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DOUBLE NINE
THE
POCKLINGTON CANAL
AMENITY SOCIETY



MAGAZINE

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THE POCKLINGTON CANAL AMENITY SOCIETY

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www.pocklingtoncanalsociety.org

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

Editor's Notes

Another season on the canals drawing to a close. Or is it?. New Horizons may be going to Goole for some Winter Works but the canal still has so much to offer. Natures autumn colours are a delight to see and what better than a walk along the towpath on a crisp winters morning. If you are out and about, why not take some photographs and send them to me for consideration in our next newsletter.

We send out a few hundred of Double Nine each issue. Stamps and envelopes keep increasing in price. If you wish to receive subsequent issues electronically please drop me an e-mail and you will get the full issue (with colour photographs!) as soon as it is ready. Be aware it is quite a large file!

You will see an order form for PCAS clothing in this issue. T shirts, Polo Shirts, Sweaters and fleeces are available in either dark green or navy blue. These can be ordered direct from the supplier meaning PCAS does not have to hold a large stock. Limited supplies will be available in the information centre Talking of which, call in at canal head and see the changes which have been made to the 'shop' Our volunteers are doing a grand job and have also made great efforts to increase the opening hours. If you can help, see the details elsewhere in the magazine.

Inserted in this issue is the menu for our Annual Dinner which this year is to be held at the Feathers Hotel in Pocklington. Please get your menu choices and payment to Dick Watson as soon as possible.

The next issue of Double Nine will be February/March next year. We have some excellent articles in this issue thanks to all our contributors. It is goo to read about other peoples experiences and alternative waterways. If you have some words and maybe a picture or two that could go in our next edition please post or e-mail them to me. As soon as one Double Nine is printed and posted I start on the next one so it is never too early to get your articles to me.

Finally a comment regarding fundraising. We have spent a considerable amount of our funds this year on improvements to the Canal but there is much more to be done. If you have any suggestions for events we could attend or hold ourselves to raise money please contact one of the Committee members with your suggestion.

Roger Bromley

Chairman's Column

WHITHER BRITISH WATERWAYS

For a number of years, British Waterways has been pondering the question of whether it should cease to be a nationalised industry and become independent of the government. For a long time the word *privatisation* was used, and this word would imply that the reformed organisation would have to stand entirely on its own feet without any subsidy from public funds. Since Robin Evans took over as the chief executive, an alternative approach has been canvassed, that of moving into the *third sector*, which would imply some sort of charitable status. The National Trust is often quoted as a model.

At present, BW receives something like 40% of its revenue as grant in aid from the government. This is really a hangover from the post war period when the canal system was seen as an essential part of nation's transport network. According to the philosophy of the government of the day, this meant public ownership and an obligation for the public purse to fund maintenance. Times have, of course, changed, and virtually all the nationalised industries have either been privatised or simply disbanded. However, successive governments have not found it possible to shake off this particular enterprise or to rid themselves of the cost of maintaining large parts of the canal system.

We now have a government that is faced with the urgent need to cut public expenditure, and it seems that no public enterprise will escape its scrutiny. British Waterways is included on a recently leaked list of about 170 quangos that are for the chop. The coalition government appears quite resolute in this matter and there seems little doubt that the axe will fall on all these organisations. British Waterways will not survive long in its present form.

So how will the waterways be managed in the future? It seems that the government is impressed by the suggestion, emanating from BW itself, that it should move into the third sector. I expect this to happen rather sooner than BW had originally planned. BW will be seeking a contract, whereby the government will fund the maintenance of certain historic structures which are of national importance. The Lune and Pontcysyllte Aqueducts would, no doubt, be prime candidates. It is likely that the government will agree to this as a transitional arrangement, in order to ease the transfer into the third sector. It is also likely that any such funding will be short lived.

Another likely development is that the waterways that are currently the responsibility of the Environment Agency will be transferred to the reformed BW. The Environment Agency is also on the list of quangos that are receiving scrutiny. Such a merger would place all the major navigations under a single body which could have the expertise and certainly should have the interest to manage the waterway system efficiently. It would also be the realisation of Robert Aickman's vision of a National Waterways Conservancy.

There remains one difficulty. How would the new organisation balance its books? How could the new organisation manage without the subsidies from public funds that the two organisations currently receive? The answer must be a drive for efficiency and a determined effort to cut overheads. BW has four managers that currently earn more than the Prime Minister. Is this justified? No doubt the same applies to the EA. Although BW staff numbers have been cut quite severely in recent years, few would deny that there is still overstaffing in many areas. The way that BW places engineering contracts, particularly through its omnibus contractors, is costly and wasteful, and must be changed.

LANDING STAGES

The difficulties which have been holding up the installation of the landing stages and which were described in the last edition of Double Nine, have been resolved. The length of each has been agreed at 15 metres, and formal consent has been granted by Natural England. However, there was a further hitch. The contractor that British Waterways had lined up to install them had to withdraw from the contract, because the owner of the business suffered from a stroke. The other two contractors who had tendered were either too expensive or unacceptable to BW for other reasons. A fresh contractor has been approached, and his tender price was considered reasonable, so at the time of writing, the work is about to start.

The landing stages will be installed in a phased programme, beginning with the more heavily used locations.

No 8 SWINGBRIDGE PINTLE

Again, after many delays, there has been some progress to report here. British Waterways had been looking for a contractor who would both manufacture the pintle and install it. They were also insisting on an

ACHILLES registered contractor. The tenders that were submitted were all unacceptably high, with the lowest coming out around £25,000.

It has now been agreed that PCAS can place the order for the manufacture of the pintle with its own preferred contractor; and because the work will take place off site, there is no need for ACHILLES registration. The installation of the unit will be considered as another project and may be undertaken by the society's own volunteers

Paul Waddington

CAFOD's visit to the Pocklington Canal

On 11th September a group of walkers from CAFOD (Catholic Association for Overseas Development) walked from Canal Head to Coates Bridge and back. There was a heavy shower as they set off along the way but undaunted, they carried on. On the way, they paused by one of the locks to hold an impromptu chat about their overseas development work followed by prayers. The sun came out in time for a picnic on their return to Canal Head. Most of the walkers had never been along Pocklington Canal before and they were eager to find out from the information centre some of the history of the restoration.

Apart from this group, the canal was busy all day with walkers who made use of our information centre, not just for information but also for the refreshments available

IMPORTANT NOTICE

Please note subscriptions are due on January 1st 2011

Please help us keep our costs down by prompt payment and please consider paying by Standing Order.

If you already pay by Standing Order please check the amount is correct

Current rates are on the back page

You can just go up and down that one then?

... asked the passer-by; it was raining hard, so probably just a polite question to keep a bit drier on the way to the bus stop. It was Brewery Wharf, part of this July's Leeds Waterfront Festival; we were at our shared Inland Waterways Association (IWA) and British Waterways (BW) publicity stand and were looking at a BW-poster-map of the Waterways. The dark blue line was a waterway completely disconnected from all the other waterways, and going from one end to the other seemed to be the only thing our passer-by could do with their hypothetical boat.

There are many excellent disconnected waterways: the Bridgewater and Taunton Canal has its scale model of the Solar System as a claim to fame; the Grand Western Canal maintains its solitude with its exclusion of the internal combustion engine; the Chelmer and Blackwater is run by IWA-organised volunteers; the Neath and Tennant Canals are hosting the 2011 Trailboat festival; the Monmouth and Brecon canal has its expensively-repaired breach to remember; and the Crinan has its surprisingly short summit level. They are all worth visiting in their own right, but none of them was the isolated one on the BW-map ...

... which was the Pocklington: of all the cartographically-inclined canal enthusiasts, it is surely only BW who might draw the Pocklington as entirely separate from the main connected waterway system of England and Wales, just because they do not run the intervening connecting waterways. To be churlish, the replacement of the entrance lock gate at Cottingwith in 2007-09 certainly took many more months of waiting for repair than a similar failure on, say, the Calder and Hebble would have done; "funding" said BW, and there is a debate to be had about Commercial, Cruiseways and Remainder waterways, and how waterways' responsibilities and classifications have changed since the current framework was created by the 1968 Transport Act.

But the waterway geography of the Pocklington Canal and the River Derwent ideally demonstrates a fundamental need of integration of navigation authorities, and why the IWA have for fifty years argued for a Waterways Conservancy to run the whole of the waterway network, including our isolated waterways, for the benefit of all their users. We have this year updated our Conservancy policy document (*), and this has coincided with BW enthusiasm to move itself into the voluntary sector, as well as the Coalition Government's parallel themes of deficit-reduction by cutting public expenditure and efficiency savings by having fewer organisations with duplicate functions.

For us the IWA, a Conservancy is much more than a re-branded BW with a different management team: including the Environment Agency navigations would be both symbolic and practical progress. There would be a single authority which ought to see its business as encouraging boats through the Rivers Ouse and Derwent, and on to Melbourne Basin; and having adopted that as a worthwhile objective, the encouragement, for example, of more and easier visitors' moorings on the Derwent might attract more attention that it has until now.



Copperkins in Gardham Lock

But the Conservancy debate is not all one way: those who recall the 1960s-1970s Thames Conservancy as a model river-management organisation will oppose anything which separates weir and flood control from navigation responsibilities, however effective BW's River Severn arrangements are shown to be. Changes are already happening: Clive Henderson, IWA National Chairman has joined the BW Board as an observer, and this was announced at much the same time as the Government said it was to abolish its Inland Waterways Advisory Council. Over the next months and years, we the waterways voluntary sector, need to be able to respond with determination to make the best case for all our Waterways.

(*) <http://tinyurl.com/IWconservancy>

Peter Scott

Regional Chairman, North East and Yorkshire Region
and national trustee, Inland Waterways Association



Tying up on the Derwent

A too well kept secret - The River Derwent and the Pocklington Canal

Whilst we were in the north east we were determined to explore as many of the waterways as possible. Despite my dislike of rivers we cruised the River Ouse from Naburn and then the tidal stretch from Selby to Barmby Barrage. Our trips on the Ouse were trouble free and we were well looked after by the Lock Keepers. In particular Rob and Martin at the barrage were full of knowledge and very helpful.

At Barmby Barrage, a pollution and flood control measure, the large lock is the only way onto the River Derwent and thence onto the Pocklington Canal. It cost us just £12 for a certificate, obtained at Barmby Barrage, which entitled us to cruise on the river for one year.

The River Derwent is non-tidal, controlled by the Environment Agency and like the Pocklington canal is an SSSI. The lower reaches of the river are surrounded by Ings, or flood meadows which support traditionally managed grasslands and wildfowl.

The Derwent has a long history beginning with the Ice Age. The Romans, the Medieval years and the industrial 18th century have all had their effect. Once it carried cargo such as coal and corn from Malton to the Ouse. Now abstraction, effluent disposal, navigation and conservation all contribute to give the river its character. Some of the past remains – a castle built for Thomas Percy, some old brick bridges and elegant rail bridges. Sadly it was the railway that was the death knell for trade on the Derwent.

The junction with the Pocklington Canal at Cottingwith appears after the river travels through a sparsely populated area with distant villages just visible over the banks. We were to return to the Pocklington after we had been to the “head of navigation” of the River Derwent at Stamford Bridge.

Navigation became rather interesting after the junction as the river narrows, has more bends and the trees and bushes have encroached over the water. In places it was difficult to pass through the combined effect of this, fallen trees and rubbish. We kept a record using photos and the GPS locations and reported any real problems to the EA. As the navigation is an SSSI, paper work and permissions have to be obtained before any work can be authorised.

Wheldrake Ings Nature Reserve beside the river has a large bird hide on the high bank and I kept my eyes peeled for unusual birds. Sadly we

only saw one kingfisher on this section and as the water birds are not used to boats they seemed very shy of the camera!

At Sutton Lock the bottom gates are owned by the Yorkshire Wildlife Trust and even the Lock Keepers from Barmby Barrage (who must now see boats through the lock due to irresponsible boaters leaving paddles open and causing flooding) are technically not supposed to open them! Sutton Bridge above has suffered from damage and has recently been repaired to a very high standard.

The Derwent again becomes remote and winds through some lovely countryside to Stamford Bridge, the head of navigation. The river north of here is un-navigable and a tributary runs off to an old lock and mill race. The lock is now a sluice, known locally as the “banana lock” and is where visiting boats moor. It must be the strangest mooring we have ever used!



Moored in the 'Banana Lock' at Stamford Bridge

The town is famous for the battle in 1066 and now for the shop that sells over 600 varieties of whiskey. Stamford Bridge is prone to flooding and has had expensive flood defences put in place. The old corn mill is now apartments and the pubs are popular stopping off places for those travelling on the road that crosses the 1772 bridge.

Once this head of navigation was “ticked off”, we returned to the junction of the Pocklington Canal at Cottingwith and turned onto this lovely rural canal. In its hey day cargoes including coal and building materials were carried to Pocklington, off loaded onto carts and horse-drawn into the village. Return cargoes were agricultural products for the West Yorkshire towns.

The Pocklington Canal Amenity Society (PCAS) have worked hard, with British Waterways, to keep this canal open. Many of the structures and gear have been restored, both on the navigable section and beyond, to Canal Head near Pocklington. Some of the road bridges and locks are listed and have had to be restored with care and attention to detail.

The “Pocky” is nine and a half miles with nine locks and eight manual swing bridges. On the navigable section there are two locks and seven swing bridges with metal hooks on the towpath side to keep them closed. One swing bridge is left open. Swing bridges 6 and 7 were locked with handcuff keys. I was interested to see that the side rails of the bridges can be let down to enable tractors to cross.

The wheel operated lock gear is unique and both locks are in excellent condition. Cottingworth Lock, almost immediately after the junction is the only one with a lock landing pontoon. On our return journey we encountered one of the lock keepers painting the gear on this lock. This is just one example of the care and attention given to this canal which deserves to be cruised and enjoyed by more boaters. Gardham Lock, a popular place for walkers and picnics, has a swing bridge over the chamber and we had to open it first to pass through.

We encountered a fair bit of weed as we cruised up towards the Melbourne Arm, the current limit of navigation. The water lilies and swans and the sunny weather made for some lovely photos and as we were in no particular hurry John did not mind a couple of excursions down into the weed hatch! We moored in the Melbourne Arm, the home of the PCAS and its trip boat New Horizons. This is a lovely spot with all the usual boaters amenities. It was good to be welcomed by the boaters there and also by Howard Anguish, one of the PCAS members.

It is another four miles to Canal Head and rather too far for me to walk, so Howard kindly took us there and to some of the restored locks too. Canal Head is a lovely area, used by anglers, picnickers and walkers. The old warehouse is now a residence and we were glad to see mooring rings still in place – just waiting for the first boat to arrive once the canal is wholly restored to navigation.

The “un-restored” pounds between the locks are overgrown and are habitats for insects, plants and wildlife. When boats cruise these “nature reserves” the water movement can help the wildlife and plants to thrive and we wondered if protected linear sections (as on the Montgomery Canal) would preserve the plants and habitats and satisfy the SSSI requirements.

We loved our brief time on the Pocklington Canal and really hope that the PCAS can continue to restore the canal for the enjoyment of the locals, boaters, walkers and anglers alike. We would also love to see more visiting boats discovering this gem of our waterways and would encourage anyone cruising the north east to include it in their itinerary.



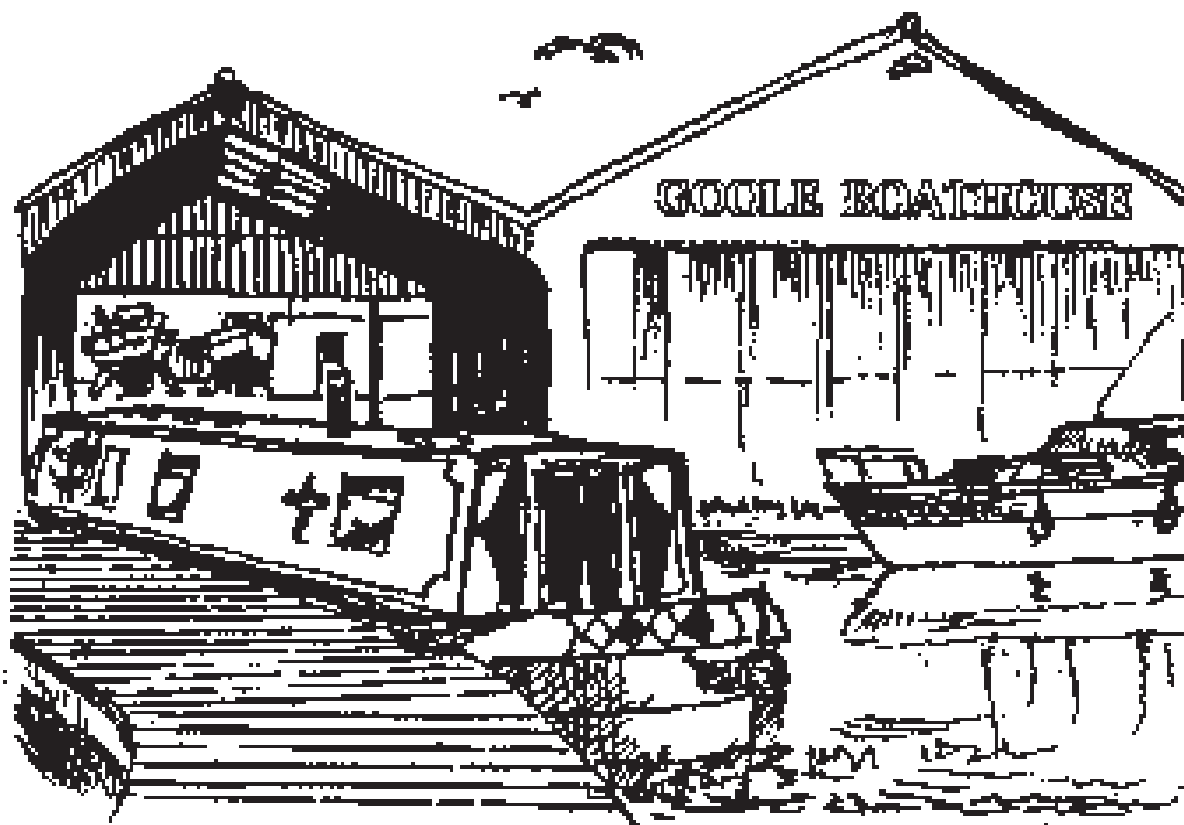
Winding hole at Storwood

The PCAS website is full of information - www.pocklingtoncanalsociety.org

If you are interested in our travels and particularly more about our cruises in the north east have a look at our Journey Blog on <http://nbepiphany.co.uk>
To search for the Pocklington or Derwent, type the name into the search box on our home page.

Fiona Slee Narrowboat Epiphany (Also published in NABO magazine)

GOOLE BOATHOUSE



MOORINGS CHANDLERY

DRY DOCK SLIPWAY

CALOR GAS DIESEL

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Boat trip marks Hilda's 99th



Hilda aboard New Horizons

AN adventurous pensioner marked her 99th birthday by enjoying a day out on Pocklington Canal.

While most folk of that age might prefer a quiet cup of tea and a slice of birthday cake, Hilda Floyd took to the water at Melbourne on the pleasure boat, New Horizons.

Accompanied by family and friends,

when the boat reached Storwood the bridge had been decorated with balloons and friends were waiting with a cake and candles at the ready.

The boat then moved to East Cottingham where even more friends were waiting and they sang Happy Birthday, before they all made the return journey to Melbourne.

Courtesy of Pocklington Post

Can you find the Canal Junctions ?

N B H I T R Q K K T G A Y N C I V P A M	GREATHAYWOOD
D A Q R F U E H R K X X D R O F L A S Z	AUTHERLEY
L B A S A A M A R S W O R T H T H T C G	BARBRIDGE
S Z D A D W S I L G I D P P K U P P O L	HAWKESBURY
A T C B N S V F A Z E L E Y Z L T A W X	HARDINGSWOOD
N N Y U F R A N K T O N X D I J C R N Z	NORTON
Y A O K E J Z G R E A T H A Y W O O D B	FAZELEY
G C M T U N N I Y G Z X A P L B J H S S	FRADLEY
G Z A L S U X D S R I B T W W Y V A A Q	SALFORD
B G T Q Z E B A O P P B I B S I U W C G	HURLESTON
R E D B U L L G L O K W Y F Q L R K O X	FRANKTON
O C K Y T T F R A F W Y T O R K S E Y F	SAUL
F X F S I J E I U Y W S E E Q B G S G J	NAPTON
Y E L S R E D L A H T U G L L K U B I Q	GAYTON
V N A U T H E R L E Y O R N D W S U H N	MARSWORTH
V D O Q R N C Z Y I Q L N K I A Z R H M	DIGLIS
J F R T R Z X O A Z E F X X A D R Y H N	ALDERSLEY
L E L W R Y Q O D Z B E M S B L R F L M	REDBULL
Y G E Q P O J H Y D E G D I R B R A B D	TORKSEY
I F K J W V N M H L T N M W X A U Y H B	KEADBY

Remember PCAS in your will

Anyone can leave a gift to PCAS and it doesn't have to be a lot of money. We know lots of people would like to help but cannot afford to do so - leaving a gift to PCAS will help us to continue the restoration of the canal which has been ongoing since 1969. Even a modest legacy can make a real difference to us.

Pictured on facing page some group photos from trips on *New Horizons*



NEW HORIZONS

New Horizons has had a very busy season, with many booked trips in addition to the short trips on Sundays and Bank Holidays. On behalf of the PCAS Committee I would like to thank everyone who has helped to make this such a successful year for *New Horizons*. Donations are used to support the work of PCAS and all our volunteers are unpaid. Those who have crewed the boat deserve thanks, but so do those who have made donations and helped by telling friends and family about our boat trips.

Most of our longer trips are aimed at larger groups of up to twelve passengers. To cater for the demand from individuals and small groups, two Saturdays were set aside for trips to Gardham Lock, with the intention of running the trip irrespective of whether we had bookings for one or twelve passengers. This proved very successful, with a full boat on both trips, and a third 'open' trip planned for early October is already fully booked.

We cater for all sorts of events and plenty of birthdays have been celebrated aboard *New Horizons* over the years. The 99th birthday trip of Hilda Floyd, a well known resident of Melbourne, is described elsewhere in this issue. It would be really good to have Hilda on board to celebrate her 100th birthday.

At times it has been difficult for Greg to find crew for trips and sometimes the skipper for the trip has helped by finding other crew members. This helps to spread the load.

We have recently compiled a Crew Booklet to help ensure that we operate *New Horizons* in a safe and professional way. The Crew Booklet is intended to provide general information for new crew members, in addition to details of procedures and safety information. The booklet will be updated periodically, making use of feedback received from crew. Crew members are provided with personal copies of the Crew Booklet and the well known Boater's Handbook.



PCAS will shortly become a member of the National Community Boats Association. This is based at the Waterways Museum at Goole and has training centres at Selby and Thorne. Most of our crew have received NCBA training and this remains more convenient and cost effective than alternative training schemes.

One of the problems with longer trips is the amount of weed on the canal, especially during July and August. British Waterways have been unable to use their weed cutting boat this season but I was recently told that it would be repaired over winter.

Work should start soon on the landing stages to be installed at locks and swing bridges (see Chairman's Column). This will make it safer and more convenient for crew to operate the boat. The landing stages will make it safer for passengers to get off the boat for a picnic at Gardham or Cottingwith lock. At present this has to be done in a full lock, where the water is much deeper than elsewhere in the canal.

New Horizons will be taken to Goole Boathouse at the end of October to carry out various tasks including work on the roof hatches and the fitting of new side canvases. We aim to start running trips at Easter, but it will not be long before bookings come in for 2011. We can take bookings at any time, so don't wait until the start of next season.

Alistair Anderson

Appeal for Volunteers.

We are appealing for volunteers to help at the Canal Head Information Centre from the beginning of next season, starting on Good Friday 22nd April 2011.

The centre is open on Sundays and Bank Holidays between noon and four o'clock.

We are looking for volunteers who can help us at the centre once a month or even now and then and would really appreciate any help you can give. If you can help please contact either Hilary on 01482 669876 or Carol on 01759 318181.

Membership Report

We welcome eight new memberships (eleven new members, one of whom joined as a Life member which is much appreciated) since the July issue of Double Nine, they are:-

Sami Anderson Talbi from Pocklington

William Andrew Kilby from Norton Nr Malton

Mr and Mrs C Cartwright from York

Mr and Mrs C Pegg from Beverley

Connal Probert from Melbourne

Mr Kris Knowles and family from Dunnington

Mr and Mrs T Brigham from Cottingham

If any of our new, or indeed existing members, have any ideas for fund-raising we would very much appreciate their suggestions.

Carol Booth

Vixen 101 – your newest local radio station



Vixen 101, is your truly independently run **local-** radio service, bringing you local sport, news & information, specialist and new music programmes, featuring local bands.

Other stations may repeat the same music all day long. Tune to Vixen 101 to hear the difference.

We are out and about in the community broadcasting live locally during the year, and look forward to working with PCAS to cross-promote local events and activities.

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

Hot Air on the Cut (no, not the PCAS Committee!)

It's often a surprise what you can see when you're out enjoying the beautiful waterways of Britain, other than the abundant wildlife and glorious countryside. Just a short while ago, in late August, we took New Horizons down to Gardham Lock and back for an evening cruise. On one of those perfect summer evenings with little or no wind, not much cloud, we were taking a party on a repeat of a trip they had done earlier in the year. They had liked it so much that they had to get another "Pocklington Canal fix" before the summer had gone so we set off at around 5-45 pm for a very pleasant couple of hours or so.

After the obligatory leg stretcher at Gardham Lock (and one or two visits to the "his & hers" trees), we turned the boat and set off back at a very leisurely pace, enjoying the goodies that the group of 7 had brought with them. They had, very kindly, thought of the crew and we were able to stave off the pangs of hunger with pork pies and sandwiches and cups of tea and coffee. Just as we were approaching Baldwin's bridge I happened to look behind us and coming almost down the canal was a hot air balloon, flying quite low and obviously also taking advantage of the still evening conditions to enjoy a flight over the Vale of York. Slowing right down to appreciate this unexpected sight, we noticed that the balloon was overtaking us quite quickly, so although there was no wind at canal level, the pilot must have been able to find a bit of wind aloft. Before long the balloon – resplendent in its red Virgin" livery – was almost abreast of us, no more than a quarter of a mile away and it soon became apparent that it was making ready to land. We all watched as the pilot made a very gentle approach and landed in a field not far away. The landing was so skilfully done that the basket remained upright, and after pulling the release cord the pilot very gently laid the balloon canopy on the ground with no apparent fuss, and by the time we were approaching number 6 swing bridge the balloon crew were de-rigging the large amounts of material ready to be picked up by the ground crew. Altogether a very enjoyable experience to watch and one that the passengers will remember I'm sure. They are determined to come back next year, and said that they like the Pocklington Canal so much that they would like to experience a full day so Greg, expect a phone call! We can't promise to lay on balloons however.

Hot air balloons and canals go together very well and can be seen in close proximity at a number of places around the system. Hilary & I

have a particular favourite on the Trent and Mersey canal, near Great Haywood in Staffordshire. Our shared ownership boat has a mooring at a marina near there and we frequently moor at a very scenic spot adjacent to Shugborough Hall.. The house, which is a National Trust property and well worth a visit if you are in the vicinity, is set in beautiful parklands and is used frequently as a starting point for hot air balloon trips. On many occasions we have been enjoying a meal on board when we have heard the unmistakeable sound of the gas burners as the balloon takes off and we have gone out on deck to watch them disappear over the trees.

The ultimate canal and balloon experience, however, has to be one that was advertised a few years ago which combined the luxury and enjoyment of a leisurely cruise on the French Canals with the excitement of balloon flights. The very large barge, much larger than those capable of travelling the English canals, comes equipped with its own hot air balloon and when moored in the evening, if the weather is suitable, the balloon is rigged on the deck of the barge and takes off for a fabulous flight across the French countryside, followed by the barges own luxury vehicle to transport the passengers back to the barge for the obligatory bottle (or two) of champagne. All you need is money!

Howard Anguish

WORKING PARTIES

We have only been supported by small numbers so far as we have only met when people have had the time. However regular litter picking has taken place around Canal Head .

The Canal Head compound has been cleared of a lot of discarded items which has built up over the years resulting in quite a useful sum of money raised from the scrap metals. Two fibreglass boats are still in need of restoration or recycling!. Other projects along the canal include restoration and repair of some seats. We are hoping for permission from British Waterways to provide picnic tables at Gardham Lock. If you are able to offer a few hours of your time please contact me with details.

Dick Watson



SPOTLIGHT ON:- PAUL WADDINGTON

Chairman, Pocklington Canal Amenity Society

Paul Waddington was brought up in Surrey. He remembers at an early age being fascinated by waterways when encountering them on family car journeys. In particular he recalls seeing the Wey Navigation at Shalford, the Kennet and Avon Canal at Aldermaston and the Grand Union Canal somewhere in Buckinghamshire. Later, whilst he was a student, he noticed other canals on train journeys to and from the University of Liverpool, and once took part in a sponsored walk that crossed the Leeds and Liverpool Canal at several places.

After leaving University Paul took a job with the British Transport Docks Board. This was the nationalised industry that had charge of numerous ports that were formerly in railway or canal company ownership. After stints at the ports of Kings Lynn and Southampton and at the head office in London, his first permanent job was at Hull, where he was concerned with stevedoring. It was whilst he was working at Hull that his interest in canals was rekindled in a big way.

An opportunity arose to join a group of friends for a week's holiday on a hire boat on the Llangollen Canal. Paul recalls that he enjoyed the week so much that he was determined to own his own narrowboat. On returning home, Paul joined the Inland Waterways Association and became active in the local branch. He later joined the Pocklington Canal Amenity Society and several other canal societies, and became a regular subscriber to Waterways World.

It was by reading Waterways World, then the only waterways magazine that Paul discovered a possible route to becoming a boat owner. He

discovered that, although boat hire companies were numerous in those days, very few of them owned their own boats. Most had sponsorship arrangements with private investors, who took a percentage of the revenue in return for providing a boat. Paul took out a loan and purchased a narrowboat called Lawry which joined the fleet of Clare Cruisers based near Northwich. Lawry traded there for five years, by which time the debt had been paid off. Lawry was renamed *Land of Green Ginger* and during the next few years cruised the northern waterways as a private boat, visiting several canal festivals in the process.

In the mean time, Paul had become the working party organiser for the Pocklington Canal and lead small teams of volunteers working at Top Lock, Giles Lock and elsewhere. Later the post of chairman became vacant, and Paul took this on whilst retaining the interest in working parties. The big achievement for the society during the 1990s was the rebuilding of Walbut Lock which was achieved by volunteers with assistance from the Waterways Recovery Group and employment schemes. The restoration of Coates Lock followed.

In 1992, Paul, now working in Grimsby, made the decision to leave his employment with Associated British Ports, the privatised successor of the British Transport Docks Board, and look for a means of earning a living more closely connected with the canal system. An opportunity arose in 1993 to purchase the boatyard of Smith Bros at Goole. The previous owners had failed to make a success of it, and the business had been put into liquidation, so this enterprise was something of a risk. Renamed Goole Boathouse, the business was built up and was trading profitably in a couple of years.

By this time, *Land of Green Ginger* was in a poor state, and because Paul was preoccupied running the business and had little time to spare, he decided to sell it. Later, he purchased another narrowboat which he named *Festina Lente*, but, due to work commitments, he has found little time to use it, although he is hoping that one day retirement may provide the opportunity.

Ode to the Gongoozler

I love my little Narrowboat, I love the old Canal

Imagining the tales these Ancient Waterways could tell.

I love to work the Locks, those Oaken gates so firm and strong.

With Know-alls up above to tell you what you're doing wrong!

Howard Anguish

MY FIRST VISIT TO POCKLINGTON CANAL

(My experience of removing a repossessed boat from the Pocklington Canal)

I arrived in the afternoon, before my intended departure the following morning. The boat was moored under the trees at the end of a short arm off the main line. Looking at the boat it certainly needed some refurbishment, walking onto the gang plank it immediately dipped into the water wetting my foot, what a good start.

Opening up the boat things got worse, no gas cylinder, no loo, no bed, no lights and no water! The good thing was the weather was warm and the forecast was good and the engine started. I was considering a move to another jetty so as to be able to move off easier in the morning when along came a PCAS member enquiring about my next move. After a journey to the Melbourne Arms his offer of help to move the large beast to clearer water was gratefully accepted. He departed leaving me in the company of the Landlord and to be joined later by some locals resulting in my retiring sometime after midnight.

Just after opening up the boat at approximately 8.a.m, two members of PCAS arrived and finding me suffering from the night before they promptly disappeared in two card to East Cottingwith arriving back in one car twenty minutes later.

One man with a handcuff key set off and we followed picking him up after the second swing bridge. When he had a go on the tiller he found it much heavier and wider than New Horizons. The bridges gave no more than nine inches spare at each side so not much room for error. It was a straight forward run into Gardham Lock as someone had left the upper gates open. After being locked through, they warned me to push on as it could be shallow just below the lock.

They were right, the fun began and three or four shunts were needed to get us through. Moving now more slowly we only managed about 100 yards past the winding hole,. Here no amount of shunting helped. At this point a friend on N.B. Cat arrived behind us to give us his advice. The only help he was able to give was to come between us and the bank so two crew could get off and pull. This manoeuvre completed he was able to pass but declined to give us a tow.

So now with shunting and assistance from the bank progress was very slow. Hagg Bridge area gave some relief, and a coffee break was called for. The pullers duly supplied coffee and snacks which they said we would need as they were sure the worst was still to come.

Leaving Hagg Bridge one man remained on the bank with the rope. It had taken three hours to get to Hagg Bridge, no telling how long to East Cottingwith.

It was not long before it became ten yards back and twenty five yards forward. Now we knew that the construction of this boat was not designed for weedy canals! At times we needed to try different sides of the channel to find the deeper water. One and a half hours to reach No 2 Swing Bridge from Hagg Bridge must be some sort of record.

Thankfully the rope became redundant and the crew changed positions with one walking on and opening No 1 Swing Bridge. Passing the first farm to our relief a 20 foot pine tree (minus branches) was dragged from the depths and fortunately harmlessly passed by the prop. No more weed for a while but No 1 Bridge jammed whilst being closed. Once again a beefy member was needed to walk to the end as added counterweight to free the bridge.

The rest of the journey to East Cottingwith was just steady cruising and reversing every 50 yards and poking water lily leaves etc off with a pole. On reaching Cottingwith lock at 15.00 hours, it felt like we all had been on a dredging and weed cutting exercise for B.W. and when we came upon them actually dredging below the lock we felt our problems were over.

Just a small matter of removing N.B. Cat who had taken up residence in the Lock. Knowing how busy Pocklington Canal and as we were clearing out the canal on the way, he was sure he would be alright for the night as it was the best place for his dog to get on and off his boat as dogs are confined to boats at the Barmby Barrage landing stage..

After locking Cat through onto the landing stage, I then followed, thanking the two PCAS members for their company and assistance. Safely pass the Cat only to come to a sudden stop just past the by-wash (Beck). Well done B.W!. another two yards of dredging would have completed the job. Five more minutes shunting and away I went. I sure will not to forget my visit and I hope they remember me as the man to cut the weed and widened the Pocklington Canal.

A NORFOLK WATERWAY GEM

In 1826 after a 100 navvies had laboured for 15 months Norfolk's only canal, the North Walsham & Dilham Canal was open for trade. Built at a cost of £32,000.00 it was 8.75 miles long with 6 locks, 50' x 12' 4" depth 3' 6" and designed to accommodate small wherrys of 20 tons burthen. It rises 58' from Wayford Bridge to its terminus at Antingham Ponds and is the canalisation of the upper reaches of the River Ant. There is no towpath, so parts of the canal are not accessible on foot. Access to the remaining four locks is easy from local roads, it remains privately owned.

The canals engineer, John Millington, has another claim to fame, later in his career he wrote and published the first civil engineering manual in the USA – 'Elements of Civil Engineering'.

The hoped for coal traffic did not materialise, so most of the cargoes carried were to and from the corn mills on the navigation, there was a weekly "cabbage" wherry carrying local produce to Great Yarmouth market. The last commercial cargo left Bacton Wood Mill on the wherry 'Ella' in 1934. Thereafter the canal gently declined.

Since 2000, the East Anglian Waterways Association has held regular working parties at various locations on the canal, with the consent and agreement of the owners, these are twice a month and have achieved a great deal to conserve the fabric of the lock chambers and control the scrub and vegetation. In 2008 EAWA successfully promoted the formation of the North Walsham & Dilham Canal Trust to foster growing local interest. NW & DCT now has over 100 members in the locality.

On the ground little remains of the canal above Swafield, by the 1880s, traffic had died on the top section of the canal, which in due course was abandoned and filled in, only an attractive brick bridge at Bradfield remains.

The next section from Swafield Bridge to Bacton Wood Lock at Spa Common and on to Ebridge Lock has a bright future. The NW & D Canal Co recently sold this section of the canal to the owner of the Corn Mill at Bacton Wood Lock who, having restored the mill to working order, intends to refill the canal, currently dry above the lock and have a working windmill. This required a new culvert and bank remains where the River Ant, a small stream at this point flows under the canal bed. Brickwork repairs are ongoing to the lock so that when new gates are fitted both lock and watermill will be back in use. A permissive footpath is being created from the road bridge below the lock along the canal's bank, which will join an existing public footpath higher up the pound.



Briggate Lock. With iron balance beams



New brickwork on the Upper Canal at Bacton Wood

The pound above Ebridge Lock is in water, levels are low. The volunteers have put in a lot of work to remove trees and scrub from the bank, the recent arrival of ex BW dredger 'Weasel' was a cheering sight, a short stretch of the millpond and channel above the lock has been dredged. Ebridge Mill stands empty awaiting a decision on its future.

Below Ebridge Lock, to Briggate Lock and onto Honing Lock the canal is in water at a low level. Major clearance work has been carried out around the millpond at Briggate to restore it to its former glory. The mill itself stands forlorn, a roofless shell. The bottom lock gates at Briggate are still in situ and retain their iron balance beams, a feature of the canal. Upstream of Honing Lock, Honing Staithe has been dredged, its banks cleared of scrub and a permissive path created through the adjoining wood by the volunteers. The staithe is the current head of navigation for intrepid canoeists who have portaged at the lock where work has been carried out to ease their passing. Below Honing Lock the navigation is used by a variety of small craft to Wayford Bridge and the Broads.

The canal now has a brighter future, not as an extension of the Broads, but as a quiet local amenity with navigation for small craft as far as Royston Bridge, limited water supply will see to that, perhaps a public trip boat at Ebridge Lock. Quiet country walks and wildlife will benefit from the improvements, which will preserve a lovely small waterway passing through attractive countryside for future generations.

David Tomlinson



Map of North Walsham & Dilham Canal

PCAS CLOTHING - ORDER FORM

Name _____
 Address to which goods are to be sent _____

 Phone _____
 e-mail _____

T-Shirts	S	M	L	XL	2XL	3XL	£7.50 ea.
Quantity	38"	40"	42/44"	46"	48"	50/52"	Total
Colour Green or Navy Blue (del as appropriate)							£
Polo shirts	XS	M	L	XL	2XL	3XL	£10.00 ea.
Quantity	36"	40"	42/44"	46"	48"	54"	Total
Colour Green or Navy Blue (del as appropriate)							£
Sweatshirts	XS	M	L	XL	2XL	3XL	£12.00 ea.
Quantity	36"	40"	42/44"	46"	48"	54"	Total
Colour Green or Navy Blue (del as appropriate)							£
Fleeces	XS	M	L	XL	2XL	3XL	£18.00 ea.
Quantity	36"	40"	42/44"	46"	48"	54"	Total
Colour Green or Navy Blue (del as appropriate)							£

All prices include embroidery, VAT and P&P

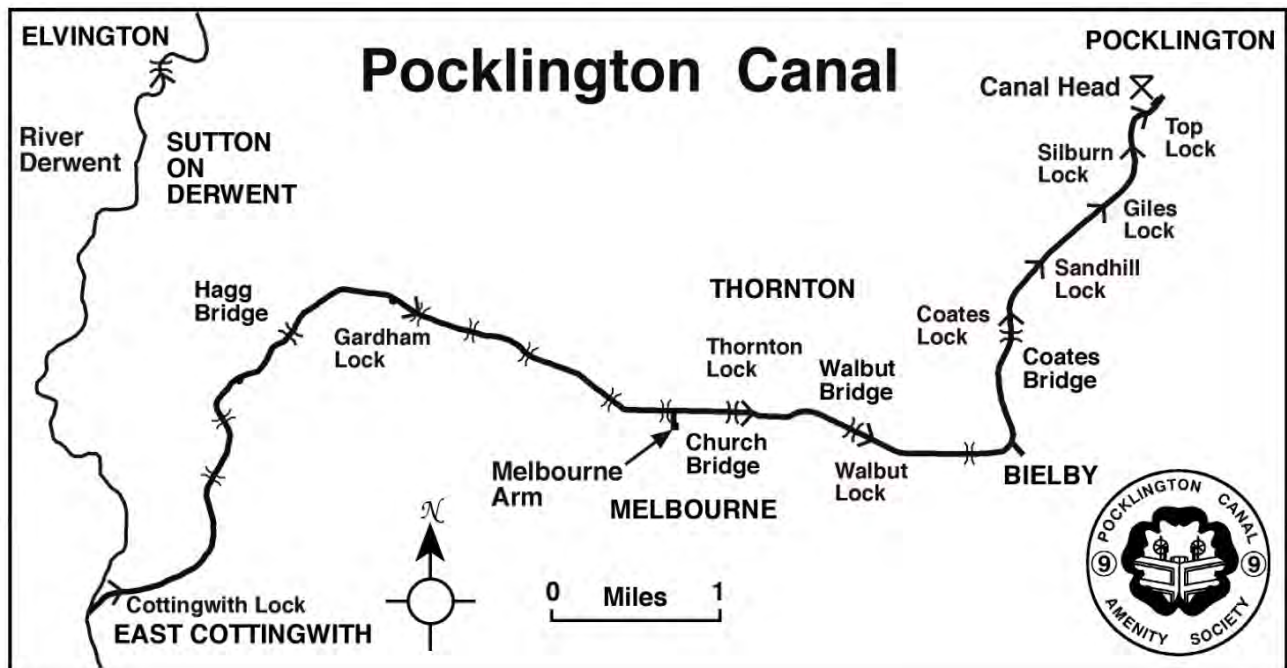
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 * **POCKLINGTON CANAL AMENITY SOCIETY** *
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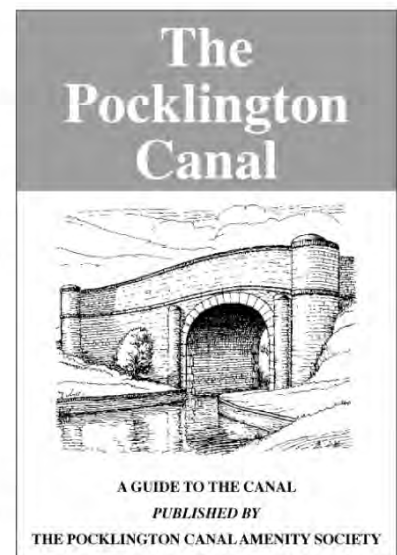
NEW HORIZONS Short trips continue to run each Sunday until October 23rd from 12.00 noon until 4.30 pm. If you want a longer trip for 2011 it's never to early to book.	PCAS ANNUAL DINNER SUNDAY November 28th at The Feathers Hotel, Market Place, Pocklington YO42 2AH Menu and booking details enclosed
PCAS Social Evening Tuesday February 8 th 2011 at Melbourne Village Hall Slides and talk about the Pocklington Canal	IWA East Yorkshire Branch Friday October 15th 8.00pm Cottingham Methodist Church Hall Cottingham HU16 4BD. A talk given by The Waterway Recovery Group
IWA East Yorkshire Branch Friday November 19th 8.00pm Cottingham Methodist Church Hall HU16 4BD an illustrated talk from Author Liam D'Arcy-Brown about the Grand Canal of China.	IWA East Yorkshire Branch Friday January 21 st Willerby Methodist Church.Hall Films of local waterways from the Yorkshire Film Archive. Contact Editor for details.



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 will be due on 1st January 2011. 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