

£1.00

Free to Members

DOUBLE NINE
THE
POCKLINGTON CANAL
AMENITY SOCIETY



MAGAZINE

July 2011 No. 95

THE POCKLINGTON CANAL AMENITY SOCIETY

Registered Charity 500637 www.pocklingtoncanalsociety.org

Patrons	The Earl of Halifax David Davis Esq MP	East Riding of Yorkshire Council Pocklington and District Civic Society
ERYC Representative	Councillor C G W Mole	
Hon Vice-President	Mrs Sheila M Nix MBE	

PCAS Committee

Officers

Chairman	Paul R Waddington, Church House, Main Street, Hemingbrough, Selby YO8 6QE ☎ 01757 638027 waddington@gooleboathouse.co.uk
Joint Vice-Chairman	Alistair J Anderson, 40 Oxenhope Road, Hull HU6 7BZ ☎ 01482 801825 Alistair.Anderson@pcas.karoo.co.uk
Joint Vice-Chairman	Howard Anguish, 2 Broadley Croft, Welton, Brough HU15 1TD ☎ 01482 669876, 07743 171125 hang@hang.karoo.co.uk
Secretary	Hilary Anguish, 2 Broadley Croft, Welton, Brough HU15 1TD ☎ 01482 669876 hang@hang.karoo.co.uk
Treasurer	Gordon Harrower, 9 Strother Close, Pocklington, York YO42 2GR ☎ 01759 306830 dgordon.harrower@btinternet.com
Double Nine Magazine Editor	Roger Bromley, 40 The Dales, Castle Park, Cottingham HU16 5JS ☎ 01482 845099, 07758572271 roger@roger.karoo.co.uk
Membership Coordinator	Greg Dixon, Barn Cottage, Prospect Farm, Melbourne, York YO42 4QJ ☎ 01759 318699 gfdpcas@aol.com 07970434083
Working Party Organiser	Dick Watson, 33 Browning Road, Pocklington, York YO42 2GN ☎ 01759 305025, 07770719354
Other members	John Lewis, Rydal Bungalow, York Road, Elvington, York YO41 4DW ☎ 01904 607634 johnlewis@live.co.uk Adrian Lovett, 151 Huntington Road, York YO31 9BP ☎ 01904 656504 alovett151@yahoo.co.uk Debbie Smith, 2 Northfield Road, Pocklington, York YO42 2EE ☎ 01759 306070 dejaysmith@btinternet.com

***New Horizons* Tripboat**

Bookings/enquiries ☎ 07514 978645 book.newhorizons@gmail.com

Bookings Manager Bob Ellis ☎ 07946209644

British Waterways

Martin Walton (Supervisor for North Yorkshire Navigations (including Pocklington Canal): Contact via British Waterways Yorkshire Office, Fearn's Wharf, Neptune Street, Leeds LS9 8PB
☎ 0113 2816800 enquiries.yorkshire@britishwaterways.co.uk

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

Editor's Notes

What makes a Canal Network?

I have recently enjoyed two weeks on our shared ownership boat, cruising the waters in the North West. I have always wanted to go onto the River Weaver and this time I was able to fulfil this wish and took the Anderton Lift to and from the river. The Anderton Lift was restored and reopened in 2002 at a cost around £4 million after many years lying derelict. It will never recoup that expenditure but the canals of Britain would be much poorer without it.

On a more modest scale we have the Pocklington Canal. Restoration started over 40 years ago and in 1987, boats reached the Melbourne Arm.. Melbourne Basin is now virtually full and we see more visiting boats than we have for many years. The Canal, like the Anderton Lift, is an important part of the network.

We have been talking for some time now about getting to Bielby. It *will* happen and hopefully soon. We need now to concentrate on restoring the remaining three locks and making progress to Canal Head. What a marvellous sight it would be to see boats arriving at Canal Head. This already extremely popular place would be further enhanced by seeing the Canal used as should be, for navigation. Gone would be the almost dry sections, choked with weeds, to be replaced by clear open water attracting even more birds, insects and suchlike. We have no major physical objects to overcome apart from the locks. The bridges are sound and the Canal is not built over or infilled. We need drive, enthusiasm and not least, money! Let us hope our Committee with its new members will once more set us on the way.



Canal Head looking tidy thanks to Volunteers

Chairman's Column

Although I was not able to attend the Annual General Meeting which took place early in May, there are a number of matters to report on arising out of the meeting.

COMMITTEE CHANGES

John Lewis, Adrian Lovett and Debbie Smith were elected as new members of the committee. I am sure that they will all prove useful members. Debbie Smith has already proved her worth, having come up with a number of fund raising ideas which she will be masterminding. A decision was taken at the AGM to elect a second Vice Chairman, and Howard Anguish now sits alongside Alistair Anderson in this role. Another change is that Greg Dixon has taken over the job of Membership Co-ordinator, this work having temporarily been covered by our treasurer, Gordon . Standing down from the committee were Jenny Brett, Sheila Nix and David Tomlinson.

Sheila Nix is a founder member of the society and had served on the committee without a break for forty two years. For most of that time she has been the Society's secretary and editor of the Society's magazine, Double Nine. In the early days, Sheila helped her husband, John, with the running of the Society's stall; and when his health declined, she took full charge of it. In more recent years, Sheila was to be seen every Sunday and Bank Holiday at the Society's information centre at Canal Head. In fact, in the eyes of many people, Sheila Nix was the Pocklington Canal Society.

David Tomlinson is also a founder member. He was the Society's first working party organiser, in the days when these were huge affairs involving dozens of people. After his work took him to live in the Shetland Islands, he had to give up this work, but in stead took on the role of treasurer, which he was able to do for a number of years from that distance. Although the job eventually passed to local people, David took it up again after his retirement, and served on the committee for several more years. The Society owes a great deal to both Sheila Nix and David Tomlinson for the service they have given.

BRITISH WATERWAYS

The process of transferring British Waterways, Britain's last remaining nationalised industry, to the charity sector, continues. In order to explore the issues involved in this transfer, as they affect the waterways of the North East, a meeting of interested parties was held in Leeds on 5th July.

The Pocklington Canal Amenity Society played a prominent part in this meeting, and I was asked to give a presentation covering the work of the Society over the past 42 years. It is some credit to the Society that we were chosen to be the organisation to represent the voluntary sector, and to describe our contribution to the waterways of the region.

It was no surprise that the principal issue to emerge from the meeting was the funding gap that the new organisation is likely to experience, and it seems that this will be particularly acute in the North East, where revenue from boat licences and mooring fees is relatively modest. On the positive side, it seems that BW's management, particularly the local manager, Jon Horsfall, is full of enthusiasm for the new arrangements, and determined that the restructured organisation will be a success.

OUR ACTIVITIES

The trip boat, *New Horizons*, continues to be a major contributor to both the finances and the promotion of the work of the Society. A number of additional crew members have been recruited for this season, and arrangements are in hand for them to receive appropriate training.

Hilary Anguish is doing sterling work at the information centre, and is rapidly becoming the public face of the Society, at least for many weekend visitors to Canal Head. I know that she could do with some help there. Dick Watson, our Working Party Organiser, is leading a small team doing a variety of maintenance jobs along the length of the canal.

Besides our regular business, one or two events are planned for later in the year, which you can read about elsewhere in this issue. I hope that members will give them their support. The Society needs to be active, and its work visible to the public if it is to continue to thrive. The committee would be grateful for suggestions of further ways of achieving these objectives. It would be even more grateful for offers of help in making them come about.

Paul Waddington

Acronyms 'R Us

(or do you know your "APCO" from your "WUSIG")

If you thought the inland waterways were peaceful and underused stretches of water, a glance at some of the private and public organisations who are listed below will maybe convince you otherwise - and this list is by no mean the total but Double Nine has only so many pages to spare.

APCO	Association of Pleasure Craft Operators
ARA	Amateur Rowing Association
AWCC	Association of Waterways Cruising Clubs
BCU	British Canoe Union
BMF	British Marine Federation
BW	British Waterways
BWAF	British Waterways Advisory Forum
CBA	Canal Boat Builders Association
CBOA	Commercial Boat Operators Association
CCPR	Central Council for Physical Recreation
CEVNI	Code Europeen Voies de la Navigation European
CSS	Customer Service Standards (BW)
CTC	Cyclist's Touring Association
DBA	The Barge Association (used to be Dutch Barge Association)
Defra	Department for Environment, Food & Rural Affairs (Note no capitals apart from 1 st)
EA	Environment Agency
EBA	Electric Boat Association
Efra	Environment, Food & Rural Affairs (note no capitals as above)
GOBA	Great Ouse Boating Association
HA	Heritage Afloat
HBS	Horse Boating Association
HNBOC	Historic Boat Owners Club
IWA	Inland Waterways Association
IWAC	Inland Waterways Amenity Council (used to be IWAAC – Inland Waterways <u>Amenities</u> Advisory Council)

MCA	Maritime & Coastguard Agency
NA	Natural England
NABO	National Association of Boat Owners
NCBA	National Community Boats Association
NFA	National Federation of Anglers
NINF	National Inland Navigation Forum
NWC	New Waterways Charity (interim name for the Successor to BW)
PCAS	Pocklington Canal Amenity Society
PWG	Parliamentary Waterways Group
PCLG	Pocklington Canal Liaison Group
RA	Ramblers Association
RBOA	Residential Boatowners Association
SOW	Save Our Waterways
TAG	Towpath Action Group
TBA	The Boating Association (ex Trent Boating Association)
TYHA	The Yacht Harbours Association
WCBS	Wooden Canal Boat Association
WRG	Waterways Recovery Group
WUSIG	Waterway User & Special Interest Groups
WWG	Waterways Working Group

Howard Anguish

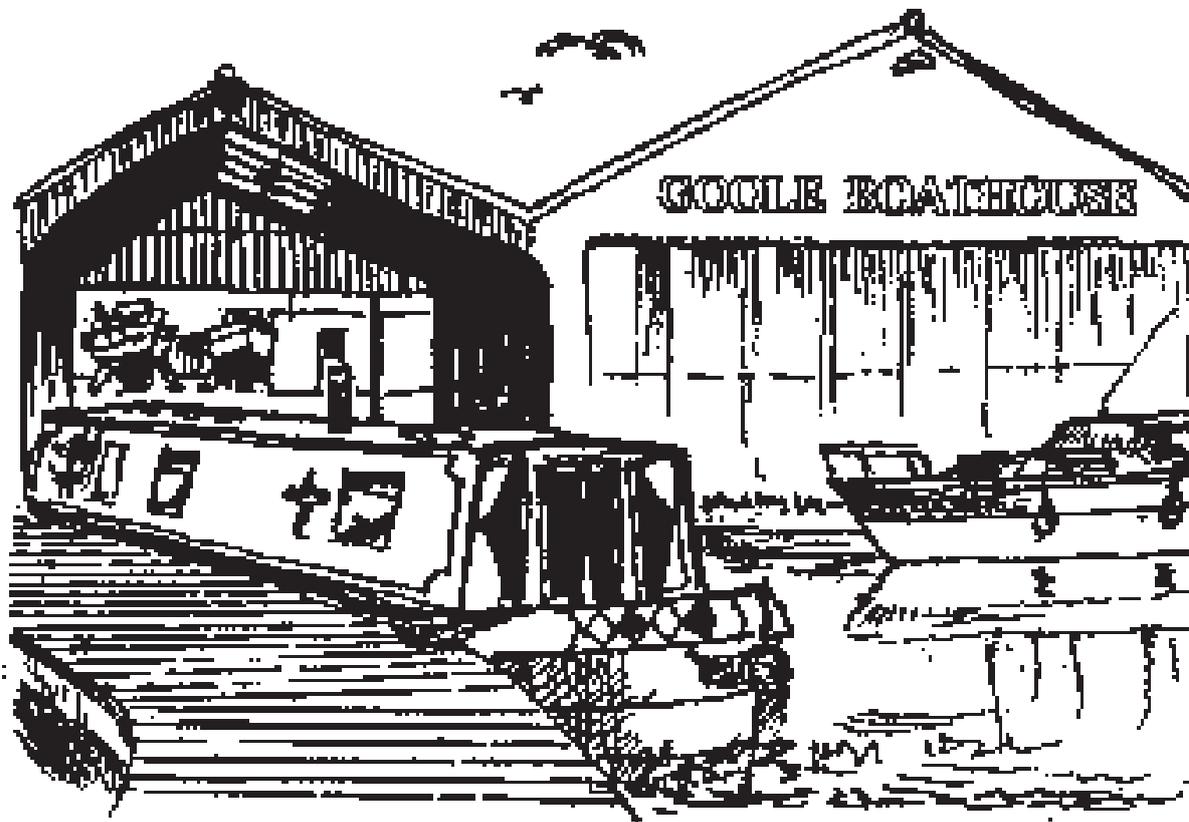
Have you checked out the PCAS website?

Lots of news, photo's and more

Visit **www.pocklingtoncanalsociety.org**

See what's new in your society

GOOLE BOATHOUSE



MOORINGS CHANDLERY

DRY DOCK SLIPWAY

CALOR GAS DIESEL

The Timber Pond
Dutch Riverside
Goole DN14 5TB

Tel/Fax 01405 763985
www.gooleboathouse.co.uk
info@gooleboathouse.co.uk

New Horizons

A crew meeting was held at the end of March, in Seaton Ross and this was well attended. The meeting was chaired by Howard Anguish and many topics were discussed. Howard, Bob Ellis and John Lewis were recruited to the Boat Committee, making a group of six including existing members Greg Dixon, Roger Bromley and myself. This group will share responsibility for the day-to-day management of the trip boat and report to the PCAS Committee.

Bob offered to compile a newsletter for boat crew and this is being used to let crew members know what is discussed and decided at our meetings. Future crew meetings will be held at the start and end of each season and the newsletter should help to ensure that everyone is better informed and has an opportunity to make an input.

A crew induction system was set up last year to help ensure that new crew gain experience of the various jobs involved in running boat trips before receiving training, and this is working well. Jennie and Trevor Brigham, Adrian Lovett and Graham Rollason have had NCBA training at Goole, adding to our growing list of trained crew. Howard has recently taken over from me as our contact with NCBA and will coordinate future training of crew members.

Training is expensive and we are very grateful for funding from the Pocklington Town Council and the East Yorkshire branch of the Inland Waterways Association. I would be interested to hear from anyone who can suggest possible sources of funding for training.

The trip boat gives pleasure to so many people that perhaps PCAS members might consider making a donation towards our work, even if they cannot get involved in crewing the boat. Ever since we started running the trip boat, one of our members has made a generous contribution towards our annual insurance and licence costs. If we can cover our running costs through sponsorship and grants then we can tell customers that all their donations go to support the work of PCAS.

Greg Dixon has recently resigned his role of looking after enquires, bookings and arranging crew. He has done this for about five years and developed a well organised system. I am very grateful for Greg's efforts and I thank him on behalf of PCAS for his valuable contribution in making our trip boat so successful. Greg has recently taken on the role of Membership Coordinator, another challenging job. Bob Ellis has offered to look after booking and crewing, at least on a temporary basis. Members can help by responding promptly to his requests for crew.

Starting the season on the first Sunday in April, rather than waiting until Easter, has proved worthwhile because the weather in April was excellent. We have had some wet days since, but the new side covers fitted before the start of the season have proved to be watertight and easy to use. Passengers are now invited to complete Gift Aid forms if they are taxpayers. This has proved very successful and will provide a worthwhile bonus for our donations. The seven new landing stages installed before the start of the season have made running the boat easier and safer for crew. It is also safer for passengers to get on and off the boat for a picnic at Gardham or Cottingwith locks, avoiding getting off the boat in the locks, where the water is deep.

Two years ago, Natural England agreed to the extension of navigation from Melbourne to Bielby, subject to monitoring of boat numbers and the effect of navigation on the wildlife of the canal. Unfortunately there has been no progress so far. We recently had a site meeting with British Waterways to discuss the jobs that need to be done and I am optimistic that progress will be achieved soon. The three obstacles to navigation to Bielby are Thornton Lock, Walbut Lock and No. 8 swing-bridge. PCAS will fund installation of a pintle to allow the swing-bridge near Bielby to be opened. The work will be done by P. Slater Engineering, a contractor based near the canal and this can start when Natural England gives consent for the work, which is within a Site of Special Scientific Interest.

British Waterways will put Thornton Lock into operational condition and ensure that it is safe to use before we are allowed to take the trip boat through. The biggest task is likely to be repairs to the gates at Walbut Lock, which require removal and re-planking. Even if this is the last task to be completed, it should be possible for the trip boat to use the section of canal between Melbourne Arm and Walbut Lock. Water supply could be a problem in the summer months but it is possible to feed more water into the canal.

In the past few years, *New Horizons* has been used for many purposes. In 2005, we had the BBC cameras on board for a *Hands on Nature* programme. Vixen Radio has broadcast from the boat. I have lost count of the number of special trips we have run for birthdays and for local organisations. The local Regional Manager of British Waterways recently held a staff meeting aboard the boat, followed by a trip down the canal. Now what else could we do with a 40 foot narrowboat?

Alistair Anderson, Boat Manager

Echoes from the past

Going through some old PCAS files recently I came across a copy of Double Nine – issue no 53 – dating from November 1986, and inside was also a news letter from April 1987. It was fascinating to read what had been happening in the Society and to see that while some names had changed there are still some recognisable names to be found.

While reading through the entries and articles I was struck by how much more active the Society was in those days in the continuing struggle to raise funds for restoration. A glance down the extracts will show how busy members were, especially in taking a fundraising stall to at least 7 external events, and this is in addition to occasions such as a Spring barbecue and an exhibition at Pocklington Woldgate School, and a film evening in Pocklington. It would be great if we could resurrect this spirit once again. Here's an idea. How about members setting themselves an individual target to raise at least, say, £100 over the year for Society funds?

It was also interesting to read of the continuing efforts in getting some of the swing bridges fully operational and the delays which occurred with pintles! I seem to have heard something similar in recent months. These delays were not helped by what can only be described as reluctance on the part of BW to co-operate and objections from the Nature Conservancy Council. Thank goodness it's not like that these days.

Extracts from the 1986 Double Nine (edition No 53)

May Barbecue in the Mill House garden – 50 people attended despite rain and making good use of the Society's new marquee

Sponsored walk by Woldgate School

Sunday Schools & Youth Group towpath walking

Pocklington Arts festival Woldgate School exhibition

WRG two week work camp at Top Lock postponed because BW weren't able to agree feasible plans for some of the work. WRG went elsewhere.

Work on No.6 & No.7 swing bridges – costs were almost £7000 inc VAT but changes in BW requirements mean an extra £2700 on steel decking which was not budgeted for. Long delays for pintle from BWB for No.6 which eventually arrived by barge from Newark and with frighteningly heavy increases in costs for the Society

BW enlarging Melbourne Basin to allow pleasure craft to berth; Opening event July 1987

Nature Conservancy Council wants no more development above Melbourne

Canal Head very popular with visitors; Constant stream of visitors

Many Groups use the canal to raise considerable funds for their own charities

Death of Eric Scaife – long term patron of the Society

Why no working parties this year? BW not keen to use volunteers but more use of young people from the Manpower Services Commission. There are plenty of gardening jobs available but PCAS members not so keen to undertake these more mundane tasks. Instead of work parties there is an appeal for more fundraising activities by members.

At the AGM the auditors warned that the Society should increase its subscription rates – without the input from numerous donations the Society would not even have been able to cover the costs of sending out two magazines each year!

November Sunday lunch held at the Cornmill in Stamford Bridge. 3 course lunch for £5.50 (£3.50 for children)

Radio Humberside do a live broadcast from the canal on board Windermere launch Doreen and on the following day a trip on Doreen stopping at Sutton on Derwent for lunch and then to Stamford Bridge before returning to Cottingwith.

During the year the Society took its fundraising stall to DNAA Gala, Driffield Show, Barmby Feast, Bishop Wilton Show, Bridlington Market, Howden Show (2 days) and the opening of Ripon Locks.

Because of a huge increase in fishing rent (500%) from BWB, the York Angling Association has decided not to renew their lease after many years. PCAS will, however, continue to award the Junior Angling Trophy which the Society presented to the York Anglers to encourage young people to take up angling. This competition is now being fished on the Derwent.

There is an interesting and informative article in the magazine by one Paul Waddington, describing his visit to the Chesterfield Canal on board the narrow boat "Land of Green Ginger".

Howard Anguish

What do you call a gathering of British Waterways managers?

New Horizons was recently hired by BW North East as a venue for July's management meeting. This was certainly a good way to let the powers-that-be see at first hand what the visitors to the Pocklington Canal can discover on this beautiful part of their waterway network and we were very pleased to welcome them to our part of the canal network. The visit was organised by Jon Horsfall, the NE Waterway Manager, who is based in Leeds and who has overall charge of the Canal on behalf of British Waterways. It is greatly encouraging that Jon has expressed interest in the work of the Society as a great example of how self help and determination can overcome many obstacles, and in this age of the New Society, it could provide a pattern from which other organisation might take heart.

11 managers in total were involved in the meeting which was held on board *New Horizons* and PCAS were only too delighted to see them "our patch" although some of the managers attending were old friends who know the canal intimately.

The basin was a hive of activity as they arrived but they soon got down to business in *New Horizon's* passenger cabin, and I think they enjoyed the opportunity to hold their meeting in such an unusual venue. If the quantity of teas and coffees consumed during the morning is an indication of the meeting's productivity they certainly managed to get through a large amount of business!

Although the weather wasn't as good as it could have been, once the formal meeting was over, they took the opportunity to have a very pleasant al fresco buffet lunch, making the most of the attractive surroundings at Melbourne Moorings.

The plan was to take them on a trip down to Gardham Lock which gave them the opportunity to see the canal through the eyes of a *New Horizons* passenger so we duly set off after lunch and judging by the smiles on a number of faces I think they were duly taken with the canal. One or two even tried their hand at steering and it was good to see that the NE Waterway Manager now has a "I've Steered *New Horizons*" sticker taking a prominent place on his lifejacket!

A competition was held to see who might see a kingfisher during the afternoon, and sure enough one was sighted near No 4 Swing Bridge. Pleas to persuade the manager to award a week's holiday for the winner fell on deaf ears, however. The trip stopped at Gardham so that





some of the passengers could take a stroll along the towpath, and it was good to have the help of so many experienced canal people when working the boat through the lock. They were also interested to observe the new landing stages being used and to judge how they are starting to blend into the surroundings.

After a very pleasant afternoon the boat returned to Melbourne at the end of a very pleasant day. Judging by the comments as they left I think the day can be described as a great success, which has certainly helped to raise the profile of PCAS within British Waterways.

I am still racking my feeble brain to find a suitable collective noun to describe a gathering of BW managers, so just for fun, please send any suitable (clean) suggestions to the editor and Double Nine will publish the best ones in the next issue.

Howard Anguish

Information Centre

Hilary is spending most Sundays manning (or is that personing?) the Information Centre and would dearly love some help. Can you spare an hour or two on some weekends? We have lots of members, several of which are in the Pocklington area. Please give Hilary a ring if you are willing to help.



Waterways Partnership

A LEADER-funded Waterways Partnership has been in the East Riding and North Yorkshire. In addition to navigable waterways such as the Pocklington Canal, Driffild Navigation and waterways near Goole it includes the River Hertford near Filey and the Gypsy Race near Bridlington, the coast and wetlands in the area. The Waterways Partnership will help organisations work with each other and with various official organisations, so that we get the best out of waterways in the region.

The Waterways Partnership will help organisations gain funding for projects. It is a great help that PCAS has been working with British Waterways, Natural England, the East Riding of Yorkshire Council, English Heritage and the Environment Agency for over ten years. PCAS has already received direct LEADER funding for three projects. These are the landing stages being installed at locks and bridges, work to produce a historic record of Sandhill Lock and protect it from collapse, and the current Audience Development and Interpretation Plan described by Marion Blockley elsewhere in this issue.

The Waterways Partnership has recently won a prestigious Waterways Renaissance Award and will get into full swing soon, bringing organisations together to discuss their aims and objectives. I will report progress in the next issue of Double Nine.

Alistair Anderson

Thinking big

Last year, PCAS received £45,000, our largest ever grant, to install landing stages. We need to think about our strategy for the future of the canal, bearing in mind that British Waterways will lose considerable government funding when it becomes a charitable trust. Some consider that this could be a serious blow to remainder waterways such as the Pocklington Canal. Fortunately, our new BW Regional Manager, Jon Horsfall, sees this as an opportunity to attract a lot more funding for waterways in the north east. The new waterways charity will be able to gain funding that was not available when it was a public corporation.

Planning is essential. The canal was closed for over two years when one of the gates at Cottingwith Lock failed. I fear that the same could happen at Gardham Lock. Extending navigation to Bielby should, I believe, be our top priority and I will be very disappointed if there are further delays.

We should be thinking about a replacement for *New Horizons*, which has served us well for eight seasons. It has demonstrated that there is plenty of demand for a trip boat and that its operation is not destroying the Sites of Special Scientific Interest. Perhaps it would be appropriate for trip boat donations to go towards a new, custom-built trip boat that is much quieter, has more room and a toilet. The Chesterfield Canal Trust has recently received £60,000 of Lottery funding for a new electric trip boat. That is great news and the CCT is achieving a great deal at present, thanks to a very effective partnership.

The upper part of the canal is becoming progressively choked with vegetation. It is unsightly and is damaging the SSSI. We need to work in partnership to gain the funding needed to dredge the canal. Let's think big.

Alistair Anderson

Vixen 101 – your newest local radio station

Vixen 101, is your truly independently run **local-** radio service, bringing you local sport, news & information, specialist and new music programmes, featuring local bands.. Other stations may repeat the same music all day long. Tune to Vixen 101 to hear the difference.

We are out and about in the community broadcasting live locally during the year, and look forward to working with PCAS to cross-promote local events and activities.

Find us 24 hours-a-day on 101.8 FM, and on the Web at www.vixen101.co.uk



British Waterways preparing for their trip on *New Horizons*

Pocklington Canal ACIP Summer 2011

Hello, my name is Marion Blockley and I have been commissioned by British Waterways and the LEADER Waterways Partnership (East Riding and North Yorkshire) to prepare an 'Audience, Conservation and Interpretation Plan' for the Pocklington Canal. I have met several members of the society already, and hopefully will see more of you along the canal towpath over the summer.

You may ask what on earth is this rather grandiosely titled report about? I can hear some of you saying, oh no not another wordy document! Well it does what it says on the tin!

It is about identifying who are the current and potential **Audiences** for the canal : eg local families at evenings and weekends; local schools; bird watchers; boaters; dog walkers; ramblers; kayakers; dragonfly enthusiasts; botanists; local historians; industrial archaeologists; and how we might do more to meet their needs without compromising the significance of this canal (**Conservation**).

As you all know the Pocklington Canal has been designated as one of the most significant canals for wildlife. Also it is set an internationally significant landscape of the lower Derwent Valley and Melbourne Ings, so any changes and management actions need to take this into account, to minimise impacts on the wildlife. The setting of the canal from Melbourne Arm down to East Cottingwith is the most sensitive for disturbance of breeding wader birds and any recommendations need to take this into account.

I shall also be looking at ways to tell explain the significance and tell the stories of the canal in an engaging way (**Interpretation**) (including the story of the heroic efforts of PCAS since 1969). I shall be looking at the most appropriate (and least sensitive) places to do this, and the most appropriate media to use to avoid cluttering this unspoilt and tranquil landscape. Well designed interpretation can also include behavioural messages to encourage people to care for the heritage and avoid activities or actions which might inadvertently damage it.

To be honest, the **process** is as important as the outcome, the final report. I am hoping to talk to as many different user groups and local residents as possible to try and achieve consensus on the best way forward for the canal. I shall be having a stall at Pocklington Market over the summer and at other local events like the Allerthorpe Summer Fair, to meet people and hear their views. So if you know of any forthcoming events do let me know well in advance and I will try to attend.

The report will also consider ways to actively manage the canal to enhance its natural and cultural significance and to encourage more local people, especially younger volunteers, and local schools, to become actively involved in caring for the canal. Potential activities for young people might include pond dipping or wildlife monitoring. The overgrown section of Canal below Top Lock could be enhanced as a wildlife habitat if volunteers cleared some of the vegetation and helped to maintain it, under supervision. School groups, volunteer working parties and families would all appreciate a toilet at Canal Head. It might even have added educational value if it used a reed bed filtration system

The aim of the plan is to enhance the canal in a sensitive and appropriate manner, to enable users to appreciate and enjoy the canal in ways which take account of its special environmental and heritage qualities. Also we want to strengthen linkages between the canal, the local villages and Pocklington, for local benefit, informed by the wishes of local residents.

Hopefully, if we can achieve consensus, we can use the report to support a bid for significant sums of funding to enhance and manage the canal for the benefit of all.

Please let me have your ideas, concerns and aspirations for the canal, I look forward to hearing from you.

You can contact me by email marion@marionblockley.co.uk, or write to me at : 6 Cherry Tree Hill, Coalbrookdale, Telford, TF8 7EQ; or phone 07969 672343.

Membership Report

Membership matters are now to be shared between Gordon Harrower (Treasurer) and Greg Dixon (Membership Coordinator). Gordon will continue to receive Membership applications and subscriptions and deal with financial matters relating to membership. Greg will develop and maintain a new membership database and deal with membership matters other than financial.

Many of our members have belonged to the Society for a number of years and we are aware that we may not have the correct members' information. We will be writing to you in the near future offering an opportunity to update your membership details. Please keep any eye on your post!

The Society continues to grow and, since Issue 93, we are pleased to welcome the following new members (plus two existing members who have 'upgraded' to Life members):

Name/s	Member status	Location	Date joined
Ernie & Jennifer Darrell	Annual Family	Wheldrake, York	24/10/10
David Reed	Annual	St. Leonards on Sea, E.Sussex	5/1/11
Nicola Bellerby & Mike Ward	Annual family	Durham	14/2/11
Tom Bell	Annual Student concession	Market Weighton, York	19/4/11
Gareth & Bethany Jenkins & Family	Annual family	Holme on Spalding Moor, York	25/4/11
Stephen & Diane Harrison	Annual family	Pocklington	10/5/11
Ann Clarke	Annual	Sutton upon Derwent	29/5/11
Carol Hargreaves	Annual	Cottingham	30/5/11
Christopher Burgess	Life	Appleton Roebuck, York	13/6/11

Working Parties

Steady progress is being maintained by a small group of loyal members. We have had promises of help from other people and look forward to some of them fulfilling their promise. All the woodwork from Canal Head to Coates Lock has been treated with preservative and is looking in much better condition. Canal Head is being kept tidy by regular litter picks with just odd areas occasionally needing attention.

Future work planned is painting around bridges and locks. We are waiting for suitable weather to carry out this task. In the autumn, with the relevant approvals, we are planning to help with towpath improvements and repairs around the four road bridges which cross the canal. The hawthorn plants that were donated earlier in the year have suffered with the dry spring. Before more planting takes place the problem of weed



An example of the work carried out by the Working Party

control needs to be tackled. The remains of the fallen tree at Canal Head have been removed and our Working Party removed two trailer loads of debris which was left over. We are now well on the way to having a very smart car park and picnic area at Canal Head.

I would like to express my thanks to all the people who have helped on the Working Parties. If anyone else has an hour or two to spare please contact me . My details are included in this magazine.

Dick Watson

Working Party Coordinator

Views from a New Recruit

Having been walking the canal for years, naturally I only very recently became aware of PCAS, and *New Horizons*. Whilst flirting at the barmaid in the Melbourne Arms, I was given a PCAS leaflet to distract me as she made her escape. I was impressed by the efficiency of the Society, having only sent one email, I was immediately interrogated by one Alistair over the phone as to my experience with boats (tall-ships, rowing and small sailing dinghies) and availability in general.

I grew up right next to the Chesterfield Canal in North Nottinghamshire, spending a lot of my childhood messing on the water, and walking the canal with my Dad, often taking a picnic up to the nearest lock, some three miles or so upstream. I've always wanted to have a go on a canal boat, and operate a lock in particular.

My first induction outing was very enjoyable. I was made very welcome and was taken through the intricacies of the gas heater, putting the tiller on in Bristol fashion, and was entrusted with the kettle. I was even allowed to pour the milk, under the watchful eye of Greg. Bob introduced me as Roger the Cabin Boy to the visitors, and I thoroughly enjoyed the scenery alongside them. The NH presents the opportunity to see and explore the canal from a unique perspective, poetically appropriate to use it once more for what it was built, if not for commercial design. The trips are a hidden gem, as is the canal. The diversity of the wildlife and the panoramic views of Ebor Vale and the Wolds in the distance are an added bonus.

My second outing, this time down to Gardham Lock, topped the first. Chugging along at a genteel pace, the weather was perfect, if a little windy. I admit I have never handled a boat that likes to go sideways in a light breeze. I managed to park NH without touching the sides or killing anyone, and replaced Jim's trousers after a juvenile delinquent attack on him and Rosie, for shame. Handbrake on, and a pleasant drive getting lost on the way home. All in all another thoroughly enjoyable, charming afternoon. I look forward to many more, and to meeting the rest of the PCAS in the near future.

Tom
Cabin Boy



SPOTLIGHT ON:-

Howard Anguish
Joint Vice Chairman, Pocklington Canal Amenity Society

I suppose it was inevitable that canals would feature prominently in my life at some point. I was born within walking distance of the Leeds & Liverpool, not far from Skipton, and I am told that my earliest trips out in the pram were along the towpath at East Marton and Gargrave. The canal theme continued when we moved to Sowerby Bridge and I can remember fishing for tiddlers at Tuel Lane Bridge at age 5 or 6 – long before the present deep lock was even a pipe dream.

The final input into my enthusiasm for boating came when living at Yeadon – a small town where the present Leeds Bradford Airport is located – which also has a large lake know locally as Yeadon Dam, with a sailing club and rowing boats for hire and I spent most of my time either pestering the boaters to let me have a go or sailing model boats on the lake.

Since an early age I had developed a hankering for the sea, however, so canal boating was put on hold while I followed my dream, and I enjoyed a varied and interesting career as a navigating officer and then master in a variety of ships – cargo vessels, transatlantic passenger ships and roll on roll off container ships - before eventually transferring to specialist anchor handling ships working in the offshore oil exploration industry.

Continuing the canal theme, during my time at sea I was fortunate to travel along many of the worlds ship canals such as the St Lawrence Seaway, the Welland, the Cape Cod Canal, the Chesapeake and Delaware Canal, the Kiel Canal and the Suez Canal; even the slightly less exotic Manchester Ship Canal. The one that escaped me was the Panama Canal but there is still time!

3 Years spent sailing cargo vessels from the UK to the Great Lakes, to destinations as far as one can go inland – Duluth and Superior in Minnesota and Wisconsin, which are 600 ft above sea level and getting on for 2000 miles from the sea – have stood me in good stead when boating on the UK inland waterway network!

Going to sea was good to me, especially as it allowed me to meet my wife Hilary, who travelled as a passenger on one voyage, and we have been happily married since 1967. Once the family came along it was time to swallow the anchor so I took up shore based positions in shipping management, firstly as marketing and chartering executive in London for Offshore Marine, the company in which I was previously Master, before returning to Hull to take up a position as Operations & Marketing Manager for United Towing, running a fleet of world wide deep sea salvage tugs. A number of similar posts followed including my own marine consultancy company, 6 years as Manager at Hull Marina, a coastal marina with nearly 300 berths and a large boatyard, (owned at that time by Hull City Council but now run by British Waterways,) followed by 6 years as a Dockmaster with Associated British Ports in Hull until taking early retirement in 2006. I still maintain my interest in shipping matters and am a member of the Nautical Institute, the Royal Institute of Navigation and a Younger Brother of Trinity House in London.

It was during the late 1970s that the inland waterways became a prominent family interest. Hilary & I had chartered a variety of sailing yachts around the UK coast but when the children came along we thought that we would get them used to being on boats by taking holidays on the canals, starting with a week on the Leeds & Liverpool from Silsden in 1978. Frankly, I wasn't too keen on the idea thinking that after a lifetime at sea the canals would be very boring and a little bit dull.

How wrong can you be! Within a week both Hilary & I were hooked and we have been involved with the waterways ever since, initially hiring once or twice a year, and then for the last 13 years we have owned shares in first one and then two Narrowboats. We did consider buying our own boat as I came up to retirement but with other interests and commitments we have found the two shares give us sufficient canal time to satisfy the urge while not tying up all our cash.

We both look forward with optimism to the future of the waterways in its new form as a Waterways Charity, but I suspect that there will be many trials and tribulations along the way before the dust finally settles. We also both wish to see the Pocklington Canal thrive and grow while still maintaining its unique character and attraction to the many people who visit and enjoy it.

PCAS CLOTHING - ORDER FORM

Name _____
 Address to which goods are to be sent _____

 Phone _____
 e-mail _____

T-Shirts	S	M	L	XL	2XL	3XL	£7.50 ea.
Quantity	38"	40"	42/44"	46"	48"	50/52"	Total
Colour Green or Navy Blue (del as appropriate)							£
Polo shirts	XS	M	L	XL	2XL	3XL	£10.00 ea.
Quantity	36"	40"	42/44"	46"	48"	54"	Total
Colour Green or Navy Blue (del as appropriate)							£
Sweatshirts	XS	M	L	XL	2XL	3XL	£12.00 ea.
Quantity	36"	40"	42/44"	46"	48"	54"	Total
Colour Green or Navy Blue (del as appropriate)							£
Fleeces	XS	M	L	XL	2XL	3XL	£18.00 ea.
Quantity	36"	40"	42/44"	46"	48"	54"	Total
Colour Green or Navy Blue (del as appropriate)							£

All prices include embroidery, VAT and P&P

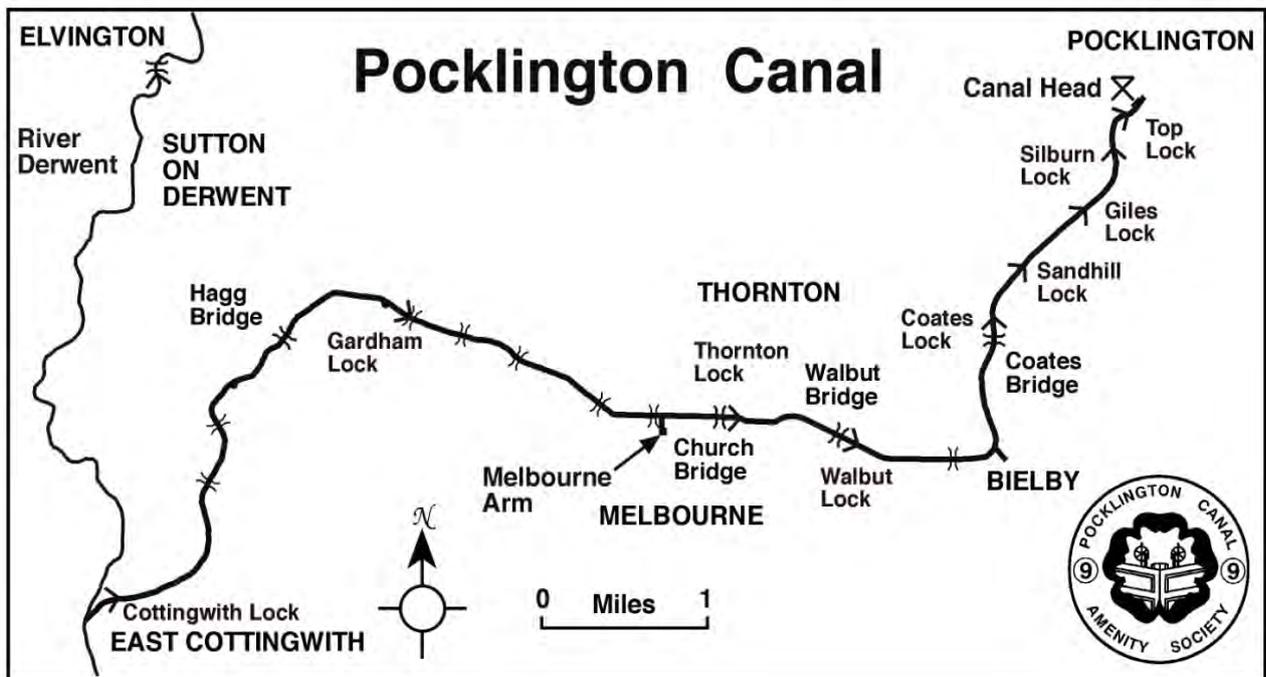
TOTAL COST £

SMUDGEONLINE Please make cheques payable to Smudgeonline

The Studio, Hadley Road, Sleaford, Lincs NG34 7EG
www.smudgeonline.co.uk
sam@smudgeonline.co.uk
 01529 415847

 * **POCKLINGTON CANAL AMENITY SOCIETY** *
 *
 * **News and Local Events** *
 *

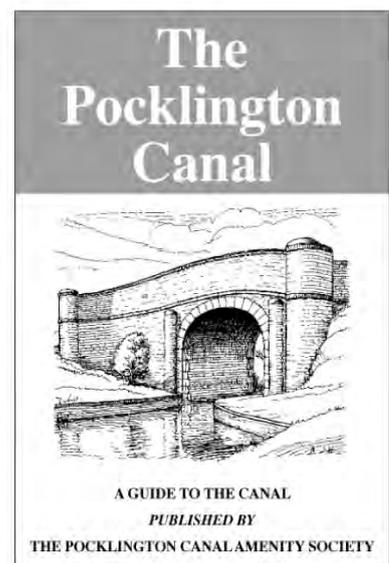
<p style="text-align: center;">NEW HORIZONS</p> <p>Sunday short trips continue until October 30th running from 12.00—4.30 The boat will also be running on Bank Holidays</p>	<p style="text-align: center;">PCAS ANNUAL DINNER</p> <p style="text-align: center;">Sunday November 27th</p> <p>Details of venue, menu etc. will be in next issue of Double Nine or visit the website for more information</p>
<p style="text-align: center;">IWA East Yorkshire Branch</p> <p style="text-align: center;">Friday September 16th Morse Code on a Trawler! By David Peacock 8.00pm Cottingham Methodist Church Hall. Cottingham HU16 4BD</p>	<p style="text-align: center;">IWA East Yorkshire Branch</p> <p style="text-align: center;">For a different experience, come to our meeting at Sneaton Castle near Whitby (YO31 3QN) on Saturday October 8th for a talk about Canal Wildlife and a slide presentation. Meeting starts at 2.00pm Make it a part of your day visiting lovely Whitby</p>
<p style="text-align: center;">Future events</p> <p style="text-align: center;">Pie and Peas Supper</p> <p style="text-align: center;">Sponsored Walk</p> <p style="text-align: center;">For further details and suggestions contact Debbie Smith</p>	<p style="text-align: center;">Visit the PCAS website and find out more about your canal and PCAS</p> <p style="text-align: center;">www.pocklingtoncanalsociety.org</p>



GUIDE TO THE POCKLINGTON CANAL – £3.50

This PCAS guide was revised in 2008 and includes a wealth of information about the canal and surrounding area, its history, geography, restoration and wildlife, with general maps of the area and strip maps of the canal from the Derwent to Canal Head. The guide also contains attractive line drawings and an up-to-date list of useful telephone numbers and addresses.

The Guide is available from W & C Forth, Printers and Stationers, 13 Waterloo Lane, Pocklington. Please contact the PCAS Secretary to order a copy by post (cost £4 including postage). The Guide is also available from the PCAS Information Centre and from our tripboat.



MEMBERSHIP SUBSCRIPTIONS

Membership subscriptions were due on 1st January 2011, so please send your subscription if it is overdue. If you pay your subscription by Standing Order please check that the payment is correct.

Membership subscriptions are:

Annual family membership (or a couple living at the same address)	£10
Annual membership subscription (per person)	£8
Annual membership concessions (student, unwaged or retired)	£5
Life membership (per person)	£80
Life membership concessions (over 60 or unwaged)	£50