

A photograph of three men standing on a grassy area, holding up a large, dark, weathered wooden punnet (a traditional boat) on their shoulders. The punnet is the central focus, showing its curved hull and riveted metal bands. The men are dressed in casual outdoor attire. The background features a stone wall, trees, and a clear blue sky.

SUMMER 2025

PUNNET

The Magazine of Strawberry Island
Boat Club in Doncaster



Sarah Harris
02/08/73 - 08/05/25

In your Summer 2025 edition of Punnet

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Front cover - Old Foxton Incline - photo by Ian Marr.



EDITORIAL



Welcome to the Summer edition of Punnet

Greetings from the good ship ArMutch,

We have certainly been an adventurous lot over the past few months and this is reflected in the Members' articles contained in this edition. From London to the Wash and beyond, it just shows that Strawberry Islanders are a determined bunch.

We were all shocked and saddened with Sarah's passing in May. I am sure that she would have been pleased with the number of Islanders who attended her funeral which was standing room only. We did want to pay our respects and show how well liked and respected she was and hoped that we were able to give some comfort to Ian, Sam and Chloe at this difficult time. It does show that when the unexpected happens that you can depend on the Strawberry Island family to pull together. I have included a photograph, courtesy of Ian, in the hope that you can reflect on this and remember Sarah in your own way.

Back at the Island there has been plenty of activity on and off the moorings. The Social Team have also organised events during the Summer so make sure you check the Dates for Your Diary. The Rally is on the horizon and help is needed to ensure that this runs smoothly. It looks as though we will be entertaining many visitors on boats this year.

I will make my usual plea for articles for the Winter edition and these can be sent to me via email: punnet@sibc.club. Remember you can also post it in the Punnet box (as you enter the Clubhouse through the main doors) if you prefer to hand write.

See you all soon,

Donna Ward



Commodore's Column

Hello everyone,

I've managed to find a quiet cool corner in the clubhouse to sit and write my bit as we are luckily experiencing some great weather.

As many will already know that some of our members were having the experience of crossing the Wash and that they have successfully completed their quest. Well done to all of you; what a fantastic day you all seem to have had. Also thank you for your commitment to the cause of keeping the waterways we all share alive.

The sad passing of our Steward and friend Sarah has left a big hole and shoes to fill here at Strawberry Island. I'd like to thank members for their patience in the time leading up to Sarah's passing and respecting the wishes of her family, in their time of extreme sadness. Ian has asked me to express his gratitude for all the messages of support and also members generosity in raising the sum of £1445 to be given to the families chosen cause. Personally, I will raise a glass to Sarah at every possible opportunity. Cheers Sarah you'll be greatly missed.

In happier news, we share our wonderful Island with the allotment holders who are now associate members. Together we are working on trimming back the foliage along the main canal and also the tree line which is now looking good. A big thank you to all involved.

We are well into the summer events and the social team are working hard at putting these together. As always these events only work and happen with your support. We have a busy couple of months leading up to the Rally for which the planning is well underway. Lists are on the wall in the meeting room for volunteers.

Ken, our Harbourmaster, briefly thought about a Summer vacation and then realised he could make better use of his time and trusted team to repurpose some existing moorings into a much needed

premium mooring area, whilst maintaining and keeping safe our other moorings around the Island.

I'm sure everyone will echo the frustrations surrounding the failings of some of our local canal infrastructure. Our area CRT manager is in regular contact with me to keep us updated of progress being made with all the problems that we are encountering and assures me that there is a resolution to these issues.

Stay safe and have a wonderful Summer whatever you may be doing everyone.

Chris

Participation



As summer rolls on there's no better time to celebrate the people who make Strawberry Island Boat Club such a special place. You...Our members, whether you're new to the club or a familiar face, your presence, participation, and passion are what keep our club what it is.

This year has seen a welcome wave of new members, including the gardeners who are all now associate members. Here's a gentle reminder to all our full members that we are a participation club and that means we ALL need to muck in to keep things running smoothly and help keep the costs down. So, if it's been a while since you've got stuck in and helped out at a work party, cooked or washed up in the galley or come to an event, here's your chance as the participation forms will be going out soon.

If you have any questions or want a chat about how you can get involved, give me a call or drop me a message as I am always happy to help.

Lesley
07980633764

Harbourmaster Matters



Hello everyone.

We have had a busy time since the last punnet was published. Our team has been redeveloping moorings E7 to E11. The plan here is to create three moorings for boats at 57ft and over. At the time of writing, we have relocated the four boats that were there, stripped out the old moorings and we are now ready to dredge the site. We can then replace the jetty and re-establish the bank side mooring. We are able to re-use the decking timbers and poles. This means all this is done at minimum cost to the club.

I would like now to congratulate some of our members for the splendid efforts they have made in developing or maintaining their moorings. However, I regret to say that my ears are ringing with comments from several members about the state of a growing number of moorings that are not up to scratch. It is part of my role to ensure that we all meet our obligations to the moorings contract as in the Club rule 17.G. I have had a quiet word with a few members as and when I have seen them, and they have responded well. That said I will bring the matter up at the management meeting in August.

Finally, at the moment we are on top of the pennywort problem. If you do have some around your boat / mooring, please remove it.

Congratulations to all our members that have crossed the Wash recently.

Ken

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Mick Hirst	Website
Sharron Lomas	Membership / Safeguarding and Welfare
Colin Whitworth	Assistant Harbourmaster
John Robinson	Slipway / Hardstanding

SOCIAL 2025



What a start to this year's boating season! With glorious sunshine and blue skies setting the scene, it's not just been busy out on the water — the clubhouse has been buzzing too.

We marked the end of the winter season in true Strawberry Island style with our Wild West-themed Fitting Out Supper. Members donned their finest cowboy boots, hats and checked shirts for a night of fancy dress, live music and amazing food.

In May, we paid tribute to an important milestone with our VE Day 80th Anniversary: Blitz & Glitz evening. It was a heart-warming night of nostalgia, sing-along tunes and celebration.

We've also seen the launch of our exciting new event series: Hop Aboard Strawberry Island Flight 7025 - A Global Feast Adventure. Our first "destination" took us to the sunny Mediterranean, where we explored regional flavours with great company. The next stops on our World tour promise even more delicious discoveries, with Asia and Australia already in our sights.

We also hosted a fun-filled Game Show Night, featuring our very own take on Family Fortunes - Fender Fortunes. The answers may have been surprising (and in some cases, slightly cheeky!), but the laughter and camaraderie were second to none.

And there's plenty more to look forward to.

Coming up:

- More Global Feast nights with bold flavours and new destinations
- Our fast-paced Speed Quiz Night
- A glitzy Casino Night

- And of course, a proud Yorkshire celebration with “By ‘Eck! It’s Yorkshire Night” - where we’ll come together to honour our county with the spirit and humour only a Yorkshire club can deliver!

We’ll wrap up the season in style with our traditional Laying Up Supper. The theme is still to be agreed - so keep your eyes peeled for updates. But rest assured, it’ll be another memorable evening to mark the close of another fantastic season.

As always I give a huge thank you to the social team for their hard work and support, everyone who has attended our events and the volunteers who have stepped up to help. These events couldn’t have happened without you but we do need more people to come forward to help so if you’d like to help out or have event ideas, please let us know. **We Need You to Make This Happen!**

Here’s to sunshine, good company, laughter and more great memories - on and off the water!

Mandy

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Dates for your Diary



2025	
2 nd August	By 'Eck It's Yorkshire Night
16 th August	Strawberry Island Flight 7025: A Global Feast - Australia
22 nd August	Friday night pre-cruise supper
23 rd / 24 th August	Club cruise weekend - Treasure Hunt
30 th August	Strawberry Island Flight 7025: A Global Feast - Caribbean
12 th - 14 th September	RALLY
19 th September	Friday night pre-cruise supper
20 th / 21 st September	Commodore's cruise weekend Wear It Pink
4 th October	Speed Quiz
9 th October	Mikron Theatre Company
18 th October (am)	Macmillan Coffee Morning
18 th October (pm)	Casino Night
25 th October	Ghost Ships' Cruise
1 st November	Laying Up Supper
15 th November (TBC)	Coach trip to Bakewell Christmas Market
29 th November	Ladies' Night
6 th December	Christmas Celebration and Singalong
13 th December	Adult Christmas Party
14 th December	Christmas Lunch
20 th December	Christmas Draw
31 st December	New Year's Eve Party



Licence YOUR Boat through your Club

You should *all* know that SIBC gets 5% commission on your Boat Licence if you renew through the club.

Unfortunately, 40% of members do not use the club to renew their licence. This means we are losing out on a considerable sum of money each year, which could help to keep our mooring fees down!

This year we have 'lost' around £2000.

It is unfair on the Members who do use the Club to renew their licence as they are contributing to Club funds and the others are not.

You are probably already aware that when you licence your boat, the Canal and River Trust give an early payment discount of 2.5%. Another 2.5% discount is available if the licence is purchased online.

If you license your boat through the Club, you will still get the 2.5% discount for purchasing on line as we license your boat via an agency website i.e. online.

It is easy to renew your Licence:

I will license your boat at the club or you can ring me on 07831 169880 and I will do it over the phone. All you need is your boat index number and your up-to-date insurance details. Payment is by credit or debit card only.

Please license your boat at SIBC as we earn 5% commission on each licence, which helps to keep your mooring fees down.

Just a note of caution. CRT will automatically renew your licence when it is due if you have registered your card details with them and the Club will lose out on the commission! You need to log in to CRT and uncheck the automatic renewal box. Ring me if you need any help with this!

Peter Harbon Treasurer & Trustee

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Please feel free to call or e-mail me if you have any queries. Please note that all prices are subject to change in January.

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Fleeces - unisex	£18.15
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Heavyweight Storm reversible jacket - unisex	£28.60
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The Remarkable Journey of Strawberry Island Boats Spreading the Word About FBW and the Plight of UK Waterways



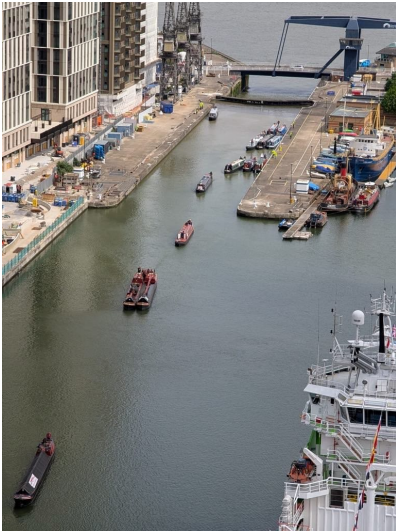
Six boats from Strawberry Island Boating Club (SIBC) embarked on an extraordinary journey at the end of March, determined to raise awareness about the Future of British Waterways (FBW). Overcoming countless obstacles, these boats have travelled an impressive 600+ miles and navigated through 365 locks, undeterred by challenges such as broken locks and

closed tunnels. Their resilience, dedication and unwavering spirit have been evident throughout, as not once did they falter or contemplate giving up.

The crews aboard these boats have not only devoted substantial time but also significant financial resources to spread the message about FBW. Their initiative has been met with immense support and hospitality from AWCC (Association of Waterways Cruising Clubs) clubs across the UK, both large and small. These clubs have extended a warm welcome, offering invaluable help in various ways, such as providing transportation to local shops and railway stations. This collective spirit of camaraderie has underlined the shared passion for preserving the waterways.



As the boats prepare for the next leg of their journey - a



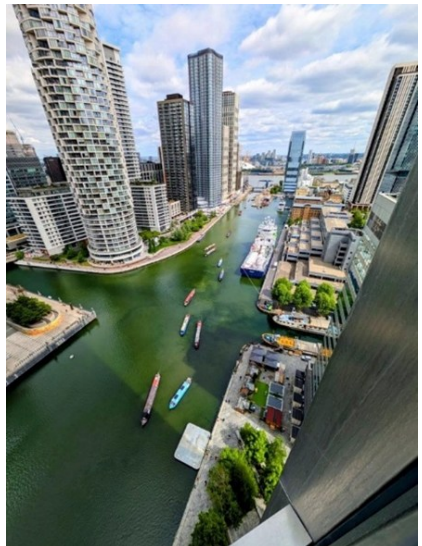
crossing of the Wash—excitement and anticipation fill the air. For many, this will be a first-time experience, marking yet another milestone in their adventure. The group has now grown to 12 boats, with three additional vessels from SIBC and visitor boats joining the effort. Together, they head toward the Fens, determined to draw attention to the urgent need for funding on these waters and the Middle Levels.

The Fens waterways promise to present their own set of difficulties, with stoppages already flagged on the radar. However, the boat crews remain undaunted, ready to tackle

whatever lies ahead. Their journey is a testament to the importance of perseverance and the shared mission of advocating for the waterways' future.

A heartfelt thank you goes out to all the boats and their crews for their involvement, dedication, and tireless efforts. Their journey has not only highlighted the plight of UK waterways but has brought together a community passionate about making a difference. With determination and unity, it is hoped that their efforts will capture the attention of the Government and place the waterways' challenges firmly on the map.

This remarkable journey serves as a beacon for all who care about the preservation and future of Britain's beautiful and historically significant waterways. May their adventures inspire action, awareness and change.



Hazel Owen

What have the canals ever done for us?

A ditty by Ian Marr, FBW campaigner and Founding Fool

What have the canals ever done for us?

What about the aqueducts?

Well yes, the aqueducts. But what else have the canals ever done for us?

Transportation?

Well yes, clearly transportation and the aqueducts. But what else have the canals ever done for us?

Back bone of the Industrial Revolution?

I'll give you that, but other than being the backbone of the industrial revolution, transportation and the aqueducts, what else have the canals ever done for us?

Living heritage?

Well obviously, there's the living heritage, that goes without saying, and the backbone of the industrial revolution, transportation and the aqueducts. But what else have the canals ever done for us?

Access to nature?

Okay, so they have brought us access to nature, the living heritage, backbone of the industrial revolution, transportation and the aqueducts. But what else have the canals ever done for us?

Cycling, fishing, running and walking?

Goodness me, of course there's the cycling, fishing, running and walking and the access to nature, the living heritage, backbone of the industrial revolution, transportation and the aqueducts. But what else have the canals ever done for us?

Brought peace?

Oh. Peace? Shut up!



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IWA Canalway Cavalcade 2025 and Westminster Adventure

It was our first ever visit to the Canalway Cavalcade, we stopped over for the bank holiday weekend on our way from Doncaster to the FBW campaign cruise which was to take place outside the Palace of Westminster on the 7th May.

I must say it was a weekend to remember and there was a relaxed carnival atmosphere. It was good to see so many boats, both pleasure boats like ours, together with historic narrowboats and working boats. Unfortunately, due to a recent fire at a substation above the Maida Hill Tunnel there was a number of boats that could not make it as they were stuck the wrong side of the tunnel closure (including 3 boats that had set out with us).

I am a big believer that you get more out of things if you are prepared to enter into the spirit and participate. With this in mind I set about 'dressing the boat' for the weekend. I had entered into the opening pageant of boats on the Saturday morning, the boat handling competition on the Sunday afternoon and the illuminated boat procession on the Sunday evening. We also dressed up for the weekend. The theme was boats past, present and future. We took the past option and with others from our party, dressed as war time Idle Women and boatmen of the era.



For the pageant of boats parade some friends of ours joined us on the boat and we set off going under the bridge into the pool at Little Venice. We soon found out that our 'dressed boat' was not fit for purpose in that with the bunting pole up we could not pass under the

bridge into the pool, so quickly it came down to get under and then went up again. Unfortunately, the cruise up the Paddington Arm had many more low bridges that required the said pole to be lowered and put back up again. Lesson learnt for the illuminated cruise on the Sunday night in the dark!

The next day it was the boat handling competition. As it was my first ever Cavalcade I was entered into the novice category which is restricted to first time entrants. My wife took these photos which she said, 'I had my concentration face on' I don't know what she means!



The course was to go around the island manoeuvring your boat past all the cavalcade entrants in the pool, come up to and nudge a buoy with your bow before reversing until your stern was under Warwick Avenue Bridge. You then had to go forward and bring your boat to a complete stop alongside the judges rostrum and shake the judge's hand, instructions were your boat had to be stationary in front of the judge and you would lose points if you or the judge had to move in order to do the hand shaking. The other bit of information provided to me was that the canal was 'live' so I had to be fully aware of other canal users on the day.

I set off from my starting point just before Harrow Bridge on the Paddington Arm and as I started to go under the bridge a pleasure boat came around the corner in front of me. Power off before I had even got started! The pleasure boat sounded three short blasts on his horn. He had seen me coming and was telling me he was in full astern, so I carried on at tick over until he had positioned himself out of my way. Unfortunately, he was now across the route I had been told to take around the Island. Slowly I passed the pleasure boat until his path was free to go under the bridge and get out of my way. It was now a very acute turn to get back on course around the island. Manoeuvre completed it was now a question of bringing the

bow up to and 'nudging' the buoy. It is then you realise how good your judgement is in respect of the length of your boat. Task completed all that remained for me to do was reverse up and under the Warwick Avenue Bridge (a little wind was not making my life easy) and then move up to the rostrum and shake the judge's hand. I went in to forward keeping the revs down...just then a 'large party boat', a very large leisure broad beam (complete with dance floor and people dancing on board) started to come from the other direction into my path. I brought my boat to a stop still outside of the pool and waited until he had completed his manoeuvre and was no longer in my way. Off we went again and came to a stop in front of the judge, shook his hand...job done!

After the excitement of the day we headed back to our mooring to prepare for the evening and the illuminated procession. Having learnt from the Saturday trip up the Paddington Arm I lowered my pole to get under the bridge into the pool then put it up again, went around the island in the pool in front of all the spectators, then elected not to go up the Paddington Arm but returned instead to my mooring and called it a night.

After a wonderful few days enjoying the Canalway Cavalcade at Little Venice we had to move on in order to reach our final destination of Westminster on the Wednesday. This was an amazing experience and involved twenty seven narrowboats.

It was an 8:00 a.m. start and we locked out of Limehouse in groups of four, down the Thames to the Palace of Westminster. We were the second group locked out which meant we arrived an hour before the due time to sound the horns. We therefore had to 'tread water' for nearly an hour. The Thames was very choppy, there were supporters on the bank with their banners too. At the appointed time a hell of a lot of noise was made which could be heard inside the building.

We had a police escort after the protest, and on the way back to Limehouse we spotted an Uber Clipper with what looked like VIPs on the back; there were TV cameras too. We then realised who the VIP was...it was King Charles! What a surprise to have His Majesty joining in!

Sorry your Highness for photobombing your media event.



Back off the tidal Thames at West India Dock, Canary Wharf was where we moored and the evening was spent having a hot debrief in a theatre bar (any excuse for 'survivor's tipples') followed by a survivor's supper at a local restaurant.

Some amazing days to remember.

Jo and Brian Sharples

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Mike Boulton

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KYME EAU and RIVER SLEA TALES OF TRIAL, TORMENT and TRIUMPH

The names Kyme Eau and Slea can be traced back to Anglo Saxon, 'cyme ee' meaning 'the river that flows through Kyme, and in Old English 'sleow' meaning 'a slimy muddy stream'. Oh how apt.

Have you heard of the 'Silver Propeller' Challenge? This is a crazy trial set by the IWA to encourage watery folk to visit many of the nation's underused waterways and also be in with a chance of receiving IWA's Silver Propeller Challenge plaque. Woooooh Hooo!

For Brian on 'Thatsit' and Ian on 'Purple Emperor' the 'Silver Propeller' has been a persistent gnat, buzzing irritatingly around the tiller and dictating destinations of near impossibility. The boys, unable to deny the call of the Silver P, have risen to each challenge with great enthusiasm and varying degrees of success.

So, one warm sunny June morning, just before second breakfast, we set off at dawn to tackle the Kyme Eau where a mere 7.5 miles along the river the Silver Propeller destination lurked at Cobbler's Lock.

For the first half an hour progress was good. The boys chatted cheerily on their radios and all was well with the world. The wifely crews almost considered getting out of bed. Then things started to go pear shaped.

Like 'War of the Worlds' the green slimy prop clogging ectoplasm began to invade the ditch. At the speed of a three legged tortoise we arrived at the one and only lock. A beast of a creature with a huge guillotine gate and an exhausting rotating wheel to open it. The crew were ~~ordered, bribed,~~ begged to leave their beds and donned in Disney pyjamas, the girls set to work on the beast. Much hilarity bordering on hysteria occurred as the girls developed a technique of rotating the wheel at a specific speed that simultaneously rotated the unfettered boobies. Mickey Mouse jiggled like a bag of ferrets.

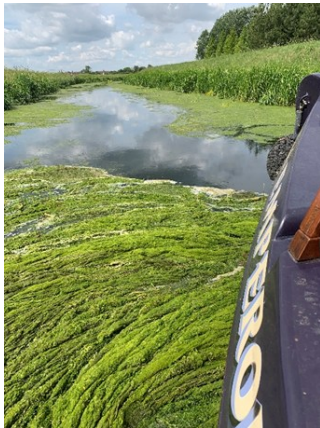
So, onwards we crawled, stopping every 4 minutes to hack pond weed from the prop, the sun blazed down and the hours dragged. With another 4 miles to go an increasingly livid Jo thrust Brian's lunch out of the galley, shrieking 'you wanted a challenge, try this, it's spaghetti bolognese and don't spill any down your top.' Not easy to eat when gripping the tiller and slurping spaghetti single handed.

The hours snailed past, the crews had gone back to bed and with only 1/2 a mile to go and the Silver Propeller in sight, 'Purple Emperor' finally ground to a slimy halt. Thatsit joined the party and with tear inducing reluctance, our intrepid twosome admitted it was game over. However, with the winding hole some 2 miles back, the only option was to reverse. Reversing, as you may agree, is not the easiest manoeuvre, but reversing for 2 miles through a swamp in 26 degrees heat is a time consuming and soul destroying experience.

For two hours, Brian 'punted' his vessel backwards. Whilst Ian went for the 'forward and reverse' method. The radio chatter had changed to total radio silence. The dogs were panting with bulging bladders and boredom. The crews had started on the Maltesers and Malbec.

Finally, we reached the winding hole and once we were pointing in the right direction, we limped to the nearest mooring at South Kyme.

'Was it worth it? We queried, and would you do it again?and the boys reply..... 'Oh yes!'. The crew were last seen on the 19:58 to Doncaster.



PS: After studying the IWA requirements for the Kyme Eau Silver Propeller award, it transpired that we only needed to reach the winding hole to complete the challenge. The two miles of punting and shunting had been unnecessary.

GRRRRRRRRRRRRRRRRRRRRRRRRRRRRRR

Ally Marr (Purple Emperor)

Our Day on the Kyme Eau

By Jo Sharples (Thatsit)

Today was shit!!

The weather was hot and the 'boys' (Brian and Ian on Purple Emperor) had decided to do one of their Silver Propeller Challenges. The river Slea. Or known locally as Kyme Eau. Brian said that the Canal Planner app indicated that it would take just 5 1/2 hours there and back and that we should set off early to avoid the heat. So off we went at 8:00 AM. I was still in my pyjamas enjoying my breakfast in the bow when I discovered that we had arrived at a lock that needed doing. There was thick, green, slimy, weed around the lock which had a pungent stink to it. Brian got out to open the gates which looked as though they hadn't been opened in ages. At the other end of the lock there was a guillotine gate which had to be manually wound. Purple Emperor had entered the lock, and I realised Ally had not got out! I would have to work the lock myself. So in my flip flops and PJ'S I slowly closed the gates and started to wind the guillotine up. It took ages my sweatshirt had to come off I had no bra on, and it was hard work! Eventually the gate was up Ally came out to help wind down the guillotine gate.



The weed was like a carpet of green, smelly slime.

Did we really have to go on this crazy mission? There were no views, nowhere to moor, the sun was intense, and the weed got wrapped around the propeller which meant B had to go into the weed hatch time and time again.

As we approached the village of South Kyme there were more challenges. A lot of overhanging branches and it was shallow and at some points very narrow. We grounded outside a property which had a stone terrace. B told me to get off to lessen the load on the stern deck. The homeowner came out and shouted, 'that's private property you know.'

Lunch time came and went, the skipper was not stopping, he wanted a challenge, so I give him one. I handed him a plate of spaghetti with tomato sauce. 'eat that' I said you wanted a challenge, and don't get it on your top!



After 7 miles of thick weed and then becoming stuck one more time, the skippers decided to give up half a mile from the end. The simple truth was that the bottom was too near the top we could go no further. Trouble was there was nowhere to wind. So we had to set off reversing!! We went for a couple of hours at least. B drank five pints of water as he wrestled with a barge pole to keep us out of the bulrushes. Eventually we reached a winding hole, and we could turn around. The going was a little easier when going forward! When we got back to South Kyme we all agreed enough was enough and we moored up for the night. Needless to say, we ladies were a little perplexed with the situation! Tomorrow is another day!



Footnote from the Skipper. It wasn't that bad, a little challenging agreed, but it wouldn't be worthy of a Silver Propeller if everyone went there. The challenge recognises that the last mile and a half could be subject to grounding at time of low water. As we have just had the driest spring on record it was that. So we did not fail in our task and the Silver Propeller is in the bag.

Brian Sharples

An Alternative View

By Duncan Wright

The phrase "I don't know what all the fuss is about" is a common idiom used to express that someone doesn't understand why there's so much excitement, concern, or attention being given to something. It suggests that the individual doesn't perceive the issue as significant or worthy of the fuss being made.

This can be applied to our visit to the Kyme Eau. Veni, Vidi, Vici.

Nuff said!



Editor's note – Not sure whether the before and after images tell the same tale. You're looking a little jaded Duncan and that's before you towed us back to the winding hole!

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The Boater's Kitchen



The aim of the Boater's Kitchen is to provide you with tasty food which can be easily made on your boat. Whilst cruising Duncan treated us to a very delicious supper of Jamaican rice and peas (even though they are beans!) with vegan curried goat. This was full of flavour and totally delicious.

Jamaican Rice and Peas

Ingredients

50g Unsalted Butter (or 2 tbsp veg oil)
2 Garlic Cloves, finely minced
1 small Onion, finely chopped
1 tsp dried Thyme
1 tsp Allspice Powder
2 Bay Leaves
1 Scotch Bonnet or Habanero Chilli (optional)
2 x 400g Red kidney Beans or Black Beans , drained
1 x 400 ml Coconut Milk
1 cup water
1 tsp cooking salt
2 cups long grain white rice

Method

1. Sauté the garlic, onion, thyme, all spice, bay leaves and chilli until the onion is translucent.
2. Add coconut milk, water, kidney beans and salt.
3. Once it comes to a simmer, add rice then give it a quick stir. Once you see bubbles breaking the surface, immediately cover then transfer to oven.
4. Bake for 40 minutes (medium heat). All the liquid should be absorbed (tilt to check) though you will have some coconut

cream on the surface. If you taste the rice at this stage, most grains will still have a small amount of firmness in the middle and be wetter than ideal. This self corrects in the next step when we rest. Alternatively the rice can be cooked on the stove top on a very low heat. More water might be needed to ensure that the rice does not dry out.

5. Rest 15 minutes and then 'fluff' and serve!

Jamaican Curried Jackfruit (Vegan Curried Goat)

Ingredients

1 Onion – chopped
0.5 tablespoon Ginger – finely chopped
2 Garlic Cloves – finely diced
1 Green Chilli – finely diced
5 tablespoon Jamaican Curry Powder
1 teaspoon Allspice
0.25 teaspoon White Pepper
4 fresh Thyme Sprigs
2 tablespoon Tomato Puree
400 ml Coconut Milk
400 g Chopped Tomatoes – 1 tin
2 x 400g tins Jackfruit, drained and rinsed
400 g Potatoes – peeled and chopped into 2cm chunks

Method

1. Pour a good glug of oil into a large saucepan or sauté pan and bring to a medium-high heat. Fry the onion for 4-5 minutes until it has softened.
2. Add the garlic, ginger, chilli and stir for another minute.
3. Add ginger, garlic cloves, chilli, curry powder, allspice and white pepper. Allow the spices to cook for a minute whilst stirring.
4. Stir in the tomato puree, then pour in the coconut milk, tinned tomatoes and add the thyme sprigs. Bring the mix up to a simmer. Once simmering, pop in the jackfruit and potatoes and stir it all together. Bring back up to a simmer and cook with the lid on for 30 minutes, stirring occasionally.
5. Season with salt (to taste), remove the sprigs of thyme and serve.

A Journey Around Trent Falls

Like many others, the closure of the Keadby Railway Bridge... AGAIN... left my wife and I stuck on our boat on the wrong side of the bridge, with an absolute need to "get back" to West Stockwith!... what to do?

Some work has been undertaken to find a "safe" way to get inland boaters between Keadby and Goole when the Stainforth & Keadby gets closed for whatever reason. I have visited Trent Falls as part of that research with folk who know it well... I've studied the Trent tides... I'm a navigator with 40 years' experience... but I'd never taken my boat from Goole to Keadby before...

I booked a morning neap tide out of Goole, joined by 4 boats from Strawberry Island Boat Club. All had VHF. All had two (or more) crew.



We drew up a proper "Passage Plan" with times of "High" and "Low" water. We calculated the time of "First Flood" at the Apex Light. We checked the depth of water that was predicted for this tide... and we checked if the previous tides met prediction.

We all carried individual TBA "Charts", but we also studied ABPs most recent hydrographic surveys to understand just how critical the "Red line" is in this apparently huge expanse of water.

We continually checked ABPs "on line" feed for weather and tide to ensure we had the depth of water we expected while we were on the river. We checked tides at Hull, Goole, Blacktoft, and Keadby... Everything went in the plan... Everybody had a copy.

The night before we had a briefing in Goole. We agreed who would communicate with various authorities. We agreed who would lead, and how we would communicate throughout the convoy. We discussed how we would deal with breakdowns. We agreed likely

speeds... and intended times of passing salient points... especially the Apex light at Trent Falls!

We considered the weather and the limits that form "go /no go" limits.

In the morning - we met again before climbing on our much checked boats - reconfirmed the plan and the weather - and headed for the Ocean Lock.....paid our £33....and set off bang on time!

We got to Trentfalls... on time. The tide did (almost!) exactly what we predicted... and we got to Keadby ... early! (Oh well... you can't win 'em all!)

All in all, it was a brilliant (if a little wet) trip!... that's another box ticked!

BUT... I still don't believe Trent Falls is a route for inland boats unless the Skipper has tidal experience of this river....or goes with somebody who can show that experience!

Posted by **Nick Roberts** on Try The Trent on 5th June 2025
Reproduced with permission.

Ask Agatha

Our Resident Agony Aunt - Always there to help with your boating conundrums and worries.



Dear Agatha,

Ever since he was a child, my husband has been addicted to tales of the sea. This wasn't a problem when he confined himself to just reading, but recently things have taken a bizarre turn. When he retired, he set his heart on buying a boat and sailing round the world. This was a bit ambitious as he had only ever taken a 2-hour trip on the Yorkshire Belle before buying fish and chips in Bridlington. After much persuasion and many threats, we finally compromised on getting a very small cabin cruiser which has definitely seen better days. Since then my life has been one long, hideous embarrassment. My husband insists on dressing in full naval uniform as we chug up and down the canals of South Yorkshire. He inspects the local

fishermen through his spyglass and shouts 'Thar she blows!' if they look like catching anything. He barks orders at me, 'Hard-a-port, full steam ahead!' and woe betide me if I don't respond 'Aye aye Captain!' We are a local laughing stock and crowds of small boys throw stones at us from the bank. I could just about cope with this, but the final straw is that he has grown a beard which he thinks makes him look more nautical. Some men suit a beard but I'm afraid that he does not. Although he has dark hair, his beard is a strange carrotty ginger. Even worse, it covers virtually all of his face so that he looks like the Wolf Man. I'm at the end of my tether Agatha- what should I do?

Embarrassed of Edlington

Dear Embarrassed,

Let's start with the beard, although frankly it's the least of your problems. You could always threaten to grow one yourself and see how he likes it. This is not as difficult as you might think, as I discovered when I went camping for 2 weeks without my trusty tweezers! Perhaps a better idea is to put itching powder in his beard oil and tell him he has a nasty dose of beard mite. As for his nautical obsession, you should play him at his own game. Remind him that sailors have to survive on ship's rations and serve him salt pork and hardtack for every meal. If you can't find these in Tesco, Spam and cream crackers make suitable alternatives. However, inspired by 'Mutiny on the Bounty' I favour a more drastic remedy. First you must suggest mooring for the night in a godforsaken spot, miles from civilisation (Stainforth will do). When he steps ashore to hammer in the mooring pins, start the engine and sail off into the sunset! Personally, I would scuttle the boat, change my name and start a new life in Thorne, but the choice is yours.

Seize the day!

Good luck,

Agatha



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Safety on the Island

Further safety measures have been employed at the Island in the last few months. We now have updated life rings and also new throw lines. Check the position closest to your boat so that if an emergency arises you know where to find them. Please do not remove (unless in an emergency) as these are there to save lives at the Island. See John Clark if you are unsure where your nearest life saver is.

How to use throw lines (© RNLI 2016):

1. Attract attention



Shout out to the casualty to get their attention, and tell them you're going to throw a line.

2. Throw line



Using a throw bag if you have one, throw the line towards the casualty while holding the tail end of the line in your other hand. Aim to get the line to land across the casualty's body.

3. Give instructions



Shout to the casualty: 'Hold onto the line,' followed by: 'Roll onto your back,' then: 'Put the line over your shoulder.'

4. Pull on line



Pull the casualty towards you using both hands. Just before they reach the side tell them to roll onto their front so they don't bang their head.

5. Help out of water



Get hold of the casualty and assist them out of the water, using whatever safe means is available.



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