

DOUBLE NINE

**THE POCKLINGTON CANAL AMENITY SOCIETY
MAGAZINE**



February 2023

Issue 127



Winter at Thornton Lock, December 2022
Image by Tim Charlson

Editorial

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Welcome to your February 2023 issue of Double Nine!

A new feature in the magazine is the dedicated "Letters" page. This section is open to all members, so if you have something to say please email or write to me. My details are inside the rear cover of this magazine.

Our first event of 2023 takes place on the 17th March. This takes the form of a talk by Graham Sykes the designer and builder of a record winning steam-powered motorbike. The venue is Melbourne village hall. Tickets are £10 which includes Pea & Pie supper. Book online via the PCAS website or phone Tim who's details can be found at the back of the magazine.

Our AGM will be held on the 17th June. Sue Dickins, our long serving treasurer, will be standing down and so the search is now on to find her replacement - can you help? Sue will be available to give advice.

Malcolm Slater
Editor

Front Cover:

'Avalon' arriving at Cottingwith lock on the 15th June 2022.

Rear Cover:

Dancing water's! New Horizons skipper Steve Ashby took this image on the 30th October during a severe thunder storm as New Horizons departs on one of the final trips of the 2022 season.

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Copy Date June 2023 Issue

Closing date for articles and reports for the June 2023 issue is the **7th May 2023**.

Submissions received after this date will be held over until the next available issue.

Opinions expressed in this magazine is not necessarily those of the Pocklington Canal Amenity Society, its Chairman or Committee.

CHAIRMAN'S COLUMN

Our customary Sunday lunch on the last weekend of November was a great success. This year we moved to a new venue, which was the Black Horse at Seaton Ross. I thought that the food was excellent, and everyone seemed to enjoy the event, so it is our intention to return there this year. As usual, the raffle raised additional funds, and there was an opportunity to purchase items from the society stall.

Social events have been rare in recent times, mostly due to COVID, but with this mostly behind us, we hope to have a more normal programme of events in 2023. A public meeting with a guest speaker is planned for Friday 17th March. Graham Sykes will be talking about his experiences building a steam-powered Rocket-propelled motorcycle, and his attempts to break the speed record. This is certainly an unusual topic, and deserves to be well attended. Graham Sykes attended the boat rally that the society organised in 2018 to commemorate the bicentenary of the opening of the Pocklington Canal. Along with fellow members of the South Pennine Boat Club, he returned for a follow up rally the following year. At the time, we knew nothing of his motor cycling interests.

We are also hoping that, from Easter onwards, our trip boat, New Horizons, will be operating short public trips each Sunday, as well as charters at other times. Members will be aware that New Horizons raises substantial funds, although these have been limited in recent years due to COVID and water shortages in the canal.

SANDHILL LOCK

Our proposal to restore Sandhill Lock is not active at present. It seems that the Canal and River Trust do not favour the project going ahead at the present time. Nevertheless, the restoration of the lock remains a project that the Society intends to carry out when the circumstances permit. Some funds were raised specifically for this purpose, and they will be held in abeyance until such time as restoration can begin.

DREDGING

As reported in the previous issue of Double Nine, the Society is pursuing an alternative project. This is the dredging in the vicinity of Coates Lock and the reinstatement of a winding hole above the lock. Although this project would involve our volunteers, particularly at the preparatory stage, the bulk of the work would be undertaken by contractors. If completed, these works would allow an additional half mile of the canal to be opened for boating.

So far we have had initial discussions with a specialist consultant, who seems to think that our proposal and approach to the job is practical. We have also had preliminary discussions with a landowner about the disposal of the arisings. Before matters can be finalised, an assessment has to be made of the amount of material needing dredging, and this is currently in hand. If all goes well, and we receive CRT approval for the project, we would hope that dredging could take place in the autumn.

ANNUAL GENERAL MEETING

Notice of the Annual General Meeting is given elsewhere in this edition of the magazine. There will be places available for new committee members, and we invite anyone interested in joining the committee to notify a committee member. We can then ensure that a nomination is made in conformity with the constitution. After serving as treasurer for several years, Sue Dickins will be standing down. I would be interested in speaking to anyone willing to take on this role.

Please do not hesitate to put yourself, or someone else, forward to join the committee. The survival of the Society, and its long term health depends on the influx of new blood. Most of us who are involved with the running of the society are pensioners, and some younger people would be especially welcome.

Paul Waddington

Obituary

Hazel Terry

It is with sadness that we report the death of Hazel Terry, who along with her husband, Bernard, lived in the village of Melbourne. Bernard Terry farmed land adjacent to the canal, and was an enthusiastic member of the early working parties organised by the society. Hazel helped with providing refreshments for the workers and will be sadly missed.

Paul Waddington

Greg Dixon

Greg was our first booking and crewing manager for New Horizons and an active crewing member, before Bob Ellis took over from him. Greg then became our membership secretary, or coordinator as he preferred to be called. After nearly 30 years with ICI, Greg specialised in visiting farms as an advisor and inspector, and he continued in this role until recently. He had been a supply teacher, teaching science in schools but stopped to focus on agriculture and pesticides use.

Alistair Anderson

Working Party Report January 2023

The first half of this work period was spent mainly trying to keep on top of the rapid weed growth due to the low water levels in the canal & extremely warm weather. The weather also gave us the opportunity to undertake bank repairs and bench & lock painting. It would also have been a good time to refurbish Sandhill lock, but due to CRT's seeming reluctance to co-operate with us (ref. Chairman's report), this was not to be. We have therefore decided to turn our attention to problems at Coates lock (leaking gates and overgrown winding hole) in the hope that we can at least make a start on extending the navigable channel.

The initial low water levels and, perversely, the seeming persistent rain in the later months of 2022, did restrict boat movements somewhat. This prompted us to lift the work boat out of the water in order to fit a weed hatch. We have been able to do this quite comfortably and under cover due to the offer by Ian Ridgedale of Walbut Farm to work on the boat in one of his large sheds, for which I thank him sincerely. This has also allowed us the opportunity to alter the hatch covers to make a safer working platform up forward, to rearrange the safety rails and to manufacture and fit a canopy over the rear operating area. Thanks must also go to John Lewis, who manufactured the weed hatch initially and to the two mechanically inclined work party members who have assisted in this enterprise by adding their own expertise and ideas and sometimes tempering mine.

While the above has been going on, the remainder of the work party have been mainly concentrating their efforts on trimming back excess overhangs, working progressively downstream from Melbourne. This is still going on.

So nothing remains but for me to thank all the work party members for their efforts & to hope that we have a more productive year in 2023.

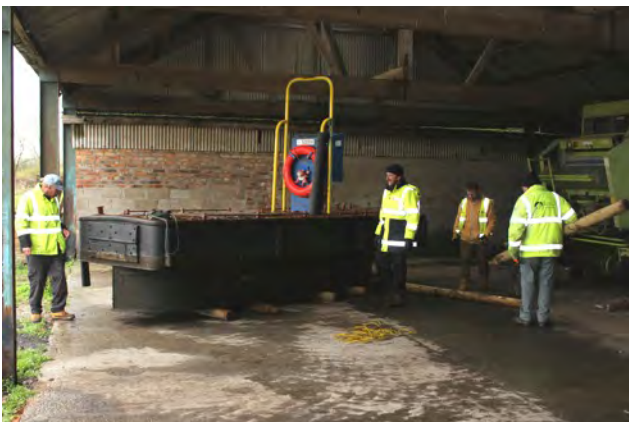
Richard Harker
Work Party Organiser.





Left:
The work boat is unloaded at a nearby farm on the 19th November, in order to fit the weed hatch.

Right:
Ian Ridgedale's "Telehandler" gently pushes the work boat under cover of the building in readiness for the work to begin.



Left:
Working party volunteers adjusting the work boat on its temporary wooden rollers, ready for the installation of the weed hatch.

The Bielby to Coates Lock Project



Above: PCAS committee members, along with CRT engineers, inspect Coates Lock as part of the project to re-open the Bielby to Coates section.



Above: Working party volunteers check the water and silt depths prior to dredging this section at Coates lock on the 31st January.

Canal & River Trust & Environment Agency Work



During August 2022, CRT replaced and re-sited the sign that directs boats into the canal. The direction arrows would perhaps have stood out better had the background colour been in the CRT Royal blue.



The Environment Agency cut back all the overhanging trees and branches from the Derwent to Cottingham Lock link in September 2022. Fingers crossed that this is followed up in 2023 by some much needed dredging.



There is a much clearer view down the link from Cottingham Lock now the overhanging willow trees and scrub have been cut back.

PCAS Annual General Meeting 2023

This year's AGM will be held in the Black Horse in Seaton Ross, the same venue as last year. It would be wonderful to see a good turnout from PCAS members, not least to ensure that we reach a quorum, which on the basis of the current membership, would be **18 people**. So even if all 12 of the current committee turn up, and this can't be guaranteed, we need at least 6 other members to participate. Why not make it an evening out, enjoy the pleasant drive to Seaton Ross, and eat in the Black Horse as well?

This year we need to **elect a new committee** and you will find the nomination form included with this magazine. To join the committee, all you have to do is either to contact me or make yourself known to any committee member. You can use the form in this magazine, or failing that, let us know and we will ensure that a proper nomination is made. If you would like to discuss what the various roles involve, please contact me or another committee member.

Our long standing Treasurer, Sue Dickins, is standing down after many years of sterling and excellent service. This is obviously one of the key posts and so we need a replacement. Please consider if you could help the Society and the Committee by taking on this role.

The meeting will also elect a chair. Should you wish to propose someone this can be done using the same form, but please annotate it with "Nomination for Chairman".

If any member wishes to **propose an item for the agenda**, this should be done at least 14 days before the meeting. Such items require a proposer and seconder.

We look forward to seeing good numbers of you at the meeting.

Steve Ashby

PCAS Secretary

Pocklington Canal Amenity Society
Annual General Meeting
The Black Horse, Seaton Ross
Wednesday 14th June 2023 at 7.00pm
Committee Nomination Form

Any members of the Society wishing to stand for the Committee should make themselves known to a member of the current Committee. All candidates must indicate their willingness to stand for election. Please send nomination, duly proposed or seconded, to the Secretary. Steve Ashby. 10 Kerver Lane. Dunnington. YO19 5SH.

Nominee

Proposer

Secunder

Photocopies of this form accepted

Pocklington Canal Amenity Society
ANNUAL GENERAL MEETING
The Black Horse, Seaton Ross
Wednesday 14 June 2023 at 7.00pm

AGENDA

1. Welcome and Introductions
2. Apologies
3. Minutes of 2022 Meeting
4. Chairman's Report
5. Presentation of 2022 Accounts
6. Committee elections
7. Appointment of Independent Financial Examiner
8. Any other business

Appointment with a Fish Hawk

I was away for a fortnight break in early September, but as always kept an ear on bird sightings in the Derwent Valley via the internet. On the 4th a bird was reported near Wheldrake that peaked my interest. This bird is a summer visitor to the UK with its major breeding areas in Scotland but is recorded annually here, inbound on Spring passage and outbound in the Autumn. I have seen this species a number of times on their breeding grounds and once at Wheldrake while migrating south. I wondered wouldn't it be great to see one on my local patch.

On my return home I was pleased to hear it was still in the area and some lucky people on a canal trip had been treated to a fabulous view of it plucking fish from the canal. Great, it was getting nearer. The weather looked good and conditions seemed right for the next few days, so, game on!

I got my first view, high up over my house, a few days later when it circled with six buzzards. A couple of the buzzards took exception to its presence, so they gently drove it off to the east. This was great, the bird seen without leaving the garden. Although as it was high up and moving with purpose, I assumed it was on track to continue its migration back to Africa and that might be my only viewing.

However, two days later a Kestrel's alarm call drew my attention, and there it was - an Osprey heading towards me along the canal from Church Bridge with a Kestrel in pursuit. I was surprised and delighted to get such a close view, and that I was able to point it out to a local jogger as it turned back towards Melbourne. Next morning at about the same time it was present near to the marina, initially perched in a dead tree before lifting off and flying east again towards Church Bridge, this time being marshalled by a group of crows. I decided another visit to Church Bridge the following morning might be fruitful, as the bird seemed to be working to a pattern. When I arrived at Church Bridge, a birder from Market Weighton, was already in position - he had picked up the news, after I had reported my sightings to a national Birder's App. He had never seen an Osprey before, so the pressure was on. Would the bird maintain its recent trend and keep our hoped-for appointment? I manned the bridge looking West and my accomplice checked out East. Within fifteen minutes a large bird appeared gliding up the canal from Melbourne. It lifted over us as we watched in awe as the Osprey slowly headed east to Thornton Lock, where it perched on a tree top allowing good but distant views.

The bird was not a full adult, being one of this year's young and it spent quite some time in the Wheldrake/Melbourne area. It gave good views to a number of surprised local residents, and the previously mentioned boat trippers, as it took particular liking to fishing on the canal. The last sighting of what could have been the same bird was from Wheldrake on 13th October, and if it was the same bird, then according to my search through the last ten year's records, this would be the longest staying Osprey in the Lower Derwent Valley.

It is great to see an Osprey obviously finding the canal very much to its liking, echoing the feelings of those of us who appreciate the peace and tranquillity of our local area. I wished it well for a safe trip on its first journey to Africa for the winter.

Neil Cooper
Bird Recorder for Melbourne & Thornton Ings NR

New Horizon Trips in 2022

2022 proved to be another challenging year for boat trips on “New Horizons” although we still managed to raise some £4500. This more than covered the costs of licensing, insuring, maintaining and running the boat, with the profit going into PCAS funds where they can be used for conserving and restoring the canal in line with the Society’s aims.

We started trips as usual at Easter and had reasonable numbers of people coming along for the open short trips. There wasn’t much demand for booked trips early in the season but we ran some in May, June and early July. The boat was proving a bit temperamental and finally the starter motor decided it was not appreciated and gave up, meaning that we lost a few booked and open trips. Having replaced the motor we were able, literally, to restart the boat trips. However, the long dry spell through the late spring and early summer meant that water levels dropped in the canal to such an extent that we had to cancel trips in late July and into August. We managed to run some open trips in late August and into September but then cancelled another Sunday’s trips to mark the period of mourning occasioned by the death of Queen Elizabeth II.

We were able to provide two very successful and much-appreciated trips for the annual East Yorkshire Walking Festival in mid-September and some other trips on our most popular route to Gardham Lock and back. But we had to cancel some requested longer trips because the water levels in the canal did not recover sufficiently to allow Canal and River Trust to reopen the locks until after the end of our cruising season.

We can only run trips with the support of our band of volunteer skippers and crew and I am very grateful to them as well as to the Boat Manager and those who help maintain the boat for ensuring that the trips can continue. We can always do with more crew and if any members reading this would like to participate in what is usually a very enjoyable way to spend a few hours, please get in touch.

Steve Ashby

Trip and Crew Manager for New Horizons.



Sticky Fingers Tiny School

My view is that it's never too early to introduce kids to canals and *New Horizons* has certainly done this over the years. Our normal practice is to have two adults in charge of up to ten children.

This season, Paula Baker brought a group of children from the unusually named nursery school she runs in the village of Stockton on the Forest near York. Some children can be challenging but the group I met were very well behaved and everyone took a turn at steering the boat. The following week, Paula brought a second group and that trip was run by other crew members. Paula kindly provided photos of the group for us for publicity purposes after seeking permission from their parents.

Hopefully we will welcome more kids on board in 2023.



THANK YOU SO MUCH FOR A FANTASTIC TIME ON THE
CANAL. WE REALLY ENJOYED IT.

LOVE FROM
EVERYONE AT STICKY FINGERS TINY SCHOOL



Centenary Event at Melbourne Arm

25th September 2022



Copies of the monthly magazine Towpath Talk are now available every month, free of charge from the box outside the Canal Head information point and also the CRT Comfort station at the Melbourne Arm.

Annual Dinner 2022

We feature some of the guests taken at the PCAS annual dinner which was held on Sunday 27th November 2022 at the Black Horse Inn at Seaton Ross. The event was fully booked. Many thanks to Debbie for organising this memorable event.



The Pocklington Canal Amenity Society
presents
“From Narrowboats to Rocket Bikes!”



GRAHAM SYKES will be talking about his life designing, engineering and riding his record-breaking steam powered bike, the “Force of Nature”

Melbourne Village Hall YO42 4QJ

Friday 17th March @ 7pm

Tickets £10 including Pie & Peas Supper

Tickets from www.pocklingtoncanalsociety.org/shop

or phone Tim 07926 910717



On this page we bring you some of the interesting letters that have arrived on the editors desk. We cannot guarantee to print them all due to space restrictions in the magazine, but we will make a note of them all. Letters that are kept short are more likely to be published in full.

Email the editor at: malcslater879@gmail.com

The Editor

Double Nine Magazine

Pocklington Canal Amenity Society

FUTURE AIMS OF THE SOCIETY

Please excuse a challenge from a relative newcomer - I joined PCAS in 2019 and, Covid and water levels permitting, have occasionally crewed on New Horizons since then.

I was struck by the Chairman's Column in the October edition and also by the similar account of the AGM, where the stalled project at Sandhill Lock is commented on including speculation as to the current policy of the Canal and River Trust on the matter. The need for dredging of the canal is also evidently a topic of current discussion. I'm not surprised - my trips have occasionally "bumped along the bottom" or, at least been something of a weed avoidance obstacle course.

I've also reflected on a recent presentation made by CRT CEO Richard Parry to another group I'm associated with and on my own observations as I've boated the waterways of the current "mainlines" (T&M), Shroppie, Llangollen, Grand Union, Oxford) over the past few years. Whilst perhaps better than it was ten years ago, the infrastructure around these waterways is again showing increasing signs of wear and of maintenance backlog. Off-side tree growth/reed beds come over the ostensibly "double track" cut, piled landing stages are bulging out, towpaths sink down into the water table, lock gates are stiff to move and leak - some very badly - and paddles are stiff. Some arched bridges show significant cracks. As we know, some of CRT's massive reservoir estate is in poor condition and can be a risk to life.

In the context of reduced CRT DEFRA funding (25% of income today, coming down in the next four years to 20%), of boating charges now being under 20% of total income and of ongoing significant increases in costs, I'm not at all surprised that CRT is showing some lack of enthusiasm for Sandhill. After all,

were it to be done then the request would arrive for the rest of the locks towards Canal Head. And for what?

Canal Head, whilst picturesque, is not a “destination” (a town, village or attraction acting as a magnet for narrowboat owners or holidaymakers). There are of course no hire bases on the Pocklington Canal or anywhere near it. The canal takes some getting to by boat and if navigation were extended bit by bit to Canal Head only a few boats a year would ever visit - hardly a good return on public funds. The former towpath already makes for a good walk. Wildlife in all its forms seems happy with the long-abandoned watercourse itself. Fields drain satisfactorily into it.

Such funds as are available should, in my view, be going to the already established leisure “core” waterways where the public usage (and thus “benefits” side of the equation) will be very significantly higher. Where other canal societies are making extension plans I have no real view other than if they have an obvious traffic target or depressed area “levelling up” aim, they may be able to survive the looming shortage of public investment. The best of luck to them.

For PCAS, my view would be that the Committee look strategically at what its aims are in the real world of tight funding. This is likely to be with us (and with CRT) for many years. Should we not look after what we have, and do so well, rather than trying to stretch tight funding and volunteer resources to a lengthened navigation? Perhaps the formal aim of the society should sift to

- 1) Abandon the ambition to ever re-open beyond the dredged winding hole Just north of Coates Lock.
- 2) Gain agreement from donors that funds given to the Sandhill lock fund be reused for new ambitions (see below).
- 3) Complete any work needed on the canal’s refurbished locks and on Winding facilities.
- 4) Seek/allocate funding/CRT action for a “capital” (ie, full, quality Permanent dredge of the retained waterway from just above Coates Lock to East Cottingwith lock along with proper disposal of dredging’s so as to allow unimpaired (including by canal bottom weeds) navigation.
- 5) seek long term commitment to operational rather than capital funding for vegetation cutback where necessary to maintain the navigation year by year. This to include height cutback so that New Horizon’s passengers - an important revenue source - have something to see rather than walls of vegetation.

- 6) Seek to agree between the society and CRT a ten - or twenty-year staged Plan for these revised ambitions to be delivered.

One never knows, CRT may be relived at the realistic and understanding attitude of PCAS and be ready to push our way whatever can be pushed, the funds saved going to its many other schemes and the huge maintenance catch-up work it needs
To do on the core parts of its network.

For PCAS, a realistic set of ambitions, ones that can be achieved and celebrated for what will always be an isolated, little-navigated waterway, pleasant though it is, should be the aim.

As I say the above may not immediately find favour with some readers. I can only ask that my comments be considered dispassionately and objectively and a policy stance taken.

Mike Hogg
Dunnington. York
Via email

PCAS Chairman's Response

As a society, we welcome debate on all aspects of the present and future management of the Pocklington Canal. The letter from Mike Hogg is a useful contribution to that debate and I was keen to ensure that it was fully debated at the December meeting of our committee. The committee spent considerable time discussing it, but came to the conclusion that the objectives of the society should continue to include the restoration of the full length of the Pocklington Canal to a navigable standard.

It is of course, not the first time that this, or similar, proposals have been made. I recall it coming up at least twice before in the period that I have been chairman. On each occasion, the committee has come to the same conclusion, and I believe that this conclusion would have the backing of the membership of the society, if it were put to them at a general meeting. I might add that similar proposals have been made on a wider front concerning the waterway restoration movement more generally.

In the early years of the Inland Waterways Association, it was frequently suggested that the Association should select a limited number of restoration schemes to back, and concentrate resources on these. This *policy of priorities* was never accepted, and I believe that events have proved that the IWA was wise to come to this conclusion. As a couple of examples, neither the Huddersfield Canal nor the Rochdale Canal would be available to us today if the policy of priorities had been accepted. I believe the the same logic can be applied to the Pocklington Canal.

One specific point from Mike Hogg is worthy of comment. He suggests that it would be better if CRT were to concentrate its scarce resources on waterways where usage is greater. My response to this is that the society is not asking CRT to contribute in a financial way to the restoration of Sandhill Lock. The proposal has always been that the Society fund the whole project in full.

One further point is important. CRT has, at considerable expense, twice in recent years engaged consultants to report on the condition of Sandhill Lock. On both occasions, the recommendation was made that works were needed to prevent the further deterioration of the structure, and the more recent report suggested that there was some urgency in the matter.

Sandhill Lock is a Grade II Listed Building, and CRT has responsibility for its conservation. The restoration scheme proposed by PCAS would be one way of ensuring that this responsibility was discharged without CRT incurring any cost.

*Paul Waddington
Via email*

Question regarding the Pocklington Canal put to Stuart Mills from CRT, at the AGM of the Historic Narrow Boat Club, which was held via Zoom on the **13th March 2021**.

Stuart Mills at the time was the Chief Investment Officer, who was responsible for the main income streams including the Trusts investment portfolio, property, joint ventures and diversified assets. Stuart also looks after the utilities, commercial water, direct managed moorings businesses, as well as fundraising and museums.

Question

Extensive dredging operations on the Pocklington Canal were carried out by Canal & River Trust in 2017 & 2018. This was between the Melbourne Arm and Coates Lock being prior to another length and two locks (Thornton & Walbut) of the canal being reopened. The dredging went as far as Coates lock but Canal & River Trust will only allow boats as far as the Bielby Arm; Coates Lock which was restored in 2000 and is usable with a winding hole for boats directly above the lock. Why can't Coates Lock be used? The busiest section of the canal is between East Cottingwith Lock and the Melbourne Arm and this section has never been dredged in years, not even in the worst silted parts. Can this dredging be planned please as soon as possible? Another problem is the short arm that connects the canal to the river Derwent. This section is under the control of the Environment Agency, and again there seems to be a great reluctance to maintain the arm to satisfactory navigable standard. Could this be done as well - maybe by ploughing? PCAS has been ready to start the restoration of Sandhill Lock since 2018. Although the work still has not started, Canal & River Trust always seems to have an excuse for not letting PCAS start, this is despite PCAS, having all the requirements required to do the restoration on the Grade 2 listed structure together with approved engineers and safety officer etc in place. Is there any way this can be expedited?

Reply

There are a number of reasons why Coates Lock is not operational yet. Firstly, the head of

navigation is Bielby arm, and a change would need agreeing with Natural England. That is quite possible but a be a problem with weed and the reliability of the feed, both of which would require further funds to address, but taking things in order, the lock is the next challenge.

Our national dredging budget is used to carry out dredging across the entire 2000 miles and we focus on where it can have most impact. The waste management regulations make dredging an expensive activity and so although we would love to do a lot more dredging and appreciate that our boaters are keen to see as much dredging taking place, we are limited in the amount we can do in consideration of our overall resources. That said we will review our plan and see what is possible and we can also ask EA about their plans for dredging the connecting arm, though again I would imagine they have similar financial challenges to ourselves and so we don't anticipate a quick result from them.

*The Trust would love to see the restoration of Sandhill Lock and are happy to continue to support it as far as we can. Such projects take time and what you are referring to as excuses are actually processes and procedures, largely stemming from the Construction Design & Management Regulations, rules that we have to follow in our work and are maybe not evident to those involved in them day to day. The restoration is work additional to our own plans and so although we will support it, it has to be appreciated there is so much more going on with only limited resources and so we are unable to dedicate all the resources to it that others would like to see.
Stuart Mills CRT*

Double Nine Archive

Many of our members will remember Sheila Nix MBE who did so much for PCAS over the years. She was able to persuade the Treasure House in Beverly to keep a paper copy of each issue of our magazine in their archive.

I took over delivering the magazine to the Treasure House and they have a full run of magazines except for issue 123 (October 2021). If anyone could let me have a copy of this issue it will complete the collection.

My contact details can be found inside the rear cover of this magazine.

Alistair Anderson
Via email

The Chairman & the PCAS Committee wish to thank all the people who have given donations to the society.

A historic post on Facebook

The below piece was posted on our Facebook page by **Arturas Janusas** who lives in Thorganby.
PCAS cannot verify the facts as written in these notes.

This hand written note from 1981 was given to me by Thorganby's former vicar Paul Rathbone and it details Geoff Houseman's memories of his father sailing a barge on the river and Pocklington canal, and the end of the ferry.

5th January 1981

Geoff Houseman told me that his father ran the next to the last barge to ply the Derwent. He sailed from East Cottingwith to Knottingley for ash which was used by the council and farmers for roads. The trip took a week in each direction, with two days for loading.

The barge was originally sail-driven, but later his father fitted the engine from a motor-coach he had been using for market-day runs from the village. Apparently he did his own repairs at the village smithy, using scrap metal.

He used to sail up the Pocklington canal, which was very difficult because it was silting up.

He often wore bathing trunks, so that he could quickly dive in to free up the propellers (*Propellers? Ed*) from weed - a task frequently necessary. "It was a performance", Geoff said. Apparently father was last up the Pocklington canal.

His boat last sailed in 1926. The last barge to sail up the Derwent was owned by Sargent Brown and sailed by his son John Brown, who now lives in Bubwith.

When military man called Halling ran the Ferry Boat Inn, Geoff, a schoolboy, would run the ferry at weekends and during school holidays. It fell into disuse when Olive Roger's father took over. They were not interested in it, he said, and would not always respond to a call.

One day someone let the boat go, and it floated down the river. That was the end of the Ferry.

Notes: A barge with two propellers? There are no known records of a Humber Keel or Sloop ever been fitted with two propellers.

The last commercial barge to use the Pocklington canal was on the 5th August 1932, when the Keel Ebenezer carrying ash from Knottingley unloaded in the Melbourne arm.

ED



The Humber sloop *Rosalie Stamp* is pictured unloading in Hull. It is typical of the type of craft that once plied the Pocklington Canal and is mentioned in the article on page 21. Note the horse drawn cart on the quay side.

Photograph in the Pocklington Canal Amenity Society Collection.

Membership

It is good to find most members are renewing by standing order. Paying in cheques or cash has become very difficult with many bank branches closing and lockdown making it problematic for travelling.

For those of you still receiving email reminders from me our bank details are

Sort code 40-37-01

Account No. 20674451

Always reference your payment with name &subs so it can be identified.

Any queries about membership or payments please contact me.

Roger Bromley

Membership Secretary

A look back through the Archives

Tea Time

Volunteers enjoying a well earned tea break



Originally working parties were held once a month, often accompanied by the PCAS caravan, where the ladies brewed that all important cuppa.



Above: The very first PCAS working party took place on the 11th January 1970. Mrs Oldfield and Mrs Pickard pour the tea from the giant tea pot.

A look back through the archives



Above: Members of the Waterways Recovery Group with PCAS Volunteers having a break whilst working at Canal Head on the 25th May 1992.



Above: Working party volunteers take a break whilst working at Coates lock in February 1972.

A look back through the archives



Above: Members of the Waterways Recovery Group take a break at the Walbut lock restoration on the 19th July 1992.



Above: Graham Lount and members of the Whitwell family enjoy a hot drink whilst clearing scrub at Cottingwith lock on the 7th February 1971.

A look back through the archives

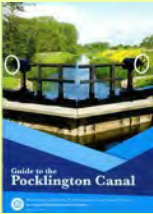


Above: Raymond O'Kelly and Sylvia enjoy a flask of tea whilst looking after the canal head information point on the 22nd October 1995



Above: The all important tea break is still enjoyed by the PCAS volunteers today as this view taken on the 22nd July 2021 illustrates.

PCAS Sales



Canal Guide £5



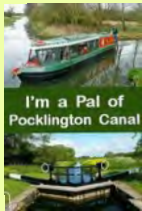
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For details please contact the sales officer on 07926 910717 or email: tcharlson58@gmail.com

All the above merchandise and selected pre-owned books are also available from the Canal Head Information Centre.

Every purchase generates income for PCAS restoration funds!

The Pocklington Canal Amenity Society

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The Pocklington Canal Amenity Society

One copy free to paid up members