

Updates from the Journey of Muzz

Day 4



Hello All

Well, back to Osprey this morning as the crew promised a good healthy meal. Tasted great but no salad bar, no baked vegetables and the table service was terrible. Surely an Admiral deserves silver service, high quality food & only the best of everything!

We started today by passing through the Torrumbarry Wier. **A weir is like a dam, which allows water to pass over (or under), depending on how much water needs to be stored for properties up river.** In the early days, they not only needed water storage, they needed to utilise the river as a highway to get produce to the towns or to the coast, for export. It also allowed goods to be brought to isolated country areas - machinery, foods, new inventions, mail from loved ones, who primarily lived back in England / Scotland / Wales / Ireland.

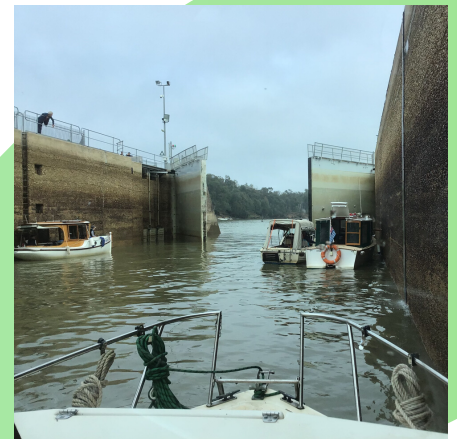


In recent times it is primarily for water to be available to produce food for our nation, as well as for export but we can now use the road / rail / air networks & do not need to rely on the river. Here we are entering the Torrumbarry Weir (also known as Lock 26).

The Lock Master (Al) was very helpful with the best way to enter / exit & how the water moved around the weir. It is no guarantee that all of us would get through, as the lower lip only had 500mm of water.

Now Muzz knows that our boat needs 550mm to float properly, so it will be very close. We heard a story of a boat needing to wait 5 months for the water levels to get to the right height.....

So, Muzz had this great idea of offloading as much weight as we could into the canoe. Yes you guessed it Muzz supervised & did not work at all while the crew transferred over 70kg into the canoe.



If you look carefully you can see the ladders built into the wall and on the Port Side (the left) at the top of the Lock is Al, the Lockmaster.

There is a light pole also to the port side & this display a green light (when the lock is ready for entry) or a red light - stay clear warning.

This is very important as boats may need to exit the lock, there may be strong winds - you can't turn a boat as easily as a car or bicycle or strong current.

Yes, you guessed it, the first 4 boats went out, bumping their keel & the last two boats got stuck on the lip under the gates.

We (not Muzz) pushed & pulled but got nowhere, then Garry came back.

Muzz sent the crew onto his boat to lessen the weight & we tugged the boat over the lip into the lower section of the river.

The final boat (Terry) also became stuck was towed & still could not get through, so the Lockmaster released a bit of extra water to 'flush' him through.

All very hot & sweaty after that one but we made it! We travelled from Lock 26 (River marker 1630) to a bush campsite at River marker 1581 - Ok so who is quickest this time?

**Catch you soon
Muzz**

