

DOUBLE NINE

POCKLINGTON CANAL AMENITY SOCIETY



SUMMER 2014

No. 104

THE POCKLINGTON CANAL AMENITY SOCIETY

Registered Charity 500637 www.pocklingtoncanalsociety.org

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

Welcome

Welcome to another issue of Double Nine, whether you are a new member or have supported PCAS for years. I'm just acting as editor for this one issue, filling the gap between Roger Bromley's retirement as editor and Adrian Koster taking over the role. Roger put in a lot of effort into the magazine since he took on this role and all the issues he produced are on the PCAS website.

A conspicuous improvement introduced by Roger was addition of colour pages to the printed version. That was made possible because colour printing is cheaper than it used to be. Sadly postage costs have risen considerably and we need all members to be paying the correct subscription. Please see the notice on page 21. Roger started the 'Spotlight On' series, mainly focusing on committee members, and in the circumstances he could not refuse to make his own contribution for this issue.

Paul Waddington has been able to report little progress over negotiations with the Canal & River Trust regarding approval of our restoration scheme to extend navigation from Melbourne to Bielby. We know that there is no opposition in principle because CRT submitted a Lottery bid that included restoring this length of canal. I understand that the main reason the Heritage Lottery Fund rejected the scheme was because the restoration element was too expensive. PCAS wants to cut costs, for example by using unpaid volunteers and local contractors, because that will achieve more with our limited funds.

Once again PCAS held a Spring Fête at Canal Head and this issue contains a short report. Waterway Recovery Group visited the canal in March to do some much needed scrub bashing and Helen Gardner of WRG has kindly provided a report.

There is a lot about boats in this issue. Our new weed-cutting boat is mentioned in several places and has already started the job of clearing a channel for visiting boats and the PCAS trip boat. Restoring the weed boat has involved considerable work by our volunteers, and funds raised by PCAS have helped make it possible.

Committee member John Lewis gives the first part of the story of how he recovered the old narrowboat *Lockwood*. In the next issue he will describe a little of the dedication to detail in its restoration. Ivor Nicholson, a regular member of crew on our *New Horizons* trip boat, provides an account of his extensive experience on – and passion for – hotel boats. Mike Linstead recently made contact with PCAS and has kindly written an article about his obsession, which is angling rather than boats. Mike has a series of short videos on the web about angling on the Pocklington Canal. There is a link on our website if you cannot find them. If anyone else would like to contribute an article that might be of interest to members please get in touch. Even though contributors to this issue have written about their dedication, passion and obsession, respectively, any articles likely to be of interest to readers would be very welcome.

PCAS members put a lot of effort into working on the trip boat in preparation for the new season, but perhaps you will be as surprised as I was to find that a lady with a certain disability has been steering *New Horizons*.

Hopefully there will be more to report on the progress of the second stage of the bid for Lottery funding in the next issue. Having spent a lot of time in meetings discussing Lottery bids, I do hope that CRT will be successful in obtaining funding for the second stage of the bid. They are currently recruiting a project officer to coordinate the preparatory work.

Finally, this issue includes reports from the PCAS AGM held in April, which may be of interest to anyone who was unable to attend. The accounts will appear in the next issue.

Chairman's Column

The Canal and River Trust was successful in gaining Stage I approval from the Heritage Lottery Fund for their scheme for improvements to the canal entitled The Pocklington Canal – A Gem in the Landscape. This has allowed the Trust to commission various surveys and reports, which will be used to compile the submission for Stage II approval, which is expected towards the end of the year.

Approaches have been made by CRT to WREN, the body charged with distributing funds associated with landfill operations for additional funding. The Society has helped with this application, but as yet it is not known whether it has been successful.

Meanwhile, the Society has been trying to further its own proposals for a scheme that will extend the navigable length of the canal as far as the Bielby Arm. The works, which are mainly centred on Thornton and Walbut Locks, have been estimated to cost £250,000, would seem quite straightforward, as they are similar to works that the Society has undertaken in the past. However, the necessary preliminary of getting CRT to approve the project in principle is proving exceedingly protracted. Several meetings, including one of senior CRT managers have taken place, but there is very little progress to report so far.

Spring Fête

The now annual Spring Fête took place at Canal Head in early May, and made a net profit of around £400. There were a number of stationary engines and radio controlled boats were demonstrated in the canal basin. There were also various stalls and refreshments which brought us in a good income.

Weed Boat *Sheila Nix*

By the time that this copy of Double Nine is distributed, the Society's new weed boat should be launched and operating. It has spent the winter at Allerthorpe being refurbished by our volunteers, and we look forward to it keeping the weed growth in the canal down to more reasonable levels.

Waterway Recovery Group

The Waterway Recovery Group had a successful weekend in March clearing scrub from alongside the canal in an area close to No8 Swingbridge. Volunteers of the Waterway Recovery Group will be back for a week in August to carry out some towpath improvements between Giles and Sandhill Locks. The use of volunteers will save thousands of pounds on the cost of these works.

Bicentenary Celebrations

Plans are progressing for the celebrations to mark the bicentenary of the passing of the Act of Parliament enabling the canal to be built. They will include a boat rally and an exhibition of artefacts associated with the canal. Help with putting this exhibition together would be much appreciated.

Double Nine

This edition of Double Nine has been put together by Alistair Anderson. Starting with the next issue, we welcome Adrian Koster as the editor.

Paul Waddington

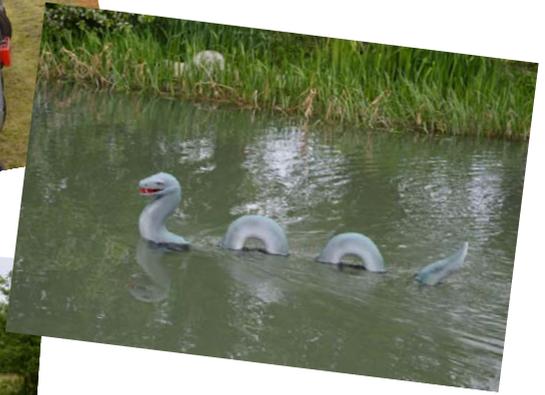
Spring Fête 4 May 2014

This event was held at Canal Head from 10 am, unfortunately in steady drizzle. The weather improved but meant it got off to a slow start. Once again we were supported very well by the residents at Canal Head who are members with an excellent selection of refreshments, the tombola and cake stall supported by Debbie's family and the white elephant stall ran by John along with his helpers had a successful day. Goole Model Boat Club brought a wonderful display of models of various kinds also various Vintage Tractors and static engines on display.

The Inland Waterways Association had a stand and PCAS had its Information Centre open, and both had a good lot of visitors interested in the canal and our boat trips. Once again a useful sum of over £400 was raised towards our funds.

We would like to thank all volunteers who made the day a success.

Dick Watson



Photos by Debbie Smith

The curious creature in the canal is a radio-controlled model 'boat'

Waterway Recovery Group Weekend scrub bash 8/9th March 2014

The volunteers of WRG North-West were asked by PCAS to come and clear some scrub on the offside at Bridge 8, despite some reservations from a few of our members about the lazy wind (the kind of wind that doesn't bother to go round you), we managed to produce a healthy turnout of volunteers. Well the numbers were healthy at least.

Roger had kindly booked Burnby Lane Scout Hut as accommodation and it was more than adequate for the weekend; in fact it was far warmer than the last place we stayed. Roger met us in the morning and led us to site (it's not entirely obvious which way to go through the farm). Waiting for us was Martin Walton from CRT who is the local supervisor. We did a site visit, a final risk assessment due to using chainsaws and then whilst the volunteers got hacking Martin, Roger and I went through all the paperwork and we signed CRT's environmental appraisal. I'd chosen not to do a formal, verbal safety briefing but all the volunteers had been given a A4 sheet to read at breakfast which explained about the sensitive nature of the site. This was useful as there were some discussions about the detail and it was nice to talk about it in the warm: as predicted the wind was vicious on site.

Vixen 101 actually came out to interview us on site, it wasn't live thank goodness but Danny managed some interview time with me, Paul Waddington and one of our long time volunteers John Foley. My interview was broadcast later that morning and we were able to listen to it on my phone. They broadcast several more over the weekend.

Paul joining us meant that on Saturday 16 volunteers put in about 7 hours each. We also had two additional ladies in the accommodation preparing food and I'm not counting myself as I was mainly running after paperwork, being interviewed, listening to interviews and then heading off to the Driffield for a site visit for the proposed summer camp.

On Sunday we realised we had quite an effort to burn what had been cut down on the Saturday so it was a more relaxed affair. I think CRT/Natural England had expected more trees and less ivy on site, but it turned out site was mostly ivy so it really needed to be disposed of. We also left quite a lot stacked up as habitat piles (as asked by Natural England). Martin came back for a nosey and said he was very impressed and pleased with what we'd done. CRT sent a lovely thank you card the week after.

We packed up about 2pm and headed back to the scout hut for a late lunch. We were down a few on Sunday but also gained a couple so that meant 14 volunteers putting in around 5 hours each.

All in all a lovely weekend, the wind of Saturday morning eased after a couple of hours and Sunday was gloriously warm. Thanks to Roger, Paul and Alistair for their work in putting this weekend together. We're looking forward to the summer camp.

Helen Gardner

WRG Canal Camp – 16-23 August



WRG will be running a Canal Camp for a full week in August, with volunteers working on both the Pocklington Canal and Driffield Navigation. On the Pocklington Canal, the work will consist of repairs to the towpath between Giles Lock and Sandhill Lock, which has been damaged by tree roots and slopes towards the canal near Giles Lock. The public will not be allowed on-site during the work for obvious safety reasons. On Driffield Navigation, the tasks will be scrub-bashing and creation of a new trail adjacent to part of the canal. More details at: www.waterways.org.uk



The WRG team having a well earned break



Part of the site that was cleared of scrub

“A Labour of Love”

Having taken my wife and three kiddies on holiday to Filey for nine years and Newquay for two more we were looking for something different so I put it all down to the one weeks holiday we had on a Black Prince narrow boat touring the Cheshire Ring in 1991.

I loved it, the kids loved it and my wife Ruth loved it even though she nearly suffered what could have been a horrific injury trying to prevent fifteen tons of steel and wood from crashing into the bank with the boat pole between the cabin & the bank when we were turning round – no brakes on narrowboats is there – the pole splintered !! We had a few other alarming incidents, the first in finding out just how quickly you are expected to learn the ropes on what I felt was a very brief handover- one stop lock and various controls shown and procedures to follow. (much better now apparently). Then there was the next lock not long after setting off with a lot of water cascading over the top – all new to us. Then there was the time we got jammed going into a lock, the bottom door was mostly open as we approached so I thought I would keep going and the door would push fully open with the boat but there was an obstruction behind the door ! Going through Manchester was a little unnerving with the gang of youths on the tow path, one with a hand gun but the pleasure of being able to more or less stop where you like, canal side pubs and getting off to walk if you wished for a while out weighed the problems. All in all it was a very interesting week having not been on the water before but I said to my family that one day we would have a narrow boat of our own.

Some years later I was told about a new 57 foot shell that had been specially built for someone who realised that it was going to be too big a job for him to fit it out and had decided to sell it. I went to have a look and it looked reasonable. I came home and gave it some thought and this piece of rusty steel was looking better as it was quite detailed fabrication. I made contact with the owner but unfortunately it had been sold.

In July of 2005 I learned that a 40 foot traditional stern narrowboat on the Elvington Industrial Estate behind where I live was for sale & subject to offers. It was rumoured that this boat which was fairly old was filled with concrete as ballast and was putting people off. I went to have a closer look at this one and have got to say that it looked in a sorry state being a steel hull with a new wooden top covered in roofing felt and a black plastic sheet draped over it. Not to be put off I went home for a ladder to return and have a look inside which was very appealing having timber rib framing and an open plan layout with a tiny shower / toilet space across the bulkhead that was dividing the engine cabin from the engine room. Access to the engine room and stern was through a side door and a walk along the gunnel and once inside it revealed a BMC 1500 diesel engine with a PRM hydraulic gearbox, hot water cylinder and wires dangling all over.

With torch in one hand and crowbar in the other I decided to have a look under the floorboards and found that it wasn't concrete after all, it was paving slab ballast !! I took lots of photos and put in my offer, learning two weeks later that I had been successful – Lockwood was all mine !

Next time the ups and downs of restoration !

John Lewis



Towing Lockwood round to my yard



Parked in my drive, waiting to be moved to the back yard



SPOTLIGHT ON Roger Bromley

Born in Maidstone, I was moved to Essex at a very young age where my parents had a smallholding.

I started my working life in the early sixties with Geest Industries, famous then for their bananas amongst other things. I had a few moves within the Geest organisation spending some time in Spalding Lincolnshire then back to their depot near Great Dunmow in Essex. There, a colleague had purchased a small (20 something feet) cruiser. His tales of his adventures got me interested and I was able to borrow it on a few occasions.

It was moored on the River Stort at Little Hallingbury near Bishops Stortford. Our first trip was down the Stort onto the River Lee. The locks on this navigation (it is a mixture of canal and river) vary from 13 to 16 feet in width and are over 80 feet in length so for a small cruiser we were dwarfed in them. I still have fond memories of the trips and I urge anyone with the opportunity to have a trip on this beautiful navigation.

After some time at Little Hallingbury the boat was moved onto the Great Ouse in Cambridgeshire. Again I was lucky to be able to use the boat and again enjoyed travelling this river. I particularly remember cruising one bank holiday in a snowstorm!

Our outings on Jedsu II came to an end when yet another company move brought me to Yorkshire. I soon found where the local canals were and one day walking the towpath on the Pocklington Canal came across a working party at one of the locks. I eventually joined PCAS and the IWA as my interest in boating continued.





Photos from first trip on the Stort, June 1980

With no boat to borrow I resorted to hiring, the first time being with Shire Cruisers where I had a week on Hereford. Not many years went by without hiring a boat taking our two daughters, each with a school friend, somewhere onto the canal network. Being with four noisy near teen or teenage girls often brought sympathetic comments from passers-by who jumped to the conclusion we were all one family.

After hiring for many years we decided to look at other options. We could not justify the cost or time to buy our own boat so after some consideration we decided to go for Shared Ownership. A group of owners, usually twelve, jointly own a boat. This is often confused with timeshare where you can change where you go as with Shared Ownership you actually own a twelfth of the boat and it remains yours to keep or sell as you wish. The owners share all the costs of running the boats and we found the costs were averaging about what it would cost to hire for a week in the summer. For this though, we were able to take three to four weeks a year.

Over the years we have travelled most of the midlands canals, some of them a few times. We have not yet been on the Thames, Kennet & Avon or the Scottish Waterways. Hopefully some of that will be done in the future?

Canal Hotel Boating

Sometimes described as ‘the best kept secret on the canal system’ hotel boats have been my main source of holidays since around 1990. How did I find out about this secret? On one of my holidays, on a hire boat on the Thames, I was walking along the riverside in Henley and noticed two 70-foot narrow boats, both in the same livery, and one had a large table set out for afternoon tea, which intrigued me. Looking closer I noticed its lettering was for a hotel boat. This really interested me as it was getting increasingly difficult for me to holiday in hire boats, as my company was my late mother, who was 85 years old – so effectively I was handling the boat single handed. On getting home I looked further into hotel boats and found they had single cabins, so were ideal for someone like me. Reading more I found that passengers were encouraged to help, if they wanted to, so I could satisfy my passion for working locks etc.



A couple of years later, I had my first hotel boat holiday on Rushbrooke Hotel Boats, a pair of 70-foot narrow boats - a motor towing a butty. Owners Martin & Debbie soon realised I wanted to help on all the locks and I effectively became a crew member – but with important difference that I became a passenger when on board. No preparing meals or washing up!! I continued holidaying with them until they retired, in 2002, completing 26 cruises. (my mother holidayed with me for the first ten trips) When I first started there were twelve pairs of hotel boats, now there are only five. On their retirement I could not find any other pair of boats that fitted my requirements, so discontinued hotel boat holidays.

However in 2004 I was contacted, by Debbie to say that a new hotel boat company was setting up, whom she felt might fulfil my requirements, and so I contacted them. This

was Bywater Hotel Boats, run by Hanna and John. Initially they had just a single boat – a 71-foot long narrow boat. On my first cruise, I found they were very happy for me to lock wheel etc and have since being on many cruises, with them, clocking up, since the start of my hotel boat holidays, a total of fifty last year. Hanna and John built a butty to pair with the motor, after the first season, and have been operating as a pair ever since.

How well do you get looked after – extremely well! The day starts with a hot drink being brought to your cabin. Then breakfast at 8.30, with the usually fruit, cereals, toast and a cooked breakfast if required. After a talk, by the skipper on the days schedule, cast off is at about 9.30. Before you know what it is 11.00 when tea/coffee arrives with home made biscuits. A two course light lunch is taken at about 1.00pm. As you will have gathered food is



important, so to keep you going until dinner, about 4.00pm, a hot drink with delicious home made cake arrives. Food wise the highlight of the day has to be the four-course dinner, with wine, followed by coffee. The kitchen is very small with very little freezer capacity so everything is fresh with even the bread made on board for a ploughman's lunch.

The accommodation is one double/twin and two singles on each boat, with everyone coming together for meals on the motorboat. On the Bywater Hotel Boats all cabins are en suite, whereas on some boats the two singles share a toilet and shower.



I mentioned there are only five pairs of boats left because for varying reasons the others have been sold or are now operating as single boats. This is a very sad situation as it is so rare to see narrow boats operating with a butty. The skill in taking a pair through narrow locks, with one boat not having a motor, is a joy to see.

A new type of hotel boat is coming on the scene, which are wide beam with all mod cons. These have luxuries such as TV, hair driers, coffee maker and under floor heating in the cabins. I have had three

cruises on one of these boats, but very much prefer to be on a traditional pair of boats. The one problem now is that, with so few pairs of boats operating, the cruises get booked up very early leaving little chance of a late booking.

Taking an average of three cruises a year I book them immediately the cruising schedule is published, which is usually during September of the previous year.

Ivor Nicholson

My life on the Canal – Mike Linstead

As a school boy at Pocklington School, I recall sitting in class listening to my history teacher on a drizzly afternoon discussing Victorian transportation methods.

All very riveting stuff to a 13 year old boy in the thick of the Rugby season you can imagine, but then he said something that jolted me back to full attention.

“Pocklington Canal,” he told us, “was originally created in the 1800s to allow the transportation of agricultural goods and.....” I’m afraid that whatever he said next went in one ear and out of the other.

Why the open admission of ignorance I hear you say?

Well, from a very young age, I have been blessed by an obsessive passion for angling.



Mike Linstead with an 18lb 6oz Pike at Pocklington Canal (1999)

So serious is my obsession that the thought of over nine miles of wonderfully derelict waterway immediately sent my head racing with thoughts of endless summer days sitting by the water pursuing a hobby that captivated me so vigorously since the first time I was taken by my father at the age of four.

The subsequent history lesson passed in a bit of a blur as my mind was filled with questions.

What did this canal look like? How could a boy of 13 possibly travel with bags full of fishing tackle to this mysterious water? And, most importantly, what fish did it hold and how big were they?

Fast forward to the summer of 1998 and it was whilst spending a few weeks at my good friend Toby’s house over the holidays (I was a boarding pupil whilst at school so not indigenous to the area) that we decided an adventure was in order.

That summer we spent what felt like every waking hour on the canal, which for two youngsters with a spirit for adventure, was the best play ground you could possibly imagine.

Over the ensuing school years we took every opportunity to spend many hours on those magical banks.

That spirit of adventure was fuelled by the successful capture of some surprisingly large Pike - a fish with a fearsome reputation -which to a teenage boy was the stuff of dreams.

However, reaching the age of 18 and with A-Levels completed it was time to head to University and into the real world.

During the resulting years, my angling career has taken me around the world to incredible locations such as New Zealand, Australia, Denmark, Sweden, France and Spain.

Whilst I have been fortunate to fish in some of the most breathtaking places on earth, I have always saved a bit of my heart for Pocklington Canal - the place where that unquenchable thirst for adventure was captured.

Time moves all too quickly and it wasn't until last year when I decided to return to live in Pocklington, after an 11 year absence, that I stepped foot on the banks of the canal again.

I can say with some honesty that my spirit for adventure hasn't waned during my years away and the magic of the place still remains.

Since returning back to fish the canal I've barely left and I now spend as much time as possible searching its waters for the large Pike that still inhabit its shadowy corners.

It seems time in between has done nothing to dampen my enthusiasm for the place and I hope to haunt its wonderful banks for many years to come.

So, if you see a strange looking guy staring intently into the water and wonder what on earth he is doing, chances are it will be me tracking my beloved Pike. Come and say hello! I'm always keen to chat to anyone who enjoys this wonderful place.

Mike Linstead



Mike at Pocklington Canal with another Pike (Dec 2013)



50th York Christ Church Brownies, with Ayesha steering in the photo to the right



Members of the Fangfoss and Bolton Women's Institute relaxing on *New Horizons*

New Horizons News



The 2014 season got off to a great start, helped by good weather. Our volunteer crew have been very busy and we are getting plenty of bookings for longer trips.

On Sundays and Bank Holiday short trips, children take priority at having a turn at steering. One or two eyebrows have been raised when we say we allow children to steer, but they are not actually in control of the boat and their mum or dad will be at their side as well as one of our crew. There's not much that can go wrong at a slow walking pace. Kids love it and some families are frequent visitors. We even had a *blind* lady at the tiller one day. That is something to be proud of and well done to the crew who made this happen. I wish I had been there.

As I have mentioned before, we have all sorts of groups booking boat trips. Thanks to Ann Tong for her photos of the Brownies, who were on the boat last year too, and everyone gets a chance to steer.

Mrs Pick of the Fangfoss and Bolton Women's Institute booked their trip after a talk about the canal last year. Thanks to crew member Ivor Nicholson for taking this and other group photos. There are quite a number of group photos on our website, so have a look at the photo gallery and you might see some familiar faces: www.pocklingtoncanalsociety.org There are plenty of photos of members of the River Foss Society from this season and last year, and we are particularly grateful to Peter Hopwood of for organising these trips and introducing so many RFS members to the Pocklington Canal.

As the season has progressed we have struggled through the weed that grows on much of the canal. The warm weather resulted in prolific growth before the end of May. Hopefully the *Sheila Nix*, our newly refurbished weed cutting boat will clear a channel before long and the results of its first outing look encouraging. The carpet of yellow water lilies on the surface of parts of the canal may look pretty but prevents light getting to some of the more important plants that grow under the surface, so keeping the vegetation under control is an important part of management of the canal for the benefit of wildlife as well as making life easier for those running boat trips and for boaters visiting the canal.

Running *New Horizons* has always been a social exercise for our crew and two of them – John Lewis and John Dickins – now have their own boats moored in Melbourne Arm.

PCAS recently held a meeting of Pocklington Canal Liaison Group aboard *New Horizons*, and then had a boat trip. It was an opportunity to have a look at the state of the canal as well as discuss issues with Natural England, the Canal & River Trust and other organisations involved in management of the Pocklington Canal.

Alistair Anderson

POCKLINGTON CANAL AMENITY SOCIETY

Minutes of Annual General Meeting

Held at 7p.m. on Tuesday 8th April 2014 at Black Horse, Seaton Ross

Welcome and Introduction

The Chairman welcomed members of the Society and also Mr Phil Gilbank of the Pocklington Local Historical Society.

Apologies:

The Secretary reported that apologies had been received from Jennifer and Andrew Brett, David Stones, Chris Stones, Peter Wood, Alan Brunt, Adrian Lovett, Stephen Wealthy, John Dickens, David Tomlinson, Eric Dove, Terry Chamberlain and Hilary Anguish.

Present

Twenty Six members were present which was sufficient for the meeting to be declared quorate.

Minutes of the 2013 AGM

The Minutes of the meeting were read out by the Secretary. It was noted that the term audited should be replaced by the term examined as a charity of the size of the Society did not require a formal audit. Acceptance of the minutes was proposed by Roger Bromley, seconded by Bob Ellis and agreed unanimously.

As the Minutes of the 2012 meeting were not formally approved at the non-quorate 2013 AGM the meeting was asked to approve them. Proposed by Tim Barwood, seconded by Ernie Darrell and approved unanimously.

Chairman's Report

The Chairman's Report was read to the meeting. Highlights included the acquisition of a Weed Cutting Boat from Canal & River Trust (CRT) which is currently undergoing restoration by Society volunteers. The restoration of Number 8 Swing Bridge to full operation had been completed and safety buffers fitted. Formal approval by CRT has been awaited since August 2013. The Working Party had carried out a significant amount of clearance work along the canal bank and this had been assisted by a weekend camp of Waterways Recovery Group Volunteers. The Nature area at Melbourne had also been cleared by the Working Party.

The Society is supporting a revised bid by CRT which is largely aimed at improving the natural environment and visitor interpretation. As this bid does not include any significant restoration element, the Society is preparing its own plans with a view to restoring navigation as far as the Bielby Arm.

Chairman's Report

A full transcript of the report will appear in the next issue of Double Nine.

Presentation of Accounts

In the absence of the Treasurer no formal 2013 accounts were presented. These accounts are currently with the Examiner. Once approved by the examiner the accounts will be published in Double Nine and submitted for formal adoption at the 2015 AGM. Howard Anguish expressed his concern that for the second year running formal accounts had not been presented at the AGM.

The 2012 accounts had not been formally approved at the 2013 AGM as it was non-quorate. A motion to formally adopt these accounts was proposed by Alistair Anderson, seconded by Roger Bromley and passed unanimously with one abstention (Tim Barwood).

Proposed Amendment to the Constitution

Following the failure to achieve a quorum at the 2013 AGM the committee proposed that Clause 7 h of the Constitution be amended to read: The quorum for the AGM is 5% of the fully paid-up membership. Adoption of the amendment was proposed by John Lewis, seconded by Roger Bromley. Members present voted 18 in favour, 3 against with 5 abstentions. The motion was carried and the revised Constitution will be submitted to the Charity Commission.

Election of Chairman and Committee

The current Chairman Paul Waddington, proposed by Roger Bromley and seconded by Bob Ellis, was the only candidate and was duly elected as Chairman for a further two years.

Twelve nominations had been received for positions on the Committee. As this matched the number of vacant positions the following were duly elected to serve for a period of two years:

Maggie West, Debbie Smith, Bob Ellis, Roger Bromley, Alistair Anderson, Peter Wood, Ernie Darrell, John Lewis, Greg Dixon, Adrian Koster, Dick Watson and Graham Ball.

Appointment of Independent Financial Examiner

It was reported that Tony Farmer was willing to continue as Financial Examiner.

Any Other Business

Volunteers were needed to help with the Spring Fete on the 4th May at Canal Head and also to join the Working Party.

Adrian Koster was welcomed as the new editor of Double Nine from September 2014.

Members were reminded of the opportunity to support PCAS through text giving.

The Meeting closed at 8.08 p.m.

Note: The accounts will appear in the next issue of Double Nine.

Pocklington Canal Amenity Society Report of the Chairman for the Year 2013

The Annual General Meeting held in April 2013 was, regrettably, not quorate, so it was not possible to complete all the business. For that reason, two sets of accounts are being presented to this meeting for approval. Fortunately, none of the elected posts were contested, so the committee deemed it unnecessary to reconvene the meeting for the purpose of electing the chairman or the committee members. After the formal business, the meeting was addressed by Jon Horsfall and Jane Thomson of the Canal & River Trust.

There have been a number of achievements during the year. One was the purchase from CRT of their weed cutting boat which had been lying on the canal in a disused state for some time. This was removed from the water and has been refurbished. It will shortly be relaunched and will be used by the society to control weed growth in the canal.

Another achievement has been the conclusion of works to bring No 8 Swingbridge into use. A contractor commissioned by the society completed the manufacture and installation of the pintle, and the bridge has been repainted by society volunteers.

For the second year running, the society has held an open day at Canal Head in May, and there have been other events involving the public.

The major issue that has occupied the committee's attention during the year has been CRT's applications to the Heritage Lottery Fund in connection with various projects to improve the canal and its appeal to the public. As reported last year, an application was made in Sept 2012 to the HLF for funding for a package of schemes estimated to cost £1,988,000. This was not successful, because HLF questioned whether some aspects delivered value for money.

A revised submission was made in Sept 2013 for a more modest scheme estimated to cost around £700,000. This scheme includes various surveys and plans as well as works for the benefit of the natural environment and visitor interpretation. It also includes some repairs to Church Bridge, and modifications to No 7 Swingbridge to make it look more like the original. The society has undertaken to contribute £1,000 towards this scheme. The first phase of this revised scheme, costing around £50,000 and described as the development phase, has been approved and will start shortly. It involves the development of some policies including a conservation management plan. A project officer is being recruited to oversee this.

One thing that was excluded from the revised bid was works to improve the towpath in an area where it is uneven and affected by tree roots. The society has proposed that this work could be undertaken much more economically by volunteers, and a work camp has been organised for the Summer of 2014 for the Waterway Recovery Group to undertake this work. This will be funded by the society. The Waterway Recovery Group also visited the canal in March for a weekend of scrub and tree clearance to open up a length to more light.

Because CRT's revised scheme for HLF funded works includes little in the way of restoration works, the society has decided to produce its own scheme to extend the navigable length by two miles to the Bielby Arm. Rough costings have been produced and discussions have taken place with CRT about the manner in which the works will be delivered. The society is concerned to ensure that it does not incur unnecessary costs and is thus seeking some independence in the matter of selecting contractors. Meetings have taken place with CRT, and a response to some of our questions is awaited.

The trip boat, *New Horizons*, had another successful season in 2013, and was returned to Goole during the winter months for a partial refit. It has now returned to the canal for the new season.

The society has continued to hold working parties under the direction of Dick Watson. These have mainly undertaken towpath works, including clearance of undergrowth and hedgelaying. There was also an exercise, to reduce the amount of Himalayan balsam organised as part of a nationwide IWA campaign.

Three issues of the society's magazine, *Double Nine*, were produced during the year under the editorship of Roger Bromley. It has continued to include interesting articles, as well as keeping members informed of the society's activities.

The Pocklington Canal Liaison Group has continued to meet each quarter. Besides the

society, the regular members are the Canal & River Trust, Natural England, the Environment Agency, English Heritage and the East Riding of Yorkshire Council. These meetings continue to ensure a harmonious relationship between the interested parties.

I would like to thank the committee for the work that they have put in during the year, especially Graham Ball our secretary and Peter Wood who was co-opted to take on the role of treasurer. Also co-opted to the committee was Ernie Darrell. I would also like to mention Roger Bromley who is retiring as magazine editor after a number of years.

Finally I would like to mention that next year, 2015, will mark the bicentenary of the passing of the Act enabling the building of the Pocklington Canal. The Committee is working on ways to commemorate this milestone.

Paul Waddington

MEMBERSHIP SUBSCRIPTIONS

After an extensive review of subscriptions to the Society it has come to our notice, particularly with Standing Orders, that many of the payments received are based on very outdated subscription rates.

To be able to provide three issues of Double Nine each year and cover other administration costs it is necessary for subscriptions to reflect our costs.

Can we please ask you to review your Standing Order and arrange to pay the current subscription rate that applies to your membership type. The rates are shown inside the back cover of this magazine. With most of our members having a renewal date of 1st January each year there is ample time to renew your arrangements in time for the next subscription renewal.

Since 2011 members' renewal date is on the anniversary of joining date. If you are unsure of your renewal date please contact the Membership Coordinator, Greg Dixon, on 01759 31699 or gfdpcas@aol.com

Greg Dixon

Front cover: PCAS tripboat at No.7 swingbridge (Trevor Brigham),
Back cover: Keep in line (Alistair Anderson)

Working Party Report

When you read this I hope *Sheila Nix* (weedboat) will be in action on the Pocklington Canal. 200 hours of volunteer labour has already been spent on restoration. That proved to be only half way, so another 200 were needed to make her look like new.

The next stage in the project is for members to be trained to operate the boat. Hopefully the Canal & River Trust will be able to provide this, with final assessment by a trainer. The project is proving quite a sizeable investment as the refurbishment has cost in excess of £3000 excluding labour and some generous help. We must be very grateful to the Stubinses for a very convenient site for members to work on, with electricity available for most of the jobs. A helpful local haulier for delivery and two local farmers for return to the canal via another's property.

Other jobs undertaken by volunteers have included spring cleaning of the Information Centre and treatment of woodwork around the site. The road to Melbourne Arm has been patched and this is very much a regular job. Please drive slowly to reduce our work load. The summer programme is likely to include landscaping at landing stages and painting at Gardham Lock and various other sites along the canal.

Dick Watson

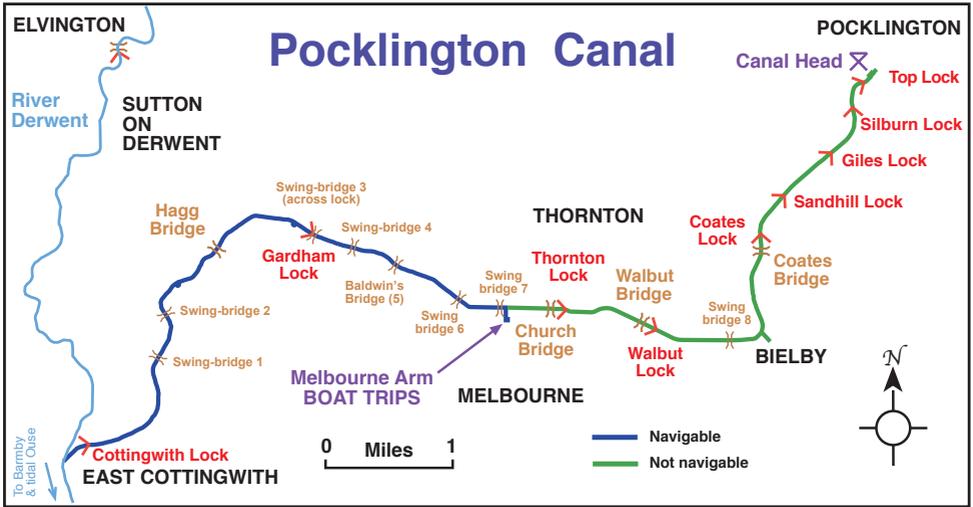


The weed-cutting boat after major refurbishment. It is named after Sheila Nix, who was Secretary of PCAS for over 40 years

Canal Head Information Centre

The centre opened as usual on the same day as *New Horizons* to help encourage visitors to take boat trips. It's surprising how many returned to tell us about what wonderful experiences they enjoy. The towpath walks and picnic areas seems increasingly busy 7 days a week, with many people still discovering the delights on a gentle stroll in the countryside. It is always nice to meet our members so if you are passing call and support our loyal workers. It has been a pleasure to welcome Ros this year to join our willing group but there is still room for more. Gifts of plants and garden produce can always be sold to swell funds. Books, DVDs, etc seem very slow to move. Volunteers and money raising ideas are always welcome.

Dick Watson



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

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