



Sarah Swallow



The wharf building at Llangollen.

David Brownfield Wain OBE

1927 - 2018

David Wain was born near Chester. His parents, Geoffrey and Margaret, lived by the canal in the village of Christleton.

Geoffrey Wain came from a long line of coal merchants but, as well as following this family tradition, he also had a keen interest in boats and boating.

In 1935 David's father, with a couple of other canal enthusiasts, set up the first hire fleet on the canals of Britain and, with the business being based next to the family home, David was often found helping out in his spare time and by the age of 12 was able to strip down and reassemble a Stuart Turner petrol engine.

In these younger years he was quite a successful sportsman, particularly with cross county running and show jumping. From 1945 to 1949 he served in the RAF and at one of the dances at the RAF base in Hawarden he met and later married Nora, our mother.

His initial career path was in landscape contracting work but in 1956, with the sudden death of his father, David took over the small canal hire boat business and, together with Nora, set about building it up into a substantial business. This work included designing and building new boats from scratch and it came with a lot of hard work and stress but through it all I can't remember our father ever getting angry or raising his voice.

In 1972 the hire fleet business was sold off and David, with three other canal enthusiasts, set about creating a canal museum on the wharf in Llangollen; this wasn't to be your standard type of museum but one that told the story of the inland waterways, their huge significance to the start of the industrial revolution, their subsequent decline and then their re-emergence in the holiday sector. It was the first of its kind and, in 1974, was awarded, by Prince Charles, the British Tourist Authority's top award, for the year's most outstanding new tourist development.

With the hire fleet business being sold, David had more time to spend with what had become his real passion and true calling, working on the committees of different canal organizations. This work had actually started back in 1958, when he was appointed to the committee of the Association of Pleasure Craft Operators, later becoming its chairman. This introduction to committee work culminated in 1968 when he was appointment to the Inland Waterways Amenity Advisory Council, the Government's advisory council for the inland waterways, and later become its chairman from 1976 to 1992.

IWAAC gave the canal system a voice within Government circles and David used all his abilities and experience to promote and protect the national waterways system. Without this voice the British canal system would not be what it is today and in 1983 he was awarded the OBE for his services in the development of tourism and recreation on Britain's inland waterways.

He was a man of great patience and I'm certain this came in very handy when dealing with Government circles.

Other canal related committees where he was either a member, or held a prominent position included

- The National Waterways Museum
- The Ellesmere Port Boat Museum
- The Inland Waterways Trust
- The Rainbow Boats Trust for the Disabled
- The Prince of Wales' Montgomery Waterway Restoration Group

These last 2 organizations, in combination with Cammell Laird's shipbuilding yard in Birkenhead and the Royal Variety Club of Great Britain, designed, manufactured and operated, on the Montgomery Canal, a number of canal boats for the physically impaired. The way that David worked at getting these four organizations together is typical of many projects with which he was involved during his career.

He was president of the BCU for 15 years and chairman of the WCA.

During this time he attempted unsuccessfully to produce a slalom gate which would register touches automatically rather than relying on what judges saw, much as a high jump bar either stays up or falls down without any grounds for dispute.

The full list of bodies on which he served is too long to include here.

He was a very practical person and never lost his love of making things in his garage, be it a train set or dolls' house for his grandchildren or some of the working models for the Llangollen Canal Museum. He was also your classic Mr Fix it; nothing stayed broken for very long in our house and his love of horticulture meant that in his spare time, if he wasn't in the garage fixing or making something, he and Nora would be working in the garden which was one third of an acre and bordered the canal as well as a large collection of pelargoniums in the sunroom.

He is survived by his wife, Nora, his children Sarah and me, his grandchildren, Sama, Victoria, Alexandra, Jenny and Adib and his great grandson, Leonardo.

I was slalom world champion in 1981 and Sarah, Victoria and Jenny have all been involved in competition canoeing.

Nick Wain



Manfred Dressler

The 1961 Dresden world champs.



Nigel Morley

Nig was a member of Manchester Canoe Club during the days of Keith White, Julian Shaw and John Critchley, who were pioneers of slalom when Maurice Rothwell was all things slalom!

He was a friend of Martin Rohleder and worked with him in the early sixties for the Forestry Commission in Hexham, Northumberland. Then he worked in banking until retirement, finishing as a bank manager in Appleby.

His first international slalom was in the late 50s. (World championships in WWR did not start until 1959 in conjunction with the Geneva event.)

He competed in WWR in the 1963 Spittal world championships (folding boats, although most paddlers used their slalom boats).

He competed in slalom at the 1965 Spittal world championships.

Nig continued in slalom but changed his focus to WWR and was a developmental influence in the embryonic sport at the time. He remained just below British team level in slalom and WWR.

He came back to the fore as team manager for slalom in 1971 and the Olympics in 1972 before retiring from management.

Nig continued in WWR as a paddler and was very involved in the continued growth of the sport. He was still a force to be reckoned with well into his fifties.

Gradually he reduced his paddling in favour of skiing and spent much of his later years taking trips abroad, especially to the Alps.

Nig was never a person to seek fame or glory. He was satisfied to contribute behind the scenes in support of others in the sport, especially on Humberside where he settled. Lynn Simpson, the ladies' world slalom champion in 1995, and others testify to that support.

It would be hard to find anybody else who has given so much to WWR over such a long period of time.

Ken Langford

Mike Thomas and I raced with Nig in the mid 70s as the WWR team Matchpoint, two of us using the JC Match - Ed.

Burt Reynolds

1936 - 2018

Burt Reynolds has died in hospital after a heart attack. He came to prominence in 1972 in the film *Deliverance* which featured four friends who were attacked during a canoe trip in the wilds of Georgia. He was nominated for an Oscar in the film and became a movie heartthrob.