

DOUBLE NINE

POCKLINGTON CANAL AMENITY SOCIETY



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THE POCKLINGTON CANAL AMENITY SOCIETY

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

Welcome

I have been asked to put together this issue of Double Nine, but our Editor will produce the next issue. It has been a great help to be sent articles without asking or as the result of a single request. Thanks very much to everyone who has made a contribution to this magazine.

It is twenty years since PCAS set up a website, thanks to the kind offer of space on the Pocklington Town Council website. In 1995, few members had computers, let alone access to the internet, but I remember answering some interesting email exchanges with people in other countries who had seen our website.

Unfortunately, PCAS has not been as quick to embrace social media. After some discussion about how Facebook could be used to involve the public and promote our trip boat, crew member Jennie Brigham offered to set up a Facebook Group for PCAS. Jennie and our Committee member Debbie Smith keep an eye on what is posted in case anything undesirable is posted, as can occasionally happen on social media. Soon after our launch, we had interesting old photos posted. The photos of our Boat Rally on page 5 were originally posted on Facebook. If you are a Facebook user, please visit our page and say hello.

There are many ways that PCAS members and other supporters can give help and encouragement, even if they live at a distance. Here are just a few examples. Life Member Angela Acott kindly responded to my request for old photos in the previous issue of Double Nine and sent some interesting photos dating from the 80s. Collette and Roger Nevin brought their boat Dragonfly to the Pocklington Canal in 2013, joined PCAS, and put a slide show of their visit online. There is a link to this from our website. I met Peter Warne on a boat trip earlier this year and he sent some of his amazing wildlife photos for our website. In the past couple of years, some of the visitors to the Pocklington Canal have even posted kind comments on TripAdvisor.

Our press release about our Bicentenary Appeal received great publicity from many organisations and apparently we were mentioned on TV. The press have been very kind to us. The local newspaper, the Pocklington Post, has published many articles about the canal over the years and West Wolds Radio has already been supportive even though it has not yet launched its service in Pocklington.

I was one of a group that represented PCAS at the recent Heritage Open Day in Pocklington and it was encouraging to find so many people who appreciate the Pocklington Canal. In two days I met three who are keen to volunteer. If **YOU** would like to be involved with the future of PCAS, please get in touch with any Committee member.

Finally, I would like to thank Tim Charlson, who has provided plenty of photos that can be used in the magazine, on the website and Facebook.

Alistair Anderson

Front cover Members of Swanland WI aboard New Horizons with crew member Ed Westerby, on a trip to Gardham Lock

Back cover Our Bicentenary Appeal fund stands at approximately £88,000

Chairman's Column

It is proving to be a busy year for your committee, with extra events being organised to celebrate the bicentenary of the passing of the Act of Parliament which authorised the building of the Pocklington Canal. Indeed, with the fund raising target that we have set ourselves, together with the works that we intend to carry out, we can expect to be fully occupied for the next three years.

The Bicentenary Appeal

The bicentenary fund currently stands at about £88,000, which is over a third of the way towards our target of £250,000. I would like to thank everyone who responded to the appeal in the last magazine, and ask those who have not already done so, to consider making a donation. Meanwhile, money is coming in from charitable trusts and our own fund raising events. Suggestions for fund raising events, or offers to organise such events would be most welcome.

Recent Events

We had a very successful May fair at Melbourne village hall, with about 30 craft and sales stalls. Including stall fees, donations and raffle ticket sales, we took more than £1,000 on the day. I would like to thank all who helped with this event especially the organiser, Debbie Smith. We also had the boat rally at the end of July. Although there were only a few visiting boats, it was an enjoyable event for those who took part. The Sunday morning was particularly busy with morris dancers being a big attraction. Unfortunately, they were unable to perform in the afternoon due to rain, which put a damper on the whole event.

Future Events

We have at least three more significant events this year. The next will be in Pocklington Parish Church, from 10th to 13th September, where we will be holding an exhibition of historical documents and pictures. The Pocklington Photographic Society and the Pocklington Local History Society will also be taking part. Our exhibition will later be transferred to Melbourne village hall. On 30th October, we will be holding a frog racing evening in Melbourne village hall with help from local Young Farmers. This event, which will include refreshments, promises to be an evening packed with excitement and fun. Our final event for this year will be the traditional pre Christmas lunch on Sunday 29th November. We are planning to hold a horse racing evening in conjunction with the Lions sometime in the New Year

Waterway Recovery Group Visit

A visit from the Waterway Recovery Group was arranged at short notice for 16th July, because their work on the Driffild Navigation was completed before the end of the week. They dug a trench and laid a water pipe to the visitor moorings in the Melbourne Arm, where a more conveniently located water point is to be located. CRT will be installing the standpipe, and making the connection from the water main in due course.

HLF Bid

CRT will be seeking approval in November for Stage II of their HLF funded scheme to provide interpretative materials and environmental improvements. The scheme, which

PCAS Bicenterary Boat Rally



See the Pocklington Canal Amenity Society Facebook page for photos of the Boat Rally, including these by Stephen Jones of the Pocklington Camera Club

LifeStyle Panda Pups from Melbourne helping to raise funds for PCAS Photo by Debbie Smith



also includes heritage works at Church Bridge and No7 Swingbridge, will take place during 2016 and 2017. A portion of the channel clearance works has been removed from the scheme, and will be undertaken during the current financial year with funding from WREN, the agency that distributes the proceeds of Landfill Tax.

Guide to the Pocklington Canal

The society has been successful in obtaining a grant of £960 from the charitable trust of the insurance company, Aviva. This is to be used to update, and print further copies of the society's guide to the Pocklington Canal. The new copies will be available by the end of the year.

Further Grants

An application was submitted to the Asda Community Fund for a contribution towards our Bicentenary Appeal. As present there is no news as to whether this is likely to be successful. An application to the Persimmon Charitable Trust is being prepared, and will be submitted soon. I would be grateful for information about any other charitable trusts that might be prepared so support our Bicentenary Appeal of fund works on the Pocklington Canal.

Bicentenary Raffle

Enclosed with this magazine are some raffle tickets, which I hope that members will help sell. In addition to the listed prizes there will also be vouchers for use on the Ander-ton Lift, a meal for two at the Red Lion in Holme upon Spalding Moor, free admission to Burnby Hall gardens, a framed picture of the Pocklington Canal by a local photographer, plus others. The draw will be held at the pre Christmas lunch on 29th November and counterfoils with the appropriate money must be returned to the promoter before this date.

Merchandise

The society will be developing a range of products which feature the society logo, and which will be added to the items available for sale at the information centre, and at our travelling sales stall. Mugs have already been produced, and they sold well at the Boat Rally. Fridge magnets and various clothing items are being considered. Tim Charlson has volunteered to be in charge of merchandise and sales, and it is hoped that this will be a regular source of revenue.

Extending the Navigation

Plans to extend the navigable length to Bielby are still being developed. The Canal and River Trust has agreed to manufacture the lock gates for the cost of the materials, and has also agreed to provide steel piles to stank off Thornton and Walbut Locks when the time comes for the works in the lock chambers. Currently, most of our efforts are concentrated on raising the funds.

New Horizons

The season has got off to a good start, with a high level of bookings for our trip boat, *New Horizons*. We have every expectation that it will exceed all previous years in generating income, and the profits will be applied to our Bicentenary Appeal.

Paul Waddington

Working Party Report

The working party group has turned out twice a week throughout most of the summer. I am pleased with this support as the general maintenance seems to be up to PCAS as usual. The Canal Head woodwork was in need of smartening up and there were banners advertising boat trips to erect.

A small wooden toolshed was donated, if we moved it, and used to replace the old small wooden shed, and after re-roofing it now looks very smart. The old wooden kerb in the top car park at Canal Head has been removed, replacing this area with rubble and tarmac to form a slight slope to the low fence.

By now the weather started to warm up and painting began. Gardham Lock and Swing-bridge proved a challenge taking a lot of cleaning. The weed boat proved a very useful working platform at times. After this, no rest and straight to East Cottingwith to apply clear preservative. Question – how many litres does a dry lock beam drink?? Unfortunately we didn't finish it before the Boat Rally. Answer – 4 litres.

John Lewis and Richard Harker spend many hours during this period on the weed boat. After many attempts the drive oil leaks were solved and the elevator design improved to stop it bending later. They designed a rear guard to protect the sterngear and protect their work. We are very grateful for their persistence to solve all the problems.

The 17th July was a happy day for two of us as we were passed to operate the weed boat, assisted by one other member. This allowed a lot of weed to be removed between East Cottingwith and the Gardham turning point. Our chairman was surprised to find a clear channel up the length of the canal when taking his boat to the Rally.

We still have a bit of paint left so with luck No. 6 Swingbridge and Top Lock may look smarter before Autumn. There is also plenty of offside tree work etc and towpath repairs to be done, so look forward to seeing any of you on Tuesday or Thursday work parties.

Dick Watson

Canal Head Information Centre

The Spring Fete at Melbourne Village Hall saw a mass clear out to the white elephant stall where Ros and Eddie did their best to clear the lot. This was achieved by boxing all the remnants into Mark's van for the next Clubley's sale in the Village Hall.

The poor summer weather seems to fall mainly on a Sunday, so there have been a lot of quiet Sundays. There have been more cars on some weekdays. Thankfully the donation boxes still give us a steady income.

We still collect aluminium cans etc, and donation of scrap including copper, lead, cables, etc are very welcome. We collect in all local areas.

Dick Watson

PCAS Volunteers

Dick Watson and his volunteers have been hard at work recently rubbing down, under-coating and teak-oiling several locks and swing bridges on our wonderful canal.

Have a look at some of these before and after photos:

Gardham Lock

Possibly the quietest and most idyllic part of the canal in the opinion of many visitors. The first photo shows the lock at the end of May and the second in mid June when much hard work has gone into refreshing the beams and associated ironwork.



Cottingwith Lock

The first lock that visiting boats will experience as they transfer from the River Derwent – always important to create a good impression. The first photo was taken on the 18th June, the second on the 6th August. The beams had not been painted on installation so were treated with many litres of teak-oil to protect and refresh the wood. After much preparation, undercoating and careful painting the lock is a credit to all those who have given their time and effort. Many thanks to all involved.

Tim Charlson



New PCAS Merchandise to support the Bicentenary Appeal



20 mugs were purchased and quickly dispatched to the recent boat rally at the Melbourne Arm in July and all were quickly sold, generating much-needed income. Given this success we decided to purchase three new designs (see below). Our new fridge magnet has been popular on *New Horizons* and our stock is rapidly dwindling. These items are of course available to all so please contact any committee member to purchase your new favourite tea mug at £5 or our fridge magnet for £3 – all profits pushing up our appeal total!

Tim Charlson



Find us on:
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Search for **Pocklington Canal Amenity Society**

PCAS has a group for Facebook users and a separate organisation page with announcements for those not registered on Facebook

A Day of Steam

Get on board, open up, key in, turn it, heat, start and away. Well no, not quite. On board-yes. Heat-yes, but not instant. The heat comes from a vertical boiler which was lit an hour before. Two trainees had arrived at Willow Wren Training's base at Stockton in Warwickshire for a day on the steam powered narrow boat *Adamant*. We had coffee, a chat about



Adamant and a chat about safety before Steve, Chris and Phil took us onto *Adamant*. And what a day! Peter, the other trainee and I shared the steering and driving.

Steering was like any other narrow boat which weighs 25 tons, but the driving? *Adamant* has a two cylinder steam engine and a vertical boiler which we learnt to fire. The skill is keeping it full of water, right steam pressure, shovelling coal in, and finding time to respond to the bell signals from the steerer. We had a chance to do all that. The engine and boiler are 30 foot from the steerer so communication is bell signals and shouting, but the engine is so quiet you don't need to shout loudly. And anyway Phil knows what the steerer needs without being told.



By the end of the day we may have mastered it all, but we both had had a super day. If you get the opportunity, take it.

John Dickins

Photos thanks to Steve Vaughan of Willow Wren Training

Water plants in the Pocklington Canal: the context for weed cutting

Disused and lightly navigated canals are often important sites for nature conservation; many have luxuriant aquatic vegetation that may include rare and uncommon plants. The Canal & River Trust, although it emphasizes boating, has a wider brief to take care of the wildlife along its waterways. Furthermore, some canals are Sites of Special Scientific Interest (SSSI) and Natural England has a statutory responsibility for their care. Much of the Pocklington Canal is an SSSI as also are lengths of other northern canals; for example parts of the Chesterfield, Cromford, Huddersfield Narrow, Leeds & Liverpool, Leven, and Rochdale canals. Designation as SSSI does not ensure that canal plants will not suffer deleterious change. For example, about 8 km of the Leeds & Liverpool Canal in the Kirkstall Valley Park was notified as SSSI in 1984 largely because of its rich and diverse aquatic flora including eight species of Pondweed (*Potamogeton*); I found only two species during a brief survey in September 2014. Potential reasons for this loss include increased shading by trees and competition from other plants, especially the near-ubiquitous Arrowhead, but other factors may be relevant. I have no information about whether there has been, for example, dredging, dewatering, installation of new bank-side piling, increase in boat traffic or change in the plant-nutrient content of feed water over the years since 1984.

The Pocklington Canal SSSI was notified in 1987 and is currently considered by Natural England to be largely in an unfavourable condition and suffering further decline. The 1987 notification stressed the canal's diverse flora that included rare and uncommon species including six Pondweeds. Since then successive surveys done for British Waterways and for Natural England and its forerunners suggest that significant lost species include Lesser Water-plantain, Soft Hornwort, Opposite-leaved Pondweed, Fat Duckweed, Small Pondweed, Perfoliate Pondweed and Lesser Pondweed (names of plants follow Stace, *New Flora of the British Isles*, 3rd edition, 2010). Fortunately, other plants of conservation value are still to be found. A survey that I did in July 2013 (*The Naturalist* 139, 129-140, 2014) showed that Fennel Pondweed, Flat-stalked Pondweed and Shining Pondweed were in the navigable canal between Melbourne and Cottingwith amongst luxuriant submerged and floating-leaved vegetation that was often dominated by Yellow Water-lily and also included Common Duckweed, Ivy-leaved Duckweed, Rigid Hornwort and the North American aliens Canadian Waterweed and Nuttall's Waterweed. There were also wide margins of emergent plants generally dominated by Reed Sweet-grass and Reed Canary-grass. Several emergent flowering plants, often growing at the boundary between 'reed' beds and the navigable channel, had increased their range since a similar survey that I did in 2002 (*The Naturalist* 128, 129-146, 2003); these included Arrowhead, Bittersweet, Branched Bur-reed, Celery-leaved Buttercup, Fool's-water-cress, Water-cress, Water-plantain and Yellow Iris. Others had apparently newly colonized the navigable canal over the past decade; amongst these were Flowering Rush and Lesser Water-parsnip.

To attempt to explain change by plants and vegetation in canals it is necessary to understand how they are influenced by their environment. Foremost in canals is the tendency for them to become silted and move towards a terrestrial habitat; they are relatively shallow, un-scoured watercourses. Silt is deposited, submerged water plants tend to be



Diverse floating-leaved and emergent vegetation including Arrowhead, Yellow Water-lily, Unbranched Bur-reed and Reed Sweet-grass

out-competed by emergent ones and in turn these are replaced by wetland plants and by shrubs and trees that can tolerate damp habitats; this was the progression shown, for example, by the Huddersfield Narrow Canal before its restoration in the 1980s and 90s. Thus in the non-navigable Pocklington Canal between Melbourne and Top Lock the channel had by 2014 become very shallow with the whole width is in places occupied by species-poor emergent vegetation dominated by Common Reed or Reed Sweet-grass.

Light energy for photosynthesis is vital for plants and submerged plants rely on light that has passed through the water above them. Light energy in the water column decreases exponentially with depth and in turbid water is soon attenuated so that there is insufficient for photosynthesis even in the shallow water of canals. The navigable section of the Pocklington Canal fortunately is mostly un-stirred and is transparent enough to allow luxuriant growth by submerged plants; it is well known, however, that in canals with frequent boat traffic the water becomes highly turbid and light penetration is too little to support photosynthesis. Shading by trees can also reduce the light available for both emergent and submerged plants causing a dearth of vegetation; this is not much of a problem in the Pocklington Canal but is evident along some canals, for example the Leeds & Liverpool in Kirkstall Valley Park. There can also be competition for light amongst water plants; for example the large floating leaves of Yellow Water-lily inhibit growth of underwater plants beneath them. This is likely to occur in the Pocklington



Left: Shining Pondweed which is abundant amongst submerged vegetation with Ivy-leaved Duckweed

Right: Blanket Weed which comprises filamentous green algae might be encouraged by weed cutting

Canal; similarly much of the Stainforth & Keadby Canal has extensive cover by Yellow Water-lily but it is possible that in that canal boats suppress the water lilies to the extent that a diverse underwater flora is able to thrive.

Plants also require inorganic nutrients. Water-analysis data from the Environment Agency show nutrient concentrations that are typical of eutrophic (biologically rich) waters. The mean nitrate-nitrogen concentration for 12 samples taken at Church Bridge, Melbourne, at monthly intervals over 2009 was 9.1 (range 5.5-12.5) mg per litre while that for orthophosphate-phosphorus was 51 (20-135) μg per litre. Pocklington Beck, which feeds the canal, arises from nitrate-rich aquifers in the Wolds while the feeder from the beck near to Thornton Lock is phosphate-enriched by the (albeit treated) effluent from Pocklington STW. The plants found in the canal are largely species that are associated with nutrient-rich conditions. Furthermore Tahiru Mahami, working as a postgraduate student in the University of Hull, showed experimentally that enhanced extension growth of Canadian Waterweed in water from downstream of the feeder, and also greater growth by microscopic algae in culture, were caused by the increase in phosphate (West African Journal of Applied Ecology 18, 63-69, 2011 – google this journal and the paper can be read for free). The extensive growth of filamentous algae that occurs in the canal is likely to be a result of the high inorganic-nutrient status of the water.

The understanding of relationships between canal plants and their environment leads to the possibility of informed speculation about the possible outcomes of intervention for management. Boating in the Pocklington Canal in summer can be difficult because of the luxuriant aquatic plants and entangling filamentous algae that occupy the central channel. However, it is anticipated that the acquisition of a weed-cutting boat by PCAS will lead to a weed cutting programme, agreed with Natural England and The Canal & River Trust, which will ease navigation. The prediction of the likely effect of mechanical weed cutting in the Pocklington Canal is unfortunately not straightforward. The aim will be to maintain a channel that is sufficiently open to allow easy navigation but at the same time maintain a quantity and diversity of aquatic vegetation that is compatible with the nature conservation value and SSSI status of the canal.

Weed removal and aquatic-plant conservation are not necessarily incompatible. The vegetation of the main drains that were dug largely in the 18th and early 19th centuries to drain the wetlands of East Yorkshire in many ways resembles that of the canals. The drains generally undergo annual weed cutting from the end of summer onwards, the channels remain open to allow high winter discharge, and yet the diversity and abundance of their vegetation is restored by growth in the following spring. In contrast, weed cutting in the canal for the benefit of boating will likely need to be in the summer growing season and there will be the opportunity for rapid re-growth. The physical effect of weed cutting will be to create an empty niche; light intensity is high in summer, cutting will remove shading by floating-leaved plants, the water will be warm and nutrient rich, so conditions will be ideal for rapid re-growth. Studies on other canals have shown rapid re-growth after early-season cutting; e.g. by Murphy and co-workers in the Union Canal in Scotland (Journal of Applied Ecology 24, 1063-1079, 1987). Sometimes weed cutting has led to a deleterious change in the flora; for example Caffrey and co-workers found a preponderance of disturbance-tolerant plants such as Canadian Waterweed, Ivy-leaved Duckweed and Arrowhead following cutting in Irish canals (Hydrobiologia 570, 133-139, 2006) while Murphy & Eaton found increase in green filamentous algae after cutting in the Leeds & Liverpool Canal (Proceedings Aquatic Weeds and their Control, 201-217, 1981).

It follows that if a channel is cut through the weed in summer in the Pocklington Canal there is likely to be rapid re-growth and although the advantage of easier navigation will be gained for a while it may be short lived. There is also the danger that the vegetation that regrows will be worse than was originally present from the perspectives of both navigation and nature conservation. Less common plants such as Flat-stalked Pondweed might be out-competed by more vigorous more disturbance-tolerant plants. Blanket Weed, which is made up of filamentous green algae, is already abundant and a nuisance to boats; potentially its growth may be favoured after competing rooted plants are cut back. Similarly, free-floating Ivy-leaved Duckweed, already abundant, may be favoured by removal of its rooted competitors. In the study on the Union Canal mentioned above it was found that a dense floating mat of duckweed up to 20 cm thick replaced submerged vegetation after weed cutting. It is likely the Natural England will consent to the cutting of a 4 m-wide channel at perhaps monthly intervals. It will be necessary, however, to monitor the effect of weed cutting and adjust the programme accordingly rather than simply following a pre-determined routine.

Ray Goulder Email: r.goulder@hull.ac.uk

Photos supplied by the author

This article was submitted for an earlier issue of Double Nine and we apologise for the delay in publication. As mentioned elsewhere, the PCAS weed cutting boat Sheila Nix is now being used to maintain a clear channel on the navigable length of the Pocklington Canal.

Ray Goulder visited the canal in July 2013 and wrote an article about the water plants he saw on a short Sunday trip aboard New Horizons. This was published in Issue 103 of the magazine.

Are the waterways becoming more colourful?

Most people's memories of visits to the inland Waterways of England to enjoy the many attractions include the colourful boats which they see passing by and which make the canals. In earlier days, boats were painted in bright colours with distinctive traditional artwork. Working boat families took great pride in their boats which were their homes as well as their place of work.



Roses and Castles, ornate lettering and shiny brass were their trademark, which in some way has a similarity to highly decorated Gipsy Caravans. One theory about the frequent use of Roses and Castles is that the Roses make up for the gardens they cannot have because they are constantly on the move, while because they have pride in their floating home this is the nearest they will get to owning a castle. There are other opinions about Roses & Castles but this is my personal favourite. The photo shows many aspects of traditional decoration on a butty.

Nowadays, the canals have been taken over by leisure use; in fact it is said that there are more boats now on the canal than during the heyday of the commercial era. Even though the modern boats have many more amenities and are much more comfortable than the old traditional working boats, the tradition for decoration and bright colours has been continued and it can be a never ending source of pleasure to see the variety and ingenuity in the way present day boat owners have decorated their boats. This has been helped by the advances in paint quality and the use of modern resin based

coatings. Furthermore, it is not difficult to have specialist firms make up vinyl decorative panels incorporating your choice of lettering and scroll work etc.

Because of the advances made in paint technology – especially two part epoxies and the like – it is imperative that they are applied correctly under ideally temperature controlled conditions in order to achieve a satisfactory finish. This involves a lot of preparation work to provide a sound base for the application of the paint and ideally the boat should be under cover in a clean, warm painting shed. Although it is perfectly feasible for a boat owner to carry out a DIY repaint the skills needed can often lead to disappointing results, or to paintwork which doesn't last. Most boatyards and marinas can provide all the facilities needed to do the work and even if they don't have a boat painter in residence they will contract out their painting shed to allow the work to be carried out. This has led to a growth in the number of boat painting specialists who offer their services on a year round basis and although the cost can be significant, it may well be the best solution in obtaining a satisfactory job which will last for a number of years. Costs can vary with some mid-range painters charging around £4000 - £6000 for a 55 ft. boat, which will include detailed preparation work and masking, and paint application including some signwriting (depending on the complexity). However, there are some elite boat painters around the canal system who can (and do) charge nearer to £10,000 for the same work. In both examples, a good job can take a matter of weeks and a good boat painter may have to be booked for a couple of years in advance.



Owners are getting more adventurous in the way they apply lettering and so on and the example shown here raises eyebrows whenever she cruises along the canal, with differing opinions about whether it is refreshing to see something different or not!

An interesting alternative is slowly starting to emerge as a result of advances in a technique usually used on commercial road vehicle called “Wrapping” where panels of vinyl are applied to the vehicle.

Using modern printing method it is possible to put whatever design, logos and lettering on these panels and we are all familiar with colourful vans and trucks – Eddie Stobart lorries are a particularly good example – and the designs available are limited only by the imagination of the customer or designer.

Some enterprising individuals are now trying out this method on boats, where it offers an undoubted cost advantage over more traditional methods. Although it is still necessary to carry out surface preparation work prior to applying the vinyl panels, the cost for carrying out a wrap of a 55ft narrow boat can typically be around £2000 as



opposed to many thousands more, and it is possible to incorporate lettering, logos or other design feature which can follow the traditional designs or alternatively can allow an adventurous owner to experiment.

Vinyl wrapping, as in the photos on this page, does have its down sides. If damaged it is not possible to touch up the design as would be the case with more tradi-

tional coatings, but the opposite view is that a new panel can be put in place relatively easily. I think a compromise is to use vinyl wrapping in less vulnerable areas such as cabin sides while sticking to more traditional paint methods in places which can be damaged when passing through locks, for example. The cabin of this boat has been wrapped with more traditional elements of design and the reported cost was around £1800.

On the other hand, Maid of Fibre has been wrapped to advertise her role as a travelling saleroom for knitting wool. While not to everyone's taste it does show what can be done with a vivid imagination, and certainly gets the message across!



When next visiting the canals it is worth looking at the way a boat has been decorated and maybe you

may be surprised to see what is around these days. New methods such as wrapping and vinyl logos are not to everyone's taste but there are definite signs that the "cut" is becoming a brighter and more colourful place to be.

Howard Anguish

“A Labour of Love” – Part 2

The first part of this article appeared in Issue 104 of Double Nine

The first job was to plan work needed and I knew the layout would have to be changed as the boat could sometimes be carrying three adults and four children. I then started to strip out the inside and discovered the insulation material to be soggy – so everything out then ! and decided that as *Lockwood* would be for mine and my families use I spent many hours laid on a trolley needle gunning, grinding out and welding all affected areas of steel to bring the plates back to original thickness. This work also involved fabricating new gas locker, lid, cubby holes & steel profiles in the bow. The traditional stern also underwent changes in constructing a new weed hatch with above floor access, new tiller bearings and a modified prop shaft with a PSS bearing unit which should give a dry bilge. I also reconditioned the BMC 1500 engine & remounted it offset to make more space for steps as the original layout did not provide access to the engine room or stern from inside but involved exiting through a side hatch onto the gunnel. As you can see I was beginning to think that buying this boat had probably not been a good idea but I could not stop now!

New front & rear cabin ends & doors were made assisted by a friend & the old windows were removed & side hatch blocked off as *Lockwood* is only 40 feet in length and was deemed unnecessary. Covering the wood proved to be a challenge & I decided to use aluminium sheet enlisting the services of Geoff Smith who specialises in this material as there are curves & lifts in profile on the same piece. These panels were glued in place being secured later with the stainless steel handrails I had made.

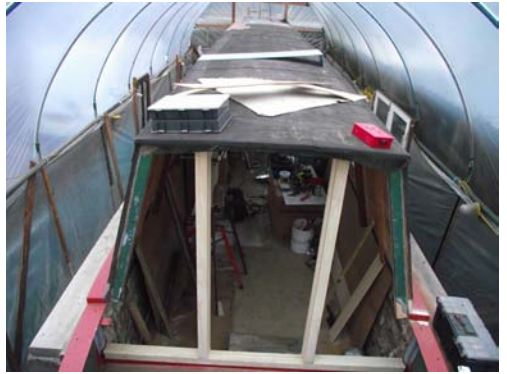
The next job was to get the aluminium cladding prepared & painted as soon as possible and I was really lucky with the weather and as I had built a Poly Tunnel over *Lockwood* to enable all year round working the temperature inside baked the paint on. Sign writing was done by Carl Butters – my brothers brother in law, floral decoration and a mural were done by my eldest daughter Sophie.

I then fitted the new double glazed windows & have got to say that the project was at last looking more like a narrow boat.

The boat was re ballasted after cleaning & painting the floor & hull sides, insulation fitted in, new floor fitted ready for the next stages of plumbing & electrics installation.

Walking down the cabin I planned seating/ two single beds or double bed- but more kiddies, stove, galley with fridge, eye level gas oven/grille & microwave above, single drainer sink & two burner hob with glass lid. Next a stainless wet room with sunken floor to accommodate 6ft 6in son using shower, also decent size hand basin & a macerator toilet & heated towel rail.

A fixed double bed at 6ft 7in long ! comes next with hot water cylinder, toilet holding tank & various plumbing underneath, then through the new doorway to the engine room with all the control panels etc. and steps up to the stern and tiller). After initial wiring & plumbing were fitted I completed lining out the cabin, then installed & constructed all of the above which was another massive job & too numerous to go into detail. LED lighting is fitted and Solar Panels are on my wish list to keep four domestic batteries happy. I arranged a few months before the launch date of June 2014 at Goole to put pressure



A few of the many photos taken by the author during the complete refitting of his narrowboat *Lockwood*

on and *Lockwood* was lifted onto a forty foot trailer with a massive Hi-ab on a lorry tractor unit and taken to Viking Marine who lowered it into the water and then I took it round to Paul Waddington's Goole Boathouse where we stayed a few days to check it over &, make ready for our maiden voyage via the Aire & Calder, River Aire, Selby Canal, River Ouse & finally the Pocklington Canal where I have a mooring. I was accompanied on the trip by my friend Walter who has given me considerable help with joinery & the late Ernie Darrell joined us at Selby to Melbourn Arm.

Although *Lockwood* has been many years in the making I was doing it as a hobby, but then after about six years I had to put a lot more time in otherwise I might not get any pleasure from her. I have got to say that it was very satisfying after all the time spent steering my own narrow boat & I am going over the Pennines & to Lancaster after the Melbourne Bi centenary event in July 2015 .

My grateful thanks go to Frank Jackson, PCAS member for many hours assistance carrying out cleaning & painting tasks etc. Alistair Anderson PCAS member for assistance with electrics & more, Walter for many many hours with woodwork & discussion ! Eldest daughter Sophie for the floral designs, all the professionals who have come up with the challenges I gave them, my family for their support & Jeannette for patience.

John Lewis

Since this article was written, John has started to explore the waterways and Lockwood made a trip to Ripon in August.



Launch day and a few anxious moments



Lockwood under way at last

RAFFLE TICKETS

PCAS Bicentenary Appeal

Enclosed with this magazine are raffle tickets, which we hope that members will be prepared to sell or buy to support the Bicentenary Appeal. After the tickets were printed, the Canal & River Trust offered prizes of:

- ★ a framed historic print of the North Eastern Railway plans of Walbut Bridge and Coat's Bridge
- ★ a £40 voucher for the Anderton Lift Visitor Centre, which can be spent on boat trips through the lift and along the River Weaver.

We welcome offers of additional raffle prizes. The draw will take place at the PCAS Annual Lunch in November.

Additional tickets are available from Debbie Smith.

FORTHCOMING PCAS EVENTS

PCAS Race Night



Friday 30 October, 7pm
Melbourne Village Hall



Tickets £10 (includes stake money)

For tickets please ring 01759 305025

Please bring your own drinks

Volunteers to help with this event would be welcome

Be a Pal of Pocklington Canal

PCAS Annual Lunch

Sunday 29 November, 12:30 for 1:00

The Oaks Golf Club YO42 4PW

Please see the enclosed menu and booking details

New Horizons News

It has been another busy season for *New Horizons*, with an increase in demand for booked trips. In the previous issue of Double Nine I gave some examples of the comments left in our Visitors' Book. Sometimes we receive thank-you cards, complimentary emails, photos, messages on Facebook and even biscuits for the crew. It is all very encouraging for our crew, who put in their time as volunteers.

This photo was sent by Judy Jones, Heritage Advisor for the Canal & River Trust after her daughter had been on a Sunday trip. Thalia is at the tiller with crew member David Morris from Harrogate.



At present we have 25 PCAS members involved in running boat trips, some who crew occasionally and others more frequently. Four crew members – Richard Harker, John Lundie, Peter Taylor and Sue Dickins – have completed their induction as new crew members during the current season and have joined the regular crew. Even at busy times when the boat has been in use daily Bob Ellis, our Bookings Manager, has been able to find a crew for booked trips and the ones that we run every Sunday and Bank Holiday..

Although *New Horizons* does not have facilities for disabled people, some of our trips are for small groups of disadvantaged adults and teenagers. These groups include support workers. In the same way, trips for Brownies and Guides are always supervised by leaders. It is good for PCAS to be able to support the community in these ways.

Until recently, filling the water tank on *New Horizons* was a tedious job involving use of two hose reels, but now we have a more convenient water point. Waterway Recovery Group volunteers layed a pipe (see facing page), but the water supply pipe to connect it to was not as shown on the map. The task was passed back to Canal & River Trust to find the missing pipe and our working party group finished off the job.

This photo shows *Sheila Nix*, our weed cutting boat. Weed cutting by working party volunteers has helped to keep a channel clear for *New Horizons* and other boats during the summer months, when the vegetation grows rapidly.



Alistair Anderson

**waterway
recovery
group**



Colin Hobbs and his team of WRG volunteers laying a water pipe at Melbourne Arm in July 2015



Pocklington Canal – A Gem in the Landscape

Several members of PCAS and guests from Burnby Hall Gardens recently joined Russ Headley (of Nature Talks & Walks) on an evening bat walk from Canal Head. It certainly was an entertaining and informative evening, and I've had follow up emails asking for more of the same please! The bat walk was of course a pilot session to support our application to the Heritage Lottery Fund (HLF) for a project on the Pocklington Canal. Here I will explain what we've been doing during the project development phase, to get to this point.

As reported in the last issue, a successful round one application had been submitted to the HLF and I had been appointed as the Pocklington Canal Development Officer. The application to HLF is being developed as a partnership between Canal & River Trust, PCAS, Natural England and the North & East Yorkshire Waterways Partnership, and our steering group meets once a month. The project will include built and natural heritage conservation, interpretation and activity.

The main emphasis of the year so far has been getting the key plans to first draft stage, supported by community consultation. Of course, endless scheduling of meetings, emails and report writing can be frustrating for some when all we want to do is get going! But, we have been making the best use possible of this funded development phase, so that when the funding decision



comes through (fingers crossed!) we can hit the ground running. Here follows a summary of our plans:

Members will be aware that Pocklington Canal has important, grade II listed historical structures, and that it is internationally recognised for its ecology. However built and natural heritage have tended to be split into separate reports in the past. The previous *Audience, Conservation & Interpretation Plan* by Marion Blockley bucked this trend, and we have continued this into the **Conservation Management Plan**. The plan has established a set of management aims that will protect and enhance the status of the canal and has set out what our priorities for works should be, thus informing this, and future, funding bids. For this project there will be conservation and repair work to Church Bridge, and for the natural heritage it will be channel and vegetation works to improve the status of the SSSIs (currently in unfavourable, declining condition).

Once we had established our key principles for conservation, we could filter this information into a **Visitor Interpretation Plan**. This plan sets out how we tell people about the canal and encourage them to learn about it. Here, the concept of 'zoning' the canal is explored further. Visitors will be directed to visit 'primary' sites at Canal Head and Melbourne where most of the interpretation will be. At 'secondary' access points, such as Church Bridge and East Cottingwith, we will provide information about the sensitive nature of the canal and how people can help protect wildlife by visiting the canal responsibly.

The **Activity Plan** is my main area of responsibility, and will set out our plan for activities, events and volunteering opportunities. It will also set out everything we need to do in terms of recruitment, PR, evaluation and things such as establishing an office at Melbourne. It highlights who our main target audiences are and why, and how we will engage them. We have tested out some of ideas – Melbourne Community Primary visited over two



days, we did a family 'Canal Safari' at the PCAS boat rally, and finally the popular bat walk.

So, what's next? Well, we forge on with finalising the plans and costings, and then actually writing the application. We will be submitting in November 2015, and will have a decision in March 2016. It is difficult when running pilot sessions and consultation

events not to get people's hopes and expectations up too much in case the funding does not come through. Indeed, one of the most challenging parts of my job is people remembering exactly what was in a previous, unsuccessful, application! However, should this application be successful there will be a full programme of activities, events, volunteering opportunities, interpretation and works to get involved with. This will of course complement the bi-centenary appeal PCAS is leading, for restoration to Bielby Arm.

All in all I have thoroughly enjoyed my role in the development of this project so far. It has been a real treat to be so involved with the inland waterways again, especially on such a gem as the Pocklington Canal. My only disappointment has been not being able to get *nb Ethel Rosina* to the boat rally ... but there is always 2018!

Rachel Walker

Pocklington Canal Development Officer, Canal & River Trust

More about Rachel Walker

Rachel joined the Canal & River Trust early in 2015 and her job as Development Officer for the HLF is very varied and includes attending numerous meetings and doing paperwork as well as getting out and about to meet people at the canal and nearby. She has attended PCAS events and is well known to local members. Rachel has kindly provided her contact details for members to get in touch with her:

Rachel.Walker@canalrivertrust.org.uk

07789 934871 @RachelWalkerCRT

This photo shows Rachel aboard her narrowboat *Ethel Rosina*.



Presentation of a cheque to PCAS by local children

The LifeStyle Panda Pups from Melbourne raised £317.50 for the PCAS Bicentenary Appeal over the summer from sales of cakes and biscuits. Thanks very much!



Heritage Open Days at Pocklington Church



By the time you read this magazine, the Heritage Open Day exhibition will have taken place in Pocklington Church. Unfortunately it was not possible to arrange the venue and times when the previous issue of Double Nine was published.

Thanks to all the PCAS members who did helped with the event (10–13 September) and to both Pocklington and District Local History Group and Pocklington Camera Club for contributing to this joint event.

Thanks also to those members who represented PCAS at the exhibition, especially Debbie Smith who did the organisation, and to Revd. Geoff Hollingsworth for allowing us to use the Church as a venue.

This event was not as well attended as the Bicentenary Fete in May, but it is likely that we will have several more active volunteers and more contact with other local organisations.

Alistair Anderson

Do you have a couple of hours to spare?

Well the straight answer may be somewhat negative. However, if you could find a space in your packed diaries on a Sunday afternoon, we could really use a hand.

We need volunteers to man the Information Centre at Canal Head. It's currently stocked with much in the way of donated items and we would like to introduce some PCAS-related items such as the mugs and fridge magnets (as featured elsewhere in this edition).

Now, these items will not sell themselves so we desperately need a small but perfectly formed team of volunteers to support the existing PCAS members who currently open up each Sunday afternoon throughout the warmer months.

You don't have to commit to a regular slot but any assistance you can give will allow us to generate income to achieve our aims of preserving the canal for future generations to enjoy.

If you would like to help please contact me on: 07926 910717
or email: tcharlson58@gmail.com

Many thanks.

Tim Charlson

Membership

PCAS would like to welcome all new members:

Mr & Mrs Cooke	Storwood
Mrs J Clarke	Pocklington
Mr & Mrs Tippett -Wilson	Pocklington
Mr V Warne	Melbourne
Mr Bernard Morris	Pocklington
Mr & Mrs Steggle	West Stockwith
Mr John Schumacher	Pocklington
Mr & Mrs Taylor	Pocklington
Mr & Mrs Patterson	Gilberdyke
Mr & Mrs Jones	Pocklington
Mr Batt	York
Mr & Mrs Arme	Melbourne
Mr & Mrs Richards	Surrey
Mr Iain Campbell	Beverley
Mr David Broughton	Brough

Our magazine, Double Nine, is produced 3 times per year and is available as either printed copy or email attachment,. if you would prefer to receive it electronically please let me know (this saves both the cost of printing and postage leaving more of your subscription available to spend on the restoration.

We welcome members getting more involved in the activities of the Society, from volunteering for our various working parties, crewing our trip boat *New Horizons* to joining our committee and helping formulate the future restoration of the canal.

If you would like more details or if I can be of any further assistance, please do not hesitate to get in touch.

OUSTANDING SUBSCRIPTIONS

Forgot when your Annual Subscription is due?

Contact Debbie Smith to confirm when due.

Would you prefer to pay by Standing Order?

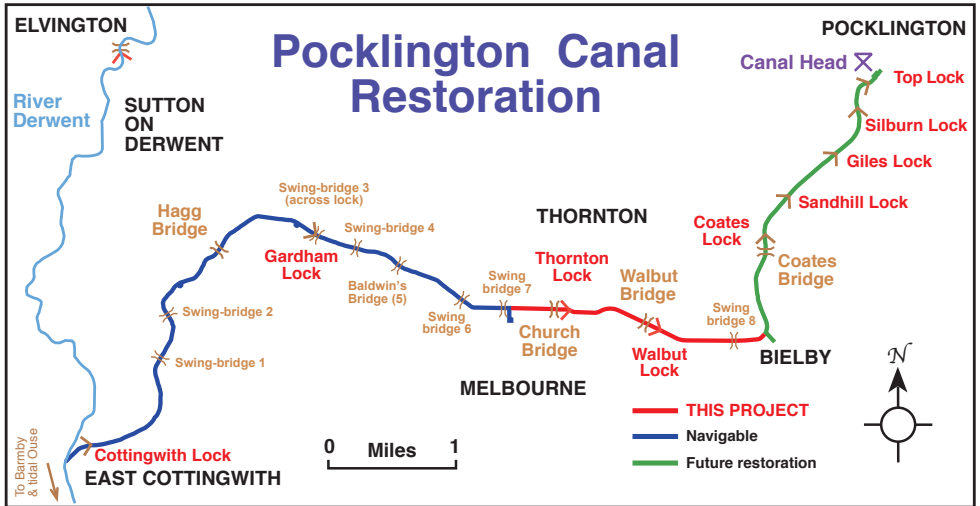
Please find standing order form, please complete and return to Debbie Smith, Membership Co-ordinator, 14 Kilnwick Garth, Pocklington, York YO14 2RQ or email: dejaysmith@btinternet.com

Debbie Smith

Membership Coordinator

STOP PRESS

Roger Bromley will be taking over as Membership Coordinator. His contact details are inside the front cover.



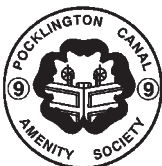
The PCAS Bicentenary Appeal is for funds to support restoration of the length of canal shown in red in the map above. At the time of writing (September 2015) the appeal fund stands at £88,000. Please help by making a donation.

MEMBERSHIP SUBSCRIPTIONS

Membership subscriptions run for 12 months from the date of joining PCAS. Please pay your subscription if it is due. If you pay by Standing Order, please update your payment as shown below.

Membership subscriptions –	Annual	Life
Junior (up to 18)	£5	-
Individual	£10	£100
Individual – over 60	£10	£60
Family	£15	£150
Family Concession	-	£90

Please notify the Membership Coordinator if you change your address

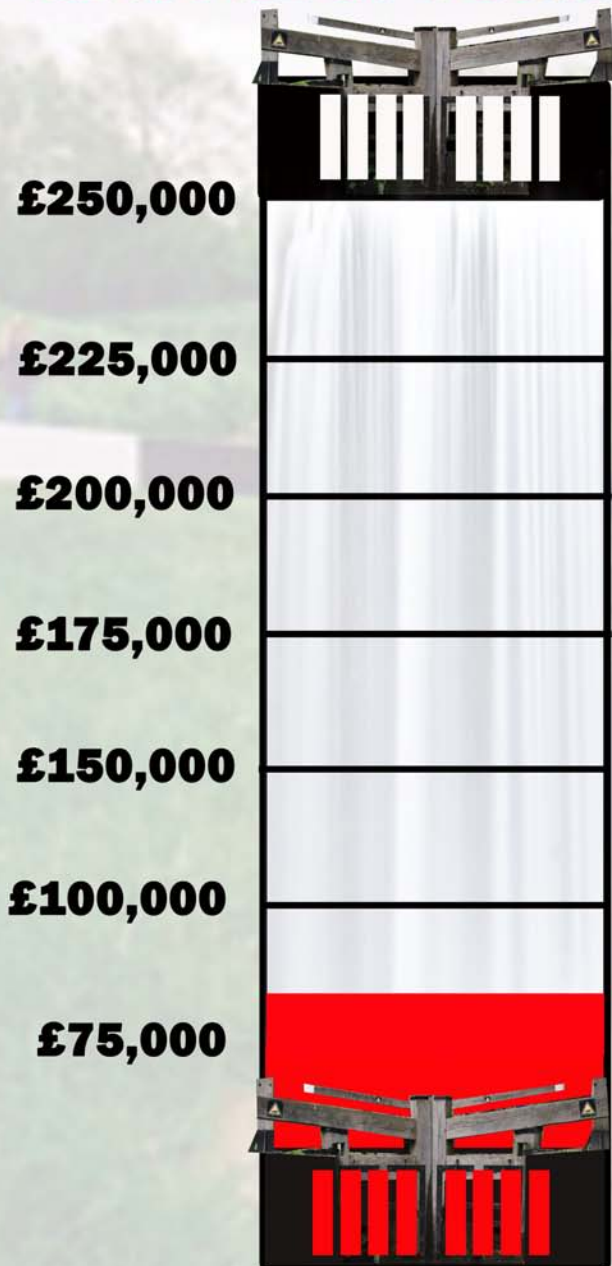


Pocklington Canal Amenity Society

Registered Charity 500637 www.pocklingtoncanalsociety.org



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canal from
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to Bielby.

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PCAS and send to:-
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64 Willow Park Road,
Wilberfoss,
York, YO41 5PS

Text PCAS18
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to 70070
eg PCAS18 £10

www.pocklingtoncanalsociety.org