



St. Pancras Cruising Club

THE QUEEN'S DIAMOND JUBILEE PAGEANT

NARROWBOAT NEWS – ISSUE NUMBER 4, DATED SUNDAY 25TH MARCH 2012.

Introduction

1. This edition includes, amongst other items, details of moorings in Limehouse Basin and in West India Dock, news of a dedicated website for our section, and a further request for information from you.

Pageant Flag

2. My thanks to the 20 of you who have responded thus far with details of your requirements for the Pageant Flag, Canal and River Trust Flag and associated bunting, as requested in Edition 3.

3. This issue is now pressing, if flags are to be ordered in good time. Will those still to respond to my request for your preferred size, please do so in the next three days? For those who do not reply, I'll order the 50 x 25 flag on your behalf.

4. The suggested size range, length x width, in centimetres, is:

- a. 50 x 25
- b. 90 x 54
- c. 120 x 72
- d. 180 x 108

5. Please reply by email, including in the Subject Line your Pageant ID and boat name.

Moorings in Limehouse Basin

6. As noted in Edition 3, moorings will be allowed "on the wall" in Limehouse Basin during the periods between scheduled rehearsals. The initial 24 hours of moorings are without charge.

7. For crews who plan to leave their boats in Limehouse Basin following the first rehearsal until the muster on Friday 01 June a charge of £100 has been set by BWML, a saving of £220 on the standard rate. The facilities block will be available to crews.

8. For crews who plan to spend shorter periods on Limehouse Basin moorings, a charge of £15 per 24 hour period has been set by BWML. This is a saving of £5 per 24 hour period on the standard rate. The facilities block will be available to crews.

Moorings in West India Dock (WID)

9. Following Ollie Brown's detailed recce of WID and his subsequent meetings with BW and section leaders, I can confirm that the narrowboats will be mooring in South Dock, on the southern quayside. <http://www.waterscape.com/canals-and-rivers/london-docklands/map>

10. Ollie and I are planning a further recce to confirm road access limitations, together with arrangements for the less able. Currently, we do not foresee any access difficulties.



Merchant Shipping Notice MSN 1827 (M) Categorisation of Waters

11. The Pageant is being held on Category C waters. The MSN defines four types of categorised waters. The definition does not change if the Barrier is open to navigation, or in defence. These are:

Category A: Narrow rivers and canals where the depth of water is generally less than 1.5 metres.

Category B: Wider rivers and canals where the depth of water is generally 1.5 metres or more and where the significant wave height could not be expected to exceed 0.6 metres at any time.

Category C: Tidal rivers and estuaries and large, deep lakes and lochs where the significant wave height could not be expected to exceed 1.2 metres at any time.

Category D: Tidal rivers and estuaries where the significant wave height could not be expected to exceed 2.0 metres at any time.

Weather condition limits

12. It's true to say that bad weather may exclude some types of vessel from participation in the Pageant, be they rowed, paddled or powered. The ultimate responsibility in determining navigational safety, and therefore participation, rests with the Chief Harbour Master.

13. I'm sure we all agree that bad weather can delay our tideway transits, or cause them to be cancelled. Over the years our collective narrowboat experiences have provided us with a go/no go standard. Depending on the direction of the wind and tide, this is generally **above Force 4** of the Beaufort Scale. Often defined as:

Force 4	Wind 13-18 mph	Wind 20-28 kph	Wind 11-16 knots	Moderate Breeze	On water: Small waves develop, becoming longer, whitecaps. On land: Small branches move, raises dust, leaves and paper.
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14. What I require is your considered view, taking account of the Category C water on which the Pageant will be held.

- a. Will your vessel, crew and passengers remain safe if these conditions are experienced?
- b. Do you use a standard, other than Force 4, which would prevent you from participating?
- c. Are you content that this standard is used to assist in determining our participation in the Pageant?

15. Please provide a response to these questions by Sun 15 Apr. This will enable me to collate and present your views at the relevant working group meeting.



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Attendance at rehearsals and entry into London

16. My thanks to those who have indicated their attendance at rehearsals. For those still engaged in passage planning, who would like to attend one or more rehearsal, please let me know by Tue 01 May what your plans entail.

17. For those entering London from the river via Brentford and Teddington, small convoys are gathering at both locations for transits to Limehouse on Thu 31 May. This will enable boats and crews to cover the ground of the Pageant. If you'd like to join one of these groups, please let me know, so that I can book lock capacity at Limehouse.

18. Our collective experiences clearly identify that familiarity with the Pageant route and some practice in formation narrowboating through bridge arches will help ensure a stress free and very enjoyable Pageant.

Water taxi service

19. Details of the water taxi service are becoming clearer, though work continues, particularly regarding the timetable. The service will operate from Putney Pier and/or Dove Pier and the boat being used will be a RIB. (So don't think stretch limo with comfy seats.)

20. Lifejackets will be worn by all passengers using this service. This means the lifejackets will need to be brought to the Pier by the passengers. The service will cease no later than noon on Sun 03 Jun, in order to allow non-powered boats clear and calm water to launch.

21. There are inherent difficulties associated with passenger transfer from RIB to Pageant vessel. Because of this, the strong advice from Harbour Master and Pageant Master is for passengers to join their boats in West India Dock. Note also that BW will impose a "no public access" rule at the lock side. In effect, this means passengers must embark prior to lock loading.

Narrowboat Website

22. Simon Judge, Pageant participant and member of St Pancras Cruising Club, has developed a smashing website holding all relevant information for the narrowboat section in one place. Post-Pageant, Simon will be very happy to host links to all the lovely photos we will be taking of each other's boats.

How do I access it?

23. Simon writes: *To access the website, click [here](#). You may wish to add the site to your favourites (click on the button at the top of the page).*

24. *You will be asked for a password – the userid is "pageant" and the password is "chiswick". If I change the password then I will of course let you know. The website is for our personal use: please do not publish the details more widely.*

Queries and comments

25. *If you have suggestions for things to add, or spot any broken links etc., then please click on the link to email me. I will be updating the site regularly, even while moving my boat down to London next month. (The mobile signal in Tring cutting may not be good enough, but I will be thinking about other issues at that time)*



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26. *If you have questions about the pageant itself, then please email Andrew on narrowboat questions ([link on the page](#)) or email Amy on wider pageant issues ([link on the page](#)).*

To finish...

27. With colleagues from the Dutch Barge, Historic and Recreational Motorboat Sections I have attended a great number of meetings over the past 15 months. All have been characterised by vigorous debate in the presence of professional and committed people, displaying a determination to produce a joyous and safe State occasion.

28. A fortnight ago, agencies of national and local government, the emergency and essential services and Pageanteers came together to discuss and develop plans to deal with all eventualities. We should not underestimate the challenges of transferring a State occasion from the Mall to the River Thames. My point is this; the decisions, whether popular or not, are made for the good of us all.

Kind regards,
Andrew