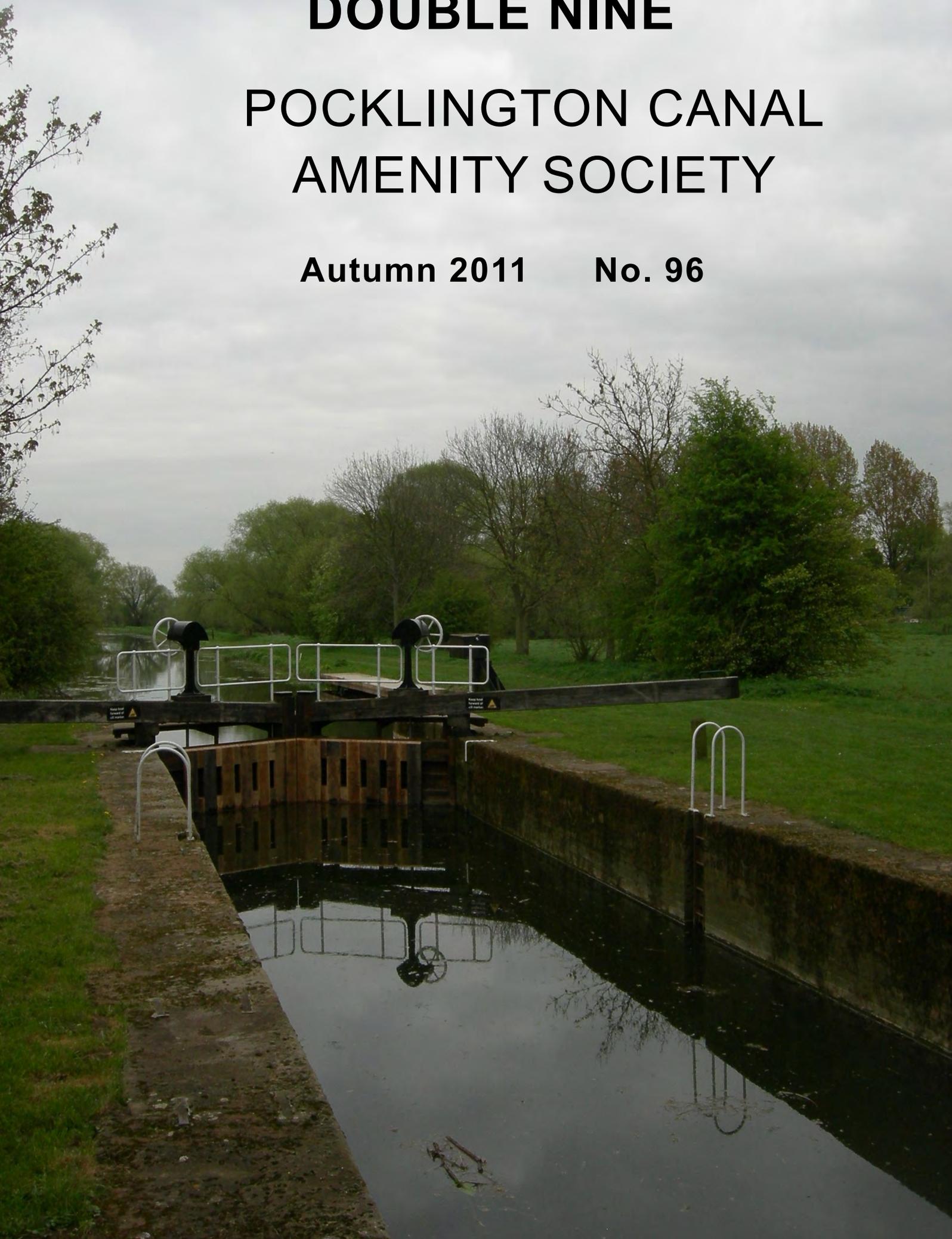


# **DOUBLE NINE**

## **POCKLINGTON CANAL**

### **AMENITY SOCIETY**

**Autumn 2011      No. 96**



# THE POCKLINGTON CANAL AMENITY SOCIETY

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

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<b>ERYC Representative</b>	Councillor C G W Mole	
<b>Hon Vice-President</b>	Mrs Sheila M Nix MBE	

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### ***New Horizons* Tripboat**

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

## Editor's Notes

Well, another boating season is drawing to a close. Although not for everybody. (Remember Howard's article in our March Issue about winter cruising)

*New Horizons* has had another record breaking year carrying around 2000 passengers on more than 80 trips. Many thanks to all our volunteers who made this possible.

For our 'Spotlight On' subject, this issue, we move away from featuring a PCAS Member and welcome the comments from Jon Horsfall, British Waterways North East Regional Manager. His views about the coming changes facing BW make very interesting reading. I am also delighted to have a contribution from Peter Hardy who compiled the very first Canal Guide for the Pocklington Canal. Many thanks to *all* our contributors without whom, we would not have a newsletter. Have you got something to say? A story about the Canal or indeed any waterway subject that may be of interest to our readers. Please contact me if you can help. I am happy also to publish letters (where appropriate) if you have any comments to make. It is always good to know what you think otherwise we are just working in the dark producing what we think you want to read.

In the centre of this issue is a Membership Form. I apologise for repeating what is also said by others but PLEASE do fill this in even if you think you have nothing different to tell us. Many members are not aware that we do not have the correct information on file.

For the first time we have gone for a colour cover. The cost is appreciably higher and if we can get sponsorship or advertising, more colour can be included in the future. If you have any suggestions where we could receive some support, please contact me.

### Dates to remember.

Next years AGM will be held on Wednesday 18<sup>th</sup> April 2012 at The Black Horse, Seaton Ross – details in the next issue. Please be having a think about nominations for committee for the coming year which must be in to the secretary one month before the meeting.

Hilary Anguish Secretary

On 19 January, Paul Waddington will be giving a talk about the Pocklington Canal to the Pocklington and District Local History Group. The venue is The Old Courthouse in George Street, Pocklington YO42 2DH. Entrance £2

Front cover: East Cottingwith Lock. Photo Ed.

Back cover: Canal Head as autumn approaches. Photo Alistair Anderson

## Chairman's Column

As the boating season draws to a conclusion, I am pleased to be able to report that our tripboat, New Horizons, has had another record breaking season. In fact the boat is now so heavily used that it has been suggested that the society might operate two tripboats. Although this remains a possibility for the future, we have no plans to expand the fleet at the moment. Besides being a good source of revenue, the trip boat operation is also good publicity for the society and helps to boost our membership.

It is also pleasing to be able to report that in May a good friend of the society, Kay West, was elected Chairman of the East Riding of Yorkshire Council. One of Kay's first actions in her new role was to nominate the Pocklington Canal Amenity Society as one of her favoured local charities. Not surprisingly, on behalf of the society I was pleased to accept. Kay has already organised one fund raising event, and at the end of her year of office, the society will benefit from her charitable fund.

Meanwhile, the committee has been dealing with some complicated administrative matters. Over the years, we have had a number of Membership Secretaries, who have kept the records in a variety of ways. The decision has been taken to transfer all the records to a single database, which necessitates having them in a standard form. Greg Dixon, whom we now call the Membership Co-ordinator, is masterminding this task, and you will see a letter about this elsewhere in this edition of the magazine.

The other rather complicated task which the committee has been dealing with in recent months is the revision of the constitution. The society still operates on the original constitution drawn up at the time of its foundation in 1969. This is now way out of line with current charity legislation. For many years, and on many occasions, the committee has looked at how it should be revised, and usually decided that its time would be better spent on some other subject. However, before he resigned as a committee member, David Tomlinson did a great deal of work on it and came up with a draft which we believed would be acceptable to the Charity Commissioners. More recently, we have made some refinements to David's draft, and are now seeking CC approval. If this is received, the revised constitution will be put to the next Annual General Meeting.

Some months ago, British Waterways decided to use funding granted by the Waterways Partnership to commission an "Audience Development Report" for the Pocklington Canal. The work is being carried out by Marion Blockley and she will publish her Audience, Conservation and Interpretation Plan later in the year. Marion has undertaken an incredible amount of research, which has involved meeting numerous parties with an interest in the canal. She has also taken a stall in Pocklington Market to assess public opinion. Although we will be very interested in the recommendations contained in the report, there is a further reason why it may be very useful to us. Nowadays, funding bodies,

such as those that distribute Lottery funds, expect this type of research to be carried out. I have every confidence that this report will be very useful in securing funding for future projects.

Our next major event will be our now traditional November lunch which will be held at Allerthorpe Golf Club on Sunday 27th November. I hope that it will be well attended and am looking forward to the opportunity of meeting some of our newer members.

Paul Waddington

### **The Pocklington Canal Liason Group**

When the Pocklington Canal Amenity Society was formed in 1969, it drew strong support from the inhabitants of the surrounding area. The farming community was particularly well represented, perhaps because Eric Lount, the driving force behind the society in its early years, farmed land beside the canal near the village of Thornton. The good relations with the residents of the neighbourhood extended to include the various organisations that were active in the area and the Local Authorities.

Although, for the most part, a spirit of co-operation has continued to the present day; from time to time, some disputes have occurred, and these have mostly been with organisations that are primarily concerned with the protection of wildlife. It should be said that these differences were largely based on misunderstandings. It is probable that the organisations concerned had the misguided idea that PCAS was solely concerned with promoting boating on the canal, and had no interest in any of its other uses and qualities.

So it came about that during the 1980s, that many of the wildlife interests became opposed to the work of the society. It was during this period that the Nature Conservancy Council became an important player. Two new Sites of Special Scientific were designated which meant that practically the whole length of the canal came within one of three SSSIs. Furthermore, the NCC was transformed into English Nature, and given greater powers. The lower part of the canal came within additional designations (namely a Special Area of Conservation, Special Protection Area and Ramsar Site). By the end of the decade, the society was finding great difficulty making any progress, due the bureaucracy associated with these designations. The main problem was that EN was constrained by its statutes to deal only with "owners and occupiers", and hence had difficulty in even recognising the existence of PCAS.

Clearly it was necessary for something to be done to clear this log jam, and the initiative for solving the problem came from an unexpected source. It had seemed to us that British Waterways were fairly comfortable with this relationship, whereby the society could only approach English Nature through

BW, and vice versa. The Regional Director of British Waterways, at the time, was Ian White, and he proposed that a forum should be set up with a view to resolving the conflicts that had arisen concerning the Pocklington Canal. The new organisation was called the Pocklington Canal Liaison Group and its founding members were English Nature, the Environment Agency, British Waterways and PCAS. Since then, it has been expanded to include the East Riding of Yorkshire Council and English Heritage. More recently, English Nature was absorbed into a larger organisation, Natural England, which has responsibility for a wider range of countryside matters.

The Pocklington Canal Liaison Group meets four times a year and a range of topics is discussed, including water quality and the recreational uses of the canal. An early indication that there was much common ground between the parties was the joint production of a leaflet entitled, the Pocklington Canal, which is still in use today. It bears the logos of the four founder members of the group and that of the East Riding of Yorkshire Council. The provision of information boards at four locations along the canal was also a joint venture. More recently, there has been an acceptance by all parties that further restoration works, if they are properly planned and controlled, are desirable, and can contribute to improving the condition of the canal for nature conservation.

As with most things in the world of canal restoration, progress tends to be slow, but we now have a relationship with the nature conservation interests that could only have been dreamed of ten years ago. This is largely due to the work of the Pocklington Canal Liaison Group.

Paul Waddington

**EMBROIDERED CAPS!**

Smudgeonline are now able to offer embroidered caps to PCAS members

PCAS embroidered hats are now available from our clothing supplier.

For their address details, see the order form elsewhere in this newsletter.



**Only £6.00**

including embroidery, VAT and P&P  
(price for order code BC015 only, other styles available on request)

**BC015 - Ultimate 5 panel cap**

Contemporary styling.  
Perfect for print and embroidery.  
Rip-Strip size adjuster.

**Size**  
One Size Adjustable

**Fabric**  
100% Cotton Drill



- Black
- Bottle Green
- Royal Blue
- Red
- Orange
- Sports Blue
- White

## **Membership Report**

Dear Member,

The Pocklington Canal Amenity Society has been in existence since 1969. That's 42 years.

During the time the society has been in existence we have been progressing with your help to restore much of the canal to its former glory and save the Pocklington Canal for the future generations.

Part of this progression has now happened to the membership system which we employ. For all of the society's life this has been a very cumbersome manual system, which to be honest has been very difficult to maintain 100% effectively. In all manual systems of this magnitude there is always room for error and misinterpretation. We have decided to drag the society into the 21<sup>st</sup> century and implement a well proven computer membership management database system. The implementation of this system has been mentioned earlier in this edition of Double 9, in a report by our membership coordinator Greg Dixon.

So that we can obtain all the pertinent data and get everything up to date, I would be very grateful if ALL MEMBERS, including LIFE MEMBERS could complete the form as relevant at the centre of this edition of Double Nine, and send it to Greg or myself as soon as is convenient.

As you are no doubt aware the society is managed entirely by volunteers and in an effort to streamline the administration and cut down on our costs, I would be doubly grateful if you would complete the bank standing order data so that we can collect the subscriptions automatically in future, saving the society money in administration and the volunteers time in chasing. PLEASE NOTE THE NEW SUBSCRIPTION RATES. The data you provide is entirely safe, will not be shared with anyone, and does not expose you in any way.

Thanks for your assistance.

Kind Regards

Gordon Harrower

PCAS Hon Treasurer

## **Pie and Pea Supper**

Melbourne Village Hall YO42 4RB 7.00pm Friday 27th January 2012

Including a talk "Horse Boating Today" by Adrian Lovett

Tickets £10 contact Debbie Smith on 01759 306070

Raffle.

## ***New Horizons***

The end of another busy season is approaching fast. Once again, we have managed to run short trips every Sunday and Bank holiday and there has been strong demand for special trips, particularly at the height of the season. Gardham Lock is by far the most popular destination and a round trip takes about three hours, including a short stop at the lock.

Open trips to Gardham Lock, for individuals and small groups, were introduced last year. This year we decided to offer two open trips to the Ferry Boat Inn, our furthest destination. The journey takes a good seven hours and provides plenty of opportunity for everyone to join in and get to know each other. A great day out – especially if the weather behaves itself.

*New Horizons* is raising useful funds for PCAS and our passengers are being very generous with their donations. The introduction of Gift Aid forms will allow Gordon, our Treasurer, to claim over £1000 – a very welcome bonus.

Generous sponsorship for crew training has been received from Yorkshire Bank and Howard will be making arrangements for a further training session before the start of next season. Compared with two or three years ago, we have plenty of active crew members and continuing interest from new crew.

The new landing stages at locks and swing-bridges have been a great help to crews of *New Horizons* and visiting boats. Landing stages should be installed at the Storwood swing-bridges by the start of next season.

The big disappointment is that despite agreement at Pocklington Canal Liaison Group that navigation can be extended to Bielby, we have not even taken *New Horizons* through Thornton Lock yet. We really need to start pushing British Waterways and I will be registering my disappointment in no uncertain terms. I may not be the only one.

Thanks to everyone who has crewed this season and helped to make this our most successful fund-raising season in the eight years we have been running trips. I am particularly grateful to Bob Ellis who took over the job of organising booking and crewing from Greg. I hope that most of you will be able to come to the Crew Meeting in Seaton Ross, on 19 October. If you are not able to attend you can still pass on your comments via any member of the Boat Committee (Bob, Greg, Howard, John, Roger and me).

*New Horizons* should resume boat trips on the first Sunday in April. The weather in April 2011 was excellent and got the season off to a good start. Hopefully we will be as lucky next year, but British weather is dependably un-dependable.

*Alistair Anderson*  
*Boat Manager*



Crew member Tom Bell (back right) and his family during a trip aboard *New Horizons*

## Working Parties

At the time of writing we are still awaiting the Paint Store which will then let us get on with various painting tasks along the canal. Most of the wooden fencing has now been treated with preservative. Canal Head picnic site has certainly benefited from the new wheelie bins which have replaced the old dilapidated litter bins which did not contain the litter very well. We must be grateful to our visitors for using the new bins making our work of litter picking much easier. There has also been improvement with less litter in a number of areas along the canal with just the odd site now and again suffering from the actions of a thoughtless few.

The working party has also been involved in controlling vegetation along the towpath. This is an area where we are able to help British Waterways. The new hawthorns planted from the A1079 to Lock Cottage have survived the dry spring and summer remarkably well. Congratulations to our planters!

Judy Jones our British Waterways Heritage Advisor paid us a visit in September to view and discuss our proposed restoration work on the towpath underneath the road bridges. The intention is to restore the towpath to the condition they were originally and when we have the necessary consents we shall be able to get underway with this work. This will be something clearly visible to the public who will see that we are continuing to improve facilities for our visitors.

We are pleased to welcome three new volunteers and would welcome many more. Thursday seems to be the favourite day for most people but working on other days can be arranged if necessary. All help is welcome and there is a job for everybody regardless of their skills. I would like to thank the volunteers for the help they have given during the summer. Many people visiting the canal have commented how good it is to see people working and improving the area. With your continued support we will carry on the good work.

Dick Watson  
Working Party Co-ordinator

### **PCAS at Swanland**

In September PCAS were invited to support the Boston Spa based Martin House Hospice at their fundraising get together held at Swanland. Howard borrowed a splendid gazebo from his neighbour and with display boards from the Information Centre together with a selection of leaflets and PCAS clothing we were able to put on a creditable display.

Although never rushed off our feet we enjoyed a steady stream of visitors who were keen to learn about the canal or to tell us how much they had enjoyed visiting the canal either as a walker or by enjoying a trip on *New Horizons*.



Roger Bromley, Howard Anguish and Paul Graham, manning the PCAS stand at Swanland

## “Ocean Lock at 11 o’clock”

That was the gist of the message I got from Alistair Anderson, needing a third crew member to join him and Roger Bromley, to bring *New Horizons*, the PCAS trip boat back from its over winter stay at Paul Waddington’s Boatyard in Goole, ready for the 2011 season. I had taken a boat along the tidal Ouse from Naburn Lock as far as Barmby Barrage and back, but had always longed to explore further downstream. So I jumped at the chance. I arrived at Goole bright and



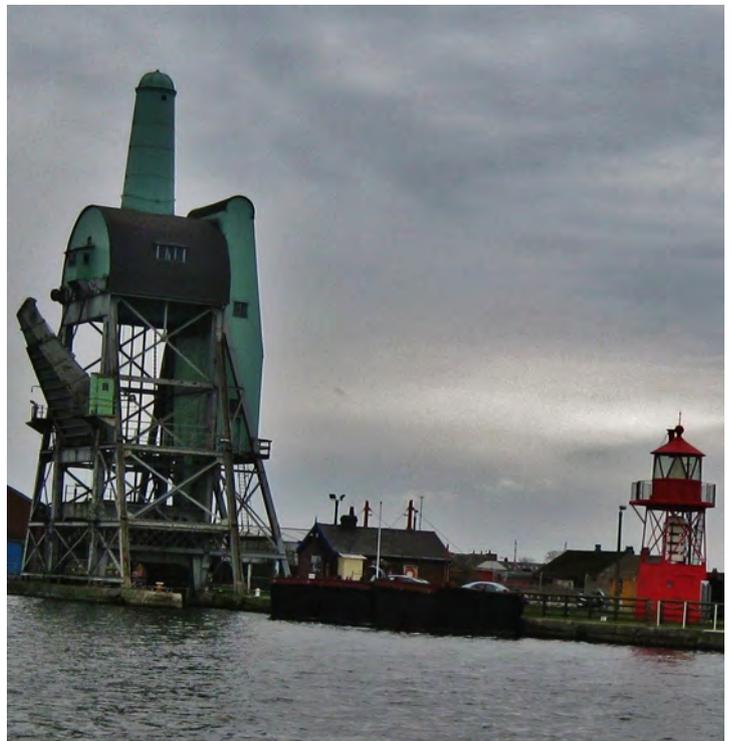
Getting ready for the off!

early by train that Saturday morning, clutching my street map ready to walk to ‘Dutch Riverside’. But, there on the platform waiting, was Roger with Alistair in the car park to give me the scenic(?) tour of Goole right to the boatyard. And there was *New Horizons*, fettled for the summer season, with new lifting fibreglass front hatch proudly on display, all ready to brave the tidal Ouse!

We were soon off, after completing the essential checklist and hitching up the anchor, weaving our way out of the boatyard, past the working gravel boats and the one remaining tower (No 5), (below left) which used to hoist the individual coal

compartment barges – ‘Tom Puddings’ - high enough to tip them into the hold of seagoing boats. For an interesting read about this fascinating water transport system, which moved over 55 million tons of Yorkshire coal over 122 years, see: [www.goole-on-the-web.org.uk/](http://www.goole-on-the-web.org.uk/) and find ‘*Tom Puddings*’.

But no time to linger today. Passage through Ocean Lock is free for pleasure boats, within two and a half hours below high water and an hour afterwards, provided you hit your allocated time and give way to any large ships, manoeuvring; and by Alistair’s careful planning we arrived at the upper gates spot on, with just a few minutes grace to be at ‘*ocean lock for eleven o’clock*’!



Tom Pudding hoist in Goole Docks



It was then that I noticed that Roger had collected together all the gear we needed and probably more - hat, shades, gloves, mooring rope, camera, lifejacket, binoculars, arctic anorak **and even the key bit**, a VHF radio tuned to Channel 14!. We never discovered what else he had in his pockets, just in case – GPS, barley sugars, Swiss Army knife, grappling irons ?? As soon as Roger let the lock-keepers know the secret password (Open Sesame!) the gates parted and with *New Horizons* suddenly just a tiny speck instead of the rather ample boat she seems in the confines of Melbourne basin, we nosed slightly self-consciously, into the massive *Ocean Lock*. There were no other boats travelling that day, so we would have to face ‘the ocean’ all on our own. Well at least the Humber, and that is scary

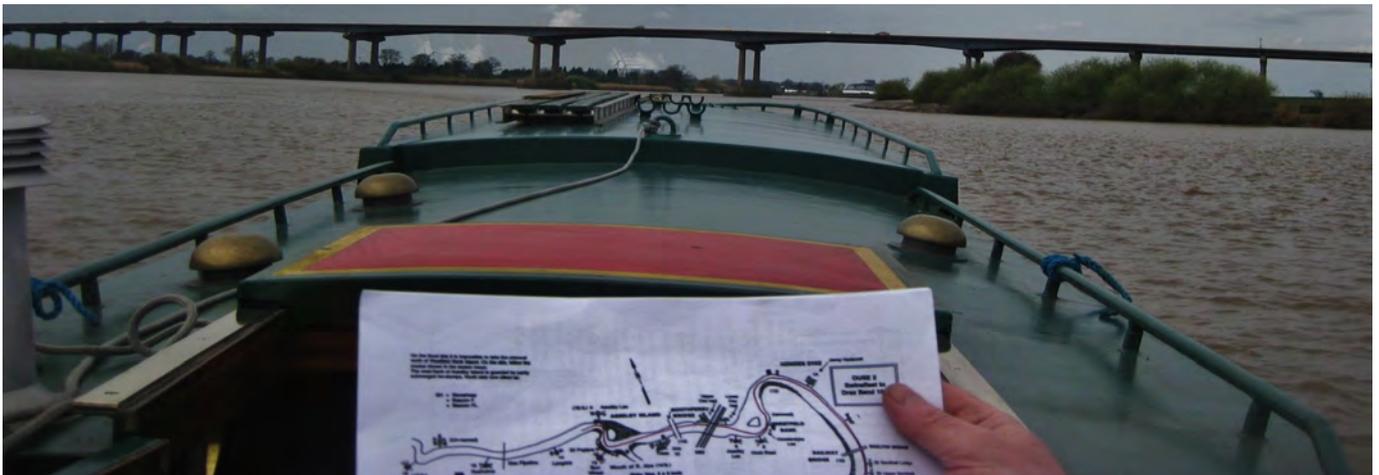
enough – a vast expanse of brown swirling water,, hissing slightly, as we caught our first glimpse of the still rapidly running tide. Then the lock gates swung closed behind us and were gone in no time as we were on our own, surging upstream on the current; keeping close to the outer wall of the Goole dockyards at first and then braving the centre of what seems a vast channel, heading across to pass beneath the eastern arch of Hook railway bridge where the Humber ends, the Ouse begins and we enter, imperceptibly, the management of British Waterways.

Alistair could not resist a last lingering look at ‘the ocean’ and the trip that might have been, if only we had been on a real seagoing ship. Hard to imagine that that is the way to Hull and Spurn Point, let alone the oceans of the world. And then we all settled to the task of bringing *New*

*Horizons* home via Barmby Barrage and the calmer waters of the Derwent and the Pocklington Canal. You have to keep to the correct channel, especially past the shallows of *Howdendyke*. I found it quite instructive to look for that, when I got home, on Google maps and the aerial photographs, where the shallows are clearly visible and, following our route, muse on what might have been if the Pocklington Canal had gone as first intended straight there.



There are more stirring sights on the way, the massive M62 flyover at Boothferry and, just visible here through its many arches, the original Boothferry swing bridge and the ever present Drax Power station cooling towers.



All too soon, we got our first glimpse of Barmby Barrage. Any thoughts of heading straight in to its lock chamber were quite impractical with the tide still running up-stream, so we drifted gently past, noting as we did that, having radioed our arrival ahead, Rob the lock-keeper already had the gates open ready and waiting for us.



So we swung round against the current to give us more control against it. This time we could see the very awkward concrete facing on the 'upstream corner' of the entrance and were coming in too close for comfort, so we backed off, took another loop around and at the third attempt got it just right to power round against the current and then hard astern to avoid ramming the inner gates in the very contrasting calm water inside the deep lock which is built into the barrage wall.

Alistair had enjoyed the challenge and, once safely ashore and clutching *New Horizons'* precious licence from the Environment Agency to give us permission to travel on the Derwent, there were stirring tales to be told to Rob the (clearly slightly disbelieving!) lock-keeper of our exciting adventures on the high seas.



Better still, Bob Ellis and Greg Dixon (complete with steaming bowl of Chilli con Carne) had joined us for the trip up the calmer waters of the Derwent. Bob tried his hand at the tiller, not all plain sailing with obstacles like the low flying Loftsome Bridge needing careful judgement, then on past the assorted vessels moored at Brighton where there was a bikers rally.



Next stop was at The Ferry Boat Inn at Thorganby and then into East Cottingwith lock, with Greg in a fearless stance, worthy of Kate Winslet on the prow of Titanic.

After the tidal rush on the Ouse and the quieter current of the Derwent, New Horizons seemed relieved to be back on the peaceful waters of the canal.

Just time for the now

traditional appearance of 'Brassoman' Alistair to buff up the air vents ready for the new season's cruising, before the home straight Hagg Bridge, Gardham Lock and a welcome return to the head of navigation at Melbourne Basin. Thanks guys for an exciting day out!



Adrian Lovett



## **SPOTLIGHT ON:**

### **Jon Horsfall**

My first year as Waterway Manager in the North East has been enjoyable and challenging by equal measure. The challenges in the North East are a proxy for those the New Waterways Charity (NWC) faces as a whole. Custodianship of our heritage, Mitigating engineering risk with limited funding and striving to improve service levels for customers is an immense challenge for any organisation. When combined with the transition to the NWC and all that brings with it, it is likely the most exciting time for the waterways since the beginning of their renaissance.

I am absolutely convinced that the NWC is the right thing for the waterways. The opportunities it presents us with in these most challenging of economic conditions are significant. Charity tax and rate benefits, the ability to raise investment capital and fundraising opportunities are just a few.

I have happy recent memories of introductions to customers throughout the user group meetings this year. Our aspirations to listen and to become more collaborative have been met with enthusiasm, willingness and support. I understand we can't please everyone all of the time. We are doing our level best to strike the right balance. It's important for us to remain passionate about our respective causes so we can make sure our strategic aspirations for the future are well balanced.

I was delighted that we managed to attract so many customers, employees and partners from the public and private sector to Fearn's Wharf in July. The range of views we gathered will help us in our preparedness for formation of the local partnership in the new year.

Before joining BW last September I spent twenty years in the water industry. I began my working life as a chemist, operated and maintained Sewage and Water treatment plants, managed capital investment programmes, Looked after the Carlisle and Eden and Lancaster and Craven Districts (very happy memories), led customer strategy, transformation projects and spent a lot of time on the last price review.



The parallels of managing assets in the water industry and doing likewise on our waterways are many. There are however two distinct differences which make my working life here more challenging and rewarding by equal measure. The challenge is that our waterways mean something different to everyone that interacts with them.

To develop our offering correctly such that everyone benefits in some way is a tremendously difficult task. We are working hard to get this right. Our recent collaboration at Fearn's Wharf is only one example of many. Other waterways are collaborating with users and partners in a similar way and several ; North West, Birmingham and Central Shires and the Kennet and Avon have already formed their trial partnership boards

The reward is acting as one of many custodians of two hundred and fifty years of heritage and being given the opportunity to work collaboratively with employees and passionate enthusiasts who like us want to secure the future of the waterways.

I cited the activity of PCAS over the years as a phenomenon. It is an example of how people can be engaged and motivated to revive a waterway on limited resources. What PCAS has achieved is an example of exactly the kind of activity we need to be encouraging. Volunteering, Waterway adoption schemes and Third sector partnerships are something we are making real progress with. We are part way up the learning curve but there is a lot we can gain by listening to and learning from others success.

I am re-assured by the people I have met at BW. This is a good business, full of professional people. It has immense challenges but it is very clear about how it is addressing these. It is clear about its engineering risk and it has effective business processes and controls in place to manage this. It is also very clear about its strategy for meeting its Financial challenges and it has been controlled in the way it has approached these.

During early September I am away in India. My main indulgence outside the waterways is mountaineering. Assuming I come back in one piece, I look forward to seeing some of you at the October User Group Meeting and meeting many more of you in the near future.

The coming months will present many challenges as we steer the business through some of the biggest changes in its history. The support of many dedicated colleagues a passionate team and partners gives me confidence that together we can achieve all that we set out to do.

Jon Horsfall

## A GUIDE TO THE POCKLINGTON CANAL

Reminding me that in 1981 we published the first Guide to the Pocklington Canal, the Editor of "Double Nine" asked me to look back to those days and compare them with the canal today.

Where do I start? Perhaps I should explain how we arrived at the position prior to publication of the Guide

Although the beauty of the Vale of York, with its backdrop of the Yorkshire Wolds hasn't really changed in the intervening 30 years, life was completely different over a generation ago. PCAS was even then an active campaigning group. We had to be. Public money was virtually non-existent; no EEC grants. Being a "remainder" waterway British Waterways were very restricted in how they could restore the Pocklington Canal and as ever they were short of funds for restoration. Although BW's remit was only for the safe management of the Canal they were generally very supportive of our efforts. Health and safety was not the problem we encounter today and regular working parties were held on the Canal. Our most high profile project in 1980 was to raise the height of the former swing bridge No. 5 (Baldwin's) to enable navigation to reach No. 6 swing bridge, still short of the elusive Melbourne Arm.

As we had to raise all the money ourselves progress was very slow and the prospect of restoring navigation to Melbourne seemed a dream. Nevertheless we persevered. We held rallies along the Canal, gave talks to local interest groups, sold goods on market stalls, opened the Information Centre at Canal Head, attended village fetes, and generally tried to promote the Canal. However in this last objective we were handicapped by absence of a guide.

Prior to 1980 I was Secretary of the North Humberside Branch of the Inland Waterways Association. However in that year, when my employment with the Home Office took me back to London, with the agreement of Sheila Nix, PCAS Secretary, I started to draft the Guide. In those days a computer was the size of a small house and could only perform basic calculations. So the Guide had to be typed by hand, all the maps and diagrams drawn and everything fitted onto four sides of A4 paper "landscape format". This monumental task was aided by a few skills. My first job in the public service had been as a surveyor at the Ordnance Survey and as an experiment, never repeated, the Home Office had sent me on a typing course. Nevertheless it was hard work with a portable typewriter and drawing everything by hand. A mistake meant that everything on that page had to be re-written!

With publication limited by finance I had to précis everything but still produce a meaningful Guide which would encourage others to visit the Canal. Looking again at my copy I am amazed what we crammed in. There were chapters on

the history and geography of the canal, a detailed map of the area and of the setting of the Canal in North Humberside as it then was. The Guide followed the strip system used by the early British Waterways “blue” guides. We invested in four black and white photos and a glossy cover adorned with a beautiful line drawing of Walbut Lock (I remain sadly ignorant of the artist).

We launched the Guide at the IWA National Festival held in Leeds, August Bank Holiday Weekend 1981. Bruce Miles (Chairman of the Market Weighton Canal Society) and I sold over 100 from the initial batch of 500 Guides published. Two years later I wrote a “companion volume”, a Guide to the Driffeld Navigation, which I believe is still in print.

Subsequent to publication of the Guide to the Pocklington Canal I ventured into “film”. The cutting edge of technology was a tape slide presentation with a separate sound track for “tasteful music” leading to a “Grande Patriotic Finale”. This tape slide show was seen at several events in East Yorkshire and occasionally elsewhere. Like the Guide which preceded it the tape slide presentation may be dated but I have been told it is of historical archive value. Should anyone wish to see it, or should PCAS wish to feature this presentation at a society event (via the Editor) I will be happy to oblige.

After 1981 more public money became available for redevelopment of rural areas and the Pocklington Canal benefitted from this. Ever supportive British Waterways did its best for the Pocklington Canal. We were fortunate in the 1990s to enjoy the support of David Fletcher, Chief Executive, whose wife Mary, hails from Willerby. In 1987 the Canal was re-opened to Melbourne with the facilities we see there today. We celebrated the event with a rally on the Melbourne Arm.

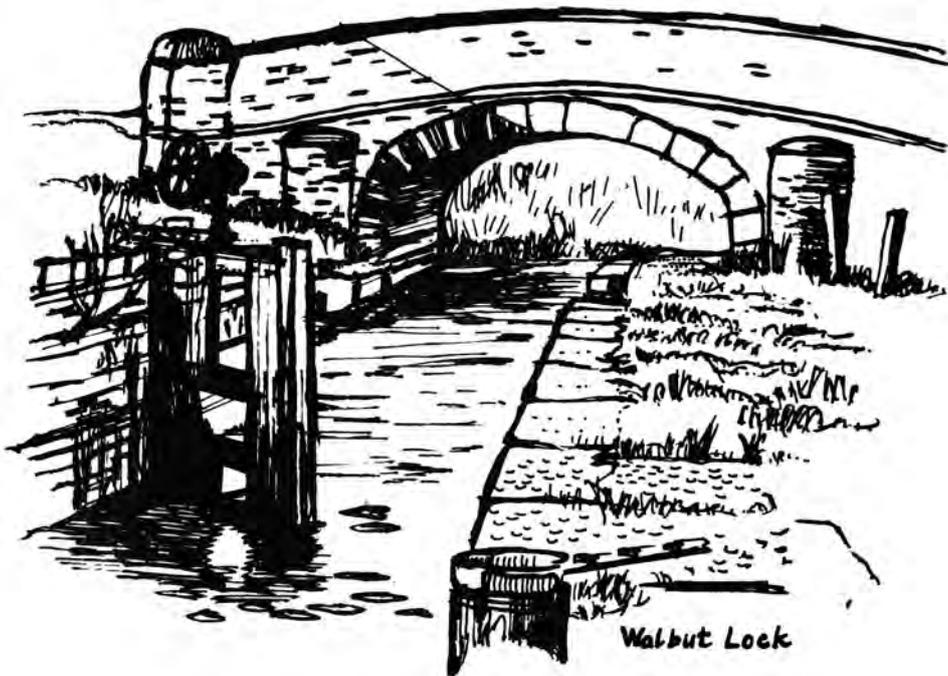
It is ironic that the canal was re-opened to Melbourne in times of recession. Even in the current financial climate I would like to think that navigation will shortly be extended to Bielby. I realise that there may be those who do not welcome such a development but ongoing restoration of the Pocklington Canal has created a haven a peace and beauty, not spoiled, but enhanced by the occasional passing of a boat. On returning I notice how the vegetation around the Canal has grown in the intervening years.

Whilst I have enjoyed compiling this personal collection of memories, written a beautiful Autumn morning, (the type of day on which we “always” held Canal events) I am reminded of those who helped in the restoration of the canal in the 1970s and 1980s, several of whom are very sadly no longer with us: people like Raymond and Margaret O’Kelly, our Working Party Organiser and Press Representative whose boat features in the Guide, George Parkes, long time Chairman of IWA, North Humberside Branch, Gordon Barron, who restored the workboat from the Humber Bridge project. And there are others whom I hope may read this article today, Richard Walton, Chairman in

1981, David Tomlinson, Treasurer in 1981, Peter Leadley, fellow Commissioner of the Driffeld Navigation, whose boat "Somerton II" was our trip-boat at rallies, and Sheila Nix, MBE for services to restoration of the Pocklington Canal, then our Secretary, now our Honorary Vice President.

Peter Hardy

# A GUIDE TO THE POCKLINGTON CANAL

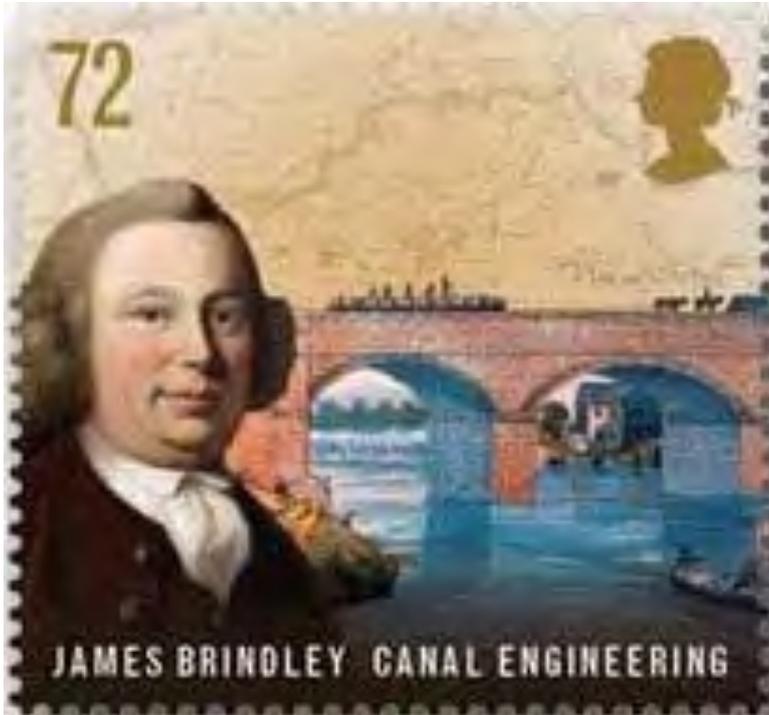


published by  
**The Pocklington Canal  
Amenity Society**

Cover of the first Pocklington Canal Guide 1981 with drawing of  
Walbut Lock and Bridge referred to in the article

## 250 years of Horse Drawn Canal Boats

If you want to pick a date to mark the beginning of horse drawn canal boats, perhaps the most obvious one is 17<sup>th</sup> July 1761 – the day that James Brindley's aqueduct on the Duke of Bridgewater's canal at Barton over the River Irwell opened, to a great fanfare.



On this design for a stamp, from 2009, you can see the massive aqueduct, with a canal boat drawn by two horses gliding serenely 39ft above the troublesome River Irwell with its shallows in summer, floods in winter, no towpath and expensive tolls to pay to travel along it.

Before that, the two main bulk transport systems had been boats along rivers and around coastal waters, or trains of packhorses over land. The boats had mainly been moved by wind, tides and currents, supplemented at difficult points like shallows or rapids by

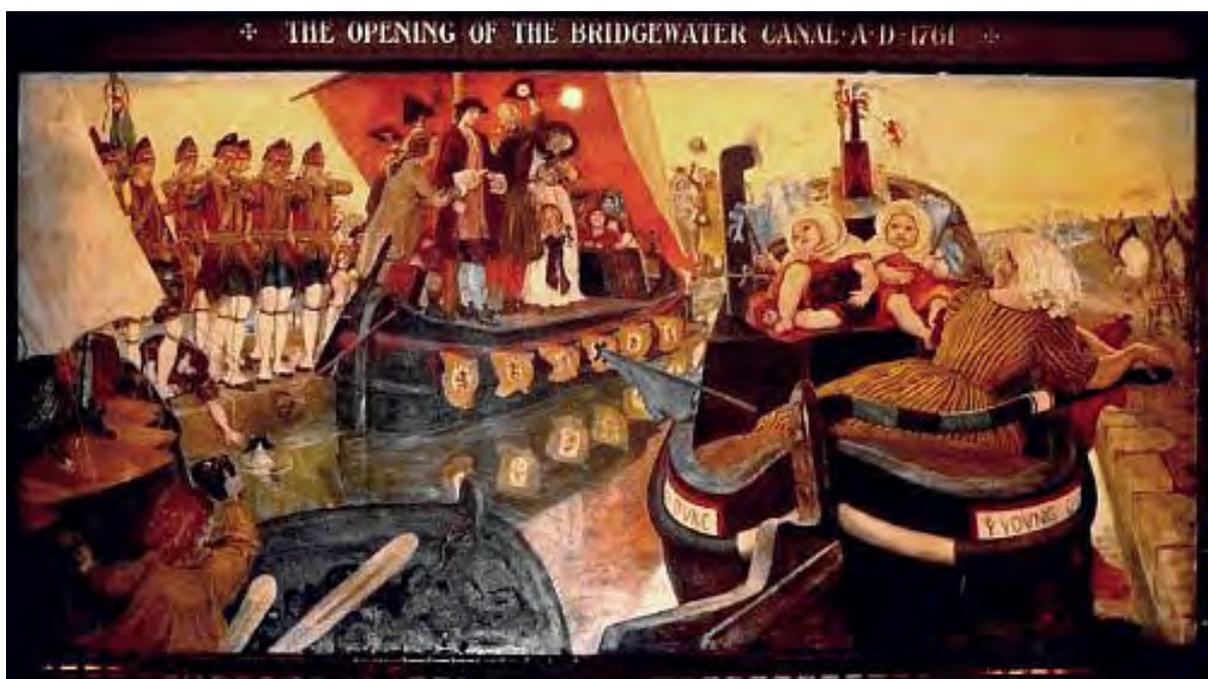
bowhauling from the bank, usually by teams of men and only occasionally, where the terrain was very suitable, by one or more horses. But there was no continuous towpath and the boat had to make its own way to the next bowhauling opportunity.

That all changed with the Bridgewater Canal. The Duke of Bridgewater had inherited land at Worsley, just west of Manchester, with coal very near the surface. With his land agent John Gilbert they had devised ways to extract coal, including an ingenious underground canal system to bring the coal to the surface, but could only get it from there to the population who needed it, in Manchester, by very expensive pack horse train or the equally expensive and very unreliable boat transport on the River Irwell.

The Duke had been sent on the traditional young gentleman's 'Grand Tour' of Europe to study the classic and renaissance arts and acquire the polish of aristocratic European society; but he proved very resistant to the arts and far more interested in the Canal du Midi, Louis XIV's magnificent military canal across France from the Atlantic to the Mediterranean. On his return to England, he was unlucky in love and soon gave up London's social whirl for the serious business of finding a way to bring his coal to the masses, not only for their benefit, but with a shrewd eye to his own family fortune. He was very impressed with the Sankey Brook, a river channel not far from Worsley that had been completely tamed by

adding locks and a towpath to make it navigable all year round and was being used to bring coal from St Helen's to the Mersey and then to Liverpool. If only there was a river from his mines to Manchester!

The decisive extra factor was to bring in James Brindley, who had made a name for himself as a thorough and ingenious mill wright, designing and building wind and watermill machinery, improving the design of machines he was called in to repair and – particularly relevant – using a pump, driven by river water, to drain the aptly named Wet Earth Colliery, a feat which had given him the nickname of 'the man who made water flow uphill'. Bridgewater, Gilbert and Brindley pooled their skills and ideas and came up with the grand plan of a 'canal' to Manchester. There would be no need for the water to flow uphill, because Worsley and Manchester were pretty much on a level, but it would mean crossing the River Irwell, a huge obstacle when no one else in England had any experience of building canals, let alone aqueducts. Completely undaunted, they came up with the idea of a river crossing at Barton, just above the one existing road bridge, and with a bigger span, so that they could not be accused of limiting the river channel. We don't know quite how they worked together but it is pretty clear that Bridgewater would have fed in all his experience of the Canal du Midi, Brindley his knowledge of managing water for mills and mines and Gilbert his renowned negotiating skills to persuade landowners to sell land for the canal, and to win Parliament over to gain the Act of Parliament that would be needed to override the outright opposition of the River Irwell monopoly. Bridgewater guaranteed to reduce the sale price of his coal in Manchester from 8d (old pennies) to 4d per hundredweight and that won Parliament over, together with Brindley's demonstration of the power of puddle clay (clay thoroughly mixed with extra water) to act as a lining of the canal channel. The Act was granted, work pressed ahead to dig the canal the short distance to the bank of the Irwell and the huge aqueduct nearly 700ft long was built and opened in July 1761. It is hard for us to imagine the astonishing effect this must have had. In road



building terms it is as if they had gone straight from building a cart track to the M62 bridge over the Ouse at Boothferry! Over a hundred years later it was still so significant that it was the subject of one of Ford Madox Brown's huge murals commissioned for the Great Hall of Manchester Town Hall, in 1879, to celebrate the Industrial Revolution. You can see the two white barge horses in the top right hand corner, pulling a broad beam 'Mersey Flat' the style of inland barge derived from the sailing boats that were used on the Mersey used on the Bridgewater Canal.

People came from far and wide to marvel at this 'castle in the air'. The canal was extended to Manchester, the price of coal was halved, with great benefits to the masses who were increasingly dependent on coal for domestic heating, but also a huge impact on mill owners who flocked to build new mills beside the canal freed from their dependence on wind and water powered mills by new fangled steam engines. Canal building became a reality instead of a fantasy and everyone wanted a part of the action. Joint stock companies were invented and many shareholders could invest in building a canal, not just the few people as rich as the Duke of Bridgewater. Broad beam canals were extended inland from the Mersey and the Trent, the Severn and the Thames with the aim of creating the 'Silver Cross' between them all.

James Brindley knew that water was 'a dangerous giant that had to be tamed by lying him flat on his back' so all his canals were contour canals, maintaining a level even if this meant additional detours to get round the hills; and he always remained very suspicious of locks unless they were unavoidable, as at the



western end of the Bridgewater Canal, where after 39 miles of completely lock free canal there was no other way of joining the Mersey. He was stumped by the range of hills at Harecastle - the biggest obstacle between the Trent and the Mersey. He could try to go over the top with locks, as other canal builders like Thomas Telford were beginning to advocate, but then there would be no water to feed the summit level. The only answer was a tunnel, but even if it was for only one broad beam boat and with no towpath it was just too expensive to contemplate. Eventually, Brindley had another brainwave. Tunnel building costs were proportional to the square of the radius of the bore. If he were to halve the radius he could hope to quarter the excavation and building costs. It would mean special 'narrow' boats only 7 foot wide instead of the traditional 14 foot, but it

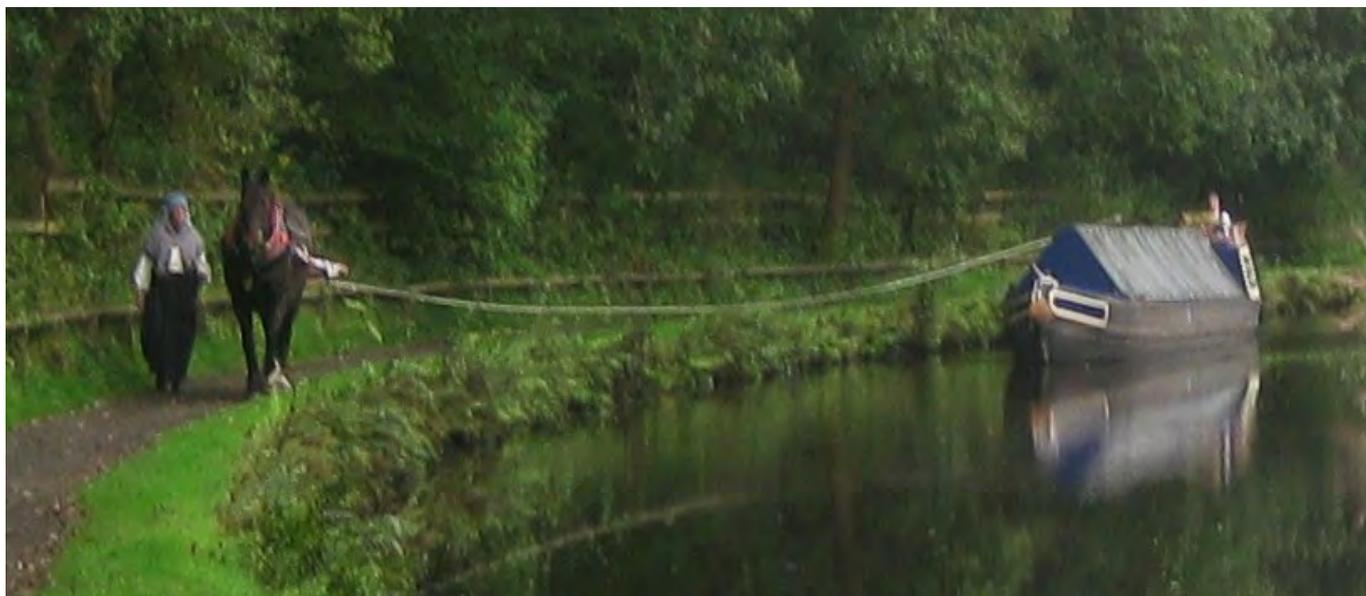
would solve the impasse. And if two narrow boats were pulled together instead of one broad barge, they go through any broad locks together, for no extra time or waste of water. He died before the tunnel was completed, but the die was cast, narrow boats were built in great numbers, eventually outnumbering broad beam boats and becoming the traditional image of a horse drawn canal boat - as in this picture of Maria, the oldest wooden narrow boat still working, built in Jinks boat-yard in Marple in 1854, seen here in 2003 on a trip organised by the **Horse Boating Society** taking limestone from Bugsworth Basin to Runcorn.

From the 1760's to the 1840's, horse drawn canal boats remained supreme. Hundreds of miles of canals were built, including the Pocklington Canal opened in 1815, and millions of tons of coal, limestone, wool, cotton, pottery, cheese, agricultural goods and many other cargoes, as well as thousands of passengers, were carried by horse-drawn canal boat. But, the ever-increasing demand for coal led in turn to the development of self-propelling steam engines and the rapid replacement of canals by railways as the prime method of bulk transport. Even so, horse drawn canal boats survived this 'external' threat for many more decades, especially for local traffic and in areas where the railways did not penetrate. Late in the nineteenth century, there was a new 'internal' threat when steam engines became small and efficient enough to drive steam tugs and even steam powered narrow boats. In the 20<sup>th</sup> century, petrol and diesel engines began to replace horse power on the canals as well as on the roads, eventually taking over from the railways too.

But horse drawn canal boats survived, because they were relatively cheap to buy and to run, and the families that worked them could still, just, make a living. There was a slight revival during the second World War, when desperate fuel shortages meant every available alternative was pressed back into use. A few working canal boats continued to be used, for example around Leeds until 1951, and on the River Lea and in Birmingham into the 1960's, before they were completely replaced by the few remaining working canal boats, but mainly by road transport.

Very fortunately, however, Horse Boating has survived into the 21<sup>st</sup> Century, partly through the trip boats, which take passenger excursions at Llangollen, Godalming on the River Wey, Hungerford on the Kennet and Avon Canal and Tiverton in Devon; and also, very significantly, through the *Horse Boating Society*, which was formed in 2001, to preserve the heritage of active working horse drawn boats. The HBS celebrated its 10<sup>th</sup> anniversary in April this year as part of the bicentenary celebrations for the opening of Standedge Tunnel on the Huddersfield Narrow Canal. As well as legging boats through the tunnel the society has arranged many horse drawn boat trips in 2011. For more detail about and many photographs of this year's activities, as well as information about how to join the society please see: [www.horseboating.org.uk](http://www.horseboating.org.uk)

To show that Horse Boating is still alive and well here is a picture I took on 20<sup>th</sup> September 2011 as a crew member moving the beautiful nineteenth century iron narrow boat *Elland* from Standedge Tunnel down to Huddersfield before the



stoppage of the canal for repair works.

Sue Day, Chair of the Society is leading her horse *Bilbo Baggins* towing *Elland* through the Marsden flight. (previous page) This was probably the last horse drawn trip of the 2011 season, but if you would like to help work a horse boat in 2012, why not join the Horse Boating Society? Full training is given and it really is great fun!

And, finally, if you would like to hear more about horse boating today and see some photographs and video clips from a crew's eye view then please come to the PCAS 'Pie and Pea Supper' on Friday 27<sup>th</sup> January, 7.00pm at Melbourne Village Hall when I will be giving an illustrated talk about 'Horse Boating into the 21<sup>st</sup> Century'.

Adrian Lovett,



The Author

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## Heritage, The New Waterway Charity and the Pocklington Canal

*Judy Jones is one of seven British Waterways heritage advisers working under Nigel Crowe, Head of Heritage. She has particular responsibility for developing heritage learning at British Waterways.*

British Waterways currently cares for 2,917 designated heritage assets and this makes the organisation the third largest custodian of listed buildings in England after the Church of England and the National Trust; a fact that comes as a revelation to many. Indeed BW manages four times more historic sites than English Heritage itself. In a recent internal survey, 'heritage' came out top with staff in a 'what's most important about Britain's waterways' and for the impending new waterways charity, heritage is a unique selling point. To look after the historic assets of an operational waterway network, both staff and volunteers need to recognise their key roles, not only in keeping heritage assets safe and working, but in enhancing visitors' sense of place, wellbeing and desire to make repeat visits.

Over the past decade, British Waterways has transformed the way it imparts awareness and understanding of its historic estate. The current team of seven heritage advisers deliver a range of training to office-based staff, toolbox talks to waterway-based staff and practical training targeting masons and joiners who carry out repairs on the estate. Staff at British Waterways undergo a number of different training packages, ranging from water safety to computer literacy and media presentation. We have developed a variety of methods, from using 'live' sites to repair historic buildings and learn about traditional materials, to producing DVDs showing the full environmental implications of carrying out works on a multi-designated site.

In addition to these and following the Memorandum of Understanding in 2009 which promoted best practice for works in the historic buildings sector, British Waterways embarked on a programme of practical skills assessment with the target of achieving 50 Heritage Champions by 2014. These would be staff successfully completing the NVQ Level 3 in Heritage Skills and the associated CSCS card scheme. Many masons and joiners have already qualified and now, under the assessment and guidance of the Heritage Craft Alliance, the scheme has been expanded to include many of our waterway supervisors who are taking the Level 3 NVQ Diploma in Construction Site Supervision - Conservation. The Heritage Champions programme has proved so popular that over 80 staff have either completed or are due to complete it by September 2011; achieving our target three years earlier than we originally anticipated.

For the Pocklington Canal, this has meant that the key staff who work on the waterway repairing the historic assets, and their Supervisor, Martin Walton, are now 'heritage carded'. This complements the Heritage Partnership Agreement that has been in place for the canal for the last 2 years. Signed up to by BW,

English Heritage and the East Riding of Yorkshire Council, the agreement seeks to ensure better and more streamlined management of the historic assets on the canal. And on this quiet, Remainder canal there is a wealth of history. All the 9 locks are now Grade 2 listed and all four road bridges are Scheduled Ancient Monuments, though the status of the bridges is under review by English Heritage in a bid to ensure they are still protected but the statutory governance passes to the Local Authority By signing up to partnership agreements and creating Heritage Champions, British Waterways will send a clear message from the new waterways charity, once it is introduced in April 2012, that it is a credible custodian of this unique national treasure. Heritage Champions can cascade information to and inspire best practice in their colleagues. Potentially they can also mentor and up-skill volunteers.

The volunteers already help in so many ways on the waterways nationally and in particular on the Pocklington Canal. With an estate rich in designated assets, the potential for up-skilling and training on 'live' sites around the network is huge.

The need for quality heritage management and appropriate training for all who labour on the canals has been identified and it is now up to British Waterways' heritage advisers, and the incipient new waterways charity to take it forward in this time of change.



Heritage Craft Alliance's Terrence Lee overseeing workbooks. Pocklington Supervisor, Martin Walton is on the right of the photo

Judy Jones

## The Waterway Partnership

For years, British Waterways has been reminding us that half the population live within five miles of a canal or river. BW considers only navigable waterways, but streams, lakes and ponds are also important in the daily lives of many people.

A Waterways Partnership has been set up to bring economic, environmental, cultural and social benefit to the East Riding and North Yorkshire. It includes the Pocklington Canal, Driffield Navigation, Market Weighton Canal, Leven Canal, River Hertford, Gypsy Race, River Foulness, Hornsea Mere and part of the Aire & Calder Navigation.

The Waterways Partnership will help organisations apply for funding for projects and getting grants for simple non-controversial projects will provide encouragement for more ambitious grant applications. There is a lot of competition for government and other grants and both expertise and up-to-date information is needed to match sources of funding to projects. The Waterways Partnership will try to resolve conflicts and the support of all interested parties is important to maximise the chance of grant applications being successful.

The Waterways Partnership will be managed by an Executive, which will be elected mainly from a Community Forum and a Technical Forum, both of which met for the first time in September. The Community Forum attracted 22 representatives from various organisations, government agencies and individuals with an interest in waterways. One of the current projects discussed was Marion Blockley's study of the Pocklington Canal. The Technical Forum attracted mainly representatives from the Councils and government agencies. Those elected to the Executive will (jointly) represent the interests of forum members rather their personal interests. This is obviously a challenge, but hopefully it will work well.

The Community Forum and Technical Forum will report their activities at the annual Waterways Partnership conference in November. Speakers from the Lincoln Waterways Partnership and the Chesterfield Canal Partnership have been invited to help explain how working together can generate funding and make progress. Both these partnerships have been very successful in obtaining funding for projects. 'Our' partnership is distinctive because it includes a broad spectrum of waterways and could involve many different community groups.

Getting this far has involved many meetings and a lot of talking. Now it is time for action and achievements. In the last issue of Double Nine I reported that the Waterways Partnership had won a prestigious Waterways Renaissance Award. That was despite some stiff competition. I am cautiously optimistic that action and other achievements will follow.

Alistair Anderson

## **Audience, Conservation and Interpretation Plan**

### ***or ..... What should we do with the Pocklington Canal?***

At a meeting of the Pocklington Canal Liaison Group we learned that LEADER funding was available for an audience development plan and that this could help gain funding for projects that would help more people to enjoy the canal. Over the years I have developed a dislike of feasibility studies and other excuses for spending money that would be better spent on canal restoration.

Marion Blockley was commissioned to carry out a study on the Pocklington Canal and she explained her aims in the July 2011 issue of Double Nine. Marion has interviewed many visitors to the canal and residents of Pocklington and the nearby villages to ask for their views on the future of the canal. Marion has also approached farmers and other property owners along the canal. She has contacted local schools and sought the views of every organisation known to have an interest in the canal. Marion has put articles in the Pocklington Post and appeared on the local community radio station, Vixen 101, to publicise her study and the opportunities to give views on the future of the canal.

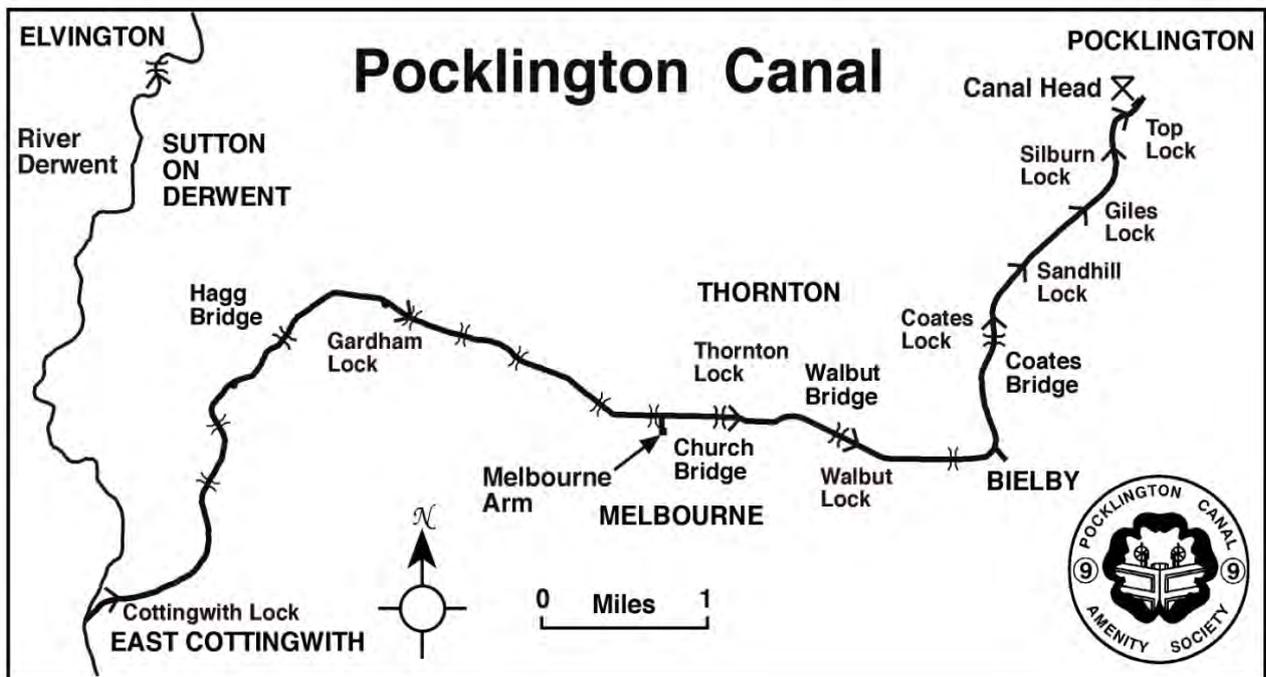
***There is very strong support for restoration of the canal between Melbourne and Canal Head***, and full restoration of the canal has been the aim of PCAS since it was formed in 1969. There are some concerns about increased use for recreation, for example the impact of walkers and their dogs on birds, but these relate mainly to the East Cottingwith end of the canal. Here, the wildlife is extensively protected and it is unlikely that this part of the canal will be affected by the plan that Marion will reveal at the local Waterways Partnership conference in November.

It is clear that Canal Head is the best location for development. There is already a popular picnic area and British Waterways own adjacent land, which could be used for a new building, toilets and additional parking. A major problem is that British Waterways does not have an accurate cost of dredging the upper part of the canal, which is urgently needed to deal with its overgrown state. Natural England now recognise that there is a need for dredging because of the unfavourable condition of the Site of Special Scientific Interest. There is plenty of potential to use the canal as a resource for schools and funding is available for projects that involve young people.

PCAS has the opportunity to comment on the draft Audience, Conservation and Interpretation Plan (ACIP) for the canal and the aim is to use this to support an application for a Heritage Lottery Fund grant of up to a million pounds.

What I had originally assumed would be a waste of money could lead to the biggest investment made in the Pocklington Canal since PCAS was formed in 1969. Whatever happens, everything in Marion's plan will take account of the extensive protection of the wildlife and heritage of the canal.

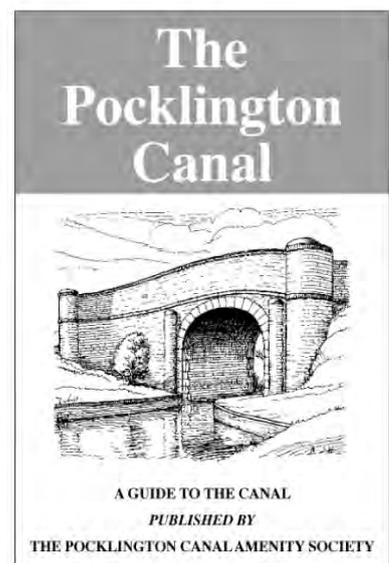
Alistair Anderson



### 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

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

<p style="text-align: center;"><b>NEW HORIZONS</b></p> <p style="text-align: center;">Sunday short trips continue until October 30th running from 12.00 - 4.30</p>	<p style="text-align: center;"><b>PCAS ANNUAL DINNER</b></p> <p style="text-align: center;">Sunday November 27th 2011 12.30 for 1.00pm At Allerthorpe Park Golf Club YO42 4RL</p>
<p style="text-align: center;"><b>Annual General Meeting</b></p> <p style="text-align: center;">Wednesday 18th April 2012 7.00pm at the Black Horse Seaton Ross YO42 4LZ</p>	<p style="text-align: center;"><b>Pie and Pea Supper</b></p> <p style="text-align: center;">At Melbourne Village Hall Together with an illustrated talk by Adrian Lovett entitled Horseboating and the way it shaped our canals 7.00pm January 27th 2012</p>
<p style="text-align: center;"><b>IWA East Yorkshire Branch</b></p> <p style="text-align: center;">At Cottingham Methodist Church Hall HU16 4BD 8.00pm</p> <p style="text-align: center;">Friday October 21st Humber Sail and History by Chris Horan</p> <p style="text-align: center;">Friday November 18th Awe &amp; Wonder of the Waterways presented by Members</p>	<p style="text-align: center;">Visit the PCAS website and find out more about your canal and PCAS <a href="http://www.pocklingtoncanalsociety.org">www.pocklingtoncanalsociety.org</a></p>

