

# **DOUBLE NINE**



Quarterly Magazine  
of  
**THE POCKLINGTON CANAL  
AMENITY SOCIETY**



**MARCH 1974**

**No. 21**

# The Pocklington Canal Amenity Society



Registered Charity 500637

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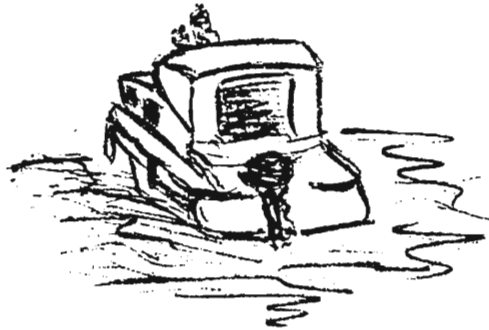
- and -

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# EDITORIAL COMMENT

## CUTBACK!

Pocklington Canal has been hit, like most other things, by the national cutback. And we don't now look like navigating through to Melbourne this season. This is bound to be a big disappointment to those boaters who cannot trail their craft. On the other hand, there is now deep water, full width, all the way from Cottingham to Thornton Lock, thus providing some excellent cruising ground for craft which can be trailed. And boats are needed on this water! BWB have rebuilt the culvert above Gardham; the new gates for Gardham Lock are in preparation at Thorne and are to be fitted soon. The bridges have still to be dealt with.



## AN ASSET FOR ALL!

Meanwhile it is pleasing to see the Canal being used by more and more people and organisations for a variety of pursuits. The Society has advocated this multi-purpose role of the Canal from the start. And we are delighted that the work already done (much of it initiated by the Society) has made this possible. The towpath is becoming popular for walks at all seasons of the year, and will no doubt be even more so when the Nature Trails are set up., In May we shall welcome members of the Yorkshire Association of Boys' Clubs from Hull and from Middlesborough, who are to have canoe races and canoe polo. Their Leader, Major John Carr, considers the Canal near Melbourne is ideal for such activities and well-placed for travelling to. Our own Canoe Club already use this stretch regularly too.

## NATURAL HISTORY AND NAVIGATION

Bielby Arm is set aside for use by York University's Biology Department.

There are various projects undertaken by schools, from York and locally. And a detailed survey, done by three York University students of the Invertebrates found throughout the length of the Canal. Their records will make it possible to check, later on, what if any long-term changes are caused by dredging etc., (We hope to include a fuller reference to this Survey in our next issue) And if restoring the navigation does cause disturbance, it should be remembered that we owe it to the original need to build an artificial navigation that we have this wild-life habitat in the first place. Navigations were built for boats so let us not be too hard on those who wish to see boats there again!

### COMMERCIAL TRAFFIC AGAIN??

Yes! Enquiries have recently been received concerning commercial traffic and its validity on the Canal - a very different situation from a year or two ago! Even from six months ago!

### ALLAN BLENKHARN - NEW DIRECTOR OF W.A.S.C.

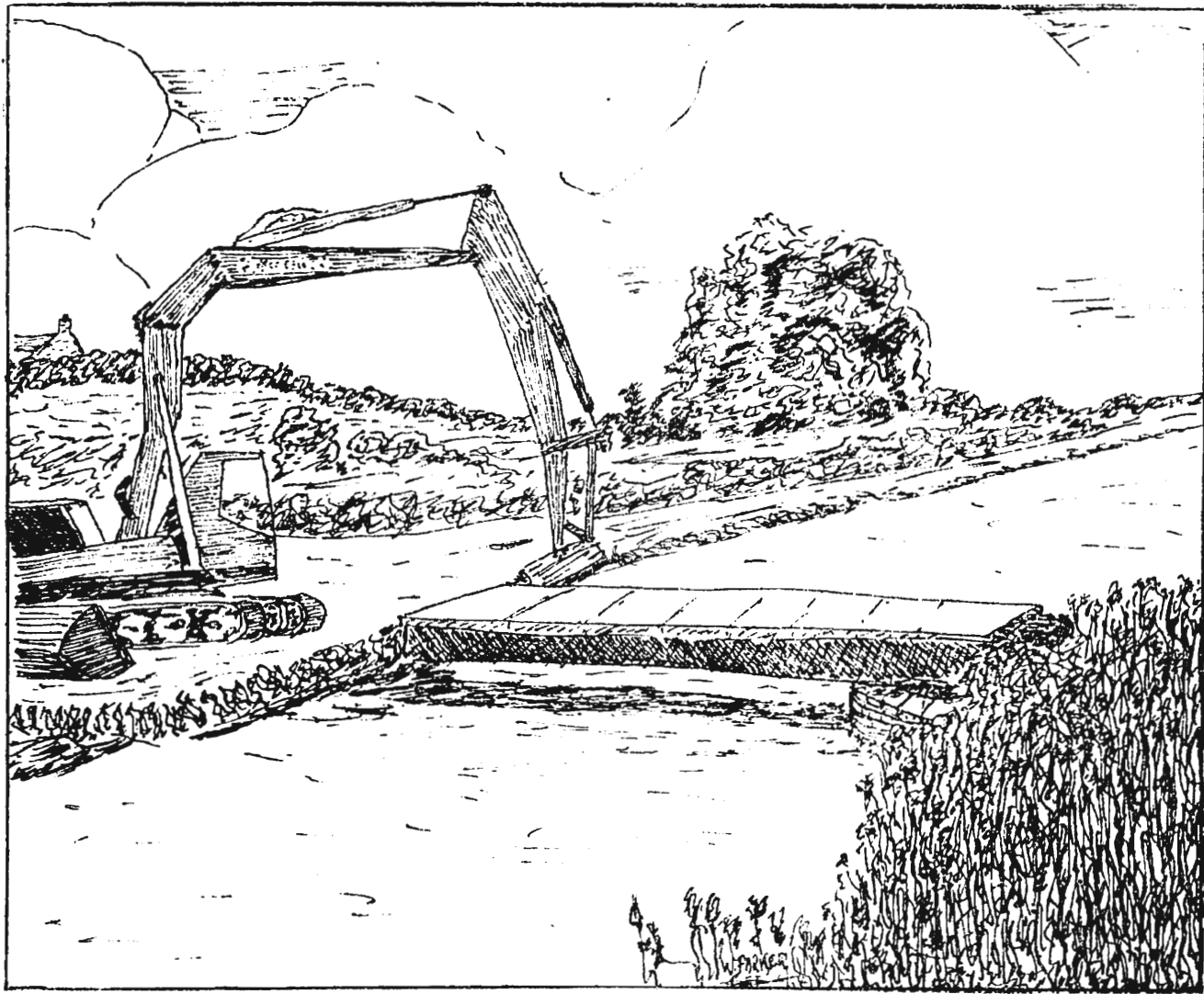
Allan Blenkarn was appointed Amenity Services Manager of British Waterways Board in 1969, about the same time as PCAS started working towards the restoration of Pocklington Canal. He has been a kindly and ready helper to the Society all along the way.

Now he has left BWB to become first Director of the Water Space Amenity Commission, set up to advise the Government on national policy relating to amenity and recreation. We congratulate him and wish him well, though we are sorry to see him go!

Restoring canals was not so common hereabouts in 1969! And Allan Blenkarn is assured of a niche in Pocklington Canal history - North Eastern Waterway history even - for cutting the ribbon which re-opened Cottingwith Lock to navigation on July 17th, 1971.

### BRITISH WATERWAYS' POLICY OF CO-OPERATION WITH VOLUNTARY SOCIETIES

The Lock Opening was just one item. But during his five years in office Mr. Blenkarn has steadily encouraged an overall pattern of co-operation between the enthusiastic but amateur volunteers on the one hand and BW's (often equally enthusiastic!) fulltime staff on the other. It cannot always be easy for the professionals to remain tolerant and understanding as the 'weekenders' go to it - a bit like watching small children try their hand at the cooking! Yet co-operation is so obviously sensible and rewarding in the long run.



BWB are sometimes criticised - perhaps on occasion justifiably. But we ought to pay them tribute for their willingness to join forces with the voluntary Societies. How many other national undertakings have to contend with armies of 'volunteers' all mixed up with the regular work schedules? Yet as Allan Blenkarn himself said recently, in connection with the big Tring Improvement Scheme, '.....examples in all parts of the country have demonstrated beyond any doubt that, together, the Board and the volunteers can accomplish quite mammoth tasks'. He also stressed the helpful role of many Local Authorities in these undertakings.

#### NEED FOR MORE MAINTENANCE MONEY

Perhaps in his new post he will be able to persuade the Government that the Waterways, commercial and amenity, deserve a larger slice of the financial cake and that more money is urgently required by BWB not just for restoration purposes but for regular and far more adequate maintenance. Meanwhile PCAS look forward to continuing co-operation with the Amenity Services Department.

#### B.T.H. TRAILERS

BOAT TRAILERS FOR LIGHT DINGHIES, CRUISERS,  
DEEP "V" POWER CRAFT,  
DEEP "Q" SAILING BOATS,  
ALL OTHER TYPES OF TRAILERS.

Local Agent: E. EXLEY, Cherrytree Cottage,  
Melbourne, York. 'Phone: Mel. 472.

#### ASHTON AND LOWER PEAK FOREST RE-OPENING DELAYED

Due to the General Election and local Government re-organisation the official re-opening of these two major 'Remainder' class waterways has had to be postponed. The new date is to be announced soon and a record crown is hoped for at Manchester for the event.



# WORKING PARTIES

- 5 -

At least the floods this January and February were seasonable unlike the ones before last summer's Rally! All very disappointing all the same. Because what with flood water, and the fuel crisis, and the national emergency, BWB have been held up. They've finished dredging, but certain items are not as far on as hoped so, one way and another volunteers could do nothing really useful in January and February after all. We tried to contact as many likely comers as possible and we do hope no one was too badly inconvenienced or disappointed.

We really do expect March 3rd to be on! Gripping (dykes) - bring your spade! But please check with Mel. 378 or Mel. 216 first.

## CONGRATULATIONS

Meanwhile hearty congratulations to W.P.O. David, and to Linda, on the arrival of Kevin, a brother for Paul, born on February 13th.



## CALDER NAVIGATION SOCIETY OFFER

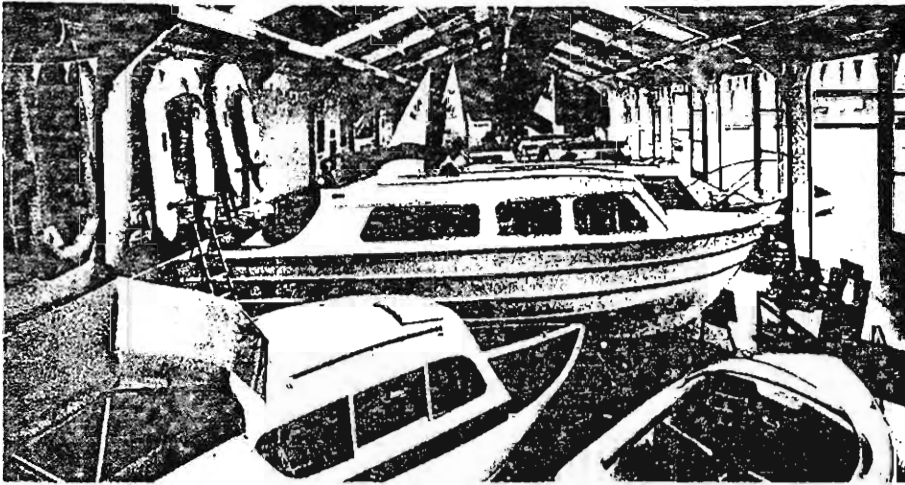
A generous offer of Working Party help was made to us by the Calder Navigation Society recently. We are very grateful to them and regret having to ask them to postpone coming until later when there is more that we can usefully set everyone to do. Thank you all the same, CNS!

## SHORT OF WORK??

Anyone currently out of a job on Pocklington Canal is warmly invited to go along to our neighbours at Market Weighton. We understand there's still a lot of earth to be shifted at Sod Houses Lock.

Regular Working Parties there every FOURTH SUNDAY (and New Year's Day!). Contact: Bruce Miles, (M.W. 2470)

# Let you FIRST CHOICE be from the LARGEST SELECTION of BOATS & ENGINES in the country at



- Barbridge Marina, Barbridge, Nr. Nantwich, Cheshire, Tel: Wittenhall 682/3
- Brighouse Marina, Armytage Road, Brighouse, Yorkshire
- Braunston Marina, Braunston, Nr. Daventry, Northants, Tel: Rugby 890325
- Bristol Marine, Canons Road, Canons Marsh, Bristol 1, Tel: Bristol 299626
- Burland Wharf, Acton, Cheshire
- Drayton Marina, Batton Road, Market Drayton, Shropshire, Tel: Market Drayton 3101/2
- Droitwich Marina, Hanbury Road, Droitwich, Worcestershire, Tel: Droitwich 3002/4012
- Fareham Marina, The Mill, Lower Quay, Fareham, Hampshire, Tel: Fareham 4297/81426
- Lymm Marina, Warrington Lane, Lymm, Cheshire, Tel: Lymm 2945
- Mountsorrel Marine Centre, 14-18 Loughborough Road, Mountsorrel, Nr Loughborough, Leicestershire, Tel: Rothley 2144
- New Mills Marina, Hibbert Street, New Mills, Nr Stockport, Cheshire, Tel: New Mills 45000
- NorWest Marina, Canal Wharf, Galgate, Nr Lancaster, Lancashire, Tel: Lancaster 751368
- Plymouth Marine, Vauxhall Quay, Sutton Harbour, Plymouth PL4 ODP, Tel: Plymouth 62135
- Retford Marina, Carolgate Bridge, Retford, Nottinghamshire, Tel: Retford 4218
- Shardlow Marina, Dobson's Boatyard, Shardlow, Nr Derby, Derbyshire, Tel: Shardlow 732
- The Swag Boat Centre, Bams Lane, Stubbers Green, Nr Aldridge, Staffordshire, Tel: Aldridge 55448
- Thorne Marina, Hatfield Road, Thorne, Nr Doncaster, Yorkshire, Tel: Goole 812316



A PEEP INTO THE PAST - MORE EXTRACTS taken from the booklet

"TWO HUMBER KEELS AND THEIR CAPTAINS 100 YEARS AGO"

by DR. J.S. TAYLOR OF THORNE, abridged by M. O'Kelly.

In the December issue of Double Nine we ended the first extracts from this book with details from a notebook belonging to a keelman and the records he kept in the 1850's. Dr. Taylor now goes on to give us more details of the Keels about this period:-

Practically all the keels at this time were owned by their Captains, who in many instances bought and sold cargoes as well as carrying them; the day of the almost complete and universal ownership by large firms was far distant in the future, and the keelman could afford to be independent. It seems that at this time the tonnage of keels, sloops and billy-boys was practically the same - sloops, keels and billy-boys all plied on the canals and rivers and the Humber, but sloops and billy-boys were more often engaged in the Humber trade.

There seems to have been little difference between the hulls of sloops and keels, the only difference being in their rigging; a keel's mast, which could usually be lowered and raised by windlass, was in the centre of the vessel and on it were carried two square sails; the sloop's mast was further forward and it was often fixed in position, but could in many instances be raised and lowered and on it were carried the two large triangular sails of the fore and aft rig. The sea-going billy-boys had bulwarks and fixed masts, which were usually single, and were in general built on finer lines without the rounded bows and flat bottoms of the keels and sloops of rivers and canals - but at first sight, by their rig resembled the sloops.

At the time that this account book opened there were no railway bridges across the canal at Thorne. These were the cause of the need for removal of the fixed masts, and cranes were provided at various points on the canal for the removal of the masts, and the lee-boards, which were needed for the passage of the Humber.

Between the years 1866 and 1869 the construction of girder bridges across the canal at Thorne for the railway produced an effective barrier for any vessel with a fixed mast. It is true that the mast could be removed, and the rest of the journey to Sheffield or elsewhere, performed by horse-towing, but it was an obstruction

that must have made it difficult for the captains of billy-boys to compete with such keels and sloops as only required to lower their masts, and thus make full use of all favourable winds. It was often the practise of keel captains to leave their masts as well as lee-boards at Thorne and proceed by towing to Sheffield, or elsewhere, and from their destination to Thorne again when returning, and take up their masts and lee-boards. This leaving of masts could also be done at Mexborough, where there was a crane.

(to be continued)

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### 100.000 DUTCH ROACH GO INTO THE RIVER OUSE!

30,000 roach specially brought from Holland were launched into the Ouse at the New Year, with up to another 70,000 to follow. The Yorkshire River Authority have undertaken to restock the River at the suggestion of the Yorkshire Fisheries Consultative Association, and with the co-operation of the Anglers. The fish travelled in special tanks linked to oxygen cylinders, on a lorry. They came from near Rotterdam by overnight ferry. Apparently it is not easy to obtain sufficient suitable fish in this country.

### NO NETTLES IN FEBRUARY!

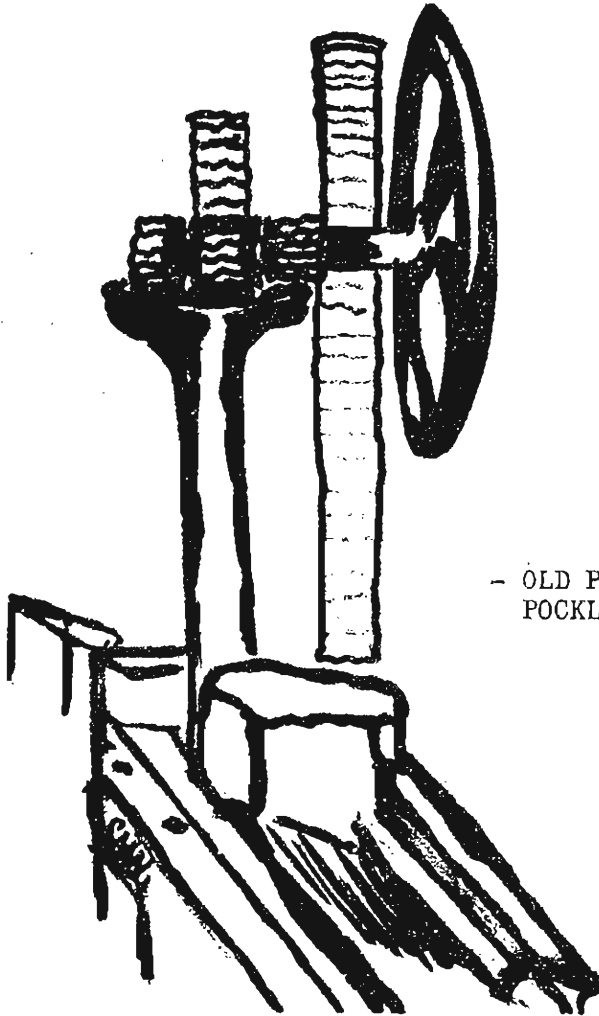
On Saturday, February, 16th, a number of the Ramblers Association members were walking Pocklington Canal towpath. And on Sunday, 17th, they were followed up by about fifteen Yorkshire Derwent Society members.

### "THE HULL AND COTTINGHAM CANAL PROJECT" by R. Bain

Robert Bain's booklet was very favourably reviewed in the last "Waterways World", as a result of which sales increased again. Robert has produced the booklet and donated all proceeds to PCAS, and we are most grateful once again.

### ON SALE

"Pocklington Canal, the Case for Restoration" (PCAS)  
"The Hull and Cottingham Canal Project" (R. Bain)  
Each 30p. including postage, from Secretary, P.C.A.S.  
(Proceeds in aid of Restoration).



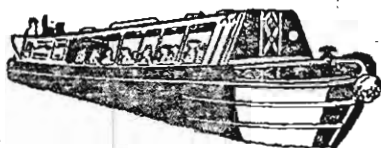
- OLD PADDLE GEARING -  
POCKLINGTON CANAL.

THANK YOU CONTRIBUTORS!

Many thanks to all who have sent in stories and pictures for "Double Nine" recently. There have been many appreciative comments.

Further contributions are always most welcome! Do any of you remember the Canal in days past? Any amusing or interesting incidents? or any people? - or boats? - or pictures? In fact any personal reminiscences or observations are likely to be of interest! So please do let one of us hear about them!

EDITOR.



# APOLLO CANAL CRUISES

14, IVY ROAD . SHIPLEY . YORKSHIRE  
Tel: Shipley 52582 BD 18 4JY

## CANAL AND RIVER CRUISES

DAY, HALF-DAY, AND EVENING CRUISES ABOARD PASSENGER NARROWBOATS "APOLLO" (48 seats) and "ACHILLES" (50 seats), from the following starting points:

LEEDS & LIVERPOOL CANAL: Shipley, Keighley, & Greenberfield (Barnoldswick)

SHEFFIELD & SOUTH YORKS. NAVIGATION: Mexborough and Sheffield.

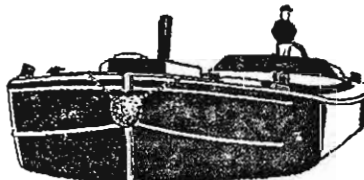
Facilities include comfortable upholstered seating, heating and weather protection, fully licensed Bar, light meals and hot snacks to order, commentary/music, toilet etc.

The ideal party outing for staff, school, institute, church or club!! PUBLIC TRIPS at Bank Holiday weekends, and at IWA Rallies.

Further information in 1974 Brochure - now available:

ALSO: CAMPING CRUISES for up to twelve persons on Leeds & Liverpool "Short" Boats. Steerer provided. Ideal for Schools, youth clubs, Scouts etc.

ALSO: CANAL TRANSPORT on Leeds & Liverpool Canal, and other Northern Waterways.



Passenger and camping boat operators - canal carriers  
Members of the Association of pleasure craft operators  
and the Inland Waterways Association



BOOK REVIEW

"A SHORT HISTORY OF THE NARROW BOAT" by TOM CHAPLIN, 50p. postage 4p. extra, from Hugh McKnight Publications, The Clock House, Upper Halliford, Middlesex, or from J. Nix, 74 Westminster Rd. York.

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The Canal narrow boat revolutionalised freight transport in its day and helped to make Britain's Industrial Revolution possible. Now they have all disappeared, the boats and the canals alike too small for modern requirements. Today we need BACAT and LASH and full scale mechanised development.

But for 150 years the family freight boats travelled our canals, threading their way through towns and villages. The work was hard, the hours were long; few could read or write; there were no mod. cons! But most were fine folk, with a proud tradition of skills and independence which many of us envy today amidst our so-called civilisation!

This new and completely up-dated 48 page edition of Tom Chaplin's original 1967 booklet is most attractively set out. It describes the full history of the working narrow boat, including its design, construction, and layout, whether horse-drawn, steam-powered, gas or diesel engined; it explains the gay decoration of roses and castles, and the traditional way of life of the narrow boat families.

It is likely to appeal to all who love the Canals, and to anyone with a mind for living history, whether young people in school or older students. It is certainly excellent value for money.

S.M.N.



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**R.M.**  
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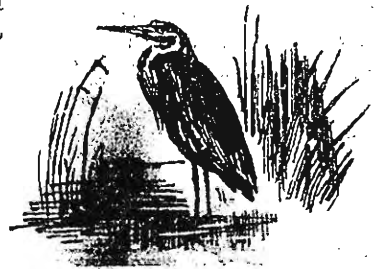
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### EAST COTTINGWITH VILLAGE NAVIGATED AT LAST

It was the afternoon of Saturday, 1st December, 1973, about the time when many people are just recovering from their afternoon nap when it happened. I should have said there had been heavy falls of snow and quite a keen frost. This, of course, made the good people of East Cottingwith sit closer to their fires, and not venture out into the cold. Now sitting beside a warm fire tends to make one drowsy, and not so quick on the 'up-take', so one can be forgiven if one's vision appears to play tricks with oneself, so anyone glancing through the window into the cold world outside could be forgiven if he thought he saw a boat sailing along the main street of the village. But it did happen, and more than one inhabitant of East Cottingwith jumped off their comfortable chairs to get a more clear view of this strange phenomenon, and there quite plain to see was a large cabin cruiser cruising sedately along the street, and, it was not on a trailer or a lorry. True, there was a tractor some distance ahead, but perhaps it was there to let people know the floods had not arrived. The cruiser sailed on disappearing out of sight near the end of the village. In this day and age how could such a thing happen? I will tell you.

It so happened that three boats on the Pocklington Canal at Cottingwith had to be moved out of the canal, so a Land Rover and trailer arrived, also a tractor. The canal was frozen over so the smallest boat was pulled over the ice on to the canal bank, then loaded on to the trailer and taken away. The next boat, belonging to the owner of the Land Rover and trailer, we knew would go on to the trailer, but the third boat was too large. Now all the boats had to be removed from the canal, so what could be done?

All the people concerned with the removal of the boats held a consultation. There was the large raft frozen in the ice on the canal, could that be used to get the boat on the canal bank? It was worth a try, so the ice was broken around the raft and chains were attached to the raft and the tractor. After much pulling the raft was drawn out of the canal and up the bank. Ropes were then fastened around the boat, and this in turn was pulled on to the raft.





So far so good, but the boat had to be taken to a farm in the village for winter storage. Would it be possible to use the raft as a sledge? A trial pull along the canal bank showed that it could be possible. The Land Rover and trailer with the second boat thereon was taken to the top of the lane and the great pull began. Half way up the lane the tractor stopped, the load was too great, so a runner was sent to the second boat for assistance, and in a short time the Land Rover returned and was attached to the tractor. Both vehicles commenced to pull, the sledge moved slowly forward until at last our cargo arrived at the end of the lane. The Land Rover was un-hitched and left us to make our way with just the tractor as towing vehicle.

And now we come to the point where our story commenced. I stood on the front of the raft near the bows of the cruiser as we made our way slowly along the main street of East Cottingwith. I saw people come to the windows of their houses and stare in amazement. We sailed on and disappeared into the farmyard for winter storage.

"PHRED'S PHAN".

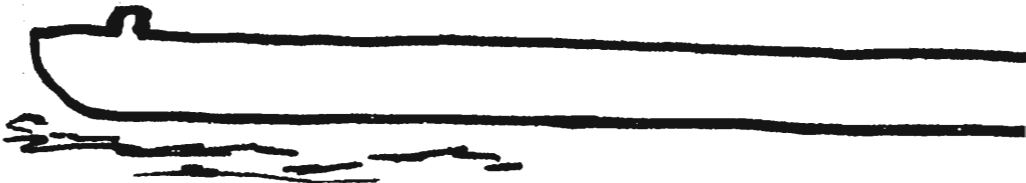
#### BELGIAN RADIO AND TELEVISION

BRT - Belgian Television - is planning a 30 minute documentary film in colour about the British Canals and the work of the Canal Societies to preserve and restore them. They will probably be filming in the Spring. They have asked us for gen. on Pocklington Canal and PCAS, though we do not know yet whether we shall be lucky enough to be included in their filming programme.

#### "IT LENDS ITSELF NATURALLY", A GUIDE TO RESTORING CRUISING CANALS.

£1.50 plus 30p. p. and p., from BWB. Melbury House, London N.W.1.

BWB announce publication of the results of a combined study by BWB, local Authorities and users of the LEEDS/LIVERPOOL CANAL, entitled "IT LENDS ITSELF NATURALLY". Many activities were studied and potential assessed, with a view to assisting all concerned with the restoration of inland waterways.



PCAS COMMITTEE - OLD AND NEW. ELECTIONS.

The 1973/4 Committee of the Society has met regularly once a month, with the exception of August, usually at Thornton Lodge. The members are as listed inside the Magazine cover, with the addition of D.E. Lount who was co-opted during the year.

Members due to retire, in accordance with the Constitution and Rules, are D. Duke, H.D.R. Green, J.R. Jeffery, D.E. Lount (co-opted for the current year), M. O'Kelly, and R.C. White, also R.G. Walton who was co-opted as the then Membership Secretary. Mr. White has expressed his wish not to stand again at present due to an extra-heavy work load. We thank him, as all the retiring members, for all their help and hard work.

B. Latham, R. O'Kelly, F.E. Steels and R. Triffit have a further year to serve.

We shall need to elect 5 new Committee members, (to make a total of nine) of whom the 4 with the most votes will serve for two years.

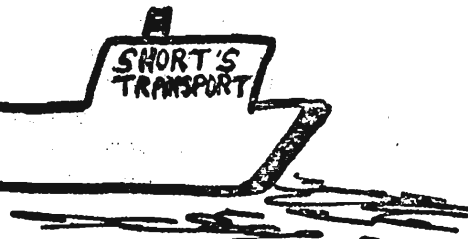
WE NEED A STRONG and WILLING COMMITTEE! DO COME to the A.G.M., and DO tell us if YOU are willing to stand. WE DO NEED YOUR HELP.

IS YOUR SUB STILL OWING??

If you haven't got around to sending it in yet, we suggest you bring it along with you to the Dinner and/or the A.G.M. We don't want to stop sending the magazine, but it all costs money! Or send it NOW to Mrs. Nowell, at Park House Farm, Storwood, Melbourne, York. THANK YOU!

"X.L." CRISPS

Potato Crisps and Waterways - a good mixture! "X.L.'s" canal conscious Sales Manager thinks so too! Currently featured on packets of "X.L." Crisps is a Canal information series. It includes Pocklington Canal. We hope to have some packets on hand at the A.G.M.



BWB. MOORING PERMIT FEES - 1974 INCREASE

British Waterways Board announce that, as from March 1974, they are required to charge 10% V.A.T. on all mooring fees. They therefore have to increase fees as follows:

Rates per foot overall lengths per calendar month

|  | <u>At present</u> | <u>From March 1st, 1974</u> |
|--|-------------------|-----------------------------|
| Class "B"                                  | 4.7p              | 5.2p                        |
| Class "A"                                  | 7.0p              | 7.7p                        |
| Special Class 1 (London)                   | 10.6p             | 11.7p                       |
| Special Class (Outer London and Provinces) | 9.4p              | 10.3p                       |
| Glasson Basin 1-6 months                   | 20.1p             | 22.1p                       |
| Glasson Basin 7-12 months                  | 16.5p             | 18.1p                       |
| Certain listed sites - £25 p.a. per boat   |                   | £25.5p p.a.                 |

The Board express regret at the increase. They are preparing a new publication: "Charges and Conditions Relating to the Use of Pleasure Boats on the Board's Waterways", completely revised and up to date.

AVONCROFT RESIDENTIAL COLLEGE - COURSE ON CANALS

Once again Avoncroft College, near Bromsgrove, Worcestershire, are running a residential course on "The Midlands Canals", August 10th-August 16th. Many visits, trips etc. included. Full details: Secretary, Avoncroft College, Stoke Heath, Bromsgrove, Worcs.



RIVER FOSS, YORK - PROPOSED HYPERMARKET

Tesco Stores want to build a 40,000 sq. ft. complex including 30,000 sq. ft. of sales area and parking for 400 cars, on the old Gas Board site at Fossbank, in York. Strong objections were registered by the York Chamber of Trade and Commerce. The planning application was due to come before York Development and Planning Committee on February 14th.

LINCOLN WATER FESTIVAL - SAT./SUN. JUNE 8/9TH, 1974

AT BRAYFORD POOL, LINCOLN.

Following the highly successful Festival last year, the newly formed Lincolnshire Section of IWA are organising another even bigger Water Festival at Brayford Pool on June 8th and 9th, this year. Lincolnshire will soon be closely linked with the East Riding and PCAS hopes to be at the Festival to show the flag.

IWA NATIONAL RALLY, 1974, TO BE AT NOTTINGHAM

On the Trent and its banks above Trent Bridge, during the August Bank Holiday weekend. The Rally will be campaigning for more commercial use of the Trent and to make Nottingham an inland port, for restoration of the nearby Grantham Canal which joins the Trent at Nottingham, and to publicise the need to maintain the country's network of waterways far more adequately, aso to raise money for the National Waterways Restoration Fund.

It is likely that the new BACAT barges, which will by then be travelling by ship from the Humber to the Rhine, will be there.

HARECASTLE TUNNEL CLOSURE -  
SUBSIDENCE

Due to further subsidence (due to old mine workings etc.) Harecastle Tunnel is likely to be closed for all the 1974 crusing season.

COME and HEAR  
FREDERIC DOERFLINGER  
at your A.G.M.!  
MARCH 16th at  
THORNTON

Yorkshire Derwent

THE  
HALF MOON  
INN

BOATING  
CLUB

BREIGHTON  
BUBWITH  
NEAR SELBY

BUBWITH 407

Proprietors:

W. & B. RICHARDSON,

Membership invited.  
Mooring, slipway, landing,  
caravan facilities.

Please contact for further  
details.

### POCKLINGTON CANAL BOAT CLUB

The Committee of the newly formed Boat Club held a meeting on Saturday, 15th December, 1973 at Pocklington. It was agreed that the ANNUAL GENERAL MEETING of the Boat Club should be held on THURSDAY, 25TH APRIL, 1974 at Sellers Hall, Kirkland Street, Pocklington, at 8 p.m. The hall has been booked and it is hoped that as many interested people as possible will attend. As the present committee is only a Steering Committee there will be positions vacant for many Officers and Members, particularly for that of Chairman.

W. PARKER (Chairman, Steering Committee)

### POCKLINGTON CANAL CANOE CLUB

Since Christmas members have made more canoes. Training sessions have been arranged in St. Peter's School pool under a qualified instructor. And a trip is planned to a white water event in the Dales.

For information contact: I.S. Isherwood, Mel. 471.

### BOYS' CLUB CANOE RACES - MAY 12TH, 1974 - POCKLINGTON CANAL

The Yorkshire Association of Boys' Clubs are to hold their first Canoe Races on Pocklington Canal on Sunday, May 12th, starting from Melbourne at 11 a.m. between Anlaby Boys' Club from Hull and Grangetown Boys' Club, Middlesbrough, there will be Junior and Senior Sprint, Relay Races, and Canoe Polo.

Should be well worth watching - and we wish them all a good day's sport!

Information from: Major John Carr, Sunnyside, Brandesburton.  
'Phone: 0401 - 42101.

(see also Editorial Page 1.)

FOR HIRE! MARQUEE 30' x 20'. Can be delivered. Apply to:  
F. H. Loft, 10 Regent Street, Pocklington (Pock. 3100).

# DIARY OF EVENTS

|                               |  |
|-------------------------------|--|
| March 3rd, Sunday             | PCAS Working Party                                       |
| March 9th, Saturday           | PCAS Dinner/Dance, Malton                                |
| March 16th, Saturday          | 7 p.m. PCAS A.G.M.                                       |
|                               | 8 p.m. Fred Doerflinger                                  |
| March 18th, Monday            | PCAS Committee, 7.30 p.m.                                |
| March 28th, Thursday          | Derwent Soc. A.G.M. York.                                |
| April 19th, Friday.           | IWA, Hull, 'Humber River<br>Craft', J. Goodchild, 8 p.m. |
| April 22nd, Monday            | PCAS Committee 7.30 p.m.                                 |
| April 25th, Thursday          | Boat Club A.G.M. Pocklington 8 p.m.                      |
| May 19th, Sunday              | Paddle Steamer Cruise                                    |
| May 20th, Monday              | Mikron Theatre, Hull                                     |
| May 21st, <u>Tuesday</u>      | PCAS Committee, 7.30 p.m.                                |
| June 2nd, Sunday              | I.W.A. Hull, Cruise on Apollo.                           |
| June 8/9th, Saturday/Sunday   | Lincoln Water Festival.                                  |
| June 17th, Monday             | PCAS Committee.  |
| June 22/23rd, Saturday/Sunday | IWA, Shipley Water Festival                              |
| July 9th, 10th, 11th.         | Gt. Yorkshire Show, Harrogate                            |
| July 20th, Saturday           | PCAS Rally, Thornton                                     |
| July 24th, Wednesday          | Driffield Show   |
| August 31st/September 1st.    | Malton Water Festival.                                   |

## PADDLE STEAMER CRUISE PCAS OUTING, MAY 19TH.1974.

Coal supplies permitting, a CRUISE from HULL to GRIMSBY (with  $1\frac{1}{2}$  hours ashore, possibly with a coach trip) will be organised by the HUMBER PADDLE STEAMER GROUP. This will be an opportunity to travel on the last Steam Paddle Boat in regular operation in the U.K.

PCAS propose to organise a party, with transport to and from the Steamer at Hull. Full details and prices later. If you are interested PLEASE CONTACT Thornton Lodge, Melbourne (Mel. 216) AS SOON AS POSSIBLE. (Cost probably AROUND £2.10 each, children half-price. The 5 hour trip will leave Hull Pier about 1.30 p.m.)

# **DON'T FORGET**

FUTURE WORKING PARTIES Dates etc. to be arranged later.  
Please ask for information. (Phone Mel. 378 or Mel. 216)

PCAS ANNUAL DINNER                      SATURDAY, MARCH 9TH

GREEN MAN HOTEL, MALTON                      7 for 7.30 P.M.

Still time to apply for tickets, £2.20 each, for Dinner/Dance,  
from: F.H. Loft (Pock. 3100).

## ANNUAL GENERAL MEETING OF PCAS

SATURDAY, MARCH 16TH.                      THORNTON VILLAGE INSTITUTE

7 P.M. PROMPT                      ANNUAL GENERAL MEETING BUSINESS

8 P.M. "THE NEW CANAL AGE" Talk and Slides by FREDERIC DOERFLINGER.

(FRED. DOERFLINGER is Chairman of IWA's Inland Shipping Group  
on Commercial Transport, Author of the best-selling "Slow Boat  
Through England" and "S.B. Through Pennine Waters", Broadcaster  
and PCAS member)

EVERYONE INTERESTED IS VERY WELCOME! (though, of course,  
only PCAS members can vote at the AGM election.)

Refreshments will be served.. DO COME!!

## EVENING OUT - MIKRON THEATRE, AT HULL, MAY 20TH.

The Mikron Theatre Company, well-known among waterway enthusiasts,  
will present its talented and lively play about the History of  
Canals, "STILL WATERS", at HULL ARTS CENTRE on MONDAY, MAY 20th,  
1974. Adults 60p., children and OAP's 40p. Tickets bookable  
from Arts Centre, Spring Street, Hull, (Hull 23638).

There will be an afternoon performance for schools.

"A fast moving trip through Canal History, with music, humour  
and melodrama" (Sunday Telegraph).



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## It's Phred Again . . . .

Hello Friends,

Here we are again. What a winter! It makes you feel like singing 'LEAD KINDLY LIGHT' (A. and M. 266). I'm not being defeatist but one can't see anything happening, you know. If I ask BW they don't know either! But I'm reminded of a friend of mine who found one of his hens had gone broody. Each time she was prodded she uttered great beakfuls of wrath, and gave a look which was taken to mean "I know what I'm doing!" And then, one fine day, she (the hen) came forth with her band of new chicks. Perhaps broodies haven't heard of a three-day week! Anyway, it'll soon be spring, then back to work and a lovely, lovely thirst and, in the meantime, I'll see you all at the Dinner.

Cheers for now!

PHRED.

P.S. (from the Editor) It appears Phred has got an admirer! See page 14.

### 18TH CENTURY UTILITY - 20TH CENTURY AMENITY!.

"The time has come to stop regarding the two Canals only as obstacles to highway plans. I call on all local authorities to stop building new roads or replacing bridges unless at least 10 feet of headroom clearance - the bare minimum - is provided above water level; otherwise this recreational heritage will be squandered.

What was an 18th Century utility is now a 20th Century amenity - and we must not lose sight of that fact. We must jointly plan a positive future for these priceless assets".

JOHN DODWELL, Gen. Secretary of IWA, talking in February about Scottish Waterways. His words must apply to many other canals besides the Forth and Clyde and Union Canals of Scotland.