



THE QUEEN'S DIAMOND JUBILEE PAGEANT

NARROWBOAT NEWS – ISSUE NUMBER 7, DATED SUNDAY 29th APRIL 2012.

Introduction

1. This edition concentrates on lock timings for the rehearsals, vessels attending rehearsals, dispersal locations and local information requested by various crews.

Confirmation of information

2. From your most recent communications, I've compiled what I understand to be your current intentions. Please check this and let me know of errors and omissions. (I have included 8 deliberate errors.)

Rehearsals and tideway transits for the Muster

3. As of this afternoon we are at maximum lock capacity for the rehearsals. No other boats can be accepted.

4. Overnight berths are sought for crew who are attending rehearsals without their boat. If you can help, please let me know.

5. SAT 12 - SUN 13 MAY

LIMEHOUSE/MARGARET NESS/ BRENTFORD/LIMEHOUSE

332	DORIS KATIA	187	SCHOLAR GYPSY
948	PIRATE PRINCE	579	GORT
1222	QUERCUS	493	LOTUS NO 10
342	DRAGONFLY	553	ERNEST
644	GALATEA	924	OH BE JOYFUL
133	TARA ROSE	1300	MARIE CELESTE
884	ARTHUR DENT	583	INDIGO DREAM

162 MADAM to join at Brentford

1167 Chris Read of DIAMOND

851 Dusty Miller & Philip Tree of CENTENARY

Widebeam for transit to Teddington. Visiting narrowboat joining the cruise.

6. SAT 19 MAY

LIMEHOUSE/CHISWICK/LIMEHOUSE

332	DORIS KATIA	187	SCHOLAR GYPSY
1300	MARIE CELESTE	579	GORT
493	LOTUS NO 10	120	TARPORLEY
342	DRAGONFLY	553	ERNEST
644	GALATEA	243	HELIX
924	OH BE JOYFUL	578	MORPHEUS
162	MADAM	831	BLACKJACK tbc

1707 RED WATCH with President's crew

7. SAT 26 - SUN 27 MAY

LIMEHOUSE/MARGARET NESS/BRENTFORD/LIMEHOUSE

332	DORIS KATIA	187	SCHOLAR GYPSY
374	LORD TOULOUSE	1167	PIED PIPER (DIAMOND)



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- | | | | |
|------|--|------|----------------------|
| 831 | BLACKJACK | 942 | SHROPSHIRE LASS II |
| 1000 | SHROPSHIRE LAD | 878 | KETURA |
| 579 | GORT | 102 | MOUNTBATTEN CRUSADER |
| 493 | LOTUS NO 10 | 342 | DRAGONFLY |
| 553 | ERNEST | 644 | GALATEA |
| 243 | HELIX | 924 | OH BE JOYFUL |
| 583 | INDIGO DREAM | 1634 | NANSHE |
| 1300 | MARIE CELESTE | 1434 | BARELY A-WAKE |
| 462 | FRANCES ANNE | 1102 | FULBOURNE |
| 162 | MADAM to join at Brentford | | |
| 1416 | John Embling and Catherine Frew-Brown of SWINGBRIDGE 2 | | |

Lock timings for the rehearsals

8. Locks have been booked at Limehouse and Thames Lock, Brentford as follows:

a. Sat 12 May

Limehouse	Outbound	Beginning at 0920.
Thames Lock	Inbound	Beginning at 1830

b. Sun 13 May

Thames Lock	Outbound	Beginning at 0715
Limehouse	Inbound	Beginning at 1040

c. Sat 19 May

Limehouse	Outbound	Beginning at 1000
Limehouse	Inbound	Beginning at 1620

d. Sat 26 May

Limehouse	Outbound	Beginning at 0720
Thames Lock	Inbound	Beginning at 1700

e. Sun 27 May

Thames Lock	Outbound	Beginning at 0530
Limehouse	Inbound	Beginning at 0820

Downstream transits for boats mustering in LHB on Thu 31 May

9. TEDDINGTON/LIMEHOUSE

530	MR DAVID	1416	SWINGBRIDGE 2
111	ORLANDO	42	LEO NUMBER 2
93	HAZELL NUT		

10. BRENTFORD/LIMEHOUSE

510	BARROGILL	851	CENTENARY
1434	BARELY AWAKE		

Limehouse lock bookings for inbound boats mustering on Thu 31 May

11. Four lockings have been booked from 1300 at 20 minute intervals.



Dispersal

12. On the Mon 04 Jun dispersal, the following vessels have indicated where they will depart the tidal Thames.

- a. For Limehouse Lock

111	ORLANDO	42	LEO NUMBER 2
93	HAZELL NUT	162	MADAM
102	MOUNTBATTEN CRUSADER	942	SHROPSHIRE LASS II
1000	SHROPSHIRE LAD	1222	QUERCUS
831	BLACKJACK	924	OH BE JOYFUL
462	FRANCES ANNE		

- b. For Bow Lock

332	DORIS KATIA	510	BARROGILL
884	ARTHUR DENT	187	SCHOLAR GYPSY
342	DRAGONFLY	553	ERNEST
644	GALATEA	374	LORD TOULOUSE
493	LOTUS NO 10		

- c. For City Mill or Three Mills Lock by private arrangement

878	KETURA	(Do you want to lock thru' Bow?)	
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- d. For Teddington Lock

1109	BEATTY	1634	NANSHE
579	GORT		

- e. For Thames Lock, Brentford

1167	DIAMOND	1434	BARELY A – WAKE
806	BREAM	851	CENTENARY
1300	MARIE CELESTE	530	MR DAVID

13. Other crews should let me know their intentions on dispersal from WID, by close of play on Tue 01 May, so that lock capacity can be arranged. (Note Bene there are another 200 boats requiring lock capacity on dispersal. First come; first served.)

Limehouse Basin (LHB) moorings

14. Crews who have indicated their intention to take up long(ish) term moorings in LHB are shown below. Short term mooring requirements are not shown.

- a. From 09 May

924	OH BE JOYFUL		
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- b. From 11 May

332	DORIS KATIA	493	LOTUS NO 10
884	ARTHUR DENT	579	GORT
578	MORPHEUS	342	DRAGONFLY
187	SCHOLAR GYPSY	1300	MARIE CELESTE
644	GALATEA		



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- c. From 23-24 MAY
102 MOUNTBATTEN CRUSADER 942 SHROPSHIRE LASS II
1000 SHROPSHIRE LAD

- d. From 25 MAY
374 LORD TOULOUSE

- e. From 26 MAY
1634 NANSHE

- f. From 27 MAY
1109 BEATTY

Mooring buoys

15. Our nine soft inflatable mooring buoys, with fist sized steel eyes on top for mooring lines, will be positioned by Jim Denby, Deputy Marine Services Manager, on Thu 10 May. Weights of 1.5 and 2 tonnes using 19mm chain will be used to secure them. The buoys will be laid in a single trot, downstream of Chiswick Ait, close to the north bank. The buoys will provide fore and aft moorings for eight boats. The remaining boats will tie off to the moored boats, two on each side, as for our Pageant formation. This will be our muster point on Sun 03 Jun as we await our instructions to join the Pageant.

16. Specially selected for their boat-handling skills and sound judgment, the following boats will take up the moorings during the Pageant muster in Chiswick Reach:

- | | |
|------------------------|--------------------------|
| 162 MADAM | 102 MOUNTBATTEN CRUSADER |
| 942 SHROPSHIRE LASS II | 1707 RED WATCH |
| 464 PRESIDENT | 948 PIRATE PRINCE |
| 831 BLACKJACK | 1416 SWINGBRIDGE 2 |

Miscellany

17. I've received various requests for information.

a. Anchors, chain and warp

The agreement we have with the Chief Harbour Master is for an anchor to use 15 metres of chain and 35 metres of warp or cable, a total of 50 metres. This is sufficient for the depth of water on which we cruise during our tideway forays. The chain should be genuine anchor chain and the warp similarly fit for purpose. Blue polypropylene rope is considered to be insufficient. Not many narrowboats are fitted with anchor winches and chain lockers, so consideration should be given to where the anchor, chain and warp are stored to allow for immediate deployment. The weight of the anchor is also worthy of consideration and the Maritime and Coastguard Agency website provides useful information. Most crews use an anchor that can be deployed by the smallest/lightest member of crew, if a dedicated anchor man is not available. Or, it is positioned for deployment in such a manner that a hard shove lets it go over the side.

b. Navigation lights

It is accepted that many narrowboats do not have navigation lights fitted as a matter of course. The agreement is that navigation lights "should be available if required". Many crews purchase a set of the type called "emergency navigation lights" which take a



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single D cell to provide the power. These can then be clipped or fastened in the appropriate position if needed. There is often mist, cloud, or low light on the river during the morning and evening and navigation lights may well be used during rehearsals and the Pageant. The Barrier is often closed to navigation during these periods.

c. Tow lines

Standard practice dictates that every vessel has a long, strong line to hand in case a tow is required. The vessel requiring the tow provides the line. (If you rely on the towing vessel to provide the line, the line passed to you will often be of such a large diameter, there is nowhere on the vessel to make it fast.) In practical terms, T studs and dollies etc. should be kept clear of unnecessary lines and clutter to enable the tow line or mooring lines to be attached.

d. Cruising/mooring lines

Lines fore and aft are required for most of the locks and moorings we'll be using. Most of us have lines of about 10 metres in length. Shorter than this and difficulties may arise. This is particularly important for the boats taking up the mooring buoys on Chiswick Reach.

e. Locking

When using West India Lock, vertical lines will be prepared and dropped down into the chamber for crews to use if closest to the lock side. Adjacent boats will need fore and aft lines. We may well be sharing with barges, in which case we'll raft up and tie off to them using our fore and aft lines. For all other locks, fore and aft lines are generally required.

f. Fenders

Though we cruise without fenders down, good fendering will be required when moored in our various locations, when locking, when stemming the tide, and if the emergency stop is executed.

g. River navigation charts

The Stage One Scrutinizing Checklist requires "appropriate charts" to be available on board. In Edition Three of Narrowboat News, links were included to allow crews to download and print the excellent upstream, downstream and estuary guides. Written by Jeremy Batch, a Limehouse lock keeper, they provide all the information required for passage planning. These have always been considered sufficient for tidal passages. They will, of course, also be required for the scheduled rehearsals and mustering convoys from Teddington and Brentford.

h. Air draft (The distance from the surface of the water to the highest point.)

From the information originally submitted during the on-line registration process with the Pageant, it's clear that there are widely differing air drafts. At the extremes some narrowboats have a registered air draft of 1.4 metres (4' 7") and others of 3.5 metres (11' 6"). If you're unsure, please calculate the air draft with any masts, antennae and decoration in place and again with these and chimneys etc. removed. This is important for navigation on our way to the muster in West India Dock, for navigating within the Dock and for clearance under Thames bridges during the Pageant.



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To finish...

18. Last Thu, with colleagues from the Barge and Recreational motorboat sections, I attended the Marshalls Regatta at the Port of London headquarters in Gravesend for a day of table top exercises and briefings. Harbour Master Julian Parkes will command the Recreational Squadron; with the two narrowboat section Marshalls being Tanya Houston and Jason Rudd. Further meetings are being scheduled and we may well see them during our rehearsals and safety briefings.

Kind regards,
Andrew