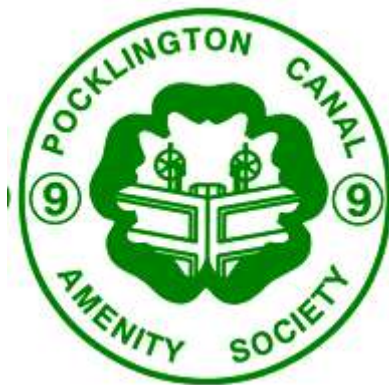


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Free to Members

DOUBLE NINE
THE
POCKLINGTON CANAL
AMENITY SOCIETY



MAGAZINE

July 2010 No. 92

THE POCKLINGTON CANAL AMENITY SOCIETY

Registered Charity 500637

www.pocklingtoncanalsociety.org

Patrons	The Earl of Halifax David Davis Esq MP	East Riding of Yorkshire Council Pocklington and District Civic Society
ERYC Representative	Councillor C G W Mole	

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Note: Opinions expressed in this magazine are not necessarily those of the Society, unless so stated.

Editor's Notes

Welcome to our 92nd edition of Double Nine. It's frightening that writing this in June I see this edition carrying news of our Annual Dinner to be held on November 28th. However there is still plenty of time for some summer boating or just walking the towpaths of our waterways, enjoying the scenery and wildlife.

If you have not visited the Pocky recently, please try to rectify this and maybe on a Sunday afternoon have a short trip on *New Horizons*. or call in at the Information Centre at Canal Head where our willing helpers are ready to tempt you to part with some pennies to go to our restoration funds. It's always good to meet fellow PCAS members.

Many thanks to our contributors to this issue. There is another 'Spotlight On' this time on David Tomlinson our recently retired Treasurer, happily staying on the committee as a valuable member. David, along with Sheila, last Double Nine Spotlight subject has served many years as a valuable member and helper to PCAS. It's good also to have contributions from the angling community, highlighting the fact our canal has much more to offer other than just boating.

Roger Bromley



David Tomlinson inspecting paddle gear at Cottingwith Lock

Chairman's Column

Two new members were elected to our committee at the Annual General Meeting in April. They are Howard and Hilary Anguish. For Hilary it will entail plenty of work, because she has taken on the role of secretary. This is in succession to Sheila Nix, who has retired from the position after 40 years in the job. However, Sheila has not given up entirely, as she remains on the committee as an ordinary member.

Also retiring as an officer, but continuing as an ordinary member, was David Tomlinson, who has given up the job of treasurer. David is a long serving committee member who has served the society as work party organiser, and vice chairman, as well as two stints as treasurer. Both David Tomlinson and Sheila Nix are founder members of the society. The post of treasurer has passed to Gordon Harrower.

Retiring from the committee were Bob Ellis and Nick Milsom who both served for one year. I would like to extend my thanks to the retiring members for their contribution and to the continuing committee members, especially the officers, for all their work.

LANDING STAGES

Although the materials for landing stages at up to sixteen locations on the canal have been purchased, work has still not started on their installation. The hold up is because there is not yet agreement on how long they should be. British Waterways have a minimum standard for the length and that would accommodate two longish boats. This is considered inappropriate for the Pocklington Canal where the usage would not justify such a length, and permission has been granted for 15 metre landing stages. Natural England are arguing in favour of even shorter ones. The view of the society is that any shorter than 15 metres would be of little use to many of the boats that use the canal.

Once agreement is reached on this issue, there will have to be a formal request for consent to carry out the works within Sites of Special Scientific Interest. When it comes, the consent may have conditions attached to it that restrict the times of year when the works can be undertaken. So it is still difficult to know when the landing stages will be installed.

NO 8 SWINGBRIDGE

The scheme to install the pintle at No 8 Swingbridge has also run into a snag. A serious accident has occurred at some other point on the waterways network which has caused British Waterways to delay the work. Apparently, some children had acquired a key to unlock a swingbridge

and were playing with it. A girl was sitting with her legs in the bridge recess whilst the bridge was being swung and she received injuries so severe that both legs had to be amputated.

In the light of this tragic accident, BW are reviewing the design of all swingbridges and the consequence is that work at No 8 Swingbridge has been deferred.

SANDHILL LOCK

British Waterways have completed their works at Sandhill Lock, and the lock chamber is now braced from side to side with substantial timbers. I understand that the severe winter frost caused the bulging part of the lock chamber to collapse shortly before the bracing was installed. (see page 30) This collapse revealed that the bulge only affected the outer skin of bricks and that the problem was not a structural one.

NEW HORIZONS

Our tripboat, *New Horizons*, returned from its winter refit at Goole in time to start the new season at Easter. It now has a new steel roof and better seating arrangements. It has also been smartened up with fresh paint etc. It is pleasing that there are several new crew members and a programme for their training is in hand.

THE NORTHERN CANALS ASSOCIATION

The Pocklington Canal Amenity Society hosted another meeting of the Northern Canals Association earlier this year. It was an opportunity to explain to members of other canal societies what is happening on our patch. From all reports the event was enjoyed by all who took part.

THE FUTURE

It seems that just about every year, we hear about further cuts in the grant-in-aid that British Waterways receives from the government. BW generally responds by cutting the size of its staff, which is probably just about the only way that it can respond. We know that locally the maintenance team has been cut on several occasions. This trend is worrying for the future of the canal system of England and Wales, and particularly so for the peripheral parts of the system, such as the Pocklington Canal.

The present state of the finances of the nation is also a cause for worry. The new government will be looking in all directions for savings, and it is unlikely that the waterways will escape the eye of DEFRA, the

government department that sponsors the waterways. So it could well be that further cuts are on the way.

Against this background, and probably seeing the writing on the wall, Robin Evans, the chief executive of British Waterways is pressing ahead with his proposal that BW should move out of the public sector and become some sort of independent trust. This, of course, would fit well with the agenda of the coalition government which would be very happy to see BW financially self-sufficient. Although this development is probably some time off, it seems that it is going to happen, and times will be hard.

For our canal network to survive in the condition that we have become used to seeing it, British Waterways will have to become more efficient. They will have to find far cheaper ways of carrying out their maintenance operations. Over the 40 years that I have taken an interest in the waterways, I have seen enormous improvements in the efficiency of BW, particularly with regard to the productivity of their operational staff. I am not convinced that there has been the same improvement in their administrative systems and their procurement procedures. Often it seems that British Waterways are overburdened with overheads and that contract work costs far more than can be justified. Even on the Pocklington Canal, where funds are particularly tight, we can see many areas where money is being wasted. This will have to change.

Paul Waddington

Do you have any spare children's buoyancy aids?

Children come in different sizes so it would be useful to have some more buoyancy aids for use on *New Horizons*.

If you have any spare buoyancy aids or lifejackets in good condition and would like to donate them to a good cause please contact any crew member or a member of the PCAS Committee.

Thanks to Bob Ellis for donating a buoyancy aid.

AJA



New Horizons

After the new steel roof was fitted, *New Horizons* was taken back to the Pocklington Canal. Dave Wilson has written an account of the adventure in this issue (see page 22). A lot of cleaning and painting was done to get the boat ready for the start of boat trips on Good Friday.

The weather at was better than some years and short trips were run on three days over the Easter weekend. Short trips on Sundays continue to be popular and it is sometimes a struggle for crew members to find time for lunch.

The four destinations for longer trips are Gardham Lock, Hagg Bridge, Cottingwith Lock at the Ferry Boat Inn at Thorganby on the River Derwent. Gardham Lock is the most popular destination and we have asked British Waterways for permission to put a picnic table at this site. Contributions towards the cost of purchasing a suitable table would be appreciated. Please contact any member of the PCAS Committee if you can help.

Longer trips can be arranged at any time other than Sunday and Bank Holiday afternoons, which are reserved for short trips. The photos were taken on a trip to Gardham Lock with the 50th York Christ Church Brownies. We were able to accommodate over 20 passengers by having one group on the outward journey swapping with a group of walkers for the return journey.



50th York Christ Church Brownies at Gardham Lock



Wait till I say Go! - Andrew Brett instructing an eager Brownie

June and July are popular months for special trips with plenty of dragonflies and damselflies to add interest and the prospect of sunny summer evening trips.

Congratulations to the group of crew members who received certificates for training aboard the *Waterstart* training vessel run by the National Community Boats Association at Thorne. Two Saturdays — one in June and one in July — have been set aside for newer crew members to become familiar with running *New Horizons* on the Pocklington Canal. At the time of writing the boat is in daily use and we expect donations towards the work of PCAS to continue to increase again, as they have done every year since we started trips.

To avoid spending a lot of time discussing *New Horizons* at PCAS committee meetings, the boat is now managed by a small sub-committee, which reports to the main committee. Some of the more contentious issues have already been resolved. All crew and members of PCAS are welcome to make suggestions, but we sometimes have to cope with some very different ideas!

Alistair Anderson



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REAL FOOD
REAL PUB!***

OPENING TIMES

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Monday - Friday 12noon - 3pm
5.30pm - 11pm
Saturday 12noon - 11pm
Sunday 12noon - 10.30pm

Food Served

Monday - Friday 12noon - 2pm
6pm - 9pm
Saturday 12noon - 9.30pm
Sunday 12noon - 8pm

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Allerthorpe
01759 302349**

Membership Report

We welcome ten new memberships (sixteen new members) since the last issue of Double Nine.

Mr Eric Dove from Pocklington

Mr Graham Rollason from Melbourne

Mr & Mrs Adrian Lovett from York

Miss Brenda Milner from Wilberfoss

Mr John & Mrs Shirley Collier from Selby

Mr David Burden & Miss Liz Sharp from Wilberfoss

Misses Lorna & Sarah Lee from Wetwang

Mr Howard & Mrs Christine Green from Anlaby

Mr Mark & Mrs Debbie Smith from Pocklington

Miss Jane Lumley from Pocklington

We do appreciate any ideas from existing and new members and hope our new members will feel free to volunteer in any way they would like!.

Carol Booth

PCAS Information Centre at Canal Head

There is a new opening time for the Information Centre this season. The new opening time is 12 noon until approx 4pm.

Sheila Nix still 'mans' the centre on most Sundays but later in the afternoon. Carol Booth, membership secretary, has been opening the centre as close to 12 noon as possible selling plants, which have been grown by members as well as other donated items as another way to spread the word and add to the society's funds.

Carol feels that this should continue and is looking for more volunteers who could spare one Sunday each month to help run the centre from 12 noon until Sheila arrives (2pm-3pm) thus reducing the time given by each volunteer to a couple of hours or so.

Also, if anyone feels they can donate items or plants to sell at the centre please do not hesitate to contact Carol on 01759 318181 who will then make arrangements to take delivery of items for sale.

Working parties

Although not yet 'official' a small group of volunteers have started improving the Canal's surroundings

As reported in the last issue of Double Nine work at Canal Head has improved the Information Centre and the tables and seats situated around the picnic area. The information boards at Canal Head and Melbourne have also received a 'spring clean'! Attention was then turned to the compound at Canal Head. Left over from the time when regular volunteering work was done on the canal was an assortment of old machinery and numerous other odds and ends. With modern Health and Safety requirements much of this material will not be able to used again. After some clearing of undergrowth it was possible to find some of the buried 'treasures' which had remained hidden for some years.

Some of our willing helpers, returning along the towpath with scrap metal for recycling, were accosted by the local constabulary as they had been reported by a dog walker as possible thieves! Full marks to the walker and the Police for being on the ball.

We now have a much clearer compound and a few more pounds in the bank thanks to this effort. There is still much more to do, more seats need some attention and litter pickers are always welcome. The tidier we able to make the Canal and its surroundings the better it looks and hopefully people will remember to take their litter home with them.

Any willing volunteers please contact Dick Watson on 01759 305025 or any member of the committee.

Canalside Cottage fire

On Saturday 29th May two fire engines were called to a fire in a cottage near the canal. Water was extracted from the canal by the engines in an attempt to extinguish the fire but alas the cottage which has been unoccupied for a number of years was badly damaged and the burnt out shell is now surrounded with security fencing

DW



SPOTLIGHT ON:-

DAVID TOMLINSON

David's childhood was spent on the Family Farm with fields bordering the Staffs and Worcester Canal, which during the war years was busy with coal traffic from the Cannock Chase collieries to Stourport power station. This led him to have an early interest in canals. Teenage years spent at the local Grammar School which stood alongside the Shroppie Cut which at that time was quite busy with commercial traffic, furthered his interest in the waterways.

After three years of RAF service, David worked for a time in Wolverhampton where a chance meeting with a fellow enthusiast led to the formation of the Staffs and Worcs Canal Society in 1959. This was a time of campaigning for the waterways and the S&WCS became deeply involved in the campaign to keep the nearby Stourbridge Canal open for boats.

The outcome of the campaign was an historic agreement with BWB whereby volunteers led by S&WCS would work alongside BWB staff to restore and reopen the semi-derelict flight of 16 locks, thus allowing boats to travel between the Birmingham Canal near Dudley and the Staffs & Worcs Canal.

David organised the working parties which operated every weekend from 1964 to May 1967 when the Canal was reopened and remains in regular use today. The scheme was a success and helped to change the atmosphere for good, volunteers are now an accepted part of the Canal scene.

David's involvement in the Pocklington Canal arose as a result of another chance meeting when one of the young Stourbridge volunteers — Malcolm Harrington met PCAS founder—Eric Lount on the towpath at Thornton Lock. This led to an invitation for David to come and have a look at the Pocklington Canal—and the rest, as they say, is history.

The following questions were then put to David:

Q. Where was your first boating holiday?

A. A circular trip around the Midlands Canals.

Q. Which is your favourite waterway?

A. I will pick 3—The Stourbridge Canal, the Southern Staffs & Worcs and the River Thames.

Q. What is your most memorable occasion on the waterways?

A. Reopening of the Stourbridge Canal in May 1964.

Q. What is your favourite part of the Pocklington Canal?

A. Cottingwith Lock and the surrounding area and the Canal between Melbourne Arm and Bielby.

Q. Any other interests?

A. I enjoy visiting historic houses, Castles, Abbeys and similar sites and exploring the remains of long disused navigations. Classical music and a good book on the above subjects.

Pocklington Canal Wordsearch

Find eleven words or pairs of words (e.g. MELBOURNEARM) related to the Pocklington Canal. The answers are on page 31.

J	U	O	Y	T	O	J	O	R	I	A	N	M	I	G
Y	W	K	B	R	G	K	N	S	Z	L	A	W	Y	H
C	K	F	L	E	K	X	J	U	G	H	M	G	F	A
P	I	U	E	D	K	Q	Y	C	D	E	V	R	Q	G
I	Y	J	I	D	Q	R	P	R	L	U	J	O	J	G
F	D	S	B	B	D	X	A	B	U	W	G	L	R	B
Z	R	H	R	A	C	G	O	P	W	A	X	M	V	R
Z	G	W	A	L	B	U	T	B	R	I	D	G	E	I
P	P	Z	U	Y	R	V	C	D	G	W	U	U	I	D
N	O	T	G	N	I	L	K	C	O	P	T	B	M	G
G	R	V	E	W	K	C	O	L	P	O	T	E	Y	E
B	G	A	K	X	X	L	N	O	T	N	R	O	H	T
N	R	U	B	L	I	S	U	R	N	N	G	C	D	V
M	X	A	V	X	R	B	S	N	I	W	D	L	A	B
M	H	T	I	W	G	N	I	T	T	O	C	Q	N	F

Fishing on Pocklington Canal

Completed in 1818 the Pocklington Canal has gradually been restored since the 1970s. It is over nine miles long and runs through nine locks, from the Canal Head near Pocklington to where it joins the River Derwent near East Cottingwith. It is within a scenic area of the East Yorkshire countryside.



With adjacent land often flooding in wet periods, especially winter, the canal lies within a Site of Special Scientific interest because of its resulting diverse fauna and flora. Water voles, dragon and damsel flies, swans, coots and moorhens, not forgetting barn owls at dawn and dusk, all abound. And these are just examples! The reeds edging the canal are a particular nesting site for many birds, though they can often be hard to spot. Water lilies and other aquatic plants such as crowfoot, hornwort and lesser water plantain are other features.

Apart from fascinations of nature, for many a visit to the canal involves fishing. This popular pastime is controlled by the York and District Amalgamation of Anglers who lease the water from British Waterways (day tickets being available from Melbourne and Elvington post offices, as well as other outlets in the York area). The chance of catching fish in very pleasant, peaceful surroundings is certainly an attraction for anglers.



Tench, bream, carp, roach and perch are the usual targets, but pike can also be caught especially during the colder months from October to March.

Indeed, yours truly has edited two books - 'Pike Fishing in the UK and Ireland' and 'Pike and Freshwater Predator Fishing in the British Isles' - with both including photos that feature the canal (you have got to spot them though, as anglers can be secretive about waters where they are successful, and often do not name them!).

With such as Danny Haynes and Tony Durkin, I have been pike fishing on the canal for a number of years. You might have to go through several days without catching but perseverance, putting in the time and effort, can bring some success.

To conclude, the canal is a real haven for all those who enjoy the countryside and country pursuits. Furthermore, there seems to be a good relationship between all those interested in, and who use, the canal and its environs – the New Horizon barge which operates from spring to autumn, walkers who appear all year round, birdwatchers and, last but not least, anglers themselves. Long may all this continue.

Dr Steve Rogowski

Pocklington Canal — a personal perspective

by Dave Carr, York & District Amalgamation of Anglers

Pocklington Canal, which never quite reached the East Yorkshire market town, from which it took its name – thanks to the vested interests of the toll road now known as the A1079 – remains as much a dichotomy as it ever was.

Built as the inland waterways equivalent of a railway branch line, and with no immediate connection with an important centre of population, surely only eternal optimists speculated upon its long term business success.

With its original purpose long gone, thanks to the development of the railways, and subsequently of road transport, both of which reached into the town of Pocklington, and both of which connected directly with a number of towns and cities, the canal became a rural backwater, returning in part to nature, perhaps lucky indeed to have survived into the twenty first century.

It has found some new purpose as a leisure facility, for anglers, for bird watchers, for dog walkers, for ramblers and, for a number of boat owners.

All, to some extent, are restricted by the hand of Nature such as the rampant growth on land and in water; and by the ravages of time on the largely original infrastructure. As a consequence, Pocklington Canal remains now, as when built, a waterway of limited potential, but certainly underused.

When “Welcome to Yorkshire” invested heavily in 2009 in advertising to increase holidays, long weekends and day visits to Yorkshire, they succeeded beyond expectations. But how much benefit reached our part of the County? I know that York & District Amalgamation of Anglers did not see a commensurate increase in Day Ticket sales.

So, is there room for development of the leisure usage of the canal, to the benefit of local shops and businesses? Or would a greater volume of visitors destroy the very essence of an amenity treasured by its present users?

Having seen the improved pathway/cycle track besides the Staffs & Worcester canal near to Stourport, and the cavalier attitude of some cyclists and joggers, I’m not sure that I want to see our canal changed quite to that degree.

From an angling point of view, parking and access on Pocklington Canal are excellent. There are plenty of fish in the canal, of a good variety of species. However, the water is both clear and shallow, and, once Summer is upon us, prone to excessive weed growth. The points of access most commonly used are at Canal Head, Melbourne, Hagg Bridge and East Cottingwith, though the much prized piscine sanctuary at Melbourne Marina is currently denied to us.

Ironically, though anglers and boat owners have not always seen eye to eye, a modest increase in the traffic up and down the canal would benefit the fishing. Firstly, an increased depth of water would be demanded, or created by the passage of craft; and secondly, boats would stir up an amount of sediment that would add colour to the water.

Wouldn't it be something to see a draught horse working a boat up the canal, as in the early days? Now, for that, it would be worth moving a fishing pole out of the way!

For further information on fishing on the Pocklington Canal:

Telephone 01904 651346

e-mail secretary@ydaa.org.uk

Website www.ydaa.org.uk



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Find us 24 hours-a-day on 101.8 FM, and on the Web at www.vixen101.co.uk

Northern Canals Association visit to East Cottingwith — 25 April 2010

It is eight years since the last visit to the Pocklington Canal by NCA, when their visit was focussed on the top end of the canal, so it was appropriate to hold the meeting in East Cottingwith Village Hall. After a welcome cuppa, Paul Waddington welcomed canal enthusiasts from around the north of England to our patch.

Our first guest speaker was Judy Jones BW Heritage Advisor, who covered the new Heritage Partnership Agreements, with particular reference to the recent pilot HPA for the Pocklington Canal. She was followed by Julie Sharman, BW Regeneration Manager Northern England, who gave a presentation on Regeneration and Waterways and was optimistic about the future of our canal, despite the current economic situation. Our final speaker was IWA Hon. Engineer, Roy Sutton, who covered the results of the recent Restoration Committee Survey.

Following a first class buffet lunch, we walked down to see the recently restored Cottingwith Lock, Paul Waddington explained the work involved and we were demonstrated the unique paddle gear fitted to the top gates, quite easy the lock being full. We then walked up the tow-path, stopping at the foot of Canal Lane to greet a couple in a canoe and returned to the Village Hall.

After coffee, the meeting concluded with our guests giving their reports on restoration progress and related events on their waterways. Several



NCA Members at East Cottingwith

of them accepted our invitation and went on to enjoy a trip from the Melbourne moorings on *New Horizons*.

Thanks are due to our Chairman for helping to arrange the speakers, Mrs Jean Fletcher for providing a first class buffet lunch, her two stalwart helpers – Carol Booth and Angela Stallard and finally Alistair Anderson for providing the projection kit and the PCAS display.

David Tomlinson

Money Matters — Accounts 2009

Although this years accounts show only a modest net surplus of £1,893.00, compared to the previous year, when the funds were boosted by donations, our finances remain on a sound footing.

Subscription income rose from the previous year and donations produced £828.00 thanks to the generosity of members and the general public, there were no large donations. Gift Aid tax refunds rose to £1,204.00 thanks to members' generosity. Bank interest remained in the doldrums – a 50% cut on 2008. Various functions during the year made a net profit of £99.00, together with £283.00 from raffles.

The Canal Head Information Centre/Stall showed a modest surplus of £215.00, which included £58.00 for scrap aluminium drinks cans and other alloys, down from £81.00 the previous year, for the same amount of scrap. Other sales at Goole raised a further £273.00 for our funds.

Thanks to our hardworking crew, *New Horizons* had a very good season, boat trip donations totalled £4,563.00 plus a further £1,150.00 from our various sponsors. There were, of course, the various expenses – BW licence, insurance, fuel etc. The result was a surplus of £2,957.00, last year 2008 it was £657.00.

The largest item of expenditure was paying for a set of the traditional wheeled paddle gear fitted to the new top gates at Cottingwith Lock. There was a sharp rise in the costs involved in printing and posted your Double Nine, firstly we produced three issues, which we aim to due in future years and secondly the price of the stamps rose. The result of a cost to our funds of just short of £1,000.00.

In conclusion I must thank Tony Farmer FCA for carrying out the requisite examination of our books and records as required by the Charity Commission. Our Membership Secretary – Carol Booth for her assistance and our volunteers on *New Horizons* and at Canal Head for their valuable contributions to PCAS.

Thank you all for your support and friendship during my time in office, I am sure that you will support my successor Gordon Harrower in like manner.

Copies of the Accounts are available from the Treasurer, a 2nd class stamp would be appreciated.

David Tomlinson

How much do you know about your waterway heritage?

by Howard Anguish

Through the last couple of hundred years or so, boating on our inland waterways, like many other pursuits, has generated its own unique and sometimes obscure terminology. Some of these words have remained in common usage up to the present day, while others have faded away with the demise of the old working boatmen and women. It would be a great shame if these echoes of a heritage, now a dim memory for most people, is lost and so here is a small quiz to while away a few minutes to see how many of the terms you recognise. There are no prizes – it's just for fun. Try to answer as many as you can before looking up the answer (try not to Google) and no, to 'Google' is not a waterway term!

<i>Bore or Aegir</i>	<i>Chalico</i>	<i>Clough (or Clew) (or Jack Clough)</i>
<i>Freshet</i>	<i>Gongoozler</i>	<i>Gauging</i>
<i>Horse Marine</i>	<i>Invert</i>	<i>Jebus</i>
<i>Keb</i>	<i>Loodel</i>	<i>Pen</i>
<i>Quoin</i>	<i>Rimers</i>	<i>Slat or Slacker</i>
<i>Staith (or Staithe)</i>	<i>Stank</i>	<i>Steering Pole</i>
<i>Strap</i>	<i>Tom Pudding</i>	<i>Tying Point</i>
<i>Wherry</i>	<i>Windlass (1)</i>	<i>Windlass (2)</i>
<i>Wings</i>	<i>Winning Place (winning Hole)</i>	<i>Working Turns</i>

Answers on page 26

***New Horizons* returns – March 2010**

The Skipper of the Day, sleeping on board, was up at first light to make a cuppa, but grey and wet outside he then retreated to a warm sleeping bag to make plans. Finally, action began. The porridge pot was put on and the first preparations made for departure. Out came the life rings, on went the new shiny white centre mooring warp threaded to the large U bolt on the new roof, its eye spliced by Paul W, brass tiller mounted, and with some difficulty, the stern rope snubber was hung by its chains. Later, the bilge was looked at then the engine fluids checked; seemed ok, but couldn't find the checklist for help.

Another cup of tea was made just as the two good men arrived, Greg bearing a pot of chilli stew and Gordon with his hand-held VHF radio – the crew! Soon that first call was made to Ocean Lock and we were off, chugging gently across still grey waters. At the lock entrance another call on the VHF brought much noise of alarm bells as the massive gates slowly swung open and *New Horizons* entered, holding position, where the lockie could see her. More noise and the gates closed and we were going down, but not far: this was 5.4m??? spring tide.



Approaching the M62 viaduct

With Greg at the helm and on half throttle NH penned out into a swiftly flowing flood tide. There was no wind, but lots of mist, so the ride had an unreal feel. There was a lot of debris floating in the water, some quite big. My day was made when a stray fender was spotted. Gordon deftly hooked it aboard with the pole and we were off again (later in Barmby Lock, I threw it overboard, when I thought it was tied on!). Riding the top of the flood, we were level with upstairs windows on houses facing the river, but no one waved – were they still in bed?

No short cuts were attempted at the island by Hook where the high M62 concrete bridge looms large, straight ahead an almost straight line in the sky. NH followed the current left and west into narrows between stands of dense trees on both sides before making an abrupt right turn to head under the long viaduct. More bridges were slid under without alarm as the river meandered this way and that. Soon the huge cooling towers of Drax power station loomed large, monster like in a flat landscape; well only the bottom halves as the tops were lost in the mist. Exactly an hour and a half after leaving Goole we had reached Barmby Lock. The keeper was away at Elvington Lock but had kindly left the bottom gates open ready for us.

We thought we were at the top of the tide, but a turn quickly proved otherwise: not quite yet! Once again the bows were pointed into the current, while Greg at the tiller balanced throttle against current holding *New Horizons* mo-



A gentle glide into Barmby Lock

tionless, did a practice starboard ferry-glide then satisfied, put her to port and slowly and gently eased her into the lock entrance with not a bump or sound! Nice one Greg. Snug between two solid concrete walls it was suddenly dark and with only a few feet clearance under the bridge above.



Gordon still smiling!

We were lucky. Martin the Lockie arrived with a smile on his face and invited us inside his centrally heated office, but to pay up! It was nice to see how it all worked even if it was on a screen. Alistair arrived just in time with his wallet and soon Angela and Simon were here too with a very big hamper of food and drink – were we in luck? Young Jo, Greg’s grandson, still asleep, also joined us bringing brawn and teenage wit.

We cast off from the pontoon just as the sluices were opened: its all automatic! The noise levels on the back deck increased as the throttle was opened and a bow wave rose as the river speeded up – 3 to 5 knots? Then the rain began to fall, slowly at first. The kettle went on. Wressle came and went: the grey limestone of the castle looking very cool. At Brighton we passed the moored craft then our first boat travelling downstream quite fast, darting out from behind a large hawthorn bush - that woke Jo at the tiller! Bubwith Bridge was safely negotiated and the houses left behind. The clouds dropped lower and the weather now took on an ugly look: this wasn’t in the plan. By now most of the party were wet to some degree and starting to feel the cold – oh for a glowing hot pot stove!

The river meandered through pasture lands shiny wet: there was little to see. Had all the wildlife gone home? A bitter cold wind blew up from the east and bonnets and waterproof trousers went on. Mobile phones stopped working – not much of a field out here, but plenty of grassland. On the northern reaches, when all signs of habitation had finally retreated behind the flood dykes, the cold front got colder. The rain lashed faces, bright red and soon the solitary helmsman was left on his own. Down below it wasn't much warmer. The side screens billowed in the wind, letting in cold draughts. Much hot tea and coffee was drunk and the last of Jaqui's chilli stew was scraped from the pan; the most frequent question - how far is it now?

Finally the Ferryboat Inn appeared and the cut to the right, leading to Cottingwith Lock. Here, Gordon left us and guests Steve and Linda arrived, once they had been located, dozing in their van. On home waters now, *New Horizons* was locked up onto the Pocklington, but was stopped at the first stop-hole to tie up. Someone wanted to change their shoes and their house was but a short stroll away: Alistair followed. The kettle went on again. Jo walked ahead to the next bridge to speed progress. Eventually, the engine was fired up and once again NH chugged east. Jo, good lad had opened the next bridge, but now very chilled was grateful to climb aboard again and sup hot tea down in the cabin.

One swing bridge was impossible to move even after a giant of a log lodged under the bridge, was prised loose by young Jo; even with a team of heavies jumping up and down, pushing and pulling. There was a great swathe of debris lodged beneath and up the sides of the steel structure. Finally, when everyone had had enough and getting colder by the minute, an old bargee's trick was applied and slowly the bridge gave in with a stubborn creak and a groan to let NH through. We were on our way again.

Gardham Lock was conquered, swans were passed protesting and the last swing bridge of the day was opened, closed and *New Horizons*, with her new roof, yet painted red lead, eased into the Arm and towards her berth. It was six of the evening and the light was beginning to fade. Cold and wet, the party quickly dispersed, to cars and nearby homes: it had been a long day. A good day too: no ship wrecks, no alarums. Perhaps next time the sun will join us?

Skipper Will

(all photographs courtesy of Will)

Quiz answers (from page 21)

Bore or Aegir – A tidal wave known as a bore on the Severn & Aegir on the Trent. Caused at or near spring flood tides by large volumes of water being confined as the river progressively narrows

Chalico – A strange mixture of tar, cow hair & horse dung, heated and used to fill gaps in wooden boat. Much better than bottom blacking but no-one wants to apply it!

Clough (or Clew) (or Jack Clough) – another term for a lock paddle, still widely used on the Leeds & Liverpool and elsewhere.

Freshet – The increase in a river flow due to rain falling upstream

Gongoozler – We're all guilty of being one of these, I think! Originally, someone who stands and stares at anything unusual, now used specifically for those who watch you struggling while using a lock

Gauging – A method of measuring a cargo boat to determine the toll to be paid by measuring the draught of a boat and by consulting on a table specific to that boat the quantity of cargo could be found

Horse Marine – contractors, [particularly on the Yorkshire waterways, who provided horses to tow the sailing barges on the upper reaches of navigations

Invert – An inverted arch of brickwork or stonework forming the bottom of a lock or tunnel

Jebus – A false bow at the front of a chain of compartment boats (see Tom Pudding) to reduce the resistance of the chain of boats as they're being towed along..

Keb – a large iron rake used to fish out debris from canals.

Loodel – A vertical extension to a barge tiller when loaded with high loads such as hay or straw to assist the steerer.

Pen – Another term for a lock still in common use in certain places. Also in phrases such as 'to pen' or 'penning' through a lock. In common use in commercial waterways in the North East of England

Quoin – the hollow recess in which the heel of a lock gate revolves

Rimers – posts on weirs on the upper Thames against which weir paddles are placed, to control the river levels

Slat or Slacker – other terms for paddles

Staith (or Staithe) – a wharf where cargo (mainly coal) is loaded into boats

Stank – A temporary dam to allow work to be carried out to underwater structures

Steering Pole – a pole at the bow of the second barge in a train of barges on the Fens to allow the whole train to be steered

Strap – a rope used for stopping a boat, using a post on the side of a lock.

Tom Pudding – another name for a compartment boat in South Yorkshire which were combined in long ‘trains’ towed by one tug (see Jebus)

Tying Point – the shallowest point in a navigation which is the limiting factor in how deep a boat can load to reach anywhere on that navigation. Nowadays these are described as “pinch points” which can also refer to a narrowing of a waterway at a specific point.

Wherry – a wide beam sailing barge found on the Norfolk Broads and nearby rivers

Windlass (1) – sometimes called a lock key, or a crank. The handle which is used to operate a lock paddle

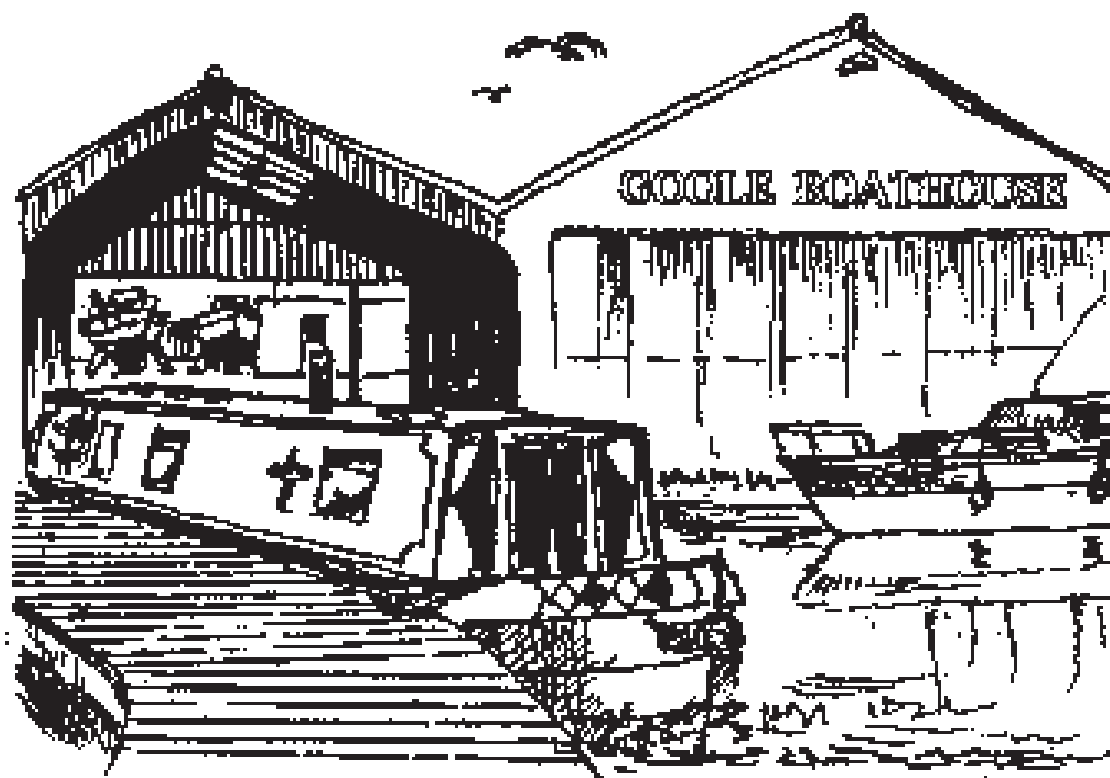
Windlass (2) – a winch on boats used to control anchors and mooring ropes

Wings – boards rigged on each side of a narrow boat used by ‘leggers’ to walk a boat through a tunnel when the tunnel is too wide to reach the walls by lying on the deck

Winning Place (winning Hole) – another name for a ‘winding hole’ which is a widening of the canal to allow a boat to turn round

Working Turns – waiting at a lock for a boat coming in the opposite direction to make best use of a limited water supply in dry weather.

GOOLE BOATHOUSE



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In Memory of George Parkes

Many members will remember George Parkes, who was an active member of PCAS for many years. He died on Sunday 14 May 2006, just a few hours after spending a pleasant day aboard the trip boat.

After his death, George's family made a generous donation towards restoration of the canal. The replica wheel-operated paddlegear at Cottingwith Lock was reinstated in his memory during the repair and re-gating of this lock. An attractive



brass plaque has recently been installed on one of the balance beams at the top of the lock.

Before I got to know George I had enjoyed boating holidays for a few years, but he helped me appreciate that waterways have a lot more to offer. We had many outings to visit local canals. I am particularly grateful to George for getting me involved with the Pocklington Canal. That was nearly 25 years ago, at a time when we had regular working

parties. It was not long before he encouraged me to join the PCAS Committee. I learned a lot about restoration of the Pocklington Canal and the Driffield Navigation from George.

George put a lot of effort at working parties over many years and was heavily involved with meetings related to waterways. He had an amazing memory, and an eye for detail. He could recall much more than me and most people when he visited places and attended events. He could recount his experiences years afterwards. George enjoyed relating his adventures and sometimes conveniently forgot that he had told the same tale more than once!

It never failed to amaze me that George was able to report discussions at meetings without bias, despite the fact that he often had a strong personal opinion on the matter. I presume that his attention to detail took precedence over his own views.

George helped with *New Horizons*, tackling some horrible jobs such as painting the hull with bitumen. When we started running boat trips he would arrive wearing a fluorescent safety jacket that had become his hallmark since he started work with North Yorkshire Moors Railway. He really enjoyed chatting with the passengers. Had his health permitted, I am sure he would have crewed at every available opportunity. Those who knew George are unlikely to forget him, but the plaque provides a useful reminder of his efforts.

Alistair Anderson

Pocklington Canal Amenity Society Annual Dinner

The 2010 Annual Dinner is to be held at the Feathers Hotel in Pocklington on Sunday November 28th. Menu details will be included in the next issue of Double Nine.

The Feathers Hotel has an historical place in the history of the Pocklington Canal for it was here at a meeting held in August 1814 the decision was made to go ahead with the construction of the canal. Work started the following year with completion to the Turnpike Road and the opening of the canal in 1818.

Another more practical reason for choosing this venue is that they can provide a private room to cater for around seventy people. Our last two dinners have been so successful that we have outgrown our previous venue. Please try to come and meet with fellow members and show your support.

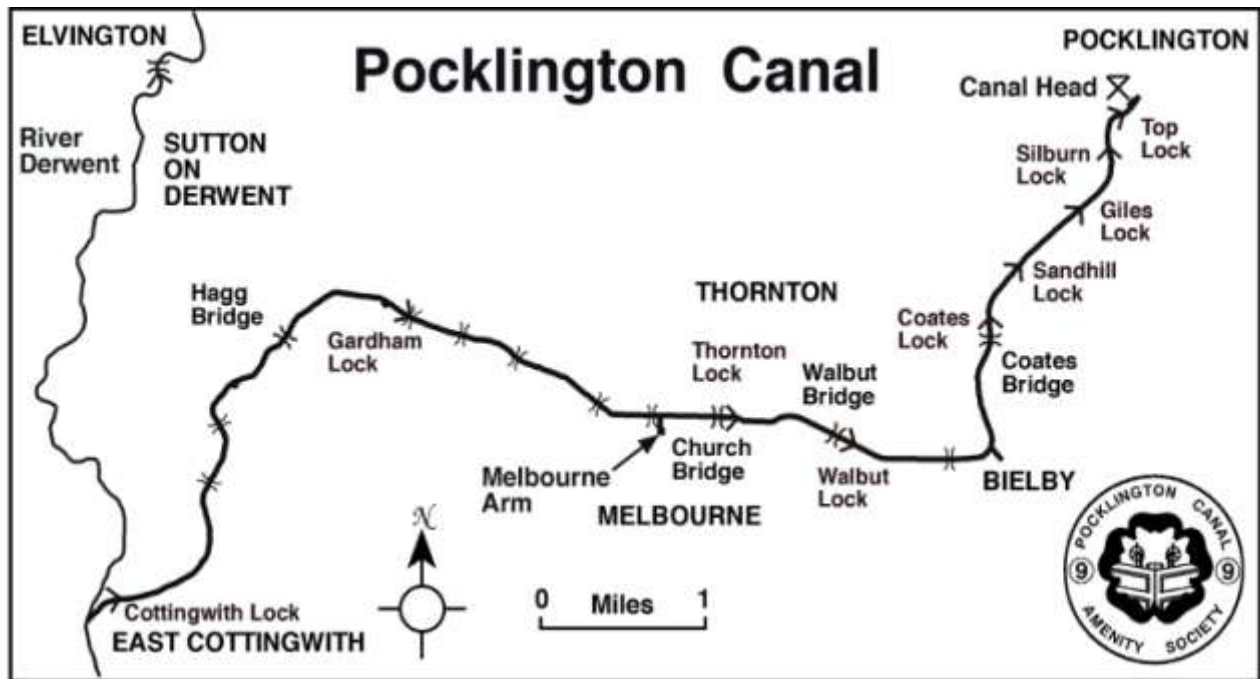


Sandhill Lock with bracing in place

 * **POCKLINGTON CANAL AMENITY SOCIETY** *
 * **Forthcoming Events** *

NEW HORIZONS	PCAS ANNUAL DINNER
Short trips continue to run each Sunday and will also run Bank Holiday Monday from 12.00 noon until 4.30 pm. Longer trips by arrangement.	SUNDAY November 28th at The Feathers Hotel, Market Place, Pocklington YO42 2AH More details in the October issue of Double Nine
IWA East Yorkshire Branch	IWA East Yorkshire Branch
Friday September 17th 8.00pm Cottingham Methodist Church Hall Cottingham HU16 4BD The Safe Anchor Trust. A presentation by Les Moss	Friday October 15th 8.00pm Cottingham Methodist Church Hall Cottingham HU16 4BD A talk given by The Waterway Recovery Group.

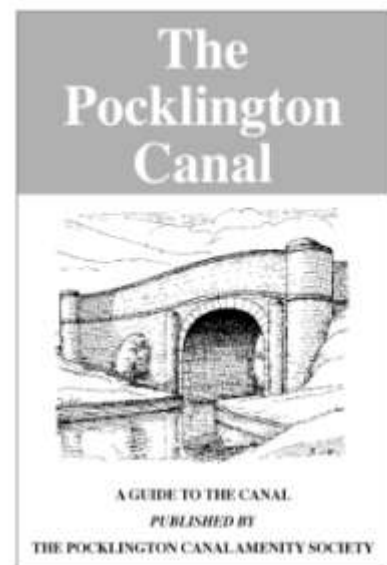
Answers to Pocklington Canal Wordsearch (page 14)		
COTTINGWITH	GARDHAM	BALDWINS
TOPLOCK	WALBUTBRIDGE	BIELBY
POCKLINGTON	MELBOURNEARM	HAGGBRIDGE
SILBURN	THORNTON	



GUIDE TO THE POCKLINGTON CANAL – £3.50

This PCAS guide was revised in 2008 and includes a wealth of information about the canal and surrounding area, its history, geography, restoration and wildlife, with general maps of the area and strip maps of the canal from the Derwent to Canal Head. The guide also contains attractive line drawings and an up-to-date list of useful telephone numbers and addresses.

The Guide is available from W & C Forth, Printers and Stationers, 13 Waterloo Lane, Pocklington. Please contact the PCAS Secretary to order a copy by post (cost £4 including postage). The Guide is also available from the PCAS Information Centre and from our tripboat.



MEMBERSHIP SUBSCRIPTIONS

Membership subscriptions were due at the start of January 2010. If you pay your subscription by Standing Order please check that the payment is correct.

Membership subscriptions are:

Annual family membership (or a couple living at the same address)	£10
Annual membership subscription (per person)	£8
Annual membership concessions (student, unwaged or retired)	£5
Life membership (per person)	£80
Life membership concessions (over 60 or unwaged)	£50