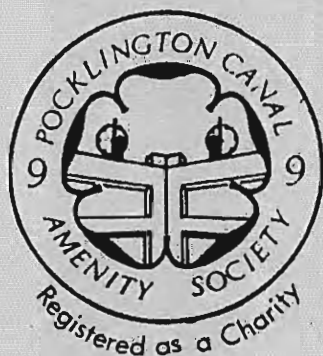
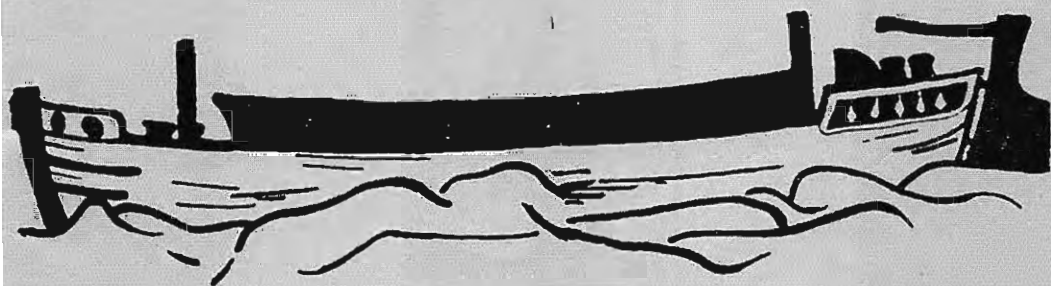


DOUBLE NINE



THE POCKLINGTON CANAL AMENITY SOCIETY Magazine



FEBRUARY 1984

No. 48

The Pocklington Canal Amenity Society



Registered Charity 500617

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NOTE: Opinions expressed by contributors to this magazine are not necessarily those of the Editor or of the Pocklington Canal Amenity Society.

EDITORIAL COMMENT

WE'RE SORRY WE'RE LATE - BUT THERE ARE GOOD REASONS!

It is a long time since you had the last "99" magazine, far too long! We have some excellent contributors and their copy has been lying in the file, waiting hopefully, for far longer than it should have been. Waiting, I'm afraid, for the Editor! It is the Editor's fault this issue is so late appearing and I apologise to all our readers and contributors.

I hope such delay will not occur again. There were several reasons for it, including a period of extra heavy family and work responsibilities. But the biggest hold-up has been the amount of time taken by urgent affairs to do with our own canal and with waterways in the region generally. The "River Derwent (and Pocklington Canal) Draft Policy Statement", put out by our two local County Councils, in particular has entailed an enormous amount of thought, study, consultation, writing, long meetings and so on. (For more details see page 27).

WATCHFULNESS AND POLITICAL PRESSURE ALWAYS VITAL!

It is a sad fact that, however hard and successfully we all work physically at restoring the canals or however much money we all raise, if planning consents are not forthcoming, if restrictive byelaws are enacted, if various proper points of view are not put forward for consideration at the right time to all the right people, then much of the other effort is all in vain!

IMPORTANT ROLE OF IWA AND SOCIETIES

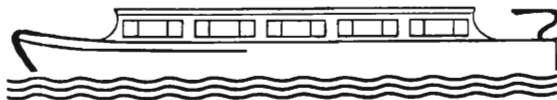
An enormous amount of time and effort and watchfulness is put in by groups like the local branches and regions of the Inland Waterways Association and canal societies and trusts such as our own, simply to ensure that our waterways heritage is protected and preserved for members of the public to enjoy. And we could always do with more people to share this workload!

HELP FROM COUNCIL PERSONNEL

At the same time it is only fair to say that, once approached, the various council members and officers have frequently shown themselves most helpful and considerate. But, unless we are constantly wide awake and the proper approaches made, many vital issues can so easily go by default. Constantly, during the last year particularly, vital matters of this sort have had to take priority over typing the magazine, etc.

INFORMING OUR MEMBERS - A POSTAGE PROBLEM!

Knowing the magazine was going to be late, we decided in the autumn to notify members living fairly locally of social events in October and November. It seemed rather expensive in postage to send to those living in distant parts who would be very unlikely to attend. If anyone who WOULD have come was left out we are very sorry and we hope they will understand the problem.

ERIC LOUNT NEW VICE-CHAIRMAN

Eric Lount, founder Chairman of the Society, has succeeded the late Francis Loft as Vice-Chairman. Eric stood down from the committee for a time after moving from Thornton to take over a farm at Flamborough. We are delighted that he and Doreen feel able to take a more active part in canal affairs once more.

COUNCILLOR IVOR J. LONEY

It is a measure of his enthusiasm and readiness to help that we tend to take Ivor's involvement with the Society's doings almost for granted these days! But we do wish, publicly, to record our appreciation and thanks for all his sound advice and willing help - and to the Council for again nominating him as their representative.

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M.S.C. SCHEME FOR POCKLINGTON CANAL IN 1984

Unless there is some last-minute hitch (not totally unknown in waterway affairs of course!) it looks as though we shall see the start of a Manpower Services Scheme on Pocklington Canal in April or May of 1984.

Following lengthy discussions and much preparatory work assessing possible jobs to be tackled, a meeting was held in Pocklington on 18th January, between Alec Thomson (BWB's National MSC Co-ordinator), Mr. Quarmbly and Mr. Swift (MSC Organisers from EYBC), Mr. Beattie (local MSC Supervisor), Peter Barnes and Gerry Turner (BWB, from Castleford), plus Gordon and Val Barron and Margaret and Ray O'Kelly from PCAS.

Plans have yet to be finalised but it is probable that there will be a team of six or seven men under a chargehand, working for four days a week for the first year, with the likelihood of a second year to follow. The sort of jobs to be done will be unskilled or semi-skilled, though as the workers become used to the Canal they may well be able to tackle more complicated tasks.

Proposed jobs include much needed car parking at Canal Head timber stumps to keep cars off the grass, new gates, stiles and fencing at various places, further seats, renovation of existing swing bridges, safety and clearance work around Cottingwith Lock etc. Money and certain equipment is to be provided by the authorities but their funds are limited and PCAS have been asked to contribute £250 - £300. This we readily agreed to do. (See R. O'K's Appeal!) The MSC Scheme will not cover main work on locks or bridges.

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SIR FRANK PRICE TO RETIRE AS CHAIRMAN OF BWB

We are sorry Sir Frank is going. We may not always have agreed with everything he has done but we applaud his unflagging fight to put the waterways generally on the map. And, whenever asked, he has always found time to support the Pocklington Canal. Out on a limb and far away we may be but Sir Frank has always been approachable and has never 'fobbed us off' as too small and unimportant. We send you our good wishes for the future, Sir Frank.

BRIDGES?? - WE BECOME MORE AND MORE FRUSTRATED!

Two more bridges to Melbourne! So what is the holdup? You may well ask, and many of you do! Have been doing for quite some time!

The present head of navigation is Bridge 6, next one up from Baldwin's. So near- and yet so far! Melbourne with its Arm, its pub, shops, fuel, churches etc., has been the logical target for a long time, as far as boats are concerned. And all that prevents craft from reaching the Arm are two low bridges, both within a short distance of the village. BWB say they also want to get boats through. So what IS the holdup?

When PCAS rebuilt Baldwin's Bridge BWB expressed themselves quite satisfied with the results (and it cost infinitely less than a professionally built one!) They approved the Society's plans for a bascule-type structure at No. 6 at least eighteen months ago. We have put forward various schemes for doing the work, including an injection of cash. We have not been refused exactly but we seem unable to get a firm go-ahead from anyone so far! Soon someone is going to take the law into their own hands!

After the popular bridge at the end of Melbourne Arm (No. 7) unfortunately crashed into the water, the Society offered to the Parish Council to erect at least a foot-bridge, so that local residents could continue to reach the towpath as before. Melbourne Parish Council must by now have a poor opinion of our good faith! We were all set to start this temporary work but the Board bade us wait as they would probably be able to put a proper vehicle one.

Melbourne got tired of waiting! Legal or not, one can hardly blame them for putting their own split log foot-bridge across last autumn. Now, it seems the Board are starting work on their vehicle bridge. They have a responsibility to renew the old bridge deck. The Society put plans to them to enable this deck to be raised to adequate navigation height some time ago, at least until such time as it can be made to swing properly as of old.

We have no firm information from the Board at the time of writing this but rumour has it that the No. 7 deck is to be a flat one at low level and that, in two years' time, the Board will install swingbridges both here and at No. 6.

To be fair, this is only rumour as yet, but work has started at No. 7. What does one make of it all? The Board constantly plead lack of money, especially since we are still a 'Remainder' waterway. They also remind us that they cannot get a maintenance agreement for work done. The Society have offered all sorts of help. We have submitted a variety of plans and held numerous (and very amicable) discussions with the Board's staff. WHAT exactly DO they want? And WHO exactly is responsible for all this stupid and, it would seem to us, unnecessary muddle? As to maintenance, once such work is properly completed it should not require much maintenance; and what there is ought mostly to be well within the capabilities of organised volunteers.

Though not perhaps QUITE so urgent, plans for restoring Thornton Lock seem to be similarly hamstrung. And this, despite a good reserve of money, and offers of skilled help.



Melbourne Arm and the Bridge that Collapsed during 1983

WORKING PARTIES

Information Centre - this is now ready for operation, more information about this on another page. (See pages 10 and 11).

B.W.B. Workshed - This shed has now been completed and is standing alongside our own shed. We now have a complete base from where we can work on restoration.

Reed removal at Canal Head Basin - Now we are ready to really get stuck into this job, also the road needs attention. These two jobs undone make this area a Mess, so there is the work to be done. Once done Canal Head will be a pleasure to look at. All that is needed is co-operation and willing people.

Gardham Lock - Chamber has been cleaned down and iron work painted, coping stones cleaned, rubbish trimmed back and now looks as if someone owns it, even the local farmer said we had made a good job of it. Our thanks to York University Students who helped with this work.

Soil has been moved from Gardham, ex-dredgings and spread on the low parts of the towpath. Members of I.W.A. North Humberside Branch have planted a variety of bulbs at Canal Head and Borough Council continuing to cut the grass, making a good job.

Overhanging dead elm trees have been cut back to the edge of the water to allow weed to float freely down the canal instead of making islands of impassable weed banks. Work has continued on removing these islands.

Gifts of Canoe

Many thanks to the Welburns for their gift of a canoe. This has been most useful in getting to inaccessible places for work where large craft couldn't manoeuvre.

Stop Press!

A number of large trees fell across the Canal near the boats at Baldwin's during recent gales. Miraculously no boats - or people! - were damaged! Volunteers, aided and abetted by Henry, have managed to remove most of this obstruction.

More recently still BWB have planted some more trees at Canal Head, between the Lock House and the Information Centre. Thanks Gerry!

G.G.B. and R. O'K.

WANTED ... NEW WORK PARTY ORGANISER!

This is not the place to record all the planning and unending hard work undertaken by Gordon and Val Barron since Gordon became Work Party Organiser, along with Ray O'Kelly. But we are about to embark on a new work programme this Spring and Summer, we hope with the assistance of an MSC Scheme, and Gordon feels it is time for a split in the task of organising the various jobs that need doing.

Gordon and Val are very happy to see to various maintenance jobs but we are now looking for a volunteer to take over the responsibility for new restoration work. It helps, of course, if you are on the 'phone and have some practical skills and experience of waterways! But if you aren't or haven't (or are just one of those modest types!), provided you are keen we'd still like to hear from you! And it is very important! So DO ask yourself if this is something you could do - more important, see if you can't say yes!



"ADOPT A LOCK"

... or any other structure or section of the Canal. The Working Party Organisers need some assistance! Is any person or family or group prepared to oversee and look after a small section of the Canal?

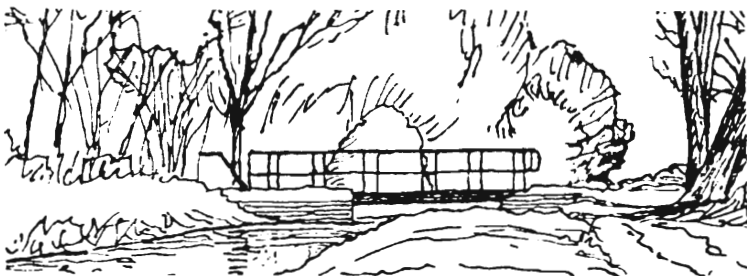
This is an idea which has been successfully tried by other societies and certainly by the Calder Navigation Society. We propose to divide the Canal into small sections, e.g. locks, bridges, small lengths, etc. And we hope that you will volunteer to look after one. We have two navigable locks and four swingable bridges that need a bit of "loving care and attention". Two or three cuts of the grass and the occasional lick of paint is really all that is required, and a regular check of the condition of the structure or mechanism.

Obviously the Society will provide paint, fuel for mowers etc., and any major problems reported would be dealt with by a working party. But the time saving to the Society over the regular cosmetic jobs would be enormous, and all as a result of a small amount of quite enjoyable work by individual Society members, their families and friends. Choose a sunny day and take a picnic, cut the grass, pull a few weeds and rubbish out of the lock gates and bridge mechanisms, chat with a passing boater, walker or angler and help show that we are "out and about".

Any offers or other suggestions? Don't forget - those that offer first get the best sites! Addresses and telephone numbers are inside the front cover.

RICHARD WALTON

Chairman



Fourth Swing Bridge

MEMBERSHIP

Our membership continues to remain well over the three hundred mark. As the years go by we lose a few but new people are becoming more aware of our aims and are joining the Society. To those who have joined us since the previous magazine was published we extend a warm welcome and hope to see yo working for the Society in some capacity, albeit manual, writing articles for the magazine, raising funds or even joining the committee.

We regret the passing away of Mr. Brocklebank, Mr. Preedy and Mr. Wiles. Two of these were founder members. Our sincere condolences to their families.

May I remind you all that memberships are due on 1st Jan! I shall look forward to receiving your memberships and donations and letters and shall be pleased to see any member if you happen to call and see the results of what we have done and are doing on the Canal for everyone's future enjoyment and pleasure.

RAYMOND O'KELLY
Membership Secretary

OPPORTUNITIES FOR MEMBERS TO MEET?

Our membership ranges far and wide (see "99" for April 1983) so we are never likely to get all 350 or more members together in one place! But a goodish number live fairly locally. Do you feel there ought to be more local meetings or social occasions than we have at present? If you do, would you like to make suggestions?? Would you even like to organise same??? Let us have some feedback!

IWA North Humberside Branch organise regular meetings, outings, etc., usually in the Small Hall at Cottingham Civic Hall, 8 pm start. Dates in Diary on back page.

Visitors are always welcome.

NATIONAL WATERWAYS FORTNIGHT 1983

PCAS took part in two events for the IWA's 1983 Waterways Fortnight.

Beverley Beck Rally We loaned our marquee and had our own Society Stall at the IWA North Humberside Branch's highly successful Beverley Beck Rally. Despite the deluge on the Sunday it really was a 'super do' with crowds of people and boats and a fair profit into the bargain. It certainly showed what an attraction the Beck could once again become if boats are encouraged to use it and allowed to moor there.

Opening of PCAS Information Centre at Canal Head and Re-naming of the Workboat 'Ebenezer'.

On yet another wet, grey weekend, Councillor Mrs. Irene Dyson, who had just begun her year of office as Mayor of East Yorkshire, came to open our newly converted Information Centre at Canal Head. After a pub lunch at Allertorpe the party proceeded to Baldwin's Bridge where Mrs. Dyson went aboard the Society's Workboat. Resplendent in new blue paint and shipshape in every detail, thanks to Val and Gordon's loving attention, it was hard to recognise it as the same bright orange craft that stood on its trailer at Top Lock not so long before.

The rain did just hold off as Mrs. Dyson re-named it (her?) EBENEZER II, and we were able to take a short cruise without getting too impossibly soaked! We are very grateful to Mrs. Dyson and Mr. and Mrs. Crichton for staying with us that day in all the damp. No one could have blamed them at Canal Head in all that rain if they had turned round and gone straight back to Bridlington. They didn't! They stayed all afternoon.

CONGRATULATIONS TO MR. HAROLD MIDGLEY

Congratulations to Mr. Harold Midgley, one of our founder members who has always supported us, on being made an honorary Alderman of the Borough of East Yorkshire in recognition of his many years of service to the local community.

CANAL HEAD INFORMATION CENTRE - CAN YOU HELP??

Henry Richardson's old piggery at Canal Head is ready to play a new useful role in the life of the Canal - that is, provided enough members and friends come forward to help man it during Spring and Summer weekends!

A new floor, roof and wall lining, a window which doubles as a serving hatch for passers-by, tea and coffee making facilities, and a display of pictures and information and Canal Guides etc. for sale - all this represents a lot of time, skill and hard work by our team of regular volunteers, including some made-to-measure woodwork and shelving donated by Dave Carnell from 'across the water' in Goxhill. There is a donation box at the ready for visitors who wish to contribute to restoration funds.

Please help! The idea for the Centre came as a result of the ever-increasing number of visitors who stop for a chat, ask questions and offer a contribution whenever any of us are there working. What we need now is a regular rota of people willing to spend a day, or half-day, or just an hour or two, staffing the Centre, ready to talk to passers'by, sell them a Guide, make a cup of tea, encourage them to look round. You don't need to be strong or energetic! Just friendly and interested. If plenty of people volunteer then no one need give up too much time. It is a very worthwhile job. If you think you could help please let one of the committee know as soon as possible. Thank you in anticipation!

P.S. Have a look at your diary now!

TO BOAT OWNERS

As you've probably discovered by now, it is NOT a good idea to leave boats at Cottingwith or in the lower reaches generally during the winter! It Floods! In fact the whole area round the Canal can disappear under water in a big flood! So, newcomers to the district, be warned! And many thanks to one or two boat owners who have recently gone to some trouble to warn or rescue colleagues in distress, sometimes from as far away as Leeds.

The Society AGM is booked for SUNDAY 29th April at The Plough at Hayton. All arrangements as usual. (For details please see Back Cover).

DO please attend this event if you possibly can. You don't have to come for the Lunch, though it is usually very enjoyable, but DO try to come to the meeting afterwards. We need your ideas and suggestions and we need some additional COMMITTEE MEMBERS! As we've said before, you don't need to be an expert. Far more important to be enthusiastic! Though there is sure to be an outlet for any useful talents you may have. The 'old gang' are just as keen as ever, but we DO need some new blood and new ideas and new energy. If any of you reading this feel even a little bit tempted, give one of the existing committee a ring and find out more, and let us put your name forward. (How about NOW?? And certainly before the meeting if possible! You don't need to be a long-standing member, just a willing and interested one!

All four officers require nomination each year, likewise committee members. Nominations, please, in writing with proposer, seconder (and consent of candidate!) to the Secretary before the meeting if possible.

THE CHRISTMAS SALE AND SLIDE EVENING held in Pocklington in October proved highly successful and attracted a good crowd, many of whom had not been to one of our events before. SMN showed recent slides of the Canal (and some 'vintage' ones too!) and Alan Ball, Chairman of DNAA, gave us an entertaining commentary on some historic pictures of the Driffield Navigation. The Stall and Raffle did well. Thank you to all who contributed.

CONGRATULATIONS TO YORK MOTOR YACHT CLUB!

Congratulations to York Motor Yacht Club! Founded in June 1933, they celebrated their Jubilee in June 1983 with a very enjoyable Open Day to which we were pleased to be invited.

A Canal Reverie - but not a DIRGE, we hope

Thirteen years on:

- Q. What has kept the stalwart few of volunteers going all this time?
- A. The dream of seeing the Canal restored, in all its beauty and for all to enjoy.
- Q. Why at this time are these dreams turning into nightmares for our gallant little band?
- A. Because of the very few people who will give up a few hours once a month to come and work on the Canal.
- Q. Why should that be a nightmare?
- A. Simply because all the hard work done in the past thirteen years could so easily be UNdone in thirteen years from now, when our stalwarts (already some of them pensioners) will no longer be able to do the donkey work "and carry the Canal on their backs".
- Q. What could be a worse nightmare for those who have worked so hard?
- A. Nothing could be a worse nightmare than this.
- Q. How can this desperate situation be remedied, so that the work done so far will not have been wasted?
- A. The answer lies with YOU - if you live locally and are physically fit and could easily come along.

Regular Work Parties are held on the second Sunday of every month, meet at 10 am at Canal Head. (OR at any other time by arrangement!)

We also need new Committee members, especially people in their twenties, thirties and forties, to carry on the work. The only qualifications are enthusiasm and a willingness to work. Oh yes, and the ability to DREAM and have VISION. When this need is fulfilled - only THEN will our nightmares cease!

OUR OLD FRIEND PHRED!! - Used to be a most regular correspondent, then we heard no more. Goodness knows what he's been up to! Never mind - welcome back! We missed you!

Dear Ed and Phriends,

Yes, it's me, Phred, quite out of the blue, I know, now it's not that I intended to leave without saying cheerio, but I got a bit shaky you know. They said it was with drinking too much, but it wasn't. As I explained, I spilled most of the damned stuff.

However, I just had to write 'cos I'm a bit up-tight. You remember at the AGM, well they said that it had been suggested that we (The Society) that is, should have a name for the new work boat and my old Phriend Eric, yes, that's him, used to be in the Chair, though never at my favourite haunt I'm afraid; anyway, he suggested Ebenezer II on account of the last legitimate work boat was called Ebenezer, around 50 years ago. Well, as he explained this at the time for the benefit of any newcomers and those not having read their history (in The Case for Restoration) and then promptly deputised yours truly to produce a name-plate. He having just been appointed V.Ch., and insisting he must have it yesterday I ventured to suggest that he try his other (and perhaps only) Phriend but it seems Luke Sharp had gone to ground, one knows not where, so there I was, knobbled.

Well I begged a piece of E ply, about 25 mls of Dulux, a pencil, a ruler, and away we went. Having got the thing half completed, two (yes two) of my closest Phemale Phriends pointed out that Ebenezer should have 2 E's in the middle, well I ask you, there's no wonder the weather turned wet. Off went Phred to consult the Case for Restoration, not being very up on this spelling lark. Could I find it ... nor was it in Double Nine, or Waterways Restored or any other manual I could find, so....

Thinking Cap on, Phred plumbed the depths but the seed of doubt was growing by the minute, then having one eye on the clock, 'cos it was nearly opening time, success! my neighbour came to mind, being a much more educated person, she just might have a copy of Dickens. A blank I'm afraid, but

1983 A BUMPER YEAR FOR THE SOCIETY STALL

Shortly before the year end the Society Stall was able to hand over the excellent sum of £800 to the Society's main Deposit Account. This was after leaving enough to buy in new stock and pay advance site rents. We also hold considerable stock in hand already for next season.

This is only possible because of the generosity of many members and friends and willing help 'behind the counter'. Sales have also been boosted by steady demand for Peter Hardy's Guide to the Canal, and by sales of silver foil, second-hand books, bric-a-brac etc.

THANK YOU ALL VERY MUCH!! And please keep on helping! We are going to need all the extra funds we can raise this year to carry through all the work that is planned on the Canal.

Events Attended in 1983

Cleveland Canoe Marathon on the Canal, our AGM Lunch, IWA's Beverley Rally, York Motor Yacht Club Open Day in June, Bishop Burton 'Town and Country Day', the Yorkshire Show at Harrogate (three days), Barmby Feast, Driffield and Howden Shows, and our own Slide Evening and Christmas Sale in Pocklington and our November Lunch at Hayton.

The Great Yorkshire Show

Rent for the three day show site was £72.45. A suggestion in '99' that it would be good to raise some of this rent beforehand brought a stunning offer of £50 from Mr. Horne on the day after the magazine went out! When this generous act was reported at the AGM, Mrs. Margaret Simpson promptly made up the remainder. This meant we could bank the whole of the £553 total takings. Very satisfactory indeed! A contribution of £10 from Miss Madle in Kent went, therefore, to offset the £34.44 rent at Driffield Show on 28th July, together with £3.00 from Mrs. Leonard.

And all this is in addition to gifts in kind, including handmade goods from Mrs. Leonard and Miss Madle and a quite staggering stock of home-made marmalade from the Hickman family at Wheldrake.

PLANS FOR THE STALL IN 1984

We expect to attend most of the same events as in 1983 (and some others too) but NOT, unfortunately, the Great Yorkshire Show. This is because the Show Dates clash with school term this year. We HAVE booked a Charity Stall at Bridlington Market on Wednesday 1st August, however. And we hope to help make up some of the shortfall on the 'Yorkshire'. We shall need lots to sell and plenty of helpers!! Please be thinking about this one!

Helpers If YOU think you could help on the Stall (whether for an hour or for a day!) do please contact SMN or any of the committee members. You don't need any special skills and most people seem to enjoy themselves. So do let us know if you are willing.

Gifts too!! Quite a lot of stock is already provided but we really do need anything you can contribute in the way of gifts as well to swell the profits! As long as it's transportable by car and not alive or too perishable!

STILL REQUIRED - A FRAME TENT FOR SHOWS

We are still looking for a 'new' frame tent, something around ten to twelve feet square, to house the Stall at the bigger shows etc. Our old one has served us well but it is definitely feeling its age! In fact it's decidedly unsteady on one of its legs! We are quite willing to pay a reasonable price for something suitable - though needless to say we wouldn't look a gift-horse in the mouth!!

(Signed) Ever Hopeful!

T H A N K Y O U A L L ! !

SILVER FOIL AND PULL-RINGS continue to make a steady contribution to funds. Thanks to all our 'regulars', also to a number of newcomers in this line, notably Mrs. Wiles, and to Peggy and Lewis Straughan who gave us a mass of pull-rings. Please keep at it! Even the quite small parcels help when we put them all together!

BOOKS! BOOKS! BOOKS!

York now boasts more second-hand bookshops than almost anywhere outside London, so we are well placed to dispose of all you send! We've had everything from paper-back thrillers and romances to valuable leather-bound volumes recently. Gradually, by 'shopping around', a market can be found for most of them. Though, at the moment, if anyone finds the winter evenings long we can loan them Morley's Life of Gladstone in three massive volumes, or Memoirs of Napoleon by Bourrienne (four volumes!) Very improving! And, of course, if anyone wishes to purchase same ...

"WATERWAYS WORLD" BOUND SETS presented to us by Denis and Dorothy Jobling were pounced on at once by a member of IWA Region Committee who was delighted to pay the going rate for them.

MANY OTHER GIFTS and contributions for the Stall and for Raffles etc. keep on appearing from Mr. and Mrs. Wiles, the Alden's, Miss Madle (our staunch supporter in Kent), Mr. Horne, Mrs. Leonard, the Carnells and many, many more. If we've left anyone out believe us it's not because we're not grateful only that it's sometimes difficult to keep track! But the Society is VERY grateful indeed, both for the goods and for your time and thought.

ALSO WANTED!

Bric-a-brac, gold and silver (diamonds?!), brass, copper etc., old china and glass, old coins, Victorian and Edwardian ornaments. Don't throw anything away. Ask us first!!

SLIDE/TALK DONATIONS FROM JOHN PECK

John Peck in York writes that he has given talks with slides during the past year to various retired men's groups and when he has mentioned PCAS he has been asked to forward their contributions - a cheque for £20 from about six talks.

Later there followed a further cheque for £15 from talks to Acomb Townswomen's Guild and the National Trust Centre, York. Our very grateful thanks to John Peck and to all who contributed. Very much appreciated!

- AND FROM PETER HARDY

Exiled in the South, Peter is obviously determined that the waterway addicts thereabouts shall realise there IS life north of Watford! He also sent £10 from his latest propaganda efforts. And that's in addition to all the Guides he sold for us after each of his slide shows at the Beverley Rally last summer. Thank you Peter! Likewise, for stamps, foil and jumble.

- AND FURTHER CONTRIBUTIONS FROM TALKS from:

IWA Lincs. and South Humberside Branch from a slide/talk at Grimsby - £10 (via SMN).

£3 from Pickering (via Chris Lawton).

£5 from York (via SMN).

£10 from Hornsea Trefoil Guild following a talk and trip on the Canal arranged by RGW.

Again, thanks to all concerned!

COMPUTER WASTE

Can you collect Computer Waste? George Parkes can get a good price for this. Please contact George direct or one of PCAS Committee.

BWB TO TAKE OVER THE RIVER OUSE IN 1984

British Waterways Board are preparing to take over the River Ouse between Linton Lock and Goole, probably this Spring or Summer. It is understood that the River Foss will not be included in the take-over but will remain under the management of York City Council. At present, and for many years past, navigation on both the Ouse and the Foss has been the responsibility of the City Council under the guise of the Ouse and Foss Navigation Trustees.

OUSE AND FOSS LOCK TOLLS INCREASED

As from January 1984 lock charges at Naburn have gone up from £6.50 to £7.00 and for Castle Mills above Foss Basin from £9.40 to £10.00.

NOVEMBER SUNDAY LUNCH

Our traditional pre-Christmas lunch at The Plough at Hayton was the best attended yet! We were forty-eight adults and nine juniors, and we were very pleased to have with us as our guests Mr. and Mrs. Grainger from Bridlington. Mr. Grainger is Director for Parks and Recreation for the EYBC. The Stall took £54 and the Raffle £16. Our thanks to Mr. and Mrs. Harris and their family and staff for their hospitality and help and an excellent meal.

NEW BOOKS

"THE NEW NAVVIES" by R. W. Squires - Phillimore £9.95

This is a comprehensive and well-documented history of the modern waterways restoration movement. It has good maps and diagrams and an interesting section of photographs (including one of some of our Pocky 'regulars' putting finishing touches to Baldwin's Bridge). The text is very readable, and, certainly in our own section, the details are authentic and up-to-date and represent the results of long and painstaking research. It must become a classic reference book on its subject. Yet somehow, to this reader at least, it failed to convey the amount of fun and enjoyment we've all had in the course of our efforts.

"WATERWAYS POSTCARDS 1900-1930" by Hugh McKnight
- Shepperton Swan £4.95

Hugh McKnight's "Waterways Postcards" must be quite the most sumptuous waterways book yet - 96 pages of sheer visual delight! His lavish collection of cards, many in beautifully reproduced colour, are historic, romantic, nostalgic, touching, funny. You don't need to be a card collector or even a waterways addict to find this publication quite irresistible - and remarkably cheap at the price too! Go on, treat yourself! You won't regret it!



CANAL CARD COLLECTORS' CIRCLE (CCCC)

If you are interested in Canal postcards you may like to join the CCCC. They publish a magazine 'Gongoozler' and lists of cards, etc., and arrange meetings in various areas. Contact: David Clough, 12 Wellstead Gardens, Westcliffe on Sea, Essex S80 0AY. (Annual Sub. £3.50).



~ From an old strip map of the Derwent ~

Have you ever been to a Teddy Bears' Picnic? I was invited to one early this summer at a place called Huggate, which is near Pocklington, at the start of the Yorkshire Wolds. I was needed to help the villagers to raise funds for repairs to the Church and on this particular occasion, the fund-raising event was at a farm and was a great success.

During the special Waterways Fortnight I was seen at the Beverley Beck Rally, where on the second day, I got very wet and had to be dried out!.

Another time, I helped raise funds for Dunswell Church when they held a Garden Party and Disco.

Then it was "coming of age" time; first I went to an 18th birthday party at North Cave and when the news was noised abroad that I was such a popular and helpful, kind person, I was invited to the London area. I embarked on my longest journey yet and I did not get home straight after the 21st birthday party, because "they" were busy with the Henley Regatta, so you see I was moving in high circles! I even had silver ribbon as an adornment, to make me look more festive and handsome.

Now, all this sounds very good, but I do have my problems. Sometimes I return home with parts of me broken or missing and then my kind master has to shut himself up in his workshop and make new parts because, you see, I am so unique that no shops sell any of my parts these days.

But to continue with my adventures ...

I very much enjoyed going to Shipley for "Apollo Cruisers" and no sooner had I got home, when I was sent for again, to the same area, to a tea party, with THE MAYOR; I felt very important.

I love to be beside Canals and rivers, and one of my first engagements of the summer was at the Open Day of York Motor Yacht Club.

Sometimes I can listen to music on my engagements and I en-

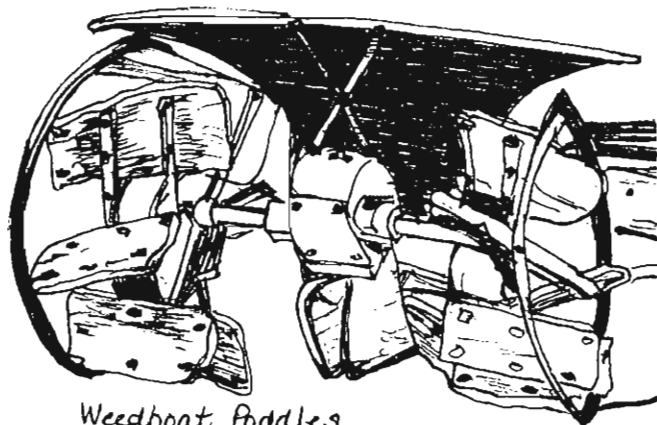
joyed helping the Majorettes, the Beverley Eagles, when they gave a performance one weekend.

My last engagement of the summer was an especially happy occasion, when I was invited to a wedding! It was at Barmby Moor and the reception was in the garden and I provided cover for the guests, and there was much rejoicing; yes, a very happy day, and a fitting climax to my busy summer.

Now, I am what they call "in winter storage" or I suppose you could call it my hibernation period, but they wouldn't let me go to sleep till I had written this. They tell me the bells of Huggate Church rang in celebration when their target was achieved to restore the spire and tower, but I didn't hear them because I was already shut up in my shed a few miles away, but I'm glad I was able to help them and all the other people, to achieve their aims, and at the same time helping the Canal Society to achieve THEIR aims. Hey! I've just thought - reckoning it up, you know, I must have raised quite a lot of money for the Canal restoration and it's been a record year, so do you suppose I might qualify for the Cup which is awarded for the most money raised in one year by any individual?

Well, now, I must get some sleep; I need a lot of rest after my hectic summer, to prepare myself for my 1984 adventures, so "So long, folks".

(Signed) O. Marquee



Weedboat Paddles

The discovery of the weedcutting paddleboat in an old farm shed, and her subsequent rescue and purchase by the Society were featured in our last magazine. Did any one remember seeing her at work we asked ... It didn't take David Rayne long to reply.

David lives by the road bridge at Sykehouse, near Goole, and is the British Waterways' Goole Section Inspector. His 'patch' includes the Pocklington Canal (and we suspect he has a soft spot for it).

He writes:

"I read with great interest your article about the weedcutting paddleboat. I live at Sykehouse where the weedcutter used to work, and the man who used to be the operator is a neighbour and good friend of mine. His name is Bill Spivey and he is the Foreman on the Went and District Drainage Board.

Bill has told me some very amusing stories regarding the weedcutter and its operations and I will endeavour to persuade him to come to one of your get-togethers to have a chat with you all.

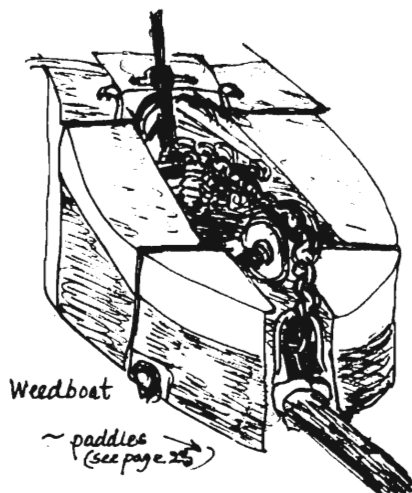
From what I understand the weedcutter works with the paddles in front and dragging the cutters behind but care was needed as the boat was overpowered and the water coming from the paddles could sink the boat if too much throttle was used.

The biggest problem with using the weedcutter was that on the River Went, where the boat was used, there are a large number of low bridges. So, when the boat reached a bridge, a mobile crane was brought in to lift the boat across to the next stretch of the river. This was very costly and eventually stopped the operation of weedcutting with the boat.

Incidentally, Bill believes that six boats were originally built. Four are in museums, you have

the fifth and the last one, he believes, is still local to Sykehouse, sunk in a pond. But obtaining it may be difficult as it is on a very large private estate. But I intend to ask.

DAVID RAYNE Goole Section
Inspector, BWB.



HELP FOR RESTORING THE WEEDBOAT!

The letter from David Rayne above includes some interesting facts about the working past of our recently acquired weedcutting boat. At the moment she looks pretty derelict. In fact she is currently in several bits! Her vital parts are safely stored away. But our intention is to put her back into first class order and set her to work again for the Society clearing weed from the Canal.

To do this, though, we need help - both manual and monetary! If this sort of project is 'just up your street' please get in touch! Or if you've just found a bundle of notes buried under the floorboards, well ... you could do worse!

Seriously though, we really would welcome some help.

NEWS ITEMS FROM THE IWA (Inland Waterways Association)Montgomery Canal - full restoration scheme

Financial help has been committed from Shropshire CC, Oswestry, Montgomery DC and Mid-Wales Development. Powys will be sponsoring Manpower Services Schemes. On behalf of the volunteer navvies Ken Goodwin (National Chairman) was able to offer £100,000 of work on the canal. Almost one third of the cost has already been committed.

British Waterways Board Grant

BWB's Grant for 1984/85 is to be £41.9 million, an increase of 5.3% over the amended 1983/84 budget. This includes the Frankel money, currently running at £8 million. The amount of this for the next year is not yet known.

Stoppages

BWB appear to be changing their minds about a 'stoppage season'. They are accepting that the canals are "arteries of commerce" and intend to spread stoppages over the year. They will try wherever possible to provide alternative routes for cruising.

National Rally

Wigan 1983 made a profit of £12,000.
Entries for Hawkesbury 1984 already up to 357.

A Plea to Everyone - be watchful!

Don't leave it to other people! Keep a watchful eye open for any signs of canalside development! Or for planning applications in your local paper which may affect a local canal. Check with the appropriate IWA Branch or Canal Society. It may all be in order, in which case no harm is done. But you COULD be the means of saving some vital item. In the Midlands recently such vigilance enabled BWB to have planning permission revoked and so to prevent the infilling of the entrance to a canal arm.

THE RIVER DERWENT DRAFT POLICY STATEMENT

As far back as 1979 North Yorkshire County Council was preparing a Statutory Plan for the Derwent and the Pocklington Canal. Due to the complex legal situation on the River Derwent above Sutton the Council was persuaded to revise their planning and to formulate a new document. After further revision and discussion the Planning Departments of NYCC and Humberside CC issued their RIVER DERWENT DRAFT POLICY STATEMENT FOR RECREATIONAL DEVELOPMENT during the summer of last year. Our comments were invited and much time was given up to formulating and presenting these. It involved many hours of consultation and meetings, both formal and informal, and much typing and letter writing. Following the final deadline for comments, further useful meetings were held to clarify various points.

Main Points put forward by the Canal Society:

Close Links with the River Derwent

We felt it proper to comment on proposals for the River as well as the Canal since the whole of the River is our nearest cruising area and the lower river is our link with the rest of the cruising network throughout the country.

On the other hand the two waterways differ completely in certain respects, so should be treated separately over certain matters, e.g. moorings. The Canal is entirely artificial and is controlled by BWB. The River is only partly artificial and, at present, has no navigation authority.

Welcome for much in the Statement

We welcomed much in the Policy Statement, including the concern for the general well-being of the waterways but could not agree with the impression given overall that boats posed a 'threat' whereas many other pursuits which often produce much disturbance, such as angling and large parties of ramblers, were passed over as 'passive' occupations. We normally encourage towpath walking (we campaigned for open towpaths long ago in the days when they were for-

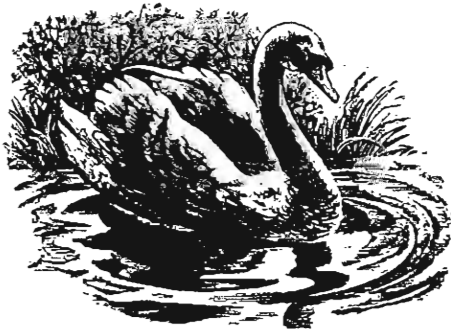
bidden to the general public!) But we suspect that large parties of people walking must often disturb more wildlife than a few passing boats. And there is no doubt at all of the damage caused by careless anglers who leave barbed hooks, lead and litter behind them!

Majority of Boats using these waterways DO NOT constitute a 'threat'.

We are NOT a boat club and many of the Canal Society members do not own boats. But we emphatically refute the suggestion that the majority of inland waterway craft create a serious disturbance to wildlife. They mostly travel at under four miles an hour and are frequently ignored by nearby animals, birds, etc. There are bound to be a small minority of careless walkers, canoeists, naturalists, etc. Many boaters are keen naturalists themselves.

And, even if there should be SOME disturbance on occasion, is it not proper to consider at the same time the value of members of the public being able to enjoy the river and canal in a peaceful fashion in these days of increasing leisure?

Wildlife is important, but so are PEOPLE! A reasonable balance should be arrived at. It is perfectly possible for various interests to live at peace with one another on the waterways. It only requires a little give and take.



Moorings

We suggested that the Planners adopt a much more positive approach to moorings, rather than just legalise what has grown up haphazardly over the years.

On the Lower Derwent, apart from 'home' moorings, we felt it important to provide a number of simple, well marked stopping places for travelling craft, so that they do NOT stop off at Unsuitable places! This part of the River is freely navigable and gives access to the Canal so provision should be made, not only for the safety and convenience of boaters, but also in the interests of the surroundings.

We do not care for linear moorings. We would much prefer to see boats in groups in some sort of mooring basin (tidier and more convenient). If this is not possible on the River, we think there is a case for more moorings on the Canal where it is both safer and easier to construct them. But there is probably a case for some permanent moorings on the Lower River, probably near villages.

Above Sutton

Since a number of boats already moor in this part of the river and cruise to Stamford Bridge, despite the unclear legal position at present, would it not be sensible to provide some simple mooring facilities, e.g. at Stamford Bridge near the existing picnic site? (Far less environmentally intrusive than all the cars which arrive every weekend in droves!)

Canal Moorings

As soon as craft can reach Melbourne Village we think the Basin here and the Arm an obvious and suitable place for a mooring basin. This would get craft off the main line and provide facilities (water, fuel and waste disposal). This is NOT the same thing as a vast marina development which would be out of scale here.

As regards numbers of permanent moorings we think there is room for more than just the number presently moored at Baldwin's and elsewhere on the Canal, as suggested in the Draft Plan, always provided they are properly catered for.

THE RIVER DERWENT (Continued)

We are all for getting craft to suitable locations and not just leaving them totally undirected. Craft based at Melbourne would generate some increased employment in the village and some extra income for British Waterways - sorely needed if they are to assist in the upkeep of the Canal.

Car Parking at Canal Head

This is certainly an urgent need, to cater for the increasing number of visitors and to keep the grassy area and trees and shrubs we have planted unspoilt.

In all our comments we tried to be constructive and to consider all the interests involved. We understand that BWB already have a sympathetically designed plan for Melbourne Arm moorings and for some immediate assistance with Canal Head car parking and this is most welcome.

NATIONAL WATERWAYS SUMMER 1985

Such was the success of last year's Waterways Fortnight that the IWA plan a NATIONAL WATERWAYS SUMMER for 1985. The aims are the same but the idea is for a series of events all through the summer in different areas, rather than everything crowded into two weeks. John Gagg will again be the Co-ordinator - to whom a word of thanks, incidentally, for humanising the face of national officialdom! Despite the enormous workload he never failed to add a personal note to circular letters and information sheets, and to seek out local organisers. Very cheering! By the way, does Waterways SUMMER mean you're laying on better weather for the 1985 events John?

DIARY OF EVENTS

Friday 24th February	IWA Cottingham 8 pm Peter Hardy on Southern Waterways.
Sunday 11th March	PCAS Work Party.
Thursday 15th March	PCAS Committee, Champangate.
Friday 30th March	IWA Cottingham AGM and Films 8 pm.
Sunday 8th April	PCAS Work Party.
Friday 13th April	Region IWA's AGM, Guppy's Enterprise Club, York 8 pm..
Sunday 29th April	PCAS AGM - details on page 12.
5/6/7 May	Ripon Canal Society Working details phone: Ripon 5207.
Sunday 13th May	PCAS Work Party.
Sunday 10th June	PCAS Work Party.
Saturday 23rd June	IWA NH Tour of Ripon Canal For details Tel: Hull 652237.
Saturday 23rd June	Whel Drake Street Fair.
Sunday 8th July	PCAS Work Party.
Wednesday 18th July	Driffield Show.
Saturday 28th July	Bishop Wilton Show.
Wednesday 1st August	Charity Stall, Bridlington.

PLEASE NOTE: Several other Show dates not yet to hand;
information later.

PLEASE MOOR AT BRIDGE 6 - NOT AT BALDWIN'S!

PLEASE will all boats moor at Bridge 6 (present head of navigation). There is good vehicle access to the canal here. At Baldwin's there is only a footpath, and it is very unfair on Mr. and Mrs. Baldwin at the farm for cars to keep on going down to the waterside. We are probably 'preaching to the converted' here, but a small number of 'cowboys' have been ignoring all our pleas. If YOU know of anyone driving down without permission we should be grateful to know and so would BWB. Likewise any boats who do not belong to the Society or the Boat Club. Only PCAS or PCBC members are entitled to moor permanently on the Canal at present.

APPLICATION FOR MEMBERSHIP OF PCAS

(or RENEWAL of MEMBERSHIP)

Please complete the form below and send with your remittance to: R. O'Kelly, 15 Chapmangate, Pocklington, York YO4 2BG (or hand it to any Committee Member). Thank you!

SUBSCRIPTION RATES

Individual Adult £1.00
Individual Junior 40p

Family or Joint Membership
(husband, wife and all
children under 18 years
of age) £1.50

Corporate £3.00

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PLEASE TICK AS NECESSARY

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Account No. 20674451 the sum of:

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