proprietors of the two lower stretches of the canal, namely, the North Walsham Canal Company - owning the section from Ebridge to below Honing Locks - and Bindwell, which owns the pound between Honing Lock and the end of the canal at the confluence with the Smallburgh Water, near to Wayford Bridge. When agreements in these areas have been reached, in-depth planning and budgeting can be begin.

Thank you all, again, for your support of and work for the Trust. I look forward to offering more good news during the year ahead. 🌀

The 3rd AGM

The Third AGM of the NW&DCT CIO was held at the Dayspring Centre, North Walsham, on 12th October, 2021. Some 24 attended in person, and the experiment in Zooming the proceedings brought another 6. Our thanks to the Trust's ICT Officer for enabling this. The Annual Reports and Financial Reports were all accepted by the meeting, with Mike Segon being re-appointed as Auditor for the coming financial year.

The Change in Constitution*, to enable a three-yearly rotation of Trustees - as recommended by the Charity Commissioners - was accepted, and will come into effect for the 4th AGM. Meanwhile, Andrew Fryer and Ivan Cane retired as Trustees. The four new trustees - appointed during the year - were re-elected to the board, under section 13 of the Constitution, and David Revill was re-elected as Chair for the coming year. He has said that this year will be his last.

As a result, the following are the Trustees for the coming year: Roger Hopkinson, Julie Kelleher, Susan Kirrage, Andrea Lamyman, Barry Mobbs, Graham Pressman, David Revill and Tom Webster. If anyone would like to attend a meeting, with a view to joining as a Trustee or Officer for the coming year, please contact the Trust via secretary@nwdct.org.

Following a lively Q&A session, the meeting enjoyed Jonno Parker's latest video - *The Restoration of Ebridge Lock*. Copies of the DVD can be obtained, again by contacting the secretary.

*The new Constitution can be seen on the Trust's website at <https://nwdct.org/documents/>

Spending on Amazon? - then use Amazon Smile and 0.05% of your spend will be donated to the Trust at no cost to yourself.

However:

I, the Editor, put the wrong Amazon link in the October Newsletter, and my thanks to James for pointing this out. You need to log into the .co.uk Amazon not the .com one I linked to - Apologies!

So sign in with your present Amazon account, but to the <https://smile.amazon.co.uk> webpage, and chose the North Walsham And Dilham Canal Trust as your favourite charity. Everything else is exactly the same. Please click here to buy! [Amazon Smile Uk - at Amazon](#)

smile amazon .co.uk

Or - you can find the links on our webpage - under **Support Us**

smile amazon .co.uk

Contact the North Walsham & Dilham Canal Trust CIO

Working To Secure Norfolk's Canal Heritage



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 Organisation No 1180474

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Education & Training - Sue	education@nwdct.org

A3

For copies of the Trust's Access Map of the Canal - showing access points, car parks, pubs etc on one side, and an O.S map with enlarged sections showing the locks, on the reverse, e-mail the editor - £1 + £1 p& p.

QUAGMIRE

November 2021



Canal Cargo -Stop Planks being taken down to Ebridge Lock on *Sue B.* see p6



7th Oct 2021 AB(CH)