

Dunbar Canal Rowing Club

Reminiscing, probably in the pub, about the flotilla on the Falkirk Wheel together with another dozen coastal rowing boats and multiple other craft we remembered we'd missed out the bit about rowing there and just trailered the boats to Falkirk.

Obviously unfinished business but could we sell it to the club?

We mentioned it at the next club meeting and the resounding answer was yes.

We've done major Scottish canals and even a trip on the Wheel so it'll just be a bit more of the same.



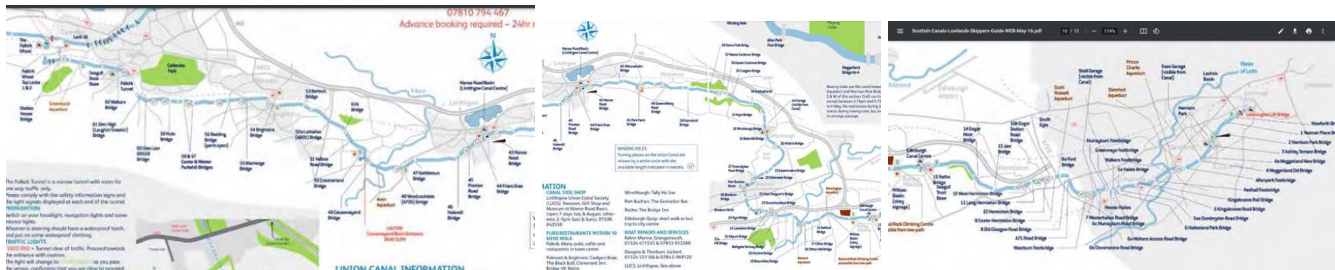
Ok, let's get this planned, what can we need, just make sure we're booked through the two locks and on the wheel. Oh, and that's coming back the next day too. Organise a few crews and off we go.

The powers of the internet again and a quick email out gives us two proposed weekends.

The first weekend in September was chosen as our prime time with a backup weekend three weeks later just in case the weather was absolutely dreadful. Friday and Monday for the terminally leisured folk and the weekend for the workers.

Our first internet search reminded us of the Skipper's Guide. An invaluable document produced by Scottish Canals with details and maps of the lowland canals. [LINK](#)

"It is a contour canal with only one moving structure - Leamington Lift Bridge in Edinburgh. This can be negotiated by prior arrangement with the Waterway Office" are perhaps sentences which might need a wee bit of attention too.



Google maps and Streetview give great views of the canal and from the towpath along the way. It shows few potential places to tie up overnight but Linlithgow basin looks good.

The towpath is also National Cycle Route 754.

On the Skipper's Guide and Google Maps it shows just how few slipways there are along the canal.

A quick visit to the Wheel on a Saturday also paid dividends.

A lovely lady in the information office checked the launch fees for us - nil. She also gave me an up to date copy of the Skipper's Guide, the main changes are the different contact details,

We're not powered so even though we're a trailer launched vessel she confirmed it doesn't attract a fee.

Thanks Scottish Canals. However, that puts us somewhere near the class of portaged boats like kayaks and canoes, at least in some peoples' minds.

Now to see about booking the Wheel and locks.

The movements at the Wheel come under the control of the “Boatmaster”. Wow - how do I become a “Boatmaster”? They are in charge of the two locks at the top, the Wheel, the basin and the Jubilee lock out to the Forth Clyde Canal. Almost independently of the two canals.

Luckily the Boatmaster on duty that day was available and came over for a quick chat. He was aware of the boats from the flotilla a few years ago but had the horrible thought that unpowered craft couldn't transit the two locks at the top. We're OK for the wheel though. That's a bit of a show stopper then. He did let me know though that it wouldn't be him on duty that weekend and that the person who was would be boatmaster the following week if I wanted to get his opinion.



A quick visit to Linlithgow on the way home to suss out the basin. It's all run by volunteers and they're only there at the weekends. However a walk down the canal towards Edinburgh passes a pontoon with residential barges. Luckily there was Dave who has stayed in Drumbeg for seven years. He loves Linlithgow too because of the easy links by rail and the X38 bus, a wee light bulb moment here too. Yes we could tie up to his boat and be a bit more secure overnight.

A second walk along the canal from Lochrin Basin at Fountainbridge in Edinburgh soon discovers Leamington Lift Bridge. An amazing work of engineering. Think of the lift they put your car on in the garage with four posts and then put that over a canal. About a mile from the canal's end is Harrison Park and Ogilvie Terrace where there is a slipway.

It's coming together.

Scottish Canals “hire out” a key to the toilets and showers on the canals. We made sure we had one.



The information about the X38 paid off too. Basically it runs from about a mile from the Wheel at the Falkirk Community Hospital to Edinburgh. Passing through Linlithgow and Ratho Station on the way. Ratho Station is just over a mile from Ratho so it couldn't be easier. [Timetable](#)

Dave took a run on his bike between the Wheel and Linlithgow. Great stuff but be prepared for a waterfall in the tunnel was the report.

That problem again

USE OF LOCKS BY PORTABLE CRAFT

Portable craft, including canoes and kayaks, must portage round locks for safety and water economy reasons. Where unpowered and portable craft are considered too large to portage round locks, they may transit through the locks. They must be warped through on ropes with no-one on board.

ropes with no-one on board” ?

Even the fact we'd already done 67 locks on the Forth Clyde and Caledonian Canals didn't help. These are deeper.

Phoning the Boatmaster for the day's we'd be there wasn't a great outcome. He was of the opinion that unpowered craft couldn't use the locks unless it was a charity or special event or authorised by the “bosses”.

How about the bit in the Skipper's Guide that says “ Where unpowered and portable craft are considered too large to portage round locks, they may transit through the locks. They must be warped through on

And so began the great adventure into the bureaucracy of two locks.

After multiple phone calls and emails and copies of those emails to the next person it started to move forward. Somewhere in this chain we managed to book a passage through the Leamington Lift Bridge. A step forward.

Eventually, a week ahead of our trip, on a Saturday, Gary phoned and said YES !!
It's on!! Thanks folks.

Phone calls to Boat Movements to confirm our bookings for the bridge lift and to the Wheel to confirm we are expected both down and up it - including the locks.

The list

Meanwhile on our spreadsheet we've got 25 names with every combination of days they can do.
The canal was then divided up into three sections
Lochrin Basin to Ratho, 8 miles. 10 if we go to the end for completion.



Ratho to Linlithgow, 13 miles.

Linlithgow to Falkirk Basin, 11 miles

Edinburgh to Linlithgow would be rowed on one day and the rest on the next with a similar pattern coming back.

A surfeit of names for the weekend but fewer for the Friday and Saturday so let's bring our second boat into play for the Saturday and Sunday.

A few gaps on the Monday list but a couple of heroes might do a double shift.

They're put in anyway and we'll give a last shout round the club.

Everyone has a seat.

Fri 2nd Sept	Sat 3rd Sept	Sun 4th Sept	Mon 5th Sept
Fri 2nd	Sat 3rd	Sun 4th	Mon 5th
Edin - Ratho	Linlithgow - Wheel	Wheel - Linlithgow	Linlithgow - Ratho
8 miles	11 miles	11 miles	13 miles
	Boat 1	Boat 1	
George	Chris	David	Kenny
Jimmy	Rosie	Pam	Ali
Dorothy	Jimmy	Kenny	David
Arlang	Colin	Myra	Christopher
Clare	Bob	George	Bob
Ratho - Linlithgow	Boat 2	Boat 2	Ratho - Edinburgh
13 miles	11 miles	11 miles	9 miles
Chris	Iain	Ali	Pam
Myra	Brian	Bridget	Alice
Rosie	AnneL	Steve	Brian
Bob	Kenny	Gail	Ali
Hick	Penny	Brian	Sue
Haggen			

The Plan.

One boat goes from Edinburgh to Linlithgow on the Friday. The second boat joins it on the Saturday and both go to the Wheel. The reverse on the return recovering one boat at Linlithgow and the other in Edinburgh. We'll have been to the end of the canal at Lochrin Basin on Friday so we'll not bother the lift bridge again. Besides which it'll be the end of the day and after 3 hours rowing so the extra 2 miles might have encouraged a mutiny.

Getting the crews to the start and from the finishes needs a bit of attention. The club chairman says "leave that to the coxes of each leg". The 8 coxes all say "God bless you sir." or something like that.

That wee bit of information about the X38 helps too. At least we can move from one stop to the next by public transport. It nearly passes the Wheel, Linlithgow and Ratho.

We agree an evening to move the boats from their dollies onto the road trailers. Check that we still have keys for the locks and that arrangements are made to pass them on as it'll be someone else bringing the boat back. Pump up the tyres, bend back the mudguard off the wheel, grease the rollers, check the electrics.

Strip the boat of all the "extras" like the anchor. Ensure we have a long bow and stern rope in each boat. Our main oars are 13 feet with 3 feet inboard. That's 10 feet out each side and a beam of 6 feet. Only 26 feet wide then. Have you seen that canal? 26 feet, nae chance!

Change the oars for our short sculling sets which are only about 9 feet long. Luckily we've acquired 4 sets over the years and they've been invaluable. They're the old design with bolts through them into the plates, always a weak point, but they seem fine.

All of them will go in the first boat out and four get passed to the second boat on the Saturday. That means the first crews get the choice of sculling or single oars.

Each boat already has a paddle in it, six more to gather for the trip.

Ready to go, crews arranged, boats on trailers and kitted out, we know where we're going and most of all - we have permissions and bookings.

There's some discussion about lifejackets as it's only a canal and you could probably stand up but discretion and safety are the better part of valour so we'll all use them. Apart from which, fresh water drowning is much worse than sea water drowning - look it up or watch James Cameron's film 'The Abyss'.

The real adventure begins here.



Day 1

Edin to Ratho, Black Agnes

Crew List, George, Jimmy, Dorothy, Allan and Claire

[Locatoweb](#) - 4 pics

It's an early start for Ali taking the boat on the trailer, parking the trailer and then heading home, not even rowing. Thanks Ali.

Meanwhile cars and motorhomes are creeping around East Lothian and gradually focussing on Ogilvie Terrace at Harrison Park in Edinburgh. [The Map](#)

To the amusement of a few towpath joggers and walkers Black Agnes is launched and warped to the nearby pontoon. We check the Locatoweb tracker is set to "dcrc" and turned on.



We regularly use locatoweb.com to follow and record our trips. You can follow them live on the web too. Just look on their "Tracks" page and search for "dcrc" and you'll see our recent tracks including the canal. Some even have photos on them - look for the camera icon. [First leg](#)

The eight oars were just too tempting, so despite never having sculled before the crew took two each and prepared to set off towards Edinburgh at 8am prompt.

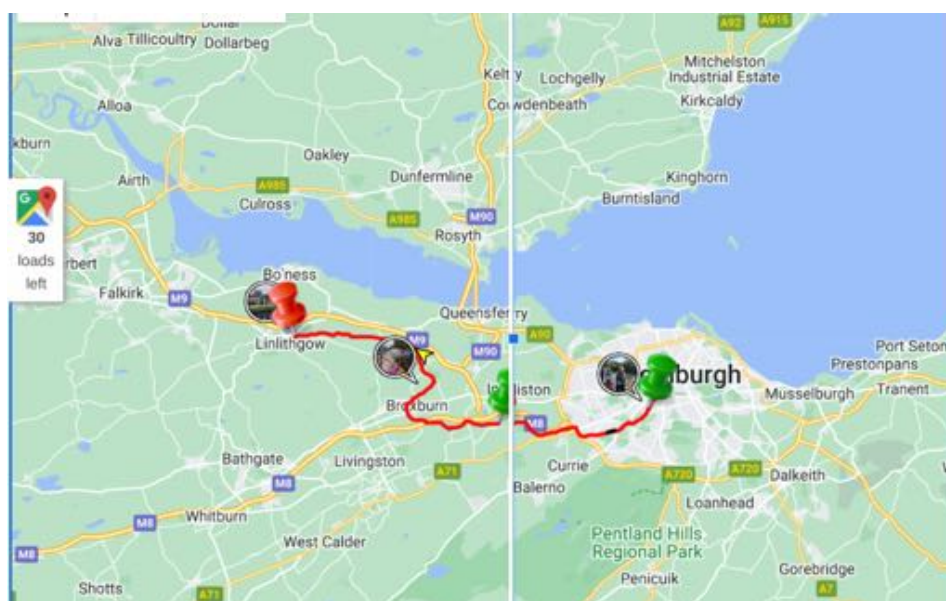
Camera shots and a bit of video and despite the start like a drunken water beetle they soon got the rhythm and headed off for life in the big city.

Back home at Dunbar we usually launch into Broadhaven and then immediately have to pass under the narrow entrance bridge. We're well practised at fairing. Row like mad towards the narrow bit and at the last second let go of the oars so they drop beside the boat and we pop through. Just like that. The practice came in handy. Two road bridges later and at 8:15 the Leamington Lift Bridge was up for us to fair under, we row into the basin at the end, get into a tangle with the oars and then come back under the bridge at 8:30. All as booked. The masterplan had started off extremely well.

How does the cox give commands like stroke side only when stroke and every other rower has an oar in both hands? They soon found out.



Bridges, aqueducts, tunnels, passing boats - no problem. Only 62 bridges to go then. 5 more bridges and then it's the Prince Charlie Aqueduct. It's strange rowing over cars, buses and trucks. Next the Slateford Aqueduct over the Water of Leith. [The Map](#) Great view and some height. It really makes you appreciate how well the builders did their work. Quick stop and change from oars to paddles. It's great to look down on the Water of Leith Visitor Centre from above and from a boat. On the other side is the railway viaduct and it's amazing trying to race a train at that height. Still racing trains as we go past Kingsknowe station and on into deepest Wester Hailes. A challenging bridge as we approach Wester Hailes Road. Maybe a bit too long for the momentum of fairing and not using the paddles. The cox gets us across paddling like a big canoe. Then a right turn and a sprint alongside the bypass, left turn and over it on Easter Hermiston - Bridge 9. Weird this numbering system. Most of the older stone bridges have their number on the keystone in the centre. We'd faired through more than 9 bridges so a quick consult of the map was in order. They'd sneaked in a 4a, a 5a and also 6a,b,and c. No wonder we felt lost.



Past Hermiston Park & Ride, an invisible aqueduct over the Gogar Burn, a few bridges and pass the golf course into our first stop and crew change at Ratho.

Locatoweb, and a search for 'dcrc' by the next crew shows a track called "[Edinburgh to ratho](#)" - sounds promising. Anyway, it shows them just along from the golf course and with an average speed of about 2.5 mph and they've nearly done 9 miles. Just enough time to finish our drinks.

Ratho to Linlithgow

Crew List, Chris, Myra, Rosie, Bob, Mick, Maggie

[Locatoweb](#) - 10 pics

Doing one of the car shuttles and parking at Linlithgow and fortune favours us. Despite it not being a weekend one of the canal society volunteers was there taking the rubbish bags to the cowp.

A quick conversation before panic sets in. We're planning on launching the Volunteer there on Saturday and parking the trailer overnight on the slope down. Andrew Liddle, for it was he, said that as Saturday was a volunteer day there's no chance of a parking space on the slope after about 8 in the morning.

However, he would be one of the earliest and could park on the slope and then when we arrived move his car so we could leave the trailer there.

Our hero.

Now was the time to test that magic X38 bus. True enough it arrived down near Tesco's and headed back through deepest W Lothian and past the airport to Ratho Station. Across the A8 and start up the hill calling in at the Co-op for a hot sausage roll to eat on the way, just right.

"We're in the pub" is the text when I ask where everyone is. Of course - that great big grassy bit out the back with tables and umbrellas, how did I miss it?

The tracker showed when they arrive, we use the magic Scottish Canals key to open the toilets at the marina and then we're ready for the off.

Bridge 15 our start at Ratho.

We pass the [Seagull Trust](#) berth. They do amazing work taking people with special needs onto the canal. They have several branches at Falkirk and Ratho on the Union Canal as well as the Forth Clyde and Caledonian Canals.

Their berth was empty which probably meant there were a few boats ahead of us, we'll soon see. Just around the next corner we meet them coming towards us.

We pull in at the canal side, grab a hold of the shrubbery and wait. Have you ever seen boats move so slowly before? A toot and a chat as each one passes.



Pretty quickly we get to the Bonnington Aqueduct and grab the paddles and make our way over it. You don't see much sitting down as we go but the cox gets a view if they stand up.

A few more bridges to test our fairing technique and we get to the real aqueduct - the Almond. Here it's worth changing completely to a big canoe so we ship oars, move to the sides and paddle.

It's strange facing the way we go, mind you it gives us a break and we don't have to look at the cox.



The flightpath for landing at Edinburgh is just ahead so a bit of plane spotting as we go.

Back on oars, another bridge and around a corner and we see what looks like any other bridge only longer. It's the M8

Row like mad, fair and eventually we run out of steam. No problem, pass the cox a paddle and they'll get us through.

Onwards, bridge 24 and there's a boat for sale and the Scottish Canal dump of dredged stuff and the boat which lifts the weed out of the canal, a wonderful thing like a wire conveyor belt. [The Map](#) Broxburn next and another Scottish Canals toilet to try the key on.

Next comes the fence. What is it either in the canal or in Broxburn that they want to keep apart? There's about a mile of industrial fencing, you know the stuff with the big spikes on top. However, from the droppings along the towpath we deduce they all have gigantic dogs.

On the way out we discovered the [secret slipway](#) on the east side just past the park. Next time maybe.



Just after Broxburn we decided not to make an offer for the wreck.

A few changes of cox as we go along and we discover several new ways of stopping the boat like heading straight into the bank, it works.

Some straights next between the shale bings, it's a bit like being in a deep cutting.

Somewhere in the stone wall alongside the towpath there's an incredible stone bench built into it. Too quick to get the camera though.

Up ahead there's a swan family of two adults and five big cygnets. We try approaching gently but the oars out the side

coming towards you can't look too good to a swan so they all swim in front of us. Eventually we reach a turning hole and fair to one side creeping by six of them. The male decides to stay ahead.

Several tries to pass it but it doesn't like the boat and heads off up the canal.

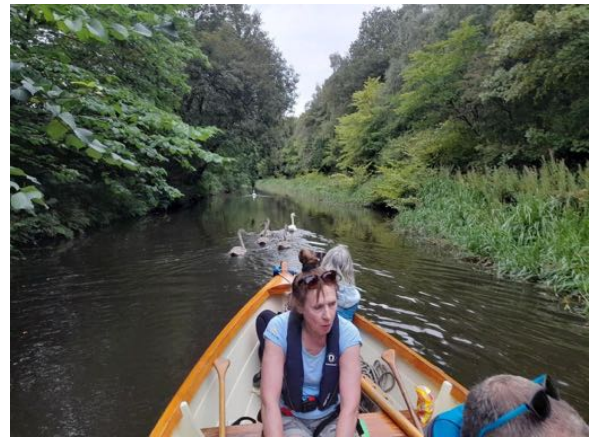
Another turning hole and we get past daddy swan and he sets off back down the canal.

Park Farm Bistro and then straight into Linlithgow.

Unload the boat, tie the oars and stuff together and we paddle the boat down to the houseboat Drumbeg and tie up for the night. Thanks Dave.

The car is still there and all of the people shuttling goes well so back to Dunbar.

End of day 1 and all is working out.



Day 2

Linlithgow - Falkirk Wheel, 2 boats

Crew Lists

Black Agnes

Chris, Rosie, Jimmy, Colin

Volunteer

Bob, Iain, Brian, Kenny, Penny

[Locatoweb](#) - 12 pics

Colin sets off early to leave his car at the Wheel and get back to Linlithgow.

A major part of the planning was the locks and the Wheel. Let it go. They don't want us there while they're moving the power boats and will let us down on the wheel at the end of day. That means 4:30 pm at the two locks. Working backwards we reckon a noon start at Linlithgow will give us plenty of time.



We park up and get Black Agnes ready. It rained overnight so we had a little bailing to do.

Volunteer arrives on the trailer, is launched and Andrew moves his car and we park the trailer. Thanks again Andrew.

Trailer lock keys are swapped and the towing board taken care of as someone else is taking it back tomorrow.

We realised we were still two crew members short and thought they would be caught up in the mess on Edinburgh bypass.



We set off 4 in each boat anyway and eventually get the message that one is on the way to London and one held up. Unexpected but we'll cope.

5 bridges to fair through and we're on the Avon aqueduct. Paddles for a bit and then we all stop half way across so we can get out and see the view.

Bridge 49 cafe for a break. Nice coffee and cake and crew member 5 joins us.

A quick look into the basin at bridge 49 and we say hello to Robin Fryer on Steinway. Robin coordinated the canal boats for the flotilla when we all went on the wheel. This basin is just magic, not tidy and sterile like the newer ones, there's plant pots, dream catchers, duckweed and amazing dragonflies.

More bridges, we're getting expert now, then we're passing the high walls of Polmont Young Offenders Institute.

Now for the long straight with some anticipation too. There's a tunnel coming after another 6 bridges. Lets get stuck into the oars and get this next bit done.

Have we got the headlamps, what about the horn? Time is starting to press for that 4:30 deadline so let's hope there's no other boats in the tunnel.

Success and we get there smartish. Under bridge 61 and round the corner there's a boat coming.

Oh no, this could really hold us up, we both pull in to the side and let it go by and then see another one behind it.

That passes and we're at the tunnel and the two were the only ones - it's free.

Paddles out, lights on and blast of the horn and we're off.

There are lights through it so we can see the amount of rock they dug out by hand - incredible.

There's water dripping through and a few pedestrians who get a blast of the horn each.

The sound of pouring water and we discover the waterfall. It's more like a large tap turned on full so the cox decides which crew member is getting the benefit.



On to the locks now toot sweet. 4:30 is looming

There's a barge coming out of the top lock and one further down still to go in.

We tie up and wait for our second boat to arrive.

Corrie and Kevin from SC help us and do all the water work stuff.

There are two locks to go down and they're fairly deep. We need to warp the boats through on ropes with



no crew. The only trouble is that there is a footbridge between the two locks and we'll need a rope under it if we're to pull the boats to the bottom lock. There's also a bird's nest under the bridge so we can't try and swing a rope through either. Quick, drop a rope to the boat coming up, that confused them but they took it under for us.



A bit of shuffling and the boats go down one lock, the gates open and we pull the first boat through, we hadn't thought to tie them together but we manage to move the second one into the lock.

Down again and the second bridge stops the rope pulling them out so it's down the ladder into the first boat.

We manage to tie the bow of the second to the stern of the first and then it's a big canoe and paddled out. Everyone back in and paddles out again



Kevin leads us through the Roughcastle tunnel where we appreciate the disco lights and then come out onto the approach to the Wheel.



Both boats onto the Wheel and it goes into action.



Seals seal and slowly we begin to move. The view is amazing and the mechanics are almost silent so we creep downwards through the sky to the basin.



We're directed to the pier at the other side of the basin, paddle over and tie up the boats and gear for the night.



A couple of our guardian angels have parked their camper van there overnight to keep an eye on them. We head for Colin's car and head back to Linlithgow where we get the cars and headed home. Brian and Chris wait optimistically at the bus stop at the wheel, do buses stop here? Eventually we heard that a pedestrian came by and took them to a bus stop on the other side of the canal where they got a bus to the station and hence home. End of day 2

Day 3, Sunday

Falkirk Wheel - Linlithgow , 2 boats

Crew lists

Black Agnes

Ali, Bridget, Steve, Gabi, Brian

Volunteer

David, Pam, Kenny, Myra, George

Bob had planned the weather. He was doing his shifts on Friday, Saturday and Monday. On Sunday it rained for an hour or more to start the day. Coincidence?



After it's first test run we go up the Wheel before the powered craft start their day
Into the tunnel which gave a few minutes shelter from the rain.

Up the 2 locks thanks to the SC staff again.

It's a replay as we head back to Linlithgow.

Brilliant viaducts and the tunnel again. The cox decided which side to go depending which rower they want to get wet.



Another stop at Bridge 49 cafe, the mandatory coffee and cake again.

We tie up at the canal centre in Linlithgow and sort the two boats out. Enough stuff goes into Black Agnes to continue the next day and the rest goes into the Volunteer

Luckily the trailer is still there and the right person has the right keys so we lift Volunteer out and send her on the way home.

Black Agnes is tethered to Drumbeg again for the overnight stay and we're off.. Thanks again Dave

Day 4, Monday

Linlithgow - Ratho. Black Agnes

Crew list

Kenny, Ali, David, Christopher, Bob

[Locatoweb](#) - 15 pics

We start the day complaining they're not the best paddles and only 4 oars had been left so we can't scull. As we're getting our act together a few canal boats head off slowly towards Edinburgh, we'll be following them.

We hope they're sympathetic and let us pass if we catch up with them. Some chance - we've never caught up with one yet.

The crew are keen to set off, preparations to go are nearly ready but the technology is defeating us. The cox is still trying to turn on the tracker and get the starting photo. This isn't really compatible with a narrow canal. Just a few seconds inattention and one side of the boat is rowing through the reeds. Then we're rowing on the other side nearly reaching the towpath and the crew debate taking the cox's ticket off them. Eventually it's all working and we're off.

Something has happened in the intervening days and all of the floating islands have bunched up together. These are a metre or so wide parts of the bank which obviously break off and float away. Like tropical explorers we beat our way through them and learn to dodge individual ones by fairing and jinking by them.



We meet the swan family again and mother and the 5 cygnets pass by fairly quickly and dad again decides to lead us along the canal for a bit.



Just before Broxburn we decide not to make an offer for the wreck.

Past the secret slipway and then a quick stop at Broxburn to test the Scottish Canals toilet key at Port Buchan basin and have a snack at the picnic benches. One of the other tables has the local youth Mensa meeting in progress and they're concentrating so hard on their phones they don't even look up.

At Bridge 23 Scottish Canals base there still has their collection of supermarket trolleys and other metalwork recovered from the canal. The sieve-cum-conveyor belt boat must be the one they track down the floating islands with, it all makes sense now but it's obviously been resting for quite a while, [LINK](#)
We still don't want to buy the boat that's for sale.



We pass under the motorway again and round the corner and we get the feeling we're being watched. There's a cow on bridge 21 standing watching us. How inquisitive is it? Will it watch as we come out the other side? It does. Highlight of the day, we've made a cow happy.



Under the flightpath again ducking the jets, over the Almond aqueduct and on into Ratho where the next shift is waiting.

The crew disperse and yet again that X38 comes in handy getting back to Linlithgow for the car.

Ratho - Edinburgh

Crew List

Pam, Alice, Brian, Ali, Sue

[Locatoweb](#)

Last section, all downhill from here.



After delivering the boat at the start of the trip Ali also wants to be in at the end and is doing a double shift today. Having rowed from the Wheel to Linlithgow the day before he'll be the only one to have done the complete canal - another badge needed perhaps?

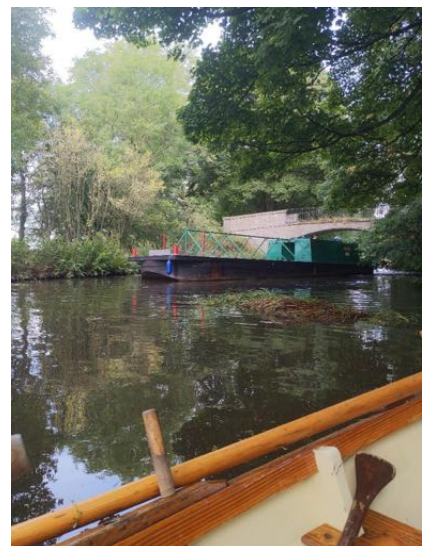
After feeding and watering him at the Bridge Inn they're ready. Scottish Canals toilet key is tested again at Ratho Marina and they're off to the big city.

More of the same - gardening on each bank with the oars, we could have ploughed them if we'd used our normal oars.



Across the Slateford Aqueduct again but there isn't a train to race this time.

We even met our first Scottish Canal's boat.





Meggetland and we meet our first university coxed 4 out practising. We keep out of their way as they're faster than us but probably haven't practised their fairing as much.

Getting to Harrison Park this time was enough, we'd already done the Lochrin Basin so we'd covered the whole canal. We'd give the volunteers at Leamington Lift Bridge a rest today.

Surprisingly the trailer turns up leaving an empty driveway somewhere nearby.

Out she comes and it's all done bar the shouting.

Well, a good cleaning out a few days later when both boats got swapped back onto their dollies.

The end.

Reflections

Good job we used the short oars. 9 feet inches long as opposed to our 13 foot sea going ones.

5 paddles would have been good so the cox could also one.

We should maybe have used someone at a home base on the end of a phone for sorting out any difficulties, especially at the start of each day for trouble shooting like chasing up missing people. Our own fat controller maybe.

Bridge counting is the way to navigate. All of the Scottish Canals maps show the bridges and number them so it's easy to see where you are. Knowing your destination is bridge 62 helps when the crew ask "are we nearly there yet?"

Rowing 6 up is best if you want to get any pictures.

It sounds easier than rowing at sea but half the time you're dodging the shrubbery or floating islands and if the cox takes their hands off then within two seconds you're into the bank (again).

The tracker is invaluable if changing crews.

Cushions!! We need more cushions. 4 hours gives you a numb bum.

Maybe Scottish Canals can be persuaded that a crew of 2 could remain in the boat to take it through locks.

Credits

The coxes

All of the crews who took part.

Scottish Canals staff

Dave at Drumbeg in Linlithgow.

Andrew Liddle of Linlithgow Union Canal Society

Our photographers who may not be correctly credited, if at all.

The reconnaissance team

The X 38 bus which was made for the task.

Several breweries for helping the original idea take root

The pedestrian who rescued the two at the bus stop at the wheel, otherwise they'd still be there.

Photo credits

Chris Mincher

Kenny Maule

Iain Jamieson

Bob Fleet

Claire Smith

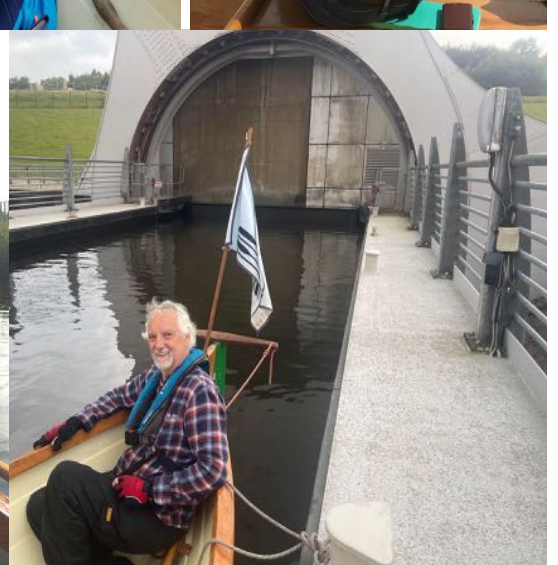
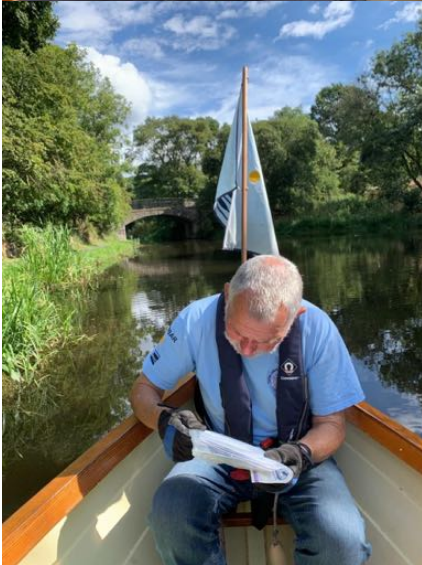
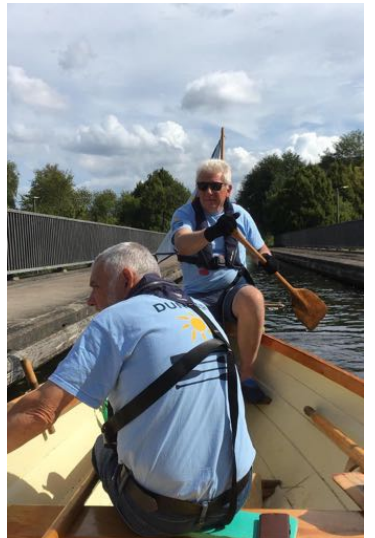
Excerpts from Scottish Canal's Skipper's Guide

Google Maps and Streetview - links

And anyone else I missed.

Two albums

Coxes



Crews

