

# **DOUBLE NINE**

## **POCKLINGTON CANAL AMENITY SOCIETY**



**Sheila Nix MBE**  
**19 July 1921 – 28 December 2016**

**SPRING 2017**

**No. 110**

# THE POCKLINGTON CANAL AMENITY SOCIETY

Registered Charity 500637 [www.pocklingtoncanalsociety.org](http://www.pocklingtoncanalsociety.org)

Patrons

The Earl of Halifax

Neil Edwards

---

## PCAS Committee

|   |  |
|---|--|
| <b>Chairman</b>                                   | <b>Paul R Waddington</b> Church House, Main Street, Hemingbrough, Selby YO8 6QE © 01757 638027 <a href="mailto:paul@googleboathouse.co.uk">paul@googleboathouse.co.uk</a>          |
| <b>Secretary</b>                                  | <b>Graham Ball</b> 5 Deans Lane, Pocklington, York YO42 2PX © 07881 528298 <a href="mailto:grahamball160739@hotmail.co.uk">grahamball160739@hotmail.co.uk</a>                      |
| <b>Vice-Chair &amp; Membership Secretary</b>      | <b>Roger Bromley</b> 40 The Dales, Castle Park, Cottingham HU16 5JS © 01482 845099, 07758572271 <a href="mailto:roger@roger.karoo.co.uk">roger@roger.karoo.co.uk</a>               |
| <b>Treasurer</b>                                  | <b>Trevor Taylor</b> 64 Willow Park Road, Wilberfoss YO41 5PS © 07711 308307 <a href="mailto:Treas.PCAS@outlook.com">Treas.PCAS@outlook.com</a>                                    |
| <b>Trip boat Manager, Website &amp; 99 Editor</b> | <b>Alistair J Anderson</b> 14 George Lane, Walkington, Beverley HU17 8XX © 01482 801825 <a href="mailto:Alistair.Anderson@pcas.karoo.co.uk">Alistair.Anderson@pcas.karoo.co.uk</a> |
| <b>Trip boat Booking &amp; Crewing Manager</b>    | <b>Bob Ellis</b> 29 Browning Road, Pocklington, York, YO42 2GN © 01759 302873, 07946209644 <a href="mailto:bobellis1950@gmail.com">bobellis1950@gmail.com</a>                      |
| <b>Engineer</b>                                   | <b>John Lewis</b> The Sheiling, Wheldrake Lane, Crockey Hill, York YO19 4SH © 07772 275795, 07467 171336 <a href="mailto:johnlewis@live.co.uk">johnlewis@live.co.uk</a>            |
| <b>Merchandising Coordinator</b>                  | <b>Tim Charlson</b> 62 Hunters Way, York YO24 1JJ © 07926910717 <a href="mailto:tcharlson58@gmail.com">tcharlson58@gmail.com</a>   |
| <b>Information Centre Coordinator</b>             | <b>Debbie Smith</b> 14 Kilnwick Garth, Pocklington, York YO42 2RQ © 01759 306070 <a href="mailto:dejaysmith@btinternet.com">dejaysmith@btinternet.com</a>                          |
| <b>Working Party Organiser</b>                    | <b>Richard Harker</b> 07702741211 <a href="mailto:richard.rhph@talktalk.net">richard.rhph@talktalk.net</a>   |
| <b>Other Committee Members</b>                    | <b>Sue Dickins</b> 22 Nutkins Way, Chesham, Bucks HP5 2BE © 01494 784571 <a href="mailto:susan.dickins@live.co.uk">susan.dickins@live.co.uk</a>                                    |

---

**New Horizons trip boat Bookings/enquiries** [book.newhorizons@gmail.com](mailto:book.newhorizons@gmail.com)  
© 07514 978645

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

## Welcome

As you may know, Sheila Nix MBE died recently. An obituary appears in this issue. Many PCAS members will remember her when she was active. The photo on the cover of this issue was kindly provided by photographer Roger Pattison who has regularly turned up to take photos on the canal and at events for many years.

A great deal has happened since the last issue of Double Nine. The brickwork of Thornton lock has been repaired by PCAS volunteers, new gates are on order and repairs to a collapsed section of original lock bywash are in progress. Repairs to Walbut Lock will start soon and this will involve some brickwork repairs and installation of new gates. These works are funded by the PCAS Bicentenary Appeal. We urgently need more donations to push ahead with the work. Wherever possible the work is done by our unpaid volunteers but lock gates and dams have to be paid for.

We do not have an email address for many of our PCAS members and we would like to keep them informed about progress with the restoration project and society events. Please see page 11 for details. You can also follow progress on Facebook and it's always interesting when members post their own photos – either recent ones or ones in glorious black & white from the early days.

The Lottery funded project managed by the Canal & River Trust is now in full swing. Lizzie Dealey, the Project Officer, is working closely with PCAS and is organising a wide range of events during the coming months. She introduces herself and the project in this issue. The project is funding dredging to improve habitats for wildlife. Of course dredging for wildlife will help PCAS to extend navigation on the canal. Lizzie has also provided an impressive list of events that are being organised as part of the Lottery project. These are open to the public, but it would be good if they are well attended by PCAS members. There is certainly something for everyone.

Trevor Brigham has been researching the history of the Pocklington Canal. The first part of an article about Watermen on the Pocklington Canal, illustrated with old photographs, is in this issue and the second part will appear in the next issue of Double Nine.

We need volunteers to help with all our activities, most urgently to help at the PCAS Information Centre at Canal Head. It is open on Sundays and Bank Holidays and many of those who have a trip on *New Horizons* have been to Canal Head and pointed in the direction of the Melbourne Arm. I hope it is not too long before we can point to the boat coming out of Top Lock. That sounds optimistic but we are now receiving considerable encouragement from the Canal & River Trust and Natural England.

This and forthcoming issues of Double Nine will include short articles about local waterways organisations. In the first one, Iain Campbell, Chair of Beverley Barge Preservation Society provides an introduction to the society and its activities.

This issue includes notice of the PCAS AGM in April. There is also a nomination form in case you are interested in joining the PCAS Committee, which meets every six weeks. The AGM will be followed by a talk from Lizzie Dealey about the Lottery project and working with PCAS members. Please come along if you can.

***Alistair Anderson***

## CHAIRMAN'S COLUMN

### **Sheila Nix**

There is an obituary for Sheila Nix elsewhere in this magazine, so I shall just mention here her outstanding contribution towards the running of the society over a period of more than 40 years. For most of that time, Sheila was the society's secretary and magazine editor. Added to these two duties, she managed the society's sales stall which she took to local events and waterways gatherings further afield. In later years, she attended our information centre at Canal Head on most Sundays and Bank Holidays during the summer months.

### **Our Bicentenary Appeal**

I am pleased to be able to report that our Bicentenary Appeal now stands at around £145,000, which is well beyond half way towards our target of £250,000. It has recently benefited from a few larger donations, including £5,000 from the Inland Waterways Association, £2,000 from Barbara Chamberlain and £1,720 from Old Pocklington Masonic Lodge. Other contributions have come from our grand draw, merchandise sales and packing bags at Sainsburys. It is now the quiet season of the year, but we shall have to redouble our efforts to reach our target by the summer of 2018.

### **Our Bicentenary Project**

After a slow start, works are progressing well at Thornton Lock. There were many delays, mostly in reaching agreement on the method to be used, in installing the bunds that were needed to isolate and dewater the lock. Eventually these were installed, but a little late to take full advantage of the Help for Heroes crew that worked on the canal in the summer. Other work was found for this group, mainly creating a platform for pond dipping at Melbourne. However, our own volunteers have done sterling work in the later part of the year putting the programme back on schedule. Repairs to the brickwork of the lock chamber are now complete, although there is still work to be done on the by-wash. The new lock gates are due to be built and installed by CRT in the spring. The bunds will then be removed, and the work site will transfer to Walbut Lock.

The works required at Walbut Lock will be much simpler. Since stop plank grooves were installed in 1992, when the society was working on the lock, it will be a comparatively simple matter to dewater the lock. Once this is done, measurements can be taken for the new gates which will be manufactured and fitted by CRT. Our volunteers will get to work chopping out and constructing a recess for a second escape ladder. There have been some issues regarding access to the site, but these are now resolved, and we expect works at Walbut Lock to be completed in the autumn.

That will leave the provision of lock and bridge landings at three locations as the only major remaining works of our bicentenary project. Discussions have started about the design of these, and we expect to be seeking consent from Natural England in the near future.

### **The HLF Bid**

The CRT led and HLF funded scheme, A Gem in the Landscape, has now reached its

delivery phase. Lizzie Dealey has been appointed as the Project Officer, and things are beginning to happen on the ground.

By the time that this issue of Double Nine is distributed, dredging will have taken place in the length of the canal between Coates Bridge and Bielby. This is being done primarily for the benefit of the natural environment, although, in the fullness of time as restoration work progresses, it will also benefit navigation. Regrettably, the dredging of a short length downstream of Thornton Lock, which will be necessary to bring the lock into use, will not be undertaken until next winter,

The society has also been involved in discussions about new signage and information boards. These will be distributed at various points along the canal, and include information about both wildlife and some of the historic structures.

We understand that restoration work to Church Bridge is planned for the summer and some of our volunteers will be involved with this. There will be an archaeological dig in June at Canal Head to determine the location and extent of former warehouses; and a programme of activities involving local communities, especially schools is being developed.

### **Forthcoming Events**

These are listed elsewhere in this magazine, and I am very grateful to the dedicated group of people who are involved in organising them. They could do with help, and anyone interested in getting involved is encouraged to get in touch.

### **Canal Guide**

We have been working on the production of a new and revised edition of our Guide to the Pocklington Canal. This has involved a great deal of work by several people and has taken a long time, but it is now all coming together and will shortly be with the printers.

*Paul Waddington*



Search for Pocklington Canal Amenity Society

## **Sheila Nix MBE**

Sheila Nix, a life long enthusiast for inland waterways, and prominent member of the Pocklington Canal Amenity Society, died aged 95 at her home in York in late December. She was a founder member of PCAS, joining its original committee in 1969, initially as joint secretary, but soon taking on the full duties of that role. Later in 1969 she took over the editorship of the society's magazine, Double Nine, continuing in that post for an astonishing 35 years.

Sheila Nix was brought up in York, and after attending the Bar Convent School, and studying French and Latin at Leeds University, returned to York to become a teacher at St Peter's School. It was there that she met her husband, John, who was a teacher of Mathematics. John was also active in the society, taking charge of its stall which he took, with Sheila, to numerous local events and waterway gatherings. When John's health failed, Sheila took on the running of the stall herself, which she continued to do with enthusiasm.

Even in old age, Sheila worked tirelessly to promote the restoration of the Pocklington Canal. She retained the job of secretary, and continued to run the society's information centre at Canal Head on Sundays and Bank Holidays until she was no longer able to drive a car at about the age of 85.

Besides her very heavy involvement in PCAS, Sheila also found time to serve the waterways movement in several other ways. She was active in the River Foss Society and was a member of the council of the Yorkshire Derwent Trust. She also served on committees of the Inland Waterways Association at both branch and regional levels. Her services to the waterways movement were recognised in 1993, when she was awarded the Cyril Styring Trophy by the IWA for her outstanding contribution in furthering the association's campaign. In the year 2000, she received her MBE for services to inland waterways.

***Paul Waddington***

### **Sheila's collection of photographs and documents**

Peter Nix – Sheila's elder son – has been sorting and making digital copies of the historic documents and photos that she had collected over the years. Much of this relates to the Pocklington Canal, though Sheila had a wider interest in waterways. It is Peter's intention that the collection will not just end up on other bookshelves or stored under other beds. One task that Peter has completed is to scan all available issues of our magazine Double Nine and I plan to put them on our website to add to the issues already online.

Peter intends to deposit the more interesting documents in Treasure House archive in Beverley. This is where Sheila had deposited a large number of unbound copies of Double Nine. Neither Peter or I have Double Nine No. 85 (March 2007), so if any member has a copy they can spare, please let me know.

***Alistair Anderson***

## HLF - A Gem in the Landscape

Regular readers of Double Nine will be aware of the development of this project, and those who attended the launch event back in November will have seen the early plans. This project, officially called 'A Gem in the Landscape', has been funded through the Heritage Lottery Fund and is being led by the Canal & River Trust, in partnership with PCAS, Natural England and the East & North Yorkshire Waterways Partnership.

Throughout this project we will see dredging taking place in sections of the Pocklington Canal Site of Special Scientific Interest (SSSI) in order to create areas of open water for the benefit of aquatic vegetation, the restoration of Church Bridge, the amendment of Swing Bridge No 7 to a more historical appearance, a new interpretation scheme along the length of the canal, and a suite of associated events, activities and volunteering opportunities.



**Lizzie Dealey, Project Officer and author of this article**

At the time of writing, the first of the major elements of the project is taking place in the form of dredging between Coates Bridge and Bielby Arm. Over winter 2017-18, further dredging is planned between Top Lock and Silburn Lock, and between Thornton Lock and Walbut Lock, the latter of which happily coincides with the PCAS Restoration Project. The dredge isn't intended to open up the full width of the canal; instead a 4m wide channel will be dredged in order to create areas of open water fringed by reeds. This way, we hope that the habitat will support a greater range of species and so help improve the condition of the SSSI habitat.

Volunteers will play an important role in this project, with Education Volunteers being some of the first needed. If you would like to help run fun interactive sessions for primary school classes to sow the seeds for a lifelong love of canals, then please contact [lizzie.dealey@canalrivertrust.org](mailto:lizzie.dealey@canalrivertrust.org). You'll be part of the Canal & River Trust Explorers volunteers, so you won't just be thrown in at the deep end – training and support will be available. Following on from this, we will be looking for volunteers to help with the restoration of Church Bridge, to lead a series of guided walks and to research the canal's past in order to create an exhibition for display in 2018.

To uncover some of the canal's past, there will be an archaeological dig taking place at Canal Head in June, led by Jon Kenny Community Archaeology. Everyone is welcome to take part – we'll need a core team of dig volunteers but will have weekend

'drop in' days for those who want to have a go. To complement the dig, there will be a programme of workshops including a geophysics session and specialist finds sessions (subject to what is uncovered of course!).

The dig is just one part of the events and activities programme that will complement the works on the ground. You'll be able to pick up a 2017 events guide from the PCAS information centre in March, and the events are listed on the following pages. Local experts



will be leading a range of workshops, from looking at the vast range of microscopic creatures that live within the canal in May, to small mammal trapping in July, and we will be asking people to come and contribute to a community wil-

low sculpture in August. All events run as part of the HLF project will be free to attend.

If you would like to find out more, then visit [www.facebook.com/pocklingtoncanal](https://www.facebook.com/pocklingtoncanal) or [www.canalrivertrust.org.uk/pocklington-canal](http://www.canalrivertrust.org.uk/pocklington-canal). If you have any questions, or would like to receive project updates, then please contact the Project Officer Lizzie Dealey on [lizzie.dealey@canalrivertrust.org.uk](mailto:lizzie.dealey@canalrivertrust.org.uk)



**Above**  
A group of volunteers alongside the canal.

**Below**  
Dredging below Coates Bridge. Another photo of dredging appears on the back cover.

## March to August 2017: Events Timetable

For all HLF events, booking is essential. All of these events will be booked online via Eventbrite – <http://pocklingtoncanal.eventbrite.com>

If you have any questions or enquiries about events, please email the HLF Project Officer on [lizzie.dealey@canalrivertrust.org.uk](mailto:lizzie.dealey@canalrivertrust.org.uk)

### **Have a go at Fishing in the Easter Holidays**

***Friday 21st April, 10:00am to 3:00pm at Canal Head***

Coaches from the Angling Trust will be on hand to show first timer the basics of this popular pastime. This event is open to all – children must be accompanied by an adult. Booking essential via Eventbrite.

### **Geophysics Workshop**

***Sunday 7th May, 10:00am – 3:00pm at Melbourne Arm/Canal Head***

Join archaeologist Jon Kenny for an indoor session to learn the basics of geophysics, then use your new found knowledge to help carry out a survey at Canal Head in preparation for the dig taking place later in the year. Booking essential via Eventbrite.

### **Freshwater Wildlife ID Workshop**

***Saturday 13th May, 10:30am – 4:00pm at Coates Bridge, then University of York***

Join Geoff Oxford to collect samples from the Pocklington Canal, before heading to the University of York to take a look at the huge variety of freshwater invertebrates that can be found in the Pocklington Canal. This is suitable for a fascinating insight into the hidden world of the canal. Booking essential via Eventbrite.

### **PCAS Spring Fete!**

***Sunday 21st May, 10:00am – 4:00pm at Melbourne Arm (please park in the village and follow the signs)***

Fun for all the family at this free drop in event. There will be activities and stalls, as well as trips aboard the *New Horizons* narrowboat. Have a go at weaving a willow basket (places limited, booking essential via Eventbrite) or try your hand at fishing (booking essential via Eventbrite).

### **Wildflowers and Meadows ID Walk**

***Saturday 10th June, 2:00pm – 4:00pm starting at Melbourne Arm (please park in the village and follow the signs)***

Join staff from Natural England for a guided walk along the canal and through the wildflower rich meadows of the Melbourne and Thornton Ings Site of Special Scientific Interest. Children must be accompanied by an adult. Booking essential via Eventbrite.

### **Archaeology Workshop: Getting started**

***Sunday 11th June, 10:00am – 4:00pm at (location TBC)***

Join archaeologist Jon Kenny as he explains what needs to be done in advance of a dig, and gives us a clue as to what we might find later on this month. This workshop will also show the results from the geophysics workshop. Booking essential via Eventbrite.

## **Archaeology Dig Volunteers Needed!**

If you'd like to join the band of dedicated 'dig' volunteers then please email [lizziedealey@canalrivertrust.org.uk](mailto:lizziedealey@canalrivertrust.org.uk) We will be looking for people who can commit to volunteering for two or three days Monday – Thursday between the above dates, as well as on Saturdays and/or Sundays.

## **Weekend Archaeological Dig Drop In Days**

***Saturday 24th/Sunday 25th June & Saturday 1st/Sunday 2nd July at Canal Head***

On each of the weekends during the dig, there is the opportunity to drop in and have a look at proceedings or to have a go. Just turn up, although there may be a wait to ensure a safe number of people working. Children must be accompanied by an adult.

## **Wildflowers and Meadows ID Walk**

***Sunday 2nd July, 2:00pm – 4:00pm starting at Melbourne Arm***

***(please park in the village and follow the signs)***

Another chance to enjoy a guided walk with staff from Natural England as part of National Meadows Day. Hear about the management of the internationally important hay meadows and see some of the special species that thrive here. Children must be accompanied by an adult. Booking essential via Eventbrite.

## **Dragonfly Walk**

***Date to be confirmed, please check Eventbrite***

The Dragonfly Society will be leading a guided walk to help people learn to identify the beautiful species of dragonflies and damselflies that can be seen along the canal.

## **Archaeology Workshop: After the dig**

***Sunday 18th July, timings and location to be confirmed – please see Eventbrite***

Archaeologist Jon Kenny will explain what happens after the trench closes, and show how finds are cleaned up and processed. Booking essential via Eventbrite.

## **Small Mammal Trapping**

***Sunday July 23rd July, 9:30am – 11:30am starting at Melbourne Arm***

The Yorkshire Mammal group will be leading a session to see what's hiding along the tow-path, with an opportunity to see voles, shrews and mice up close before they are released back into the wild. Places limited, children must be accompanied by an adult. Booking essential via Eventbrite.

## **Barn Owl Afternoon**

***Sunday July 23rd July, 12:30pm – 4:30pm at Melbourne Arm (please park in the village and follow the signs)***

Come along for an afternoon of family fun – help build some barn owl boxes, dissect barn owl pellets and make your own barn owl badge. This is a drop in event, and the PCAS *New Horizons* Trip Boat will be running as usual during the afternoon.

## **Willow Weaving – Community Sculpture Weekend**

***Friday 11th August to Monday 14th August***

***10:30am – 3:30pm***

Come along and take part in a community willow sculpture reflecting the heritage of the canal. A local willow weaver will be showing how to weave willow and will help you contribute to a sculpture that will be on display at Canal Head. Booking essential via Eventbrite.

## PCAS Grand Draw Winners 27th November 2016

|                            |                                    |
|----------------------------|------------------------------------|
| Cruise - Mrs Peasgood      | Chocs - Jo Lindley                 |
| Wine - G Tassis            | Chocs - S Burnett                  |
| After Eights - H Parker    | Wine - C C                         |
| Turkish Delight - I Butler | Shortbread - S Hurrell             |
| Sherry - Maggie            | Beauty set - Mrs Thwaite           |
| Spiced Rum - M Hill        | Napoleon Brandy - M Welford        |
| Mulled Wine - John Parry   | Jamie Oliver Cookbook - S Johnson  |
| Port - H McGowan           | DVD - M Brigham                    |
| Sweets - Mrs Harker        | Book - S Tomlinson                 |
| Beer - Mrs Bentley         | Shortbread - Ms Turner             |
| Kettle - Mr Broadley       | Wine - E Gray                      |
| Chocs - P Webster          | Jack Daniels - J Denson            |
| Book - R Fairburn          | Wine - I Butler                    |
| DVD - J Brett              | Garden Centre Vouchers - J Hammond |
| Calendar - Aspinall        | Whiskey - H Dixon                  |
| DVD - D Brooke             | Lockwood Cruise - H Parker         |
| Xmas Crackers - Hardcastle | Canal Stool - A Hogben             |
| Calendar - Y Wood          | Wine - C Bishop                    |
| Whiskey - T Craven         |                                    |

## IMPORTANT

We plan to send occasional updates of events and restoration progress in between issues of Double Nine. This will be done by email to keep costs down.

Currently we do not have email addresses for over half of our membership. To check whether we have yours I will send a test email just before the arrival of this newsletter.

Therefore, if you did NOT recently receive an email from membership@pocklingtoncanalsociety.org and would like to be kept informed with up to date information, please send an email to the above email address with your surname included and I will update our records.

Also may I remind you that membership rates changed on January 1st 2017 (see inside back cover). If you pay by standing order (much the easier for us) please make sure you have amended yours.

***Roger Bromley***

Membership Secretary

## **New addition to our PCAS merchandise collection**

We have recently purchased some greetings cards (with envelopes) featuring a painting by Pocklington artist, Tatiana Gilks. The image is of a snowy Canal Head looking north towards the Wellington Oak pub and is priced at £2. It's a very evocative scene and is blank inside so can be used for any occasion. As ever, all profits will go towards the restoration appeal.

Details of other PCAS merchandise can be found in the previous issue of Double Nine and on the website and it can be hand-delivered in the Pocklington/York area.

**Tim Charlson**

07926 910717



# CANAL HEAD INFORMATION CENTRE POCKLINGTON

Canal Head Information Centre will be open every Sunday and Bank Holiday  
Mondays  
from 5<sup>th</sup> March, 12 Noon – 4pm

PARKING AVAILABLE  
TOW PATH WALKS  
PICNIC AREA  
REFRESHMENTS AVAILABLE

If you have any spare time and would like to volunteer  
Please contact Debbie Smith on 01759 306070 or email:  
[dejaysmith@btinternet.com](mailto:dejaysmith@btinternet.com)

We are also looking for any donations which we may be able sell at the  
Information Centre or our Spring Fete- eg. Books, bric-a-brac, etc.



## Thornton Lock Restoration September 2016 onwards

The lock bunds having been certified as safe, work began in earnest on the brickwork repairs. The lock was pumped out and surveyed by CRT and environment engineers to decide what work was needed, quite a lot as it turned out, safety scaffolding was erected around the top edge, the work area fenced off from the public, a staircase was built for access to the bottom and a gas detection monitor suspended from it. All clear, now we can start!

Firstly the gate furniture was removed and the gates lifted out. The Help for Heroes lads then split into two groups, one digging out the collapsed by-wash and the other power washing the lock sides to expose the damaged brickwork, not sure which job they considered the most arduous but there was quite a bit of banter regarding whose power washing was the best. Unfortunately due to the lateness of the start and their schedule the Heroes weren't able to give us any help with actual brickwork repairs and left us saying that they had thoroughly enjoyed their time on the canal and that it had helped them tremendously with their traumas. So some good came about of their time with us, nice to know!

We then organised a mixer, materials and tools and got stuck in to cutting out and replacing spoiled bricks, stitching & repairing cracks and cleaning out & re-pointing where needed. Our numbers swelled as time went on and each member of the work party seemed to find his own niche job; mixing, cutting bricks, re-pointing, whatever, and shouts of 'any more mortar?' were soon to be heard as we progressed through the lock in leaps and bounds (but all correctly executed to the required standards of course) Many thanks to those who joined us for their time, dedication and skills, we wouldn't have finished it without you and we did just nicely finish before the weather became too cold.

So Thornton lock remains as-is until the new gates arrive next spring, we are meeting to survey Walbut lock soon and to plan a schedule of works for the remainder of the restoration project. Onward and upward.

Meantime, the cutting bed has been taken off the weed boat and the 'work platform' re-fitted ready for winter jobs, tree trimming, bank repairs etc. let's hope the canal doesn't ice over too much.

**Richard Harker**



**New commemorative plaque on a seat previously installed at Canal Head by Terry Chamberlain, a working party volunteer**



## Restoration photos

Here are three pages of photos of work on Thornton Lock. These are examples of many that have appeared on our Facebook page since work started at the lock.

The photo on the right shows one of the lower gates being craned out. The other photos show repairs being carried out to brickwork, both in the lock chamber and to the curved wing walls above and below the lock gates. The stone copings are an original feature of the lock.

The new upper gates will have wheel-operated paddlegear, a distinctive feature of the locks of the Pocklington Canal when it was still in commercial use.

Thanks to Tim Charlson and Richard Harker for these photos.







## ***New Horizons* boat trips**



The 2016 season was the most successful since boat trips started in 2004 and the donations received have made a useful contribution to the cost of restoration work described in this issue.

This year we will be able to tell our visitors about the progress at Thornton Lock and they will be able to go and see the progress. If all goes to plan, next year we will be able to take *New Horizons* on two miles of canal that have been disused for decades and choked with weed in recent years.

Plenty of photos taken on boat trips are posted on Facebook, but the one above is the first to be posted on *our* Facebook page. Thanks to Sally Firby for her group photo. Hopefully more of our passengers will post photos from their trips and help promote our boat trips.

Sunday afternoon short trips start on 2 April and we will be running short trips on Good Friday and Easter Monday. As usual, longer trips can be booked for groups of up to 12 whenever the boat is not in use for the short trips. There are 'Open Trips' on some Saturdays, for anyone who would like a trip to Gardham Lock but does not have a larger group. Details can be found on our website and Facebook page.

We could do with one or two more crew so if you are interested, please contact me or Bob Ellis for more information.

***Alistair Anderson***

## Watermen on the Pocklington Canal

This article looks at a neglected area of Pocklington Canal's history, the watermen involved in carrying. It draws on a variety of documentary sources, but part of the 20th-century evidence derives from interviews carried out by the late Sheila Nix and Margaret O'Kelly, mostly published in early 'Double Nines'. Without their work, some important memories would have been lost with the passage of time. This is a work in progress, with some watermen omitted, including several living at Melbourne, where their connection with the canal is unclear. Much supplementary detail has also been removed due to lack of space, including a discussion of the types of boats using the canal.

### *The early years*

Long before the Pocklington Canal was built, there was considerable traffic on the Derwent, built around carrying grain or flour from the Malton area (**Fig 1: right**) to the hungry industrial towns of the West Riding, with a return cargo of coal from the collieries around Barnsley and Wakefield. These and



other commodities occupied 35 boats in 1793, with two packet sloops also running to Hull. Trade continued to increase in the early 19th century: in 1807, a survey of vessels undertaken by the Fitzwilliam estate, which controlled the river and owned mines in the Barnsley coal district, revealed more than 50 boats from bases other than Malton, some from places on or near the Derwent, including Cottingwith, Bubwith, and Barmby-on-the-Marsh. The majority, however, came from larger centres such as Hull and the towns and cities of the industrial West Riding, with watermen from those areas sometimes settling locally after marrying girls from waterside settlements such as Barmby and Long Drax.

The new canal was intended to tap into the same markets as the Derwent, transporting commodities such as coal, grain or flour, timber, lime and bone meal. Much of the flour is likely to have come from shareholder Timothy Overend's Devonshire Mill and James Pearl's neighbouring White (or Low) Mill, located north of the York turnpike, as well, possibly, as Walbut and Bielby mills. The latter, conveniently next to the Bielby Arm, was bought by the canal company from Lord Egremont for £500 in 1820, possibly to assist with water control and supply, with the mill itself leased thereafter to bring in income.

In June 1818 with the opening of the canal imminent, the management committee gave major shareholder and property owner, Thomas Johnson (1765-1847), the right to erect 'a Public Wharf Warehouse & Crane' on the east side of the basin at Canal Head. In return for providing these facilities, Johnson would be allowed to charge storage and wharfage. A bonecrushing mill was also built on the north side of the turnpike, probably at the same time, as the waterwheel was powered by the feeder from Pocklington Beck to the canal

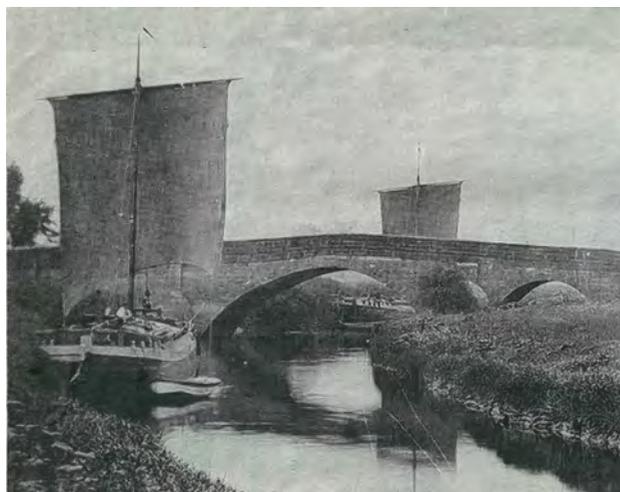
basin to which it was connected by an 8ft brick culvert. No other warehouses would be built for 14 years provided Johnson's facilities met demand. Trade was slow to develop and as an incentive, in 1819 the company paid Johnson £15 per annum to open up the private wharf for goods to be landed and collected without charge, provided they were removed immediately. Despite this, low toll receipts continued until 1822–3 and it is likely that Canal Head continued to be largely used as a transit area to avoid paying wharfage, as no corn or coal dealers are listed at Canal Head until around the end of the decade.

### ***The Union Packet and the trade to Hull***

As a vote of confidence, however, the Union Packet was purchased in 1822 by 'Several Tradesmen' who used it to operate a regular weekly return service between Canal Head and a wharf operated by wharfingers and shipping agents William Tummon & John Smithson at 60 High Street, Hull. Packets or 'flyboats' normally had finer lines and shallower, narrower hulls than local keels, enabling them to travel at higher speeds and shave valuable minutes from journeys. Such a design would reduce the loading capacity, but packet boats normally carried higher-value commodities which took up less space. The Union Packet was said, however, to carry around 50 tons of goods and bulk raw materials including groceries, seeds, timber, crushed bone, sand and gravel. This and the lengthy journey time imply that while the vessel's name suggested speed, it may in fact have been an ordinary keel.

The water route between Pocklington and Hull would have been slow even for a boat designed for rapid transit, with nine locks and several swingbridges to negotiate and the long Derwent and Humber sections being tide and weather dependent. Vessels often had

to wait between tides at places like Howdendyke, Barmby or Bubwith (**Fig 2: left**).



By comparison, the 27-mile overland route along the Hull–York turnpike was half the distance and could be travelled in a few hours; there were long-established direct Royal Mail and stage coach runs in both directions as well as two carriers, Robert Manners and John Cockburn, the latter making two trips a week. The Union Packet was almost certainly not as successful as envisaged: the operators paid just

10s a ton in tolls but still made no profit. With high overheads from crew wages, boat maintenance and perhaps the hire of 'horse marines' or 'halers', it would almost certainly have been required to await a cargo in Hull rather than return empty in order to offset some of the costs, but the partnership between Tummon and Smithson had been dissolved in May 1824. Perhaps for this reason, 1829 Pigot's 1829 trade directory merely stated that the packet 'sails occasionally'. The road carriers meanwhile had been forced to reduce their own rates from £1 to 15s a ton to compete: Cockburn dropped out, leaving

the Hull run entirely to Robert Manners.

Trade continued for a time, with the 'Hull packet' listed as leaving Pocklington every ten days in 1834, but it had ceased by 1840. Although Smithson was still acting as a shipping agent for Louth and Lincoln in that year, enquiries for transporting goods to Pocklington were now directed to Seth Gregory, landlord of the Golden Cup, 3 Humber Street, a reflection of the state of play. The road connection to Hull appears to have benefitted from the reduction in waterborne trade, with Robert Manners joined by a second carrier, both running two trips to Hull each week until they succumbed to rail competition.

### ***The West Riding trade***

By 1830, a number of businesses had begun to appear at Canal Head and the first small canal dividends were paid in that year as trade expanded, with the result that in 1832, the canal company discussed allowing landowner Robert Denison, another major shareholder, to build additional facilities on the west side of the basin. A second small warehouse with a stable attached was accordingly built in 1834, with an adjacent coal wharf and lime sheds listed in

a later advert. The only later major addition at Canal Head was a saw mill next to Johnson's warehouse (Fig 3: right), which was probably built after 1856 by coal, timber, bone and oil cake merchant Thomas Beal (1804–70). Keels leaving for Leeds and Wakefield every



three to four days were now advertised, with the first lock keeper, Mark Swann, who served until 1850, acting as agent, for which he presumably received an additional fee.

As a sign of the times, the Hull & Selby Railway opened in 1840, although the canal committee were empowered to make a connection with the line at Wressle on the Derwent. A sale announcement for some of Robert Denison's assets in that year suggested that goods from Pocklington could be transferred to 'small Fly Boats at Pocklington Canal head' and from there in a 'very short time indeed' to the new railway, but there is no indication this happened. There is also no reference from this time onwards to keels leaving for the West Riding but we know from other sources that businesses on the canal continued either to operate their own vessels or hire professional independent watermen.

### ***The Wilsons***

The earliest identifiable independent watermen at present appear in 1837 for an unfortunate reason. Waterman Joseph Wilson (1792–1841) hailed from Brotherton, Pontefract, on the River Aire between Knottingley and Castleford and with many collieries in that

area it is likely he was primarily involved in carrying coal to supply the dealers at Canal Head and perhaps other destinations, including Melbourne and Bielby. Wilson and his wife Ellen married in 1828 and had six children; at least some of the family acted as crew and it was this common practice which was to lead to bring the family to the brief attention of the public. Originally, the canal's lock paddles or 'cloughs' were operated by fixed handles, which were used on other waterways including the Derwent, and in May 1837, Bingley Wilson (9), drowned while setting one of the locks. The boy was seen immediately beforehand by Elizabeth Swann, daughter of the lock-keeper, suggesting that the accident occurred on one of the locks near Canal Head. As he was apparently alone, it can be assumed that the lad had been sent forward by his father to set the lock in advance of the boat. Bingley's hat was found floating nearby but it was some time before searchers located and recovered his body from the lockpit. Although the coroner's jury returned a verdict of accidental death, they 'expressed their disapprobation of the manner in which the handles for winding up the cloughs upon the Canals were currently fixed, which they consider to be extremely dangerous and ought to be removed.' Probably after this accident and after episodes of tampering by local vandals, the fixed handles were replaced by removable windlasses issued to boatmen. There is no further mention of the Wilsons and they may have given up trading on the Pocklington Canal after the tragedy.

### ***The Walshes***

The three Walsh brothers, Cain (1808–80), Samuel (1814–62) and Stephen (1816–99), also appeared in the late 1830s, from a family of watermen hailing from Leeds and Bottom Boat, Wakefield: Cain was named after an uncle, a wealthy Leeds-based waterman who traded with Hull and other east coast ports as early as 1804 together with other family members. Between them they owned several vessels, while Cain senior was made a member of the Freemasons' Rodney Lodge in Hull in 1810.

The brothers were the sons of John and Anne Walsh, born and baptised in Methley, but all three settled in the Pocklington and Barmby area. The middle brother, Samuel, married Jane Johnson of Leeds in 1836; although from a family of watermen, there is no definite evidence that he followed the trade, but the couple were missing from the 1841 census, common among boating families. It is likely that Samuel settled down after marriage as he had taken the King's Head at Barmby by 1851, later adding a brick and tile business, no doubt welcoming his brothers and fellow watermen at his hostelry.

Cain married a Barmby girl, Elizabeth (Betsy) Tomlinson at nearby Long Drax in 1830 and they already lived at Canal Head by 1838, when he apprenticed Mark Thorpe, nephew of lock keeper Mark Swann. By the later 1840s, Cain's sons, William and Stephen, were old enough to help their father. As with Bingley Wilson, however, this was to have tragic consequences when William, by then 17, drowned in August 1848 while working a gate paddle, probably at Giles Lock, in a repeat of the accident a decade before. Ironically the fixed handles had by this time been replaced: William's windlass slipped off the spindle while he was filling the lock in advance of his father's boat entering. The lad overbalanced and fell in, managing to catch hold of a piece of timber on the gate: the wood was rotten and broke off, however, and William drowned despite his younger brother Stephen's attempts to save him. The coroner again suggested that the design of the gategear should be altered so that in future anyone slipping would fall on the land alongside the lock, not in the cut, but there is no indication that anything was done.

Remarkably, the second best year for canal toll receipts was 1846–7, the penultimate

year of the Canal Company's existence, but the opening of the new railway and the takeover of the canal led to a reduction in the number of firms based on the canal in the next decade. Cain Walsh seems to have taken the decision to continue trading in his own right instead of simply carrying and was advertised as a coal merchant in the 1850s. Perhaps as a result of the loss of his eldest son and with his livelihood dependent on the canal, he was critical of the lack of maintenance. Prior to the NER purchasing the canal, it had been regularly emptied 'for the purpose of Repairing the Work', but the new owners appear to have done little. In a landmark case decided in April 1859, he successfully sued the NER for £19 19s loss of earnings after two of his boats became stuck at Gardham ('Nottingham') Lock' and Walbut Bridge for 10 days in August 1858 due to the poor condition of the canal. Not only had the locks been 'permitted to remain out of repair', various parts of the canal were blocked by 'an increasing accumulation of sand, mud &c.' Despite Walsh having immediately reported the problem, the NER had done nothing, forcing him to remove parts of his cargoes along the way to lighten the vessels. 1858 was also one of the driest years on record since 1776, which clearly did not help matters.

On their part, the NER argued that they were only liable for damages caused to boats by obstructions, but the court found that they had failed to keep the canal in a navigable condition, which it was contractually obliged to do in return for payment of tolls. Crucially, the case established a precedent for the payment of compensation (demurrage) through stoppages due to lack of maintenance, something which the last trader, J.W. Brown, was still able to claim until the end of carrying in 1932. As a result, in June 1859 (**Fig 4: below**), the NER announced a temporary closure, during which

**POCKLINGTON CANAL NAVIGATION.**  
**NOTICE IS HEREBY GIVEN,** That the several LOCKS on this CANAL will be OPENED on SATURDAY Morning, the 16th Day of July next, at Six o'Clock, and the Water will then be run off, for the purpose of thoroughly Cleansing and Repairing the said Canal and the Locks and Works connected therewith. The Works will be pushed forward with as much vigor as practicable, and due Notice will be given of the re-opening of the Canal. The exact time of the re-opening will depend on the state of the weather, but it is expected that the Canal will be again ready for Navigation in about Three Months.  
 By Order,  
 J. CLEGHORN, Secretary to the North Eastern Railway Company.  
 York, 18th June, 1859.

...the several LOCKS on this CANAL will be OPENED on SATURDAY Morning the 16th Day of July next, at Six o' Clock, and the water will then be run off, for the purpose of thoroughly Cleansing and Repairing the said Canal and the Locks and Works connected therewith.' They assured the public that 'The Works will be pushed forward with as much vigour as practicable', dependent on the weather, and the canal was expected to be 'again ready for Navigation in about Three Months.' It was not until the 18th August, however, that the NER's contractor, Mr P. Fisher advertised that he was 'in Immediate Want of 200 useful WORKMEN, each to be provided with a Fly Tool, from six to seven inches broad'

**POCKLINGTON CANAL.**  
**P. FISHER,** the Contractor, is in Immediate Want of 200 useful WORKMEN, each to be provided with a Fly Tool, from six to seven inches broad.  
 Pocklington, August 18th, 1859.

(**Fig 5: above**). Desilting by hand was a long, slow process, so while the NER was seen to be acting, it had also found a way to punish Walsh by closing the canal for the entire summer. Perhaps deliberately, this also prevented its use in the driest period of the year after another winter of low rainfall, avoiding any further court cases before the channel had been dredged. In an additional slap to Walsh, as the NER had given its users prior notice, there was no requirement to pay compensation for lost trade.

There is evidence thereafter that maintenance lapsed again. The summer of 1864 was even drier than 1858, with little or no rain from June until the end of August, leading to failure of the grass and turnip crop in East Yorkshire, with animals having to be fed on winter cake. In August, waterman William Allison was 'charged with wantonly opening a

clough...on 25th of July' at Walbut Lock, causing the canal level to fall by about 1ft. 'Water in the canal was wasted and the banks of the canal overflowed' in the short pound down to Thornton Lock. Allison was working for Cain Walsh at the time and claimed he had been ordered to abstract water. His boat was moored below the lock at Thornton landing at the time and Allison was presumably flushing water through Walbut Lock to raise water for the boat to continue. He admitted, however, that the level was adequate and the loss of water unnecessary, which suggests Walsh had told him to take no chances of running aground. Allison, who may have been born in Sunderlandwick near Driffeld in 1836, was fined £1 and 11s 6d costs, although the fine was less than might be expected, presumably because he was acting under orders. In the same month, William Ward, the landlord of the Canal Inn and also a worker at the Bone Mill, removed a stop plank which regulated the flow of water into the canal from the beck at Canal Head and was prosecuted by the NER. At his trial in October, Ward claimed he had removed it 'in order to give a better supply of water to two people he had mentioned', and 'when there was not sufficient supply of water in the canal, it was customary to lift the board, and thus supply water to the defendant's mill.' Although these statements are not entirely clear, the 'board' was probably the sluice which supplied the Bone Mill as well as the canal. Ward, also son of a former landlord of the Wellington Oak, was acquitted.

During Cain Walsh's absence, his wife Elizabeth sometimes stayed with his brother Samuel's family in Barmby at the King's Head, and the couple seem to have moved next to the pub around the time of Samuel's death. At some point, Cain bought the Barmby-registered 33-ton Single Sister and was recorded aboard her in the 1871 census among the many vessels moored at Goole on the day; he may have remained active until his death in 1880. Cain's surviving son, Stephen, continued as a waterman despite witnessing his brother's death in 1848. He married Annie Eliza Wilson of Barmby in 1856; as the daughter of a mariner she probably assisted him afloat, as they were absent from the 1861

census. Sadly Annie died in 1865 at just 33 and in 1870 Stephen married again, to Esther Hewson of East Cottingwith. During the 1871 census they were recorded on Stephen's Goole-registered keel Success at Cawood, an important stopping-off point on the Ouse near Selby (**Fig 6: right**), suggesting that he worked on the coal run to York, which might explain his marriage taking place at St Mary Bishophill. He died before his father in 1874 aged 39, although Esther soon remarried.



By 1841, the youngest of the three original Walsh brothers, Stephen, also lived at Canal Head with his wife, Frances ('Fanny'), second daughter of lock keeper Mark Swann, who he married in Leeds in December 1838 whilst captain of a vessel called the Vine (possibly identifiable as a sloop newly built in May that year by Wray's of Clementhorpe, York). Along with Cain, Stephen traded as a boat captain and coal merchant for much of the

rest of his life. Fanny sometimes accompanied her husband and son: in the 1881 census, all three were recorded on board the keel Frances at Canal Head, Driffield, presumably running coal to the town and perhaps bringing flour back to Hull. Both parents were by then 64; by 1891, they were retired at Canal Head, the latter dying in 1898, followed in 1899 by Stephen.

Stephen's eldest son, Mark, was named after his grandfather and was also a waterman for many years before moving to King's Lynn, where he became a dealer in provisions. The Walshes, however, remained an important family around Canal Head. Stephen's younger son, William, was already listed as working on a farm in 1871 at the age of 21 or 22, becoming a waggoner for one of the local cornmills before eventually becoming a farmer in his own right, with several children living on at Canal Head well into the 20th century, including Frances, a farmer until around the time of World War 2, and Stephen, a farmer and dairyman.



William's daughter, Gertrude Bird, was killed at Canal Head when a plane crashed on the family home; when interviewed by Sheila Nix in the 1970s, Gertrude's daughter, Edith Marsh, still retained a number of family heirlooms from the boats, including a Windsor chair, oil lamp and a large earthenware jug which were considered to have belonged to her great grandfather, Stephen Walsh; the chair and jug were photographed by Sheila Nix (**Fig 7: left**).

### ***The Masseys***

Among the local businesses apparently operating their own boats were the brothers William (1794–1848) and John Cook Massey (1805–52), the sons of Melbourne farmer, brickmaker and carpenter William Massey (1770–1847), who had provided the original woodwork for the canal. William junior briefly succeeded to his father's coal and timber yard at Sutton on Derwent, with his brother operating the Pocklington end of the operation from the warehouse and yard on the east side of the canal basin. After his brother's death, John continued at Sutton for a time, where his brother-in-law Henry Prescott was convicted of stealing 16 stones of coal from a boat belonging to the business, but after the death of William's wife in 1849, the house, outbuildings, 27 acres of land and wharf 'where the Timber, Coal, and Lime Trade have been carried out successfully for a great number of years' were let. John continued business at Canal Head until his own death in 1852.

### ***Ellis and Tasker***

Bielby farmer, William Ellis, was one of the early businesses at Canal Head, dealing in coal and lime by 1831, but by 1840 he had moved nearer home to the Bielby Arm, where he had formerly leased the mill (**Fig 8: right**), and started a short-lived partnership with a fellow farmer, Thomas Tasker, who was related to the Taskers of



Walbut Mill. Between them the partners bought their own keel, Providence, and although not stipulated in White's 1840 trade directory, it seems possible that both also carried grain, flour milled at Bielby, and manure. The partnership was short-lived being dissolved in April 1843; perhaps Tasker, an older man, was ailing, as he died in 1845 at around 64, while Ellis, who died in 1876, continued selling coal until at least 1857. Another business in the area which may have used the canal was an earthenware pottery operated by brickmaker Henry Ogle, including a kiln, drying shed and workshop, which was offered for lease in 1823 and advertised as being within half-a-mile of the canal; whether its products ever travelled by water is unknown, but it was offered for lease again in 1837 with its proximity to the canal once more highlighted as a selling point.

## Photographs

Fig 1: Boats at Malton, watercolour by F. Nicholson 1794

Fig 2: Old postcard, Keels at Bubwith c 1900, courtesy of Andrew Sefton

Fig 3: Canal Head c 1970s, Goole Waterways Museum

Fig 4: Yorkshire Gazette 25/6/1859

Fig 5: York Herald 20/8/1859

Fig 6: Old postcard, coal boats at Cawood c 1890

Fig 7: Walsh family chair and jug, Sheila Nix collection

Fig 8: Bielby Mill before restoration c 1960, [prewarmodel.blogspot.co.uk](http://prewarmodel.blogspot.co.uk)

**Trevor Brigham** *The final part of this article will appear in the next Double Nine*

## EVENTS

Wednesday 26 April – AGM with a talk by Lizzie Dealey

The agenda is on the facing page and minutes from the last meeting are at: [www.pocklingtoncanalsociety.org/AGM.html](http://www.pocklingtoncanalsociety.org/AGM.html) or can be obtained from the Secretary

Sunday 21 May – Spring Fete at Melbourne Arm

Friday 14 July – Barn Dance with *Bad Bargain Band* at Melbourne Village Hall

Friday 20 Oct – Frog Racing at Melbourne Village Hall

Sunday 26 November – Annual Lunch at The Oaks  
*See the PCAS website or Facebook for more details, or ring Debbie Smith*

For your 2918 diary

Sunday 29 July 2018 – Bicentenary Festival with Boat Rally at Melbourne

A list of events being organised by the Canal & River Trust as part of the Lottery project is on page 9.

**Pocklington Canal Amenity Society**  
**ANNUAL GENERAL MEETING**  
**Melbourne Village Hall**  
**Wednesday 26 April 2017, 7pm**

**AGENDA**

1. Welcome and Introductions
2. Apologies
3. Minutes of 2016 Meeting
4. Chairman's Report
5. Presentation of Accounts
7. Bicentenary appeal
8. Election of Chairman and Committee
9. Appointment of Independent Financial Examiner
10. Any other business

Any members of the Society wishing to stand for the Committee should make themselves known to a member of the Committee. All candidates must indicate their willingness to stand for election. Please send in any nominations, duly proposed and seconded, to the Secretary: Graham Ball, 5 Deans Lane, Pocklington YO42 2PX

---

**Pocklington Canal Amenity Society**  
**Annual General Meeting, Wednesday 26 April 2017**  
**Committee Nomination Form**

**Nominee:** \_\_\_\_\_

**Proposer:** \_\_\_\_\_

**Secunder:** \_\_\_\_\_

## Beverley Barge Preservation Society

Back in the year 2000 Beverley had little to show for its maritime heritage. The Beck was little used and solely the preserve of private boats and the Shipyard where many of the great trawlers were built was but a shadow of its former self. But during that year one East Riding Councillor discovered a ghost of his past in the remains of a barge he had worked on in the 1960s, laid up in a power station layby in Doncaster. Anxious to preserve something of the Inland waterway tradition of the town, he tried to raise support to return it to Beverley for preservation, without much success through the local newspaper.



Undeterred, early the following year he tried again. This time not only did he get support from a number of like-minded people, but also the local branch of the Inland Waterways Association and local industry. This enabled a reduced purchase price to be paid to the owners, and the barge, strapped alongside a gravel barge travelled to Hull,

where a succession of tow boats helped on the trip to Beverley. The Barge was put in the Drydock and the fire damaged interior was removed and the cannibalised engine sent to Gardners for rebuilding, funded by a grant from Awards for All. Further good luck came with the granting of SRB6 funding for the rest of the restoration and conversion. Other than the steel top, the remainder of the work was done by volunteers. The work was completed by 2006 although a number of enhancements have been carried out subsequently.

*Syntan* (photo above and right) in her fully refurbished condition is now moored on Beverley Beck, its traditional base when owned by Hodgson's Tannery. She does a limited number of trips on the River Hull as far as the Humber, is open on Sundays during the Summer as a museum and attends at a few festivals each year.



The Society progressed with the acquisition of two further vessels, *Sun* (photo: right) a former self powered mud hopper from British Waterways, and *Mermaid* (photo: below) a small lifeboat/ tender from a former Trinity House vessel, the former having a lengthy conversion to a trip boat for the upper River Hull, and the latter is used as a small trip boat for trips on Beverley Beck and for training.



The Society welcomes members, whether they are just interested in the history of the vessels and the Area, or if they are interested in the operation or maintenance of the vessels. *Sun* carries out about a dozen trips up River with groups of up to twelve passengers including those with Learning Difficulties or mild physical disabilities. It is hoped to install a lift facility in the vessel in the coming year.

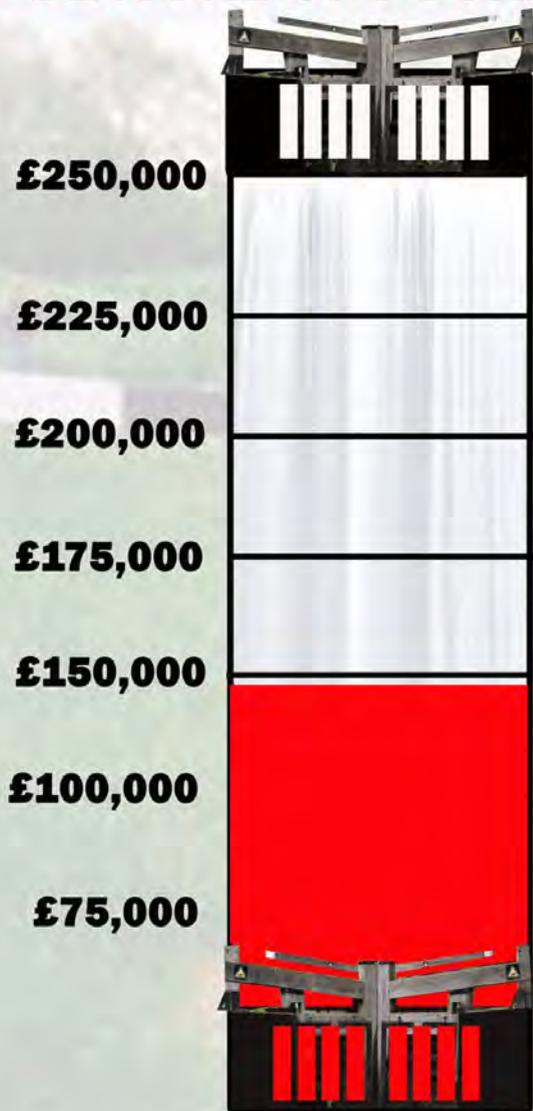
*Syantn* is also used for school or other youth organisation visits and the Society supports the annual Raft Race organised by the NURSE Charity on Beverley Beck and is responsible for organising the World Barge Pulling Championship where teams of 4 pull the 64 ton *Syantn* backwards over a 200 metre course.

For further information on the Society please see our website at [www.syntanbarge.org.uk](http://www.syntanbarge.org.uk)



*Iain Campbell*

# BE A PAL OF POCKLINGTON CANAL



Please help us raise **£250,000** to restore this beautiful historic canal from Melbourne to Bielby.

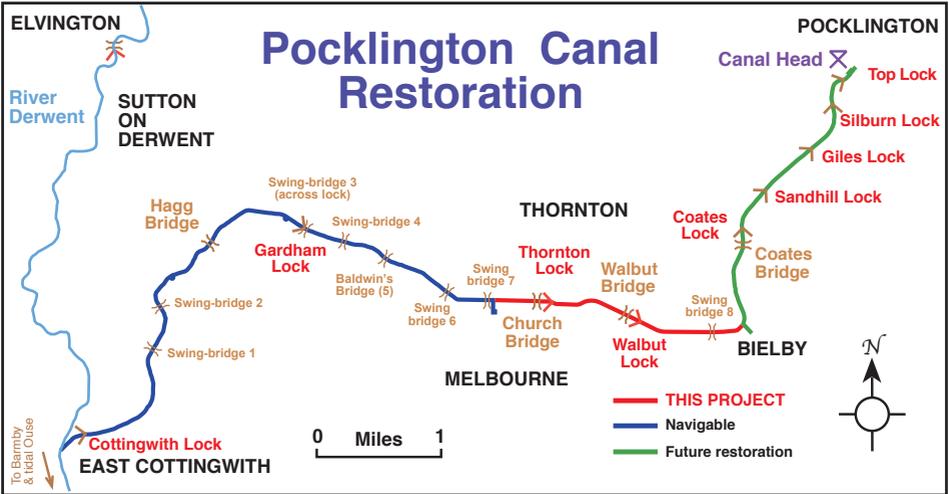
## To Donate:

Please use our donation boxes

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

Text PCAS18  
with the amount  
to 70070  
eg PCAS18 £10

[www.pocklingtoncanalsociety.org](http://www.pocklingtoncanalsociety.org)



The PCAS Bicentenary Appeal is for funds to support restoration of the length of canal shown in red in the map above. At the time of writing (October 2016) the appeal fund stands at **£145,000**. Please help by making a donation.

**MEMBERSHIP SUBSCRIPTIONS**

**Membership subscriptions changed in January 2017. The new rates are shown below. Please see the note about subscriptions on page 11.**

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 |
|----------------------------|--------|------|
| Individual                 | £15    | £150 |
| Family                     | £20    | £200 |

Please notify the Membership Secretary if you change your address



# Pocklington Canal Amenity Society



Registered Charity 500637 [www.pocklingtoncanalsociety.org](http://www.pocklingtoncanalsociety.org)

