

By The Wey

Issue no 96: January 2022



Happy Boating New Year

The Magazine of Byfleet Boat Club



Happy New Year!

Looking back on 2021 I hope you feel that you made the most of the freedoms that were allowed and had at least some happy memories. My memory was stirred last week when a friend sent me a copy of the CRT Boaters Handbook. If you look closely it is *Paper Moon* on the front cover. About 15 years ago we lent the boat to some friends who took it up to Oxford where we think the picture was taken.

Have you ever come across a picture of your boat in the media? If so please write and tell me about it. Also if you have a 'claim to fame' like this please tell us...'*One day we were on the K&A waiting for a large boat at the bottom of a deep lock. The person working the gates looked familiar but when she shouted to the steerer "TIMBO!!!!" we immediately realised it was Timothy West and Prunella Scales. The funny thing was we met them at the same lock a few years later.'*

This issue offers a candid account of Steve and Vikki's trials on the K&A last year. Cathy writes about the photographic competition and there is the usual roundup of club events.

Mike Chamberlain (*Paper Moon*)

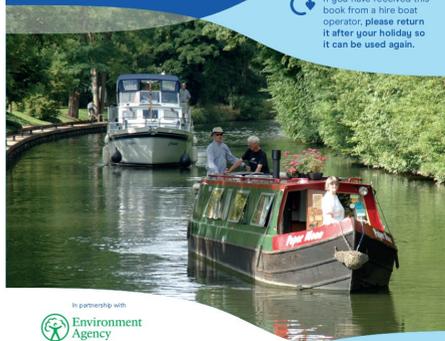


The Boater's Handbook

Basic Boat Handling and Safety for
Powered Boats and Unpowered Craft



If you have received this book from a hire boat operator, please return it after your holiday so it can be used again.



Charity no. 196792

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Cover: Our photographic competition winner Mick Wilson (Cranley) has his spectacular sunset featured on our front page together with a busy post-lockdown boat hire day (Val Wardlaw (Hazell Nut))

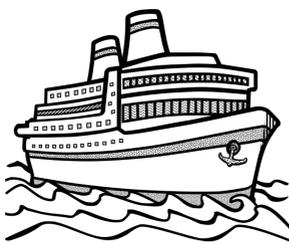
Navigation News



Tristan Brown

Sadly, Tristan has been ill with Covid and has been unable to give us an update. We wish him a speedy recovery.

Struggling for jokes today



So you'll have to put up with this one liner

Thames Water points

From 'The Times': (January 13 2022) *The Commons Environmental Audit Committee will call for an urgent review of the system by which water companies self-monitor their sewage works. It warns that a "chemical cocktail" of sewage, slurry and plastic is polluting England's rivers and putting public health and nature at risk.*

The report calls for much tougher regulation, saying successive governments, water companies and regulators "have grown complacent and seem resigned to maintaining pre-Victorian practices of dumping sewage in rivers".

Information received from the IWA indicates that there is a working group set up to resolve the water point issue and the latest news from them is that they have developed a prototype fixture that complies with the regulations on preventing backflow. This is currently being trialled at a couple of locks with a view to rolling it out along the river if successful. It is said that CRT does not have a problem with backflow valves.

It is ironic that the reason EA have banned fixed hoses is because they have not dealt with the water companies polluting their own rivers with sewage and then appointed the water companies to police the water point regulations! (Ed: just sayin...)

2022

Here's hoping 2022
will be SO much better for
me AND for you,

We've all had our fill of
moans and grumps
Of feeling ill, and down in
the dumps,

With Christmas over and
New Year too,
It's time to sort out
what we'd like to do

A holiday, just time away,
can stay in England,
super places to stay,

It's hard to get life back on
track,
but sort out a bag and start
to pack!

Even if it's "Up the Wey,
"The "Moorings "or Ripley
way,
Just something to plan AND
not too far away

If it seems like an effort
Go on, you know you can!

Valerie.

all the very best for 2022

Quiz

The theme is 'water'

- 1: Which star sign is the 'Water Bearer'?
- 2: What is the common name for the water vole?
- 3: From which poem is the following quote and who wrote the poem?
'Water, water, every where, nor any drop to drink'
- 4: A type of crystal glass from Ireland
- 5: What animals feature in Watership Down?
- 6: What is the chemical formula for water?
- 7: What proportion of the human body is water?
- 8: How long is the inland waterway system in the UK?
- 9: What was 'The Boat that Rocked' and where was its original location?
- 10: What word describes the absence of water (clue 'coconut')

Answers on page 22

The Wey & Arun Canal waterwheel

Did you know there is a waterwheel on the Wey & Arun Canal - and a unique one at that? At the southern end of the canal, on the Arun Navigation, you'll find Lordings Lock and Orfold Aqueduct (a single structure), along with a waterwheel. Here the canal is carried over the river by the three-arched aqueduct, while the waterwheel - powered by the river - lifts the water into the canal. It is thought to be the only one of its kind on the national waterway system.

Thanks to a grant from a charitable trust, Wey & Arun Canal Trust volunteers have begun to restore this heritage asset.

The project, led by former mechanical engineer Brian King, has called for painstaking precision; a bespoke single stainless steel shaft with associated end flanges had to be commissioned, manufactured to exact size and fixed in place by a specialist engineering contractor. All the peripheral steelwork together with buckets, chute and seals have also been renewed.

Brian follows in the footsteps of restoration pioneer Winston Harwood in attempting to bring this very special structure back to life. Back in 1992 Winston and fellow volunteers

discovered what appeared to be the foundations of a building. They decided to excavate (by hand) and eventually uncovered the lock and aqueduct and exposed the waterwheel chamber for the first time in 140 years. Working from only the internal dimensions of the chamber, Winston constructed a waterwheel - no mean feat with no drawings or other example.

It is hoped the Wey & Arun Canal Trust will soon be able to show off this special structure in its full glory.



Lordings wheel in previous times (above), and the new wheel pictured below (WACT)



The Chronicles of Narnia: The K&A

Steve Kennedy (*Narnia*)

In November 2021 at the third Friday talk in the club, Vikki and Steve described their trip along the Kennet and Avon Canal last year.

For those who didn't make it here's a summary:

Vikki and I had originally planned to do the Kennet and Avon in 2020, but the Covid lockdown situation until early summer and the uncertainty around the whole pandemic, put paid to our plans.

So, last year we were determined to do it, and towards the end of May we set off. You may recall that, around that time, the Thames had been in flood and the weather leading up to this time was very rainy. So, our plan was to go up the Thames relatively quickly and then, once on the Kennet and Avon, to take a much slower pace. We had allowed ourselves, up

to 3 months, but confidently thought it would be done in around 2 months.

Our trip up to Reading on the Thames was very wet and rainy and we had to stop in Maidenhead for a night, as the lock above us was "Red Boarded". So, it was a relief when we got onto the river Kennet.

The K & A comprises of the river Kennet which is 18 miles long and then a canal section of 56 miles, which links to the River Avon, which then goes for 11 miles to Bristol.

I didn't realise, until last year, that there was more than one River Avon. In fact, there are eight in the UK. Four in England, three in Scotland and one in Wales. It's because the old Celtic word for river is "Abona", which became Avon in England and Afon in Wales.

K&A Canal profile



Narnia Chronicles

Our route from Reading to Bristol and back, was a total of 185 miles and this trip took us 136 hours of motoring. That works out at an average speed of 1.35 mph, which obviously isn't very fast.

On the "Canal planner" app. it says that you'll get a speed of 1.66 mph but they don't take into account the fact that there are now quite a lot of liveboards on the K & A, which means you have to slow down quite frequently. Even so, it's still a very slow pace which is explained by the fact that there are 212 locks (106 x 2) along with 50 movable Bridges. There are also two aqueducts, a pumping station and a tunnel, but it's the sheer number of locks which slow the pace down.

So, as a waterway, you have to take it in a very relaxed frame of mind and be prepared (and plan) for slow progress.

The K & A canal profile (*left*) gives a very good indication of the way the locks are set out. There is a slow continuous build-up from Reading up to the Bruce tunnel, at the summit. Then a long welcome flat section of 15 miles, which is the beautiful and picturesque Vale of Pewsey, before plummeting down the Caen Hill lock flight at Devizes. This is followed by a sedate decline along the River Avon to get to sea level at Bristol.

There are two turf sided locks on the

River Kennet. These locks are unlike anything Vikki and I had ever encountered before. They are now



listed structures and it was interesting to go through them, although they do seem to take an inordinate amount of time to fill up.

We found the K & A to be a strange mixture of well maintained sections and not actually neglected, but certainly, very overgrown sections. There are a lot of CRT volunteers, and they keep most of the lock areas and lawns in very good condition. The actual operational elements of the locks are not always so good. Most of the pounds and open stretches are very overgrown. This may be a deliberate policy to support wildlife and conservation but whatever the case it makes mooring quite difficult.

On a few occasions I had to be agile and prepared to jump across gaps and cut some grass before we could

Narnia Chronicles



Hungerford moorings

moor. That being said, mooring in the towns was actually very easy and the banks are very well maintained. These town moorings tend to have 24 and 48 hour limits. This tends to discourage the liveaboard community from using them, as they tend to want to stay for 14 days if possible.

We would typically finish our days motoring in the early afternoon and always found very nice spots in all the towns and villages, before the hire boats tended to stop.

Although our whole trip took 60 days in total, only 27 days of that was actual travelling time. When on the move, we tend to go for about 5 hours a day, so we don't really push the pace.

Of course, there are beautiful spots in the countryside where you can get mooring, but we tend to moor around towns or villages by choice. The towns we went through were Reading, Newbury, Hungerford, Devizes,

Bradford-on-Avon, Bath and Bristol. They all had something to offer us. We tended to stay for at least a rest day and sometimes two, in each location. When we are cruising, we like to have an "end goal" and for us the end goal was Bristol Harbour.

The river section of the River Avon beyond Bath, was very difficult to moor and there were very few facilities, so we did that section relatively quickly and headed on to

Bristol Harbour.



Bath Deep lock

An interesting thing happened at Netham lock. Whilst purchasing our license for the Harbour

Narnia Chronicles



River section beyond Bath

(which cost £45 for 3 nights for our 30-ft boat), I noticed that the current had quite suddenly become very strong. I had been chatting to the very pleasant Lock Keeper and asked him why this might be. He told me that it was a phenomenon called the "Bristol scour". We read up on this and in short, Isambard Kingdom Brunel was asked to design a process to help keep Bristol Floating Harbour free of silt. His solution was to redesign the final set of locks between the sea and Bristol Harbour at Avonmouth. They now have two sets of sluices, a high set to manage the water level and then once or twice a month at very low tide a large gate at the bottom of the lock is opened. This drains up to half a metre of water from the whole of the Bristol Harbour basin area, out to sea in the space of a few hours. This huge pool of water drags silt from the floating Harbour out to sea, where it is washed away by the tide. For us, it meant that

our trip into Bristol along the fast (relatively) running water, meant our little boat had never been so fast. It was an exhilarating ride. (Relatively speakingit is a narrowboat after all!)

Our moorings in Bristol Harbour were very secure and accessed via a locked gate.

The Harbour area is extremely busy with lots of nightlife. There is lots for tourists to do in Bristol and a huge amount of history and places to read up on and explore. Not all of it is pleasant, as the slave trade played a big part of Bristol's past. We had a great time there and will hopefully go back again.

We don't have a television onboard Narnia so, for the night of the Euro football final we booked a room in the local Travelodge. Unfortunately, as you know the result didn't go our way!

Our return trip was in late July, and the heatwave at that time coincided with a lock breakdown on the Caen Hill flight. So we were stuck for 4 nights, near a little village called Seend Cleeve. It was so hot that at midday we were forced to go indoors to the local pub to cool down.

Our journey continued until at Reading, we found that Lock 104 had been severely damaged. Although

Narnia Chronicles



we were only a few miles from the Thames, we were stuck.

In the end it took 20 days before it was fixed. 14 days into the time, Vikki jumped ship and went home leaving me to come back down the Thames on my own.

Whilst there, I got in touch, via the AWCC (Association of Waterways Cruising Clubs) with a local club called Burghfield Island boat club. The Commodore (Russ Chapman) was really helpful and allowed us to use their facilities for Elsan and water (and mooring if we wanted it). I



CRT Crane at stoppage

cannot recommend our association with the AWCC enough. On a long journey, it is very reassuring to be able to

call on help from other local clubs. They always seem to help out. (*Ed: see page 19 for more information*)

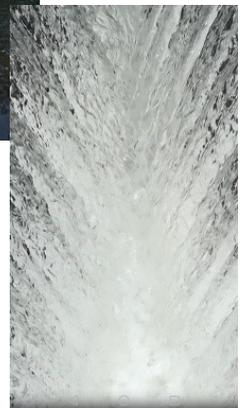
If I was asked what were the highlights; I would say there are beautiful sections of scenery long the K & A, especially along the beautiful Vale of Pewsey. It's a 15 mile stretch without any locks right through the heart of Berkshire and Wiltshire. Obviously, the Caen Hill flight deserves a mention, as well as the Dundas Aqueduct and the Avon Aqueduct. For us, each of the towns was also very special and as a city Bristol takes a lot of beating. Even Reading had a lot of history that we were able to enjoy. I would thoroughly recommend a trip along the K & A both for Cruisers and Narrowboats. I would say that the mix of boats is roughly even, although the hire boats are narrow boats.

If you can cope with the locks, the K & A has something for everyone.

We haven't made any definite plans for next year yet, though we are now strongly thinking about a trip to Gloucester basin. Let's all hope, that the Covid situation will have subsided by then, life will be back to normal and we will all have made it safely through. Happy Boating !

Steve Kennedy (Narnia)

Photo Competition entries



Events Diary Jan-Apr 2022

(subject to change please check Noticeboards)

Day	Date	Time	Activity	Contact
January				
Wed	19	19.30	BBC Committee Meeting	Brian Clarke
Fri	21	19.30	Skittles Practice	Steve Kennedy
February				
Sat	05	19.00	Interclub Skittles Match at Weybridge Mariners	Steve Kennedy
Wed	16	19.30	BBC Committee Meeting	Brian Clarke
Fri	18	19.30	3 rd Friday Talk – The Caledonian Canal Mark & Jane Ryland	Mark Ryland
March				
Wed	16	19.30	BBC Committee Meeting	Brian Clarke
Fri	18	19.30	3 rd Friday Talk – Ropes & Knots Phil Hardyman	Phil Hardyman
Sat	19	09.00	Spring Working Weekend	Steve Martindale
Sun	20	09.00	Spring Working Weekend	Steve Martindale
April				
Sun	03	15.00	BBC AGM at Club	Brian Clarke
Sat	09	09.00	Rowing Boats into Water	TBD
Fri	15	19.30	3 rd Friday Talk – TBC	TBD
Wed	20	19.30	BBC Committee Meeting	Commodore
Sat	23	19.00	St George's Day BBQ and Drink	Steve Price

Events Diary May-Aug 2022

(subject to change please check Noticeboards)

Day	Date	Time	Activity	Contact
Thu	28Apr – 03 May		Boat trip to IWA Little Venice Canalway Cavalcade	Tina Osborne
May				
Sun	01		Non-boat trip to the IWA Little Venice Canalway Cavalcade	Brian Clarke
Sat	14	10.00	Basingstoke Canal Society 30 th Anniversary at Frimley Lodge Park	TBD
Sat	14	19.00	BCS Social gathering at Mytchett Canal Centre	TBD
Wed	18	1930	BBC Committee Meeting	Commodore
Fri	20	1930	3 rd Friday Talk – TBD	TBD
June				
Thu	02	1930	Basingstoke Canal - Mayors Family Fun Day in Woking	TBD
Wed	15	1930	BBC Committee Meeting	Commodore
Fri	17	1700	3 rd Friday Talk	TBD
July				
Sat	02	10.00	Trip to Warren Farm	
Sun	03	10.00	Trip to Warren Farm	Cathy du Plessis
Sat	16	10.00	Trip to Chilli & Cheese Festival at Stoke Park	Steve Price
Sun	17	10.00	Trip to Chilli & Cheese Festival at Stoke Park	Steve Price
Wed	20	19.30	BBC Committee Meeting	Commodore
August				
Wed	17	19.30	BBC Committee Meeting	Commodore

Events Diary Sept-Dec 2022

(subject to change please check Noticeboards)

Day	Date	Time	Activity	Contact
<i>September</i>				
Fri	16	18.00	River Wey Festival Boaters BBQ	Rodney Wardlaw
Sat	17	10.00	River Wey Festival	
Wed	21	19.30	BBC Committee Meeting	Commodore
<i>October</i>				
Sat	01	09.00	Rowing Boat Laying Up	TBD
Sat	15	09.00	Working Weekend	TBD
Sun	16	09.00	Working Weekend	TBD
Wed	19	19.30	BBC Committee Meeting	Commodore
Sat	22	19.30	BBQ or Take Away at Clubhouse (in lieu of 3 rd Friday)	Steve Price
Sat	29	17.00	Trip to Walsham Gates for Ripley Fireworks	Steve Price
<i>November</i>				
Wed	17	19.30	BBC Committee Meeting	Commodore
Fri	18	19.30	3 rd Friday Talk – TBD	TBD
Sat	26	17.30	BBC Illuminated Parade	TBD
<i>December</i>				
Sat	10	19.00	BBC Christmas Party	TBD
Wed	21	19.30	BBC Committee Meeting	Commodore
Fri	23	17.00	Carol Singing	TBD

The theme for last year's competition was 'water' which could be interpreted in any way. The idea was to encourage all members to have a go, as some members do not have a boat.

I run a Camera Club Group for the Woking Area U3A and we were happy to judge the photos for the competition as most of us have been taking photos for a very long time. We had judged another competition before and had really enjoyed it. The competition was judged in 2 stages. We agreed criteria for judging which were impact, clarity/focus and composition.

For impact we were looking for the 'wow factor' : does the photo attract your attention immediately.

Clarity/focus was looking at the technical aspects of the photo and Composition the way the photo is put together – rule of thirds, perspective, framing etc.

With a few members of the Camera Club, I ran a Zoom session earlier in the year for Boat Club members which covered what the judges might be looking for in a photo within the above criteria.

For the first stage members of the Camera Club scored each photo independently within the agreed criteria. The results were consistent, and we selected the top 10 for the final stage which was conducted via Zoom. Each photo was discussed in some depth and scored.

Overall, the standard was good and varied, and the interpretation of the theme imaginative. We enjoyed judging the competition but were not able to comment on all entries, but were able to discuss the photos in the final stage in depth in terms of how they fitted into the criteria.

The winning photos are shown opposite with our collective comments.

The results were announced at the Illuminated Boat Parade in November. All of the entrants received a 2022 calendar using some of the competition entries. The first prize was a bottle of wine, the second a box of biscuits and the third a box of chocolates.

A big thank you to all those who entered.

Cathy Wooden



Mick receives his prize from Brian (MC)

Winners



1st : Mick Wilson (Cranley)
This picture is a well-balanced composition as it catches the eye immediately. The exposure is good and the composition follows the rule of thirds. The colours and reflections are nice with good silhouettes and a feeling of tranquillity. Well done.



2nd: Mike Chamberlain (Paper Moon)
A difficult shot to capture due to the speed of the subject. A frozen moment in time, well caught with good composition and exposure. A good dynamic photo that is well balanced with an abstract element.

3rd Valerie Wardlaw (Hazell Nut)
A nice colourful photo, pleasing to the eye. The eye follows the curve of the line of boats and good diagonal leading lines. Good reflections on both sides and the trees at the top help frame and balance the photo.



Photo Competition entries (cont.)



Photo Competition entries (cont.)





What is the AWCC ?

The Association of Waterway Cruising Clubs (AWCC) is a grouping of individual clubs which offers its members boating facilities on the UK inland waterways . Membership of the AWCC is open to all properly constituted UK boat clubs. Membership of the AWCC is not open to individual boaters other than by being a member of a club that is an AWCC member. Clubs pay a modest annual fee for membership that entitles all their members to take advantage of the facilities that the AWCC offers.

What are the benefits of AWCC membership?

For clubs, membership provides access to the expertise and shared experience of both the national AWCC officers and members and officers of other member clubs. In particular, the AWCC has experienced officers who can represent the interests of member clubs, either individually or collectively, with other organisations and government departments, including the Canal & Rivers Trust, and the Environment Agency. The AWCC have officers who sit on a number of national waterways advisory bodies and can thus represent the interests of member clubs in those forums.

For individual club members, the AWCC offers reciprocal arrangements with other member clubs, including emergency help whilst out cruising, access to temporary moorings for overnight or longer stays, as well as use of other facilities and clubhouse access. These depend on what each club is able to offer, and each club is free to determine their own rules and charges for use of the facilities. Contact details for each club are included in the annual AWCC Handbook available to members for a small fee, or in the members area of the AWCC website <http://awcc.org.uk>. This comprises a public area as well as a password protected members area where more detailed information about the member clubs and their contacts, access to the AWCC forums and other information such as regional and national meeting minutes is available.

All current members of a Club that is a member of the AWCC are entitled to a login to the Members' Area of the AWCC web site.

To log in to the Members area you should apply to your AWCC Rep for a login ID and password. These will be automatically e-mailed directly to you. To create a login, the only information that is required is your forename, surname, private email address and the club of which you are a member.

The AWCC Rep for your Club is : Phil Hardyman (07941387513)

Club News: Illuminated boat parade



Crowds outside the club (unattributed photos are from Facebook)



Narnia (MC)



Christmas party



Dick looking Christmassy



Greg Beardsall in a splendid outfit

Steve acted as MC; Unfortunately Brian and Claire had to isolate in their boat outside the club! At least they didn't go hungry!

Member's travels

On the BBC Facebook page Suzanne Wilson (*Cranley*) sent this beautiful picture of the Lake District, while David and Sally Gibb (*Bon Beck*) are enjoying a Spanish cruise.

Cathy's Quiz

Answers

- 1 Aquarius
- 2 Water rat or water dog
- 3 The Rime of the Ancient Mariner: Samuel Taylor Coleridge
- 4 Waterford
- 5 Rabbits
- 6 H₂O
- 7 60%
- 8 2200 miles
- 9 The film that was based on the ship MV *Caroline* anchored off Felixstowe, Suffolk, from where it broadcast Radio Caroline from 28 March 1964
- 10 Dessicated



Committee page

Commodore	Brian Clarke (<i>M'Lady</i>)	(07785 908283)
Vice Commodore	Steve Kennedy (<i>Narnia</i>)	(07808059980)
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Hon Treasurer	Cathy Wooden (<i>Miffy</i>)	(07984 453248)
Membership Sec.	Phil Hardyman (<i>Winter Lily</i>)	(01932 343545)
Chair Maintenance Committee	Steve Martindale (<i>Polo</i>)	(07774 746969)
Minutes Secretary	Steve Kennedy (<i>Narnia</i>)	(07808059980)
	Mark Pantling (<i>Journeyman</i>)	(07796 967590)
	Steve Price (<i>Finans Folly</i>)	(07884 148412)
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Ed: Thanks to all those who offered their services as proof readers and especially to Cathy du Plessis and Brenda King for helping with this issue.

Next copy date 1st June 2022:

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It's the start of another year, I hope that you all managed to navigate your way through Christmas and the New Year celebrations without being thrown off course by Covid.

I remember starting 2021 with some uncertainty as to how things would unfold, and here I am again with some of the same feelings, but with a healthy dose of hope and optimism, not to mention vaccines!

For Byfleet Boat Club, 2021 saw a number of events restart and a lot of happy and enthusiastic faces at these events. We are building a programme of events for 2022 which is elsewhere in this magazine.

My memories of 2021 include a very successful Boat Upping day which saw the rowing boats taken out of the water, cleaned and stored by an army of helpers, all followed by a drink and some lunch. The Boat Hire was an amazing success given the circumstances and brought members and locals to the clubhouse.

Despite all the Covid restrictions we managed to run both an illuminated parade, which was very successful with the river frontage full of happy chattering spectators and also a Christmas Party, with some members not leaving the clubhouse until 2am, no names!!

There were a few members who I felt needed special thanks and they were rewarded with a "Magnificent Member" award at the Christmas Party. They were:

Robin Nicholson for "Dedicated Maintenance and repair of Rowing Boats"

Nigel & Jo Prior for "Unashamedly accosting members of the public in Byfleet to distribute illuminated parade leaflets"

Dick Dalton for "Most Optimistic Entry for Illuminated Parade"

David and Sally Gibb and **Cheryl Comey and Helen Alsop** for "Unsung heroes of volunteering"

To make 2022 even better we need some volunteers to organise or help organise more events, be they short day trips, longer boat cruises, clubhouse events or even outings. There is budget and people to help but a need for ideas and organisers. Lets make 2022 a great boating year with happy members enjoying boating.

Brian