

DOUBLE NINE

THE POCKLINGTON CANAL AMENITY SOCIETY
MAGAZINE



February 2019

Issue 115



Above: An image which would not have been possible during the Summer, the bank side vegetation has been trimmed back. Swans take flight as **New Horizons** makes her way down the canal. Destination Gooles on the 15th November 2018.

Photograph Malcolm Slater



Above: Members and Guests at the PCAS 2018 Annual Dinner, held on the 25th November at The Oaks, Aughton. *(More pictures on page 16)*

Photograph by Debbie Smith.

Editorial

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Welcome to the first issue of Double Nine for 2019. As you will see, I have been very busy over the Winter months tidying up "D9". I have had several suggestions made to me regarding the layout and style, many of which I have tried to incorporate into this issue.

Our trip boat **New Horizons** left the canal on the 13th November for its winter maintenance at the "Goole Boat House" I was on hand cycling along the tow path taking pictures, alas the muddy towpath was just too much for me and as a result I had to be put aboard the boat for a cup of tea and rest. I must thank Alistair - Glynn and the crew for coming so quickly to my aide. The AGM is fast approaching, and this is your chance to have your say. More details can be found on page 15. The CRT will be holding the first event of 2019 at the Melbourne arm on the 26th May 2019.

New Horizons resumes trip duty's on the 7th April 2019. With the chance of extended trips to the Bielby Arm.

Another busy year for PCAS.

Malcolm Slater

Front Cover: Less than a year in existence and PCAS members set to work on the clearing and the restoration of Thornton Lock on the 3rd May 1970. Restoration still continues 50 years on as well as the routine maintenance. The 2018 restoration of Walbut Lock restored largely by PCAS working party' members, and which was re-opened to boats in 2018. Sandhill Lock is the one of the next big restoration projects for PCAS.

Photograph Sheila Nix MBE Collection

Rear Cover: PCAS Trip boat **New Horizons** makes progress as she heads down the canal for Barmby on the Marsh on the 13th November 2018.

Photograph by Malcolm Slater.

Double Nine is published in
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Pocklington Canal Amenity Society

Copy Date June Issue

Closing date for articles etc for the June 2019 issue is the **3rd May 2019** Submissions received after this date will be held over, until the next issue.

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

The Chairman's Column

Fifty years ago

The Pocklington Canal Amenity Society was formed at a meeting held in Pocklington early in 1969. It was the initiative of Eric Lount, a local farmer, who became the first Chairman, and remained so until he left the area some ten years later. Other members of the founding committee included Sheila Nix, initially Joint Secretary, and David Tomlinson, Working Party Organiser, both of whom remained on the committee for about 40 years.

The fledgling society enjoyed tremendous support amongst the local community, attracting a large membership, and support from the Town and District Councils. Organisations such as the Council for the Protection of Rural England, and the Ramblers Association were also supportive. Working parties were organised, initially concentrating on the clearance of trees and bushes growing in or over the canal, but later undertaking repairs to some of the structures. There were frequent fund raising events, and the society had a sales stall that it took to local fetes and galas, as well as attending waterways events further afield. Public meetings with guest speakers giving presentations were also organised.

A good relationship with the British Waterways Board was established, and in the early years the Board carried out a good deal of restoration work. The gates of Cottingwith Lock were repaired, enabling the lock to reopen in 1971. A programme of dredging in the pound above the lock started, and extensive repairs were undertaken at Gardham Lock, enabling that lock to be reopened in 1975.

Meanwhile the society continued to organise its own working parties, working elsewhere on the canal.

THE INTERVENING YEARS

There then followed a long period when little progress was made. For a period of 20 years BW insisting that no major restoration could take place, unless maintenance was underwritten by another body, such as the Local Authority. Nevertheless, the Society continued its efforts, working on Thornton Lock, and carrying out repairs to Church Bridge.

It became clear that if restoration was to continue, it would have to be done by the society, and so PCAS took on the rebuilding of No 5 Swingbridge (Baldwin's Bridge). This was completed with new decks, allowing the canal to be reopened to the Melbourne Arm in 1987.

The Chairman's Column

With the help of government backed schemes to relieve youth unemployment, such as the Community Programme, Thornton Lock was repaired, and the society undertook the rebuilding of Walbut and Coates Locks. However it proved difficult to sustain this level of activity, and there was a further period when little work was done. But the new millennium brought a revival of activity.

The introduction of the tripboat, **New Horizons**, was responsible for attracting new members to the society, and in due course, working parties were resumed. The approach of the bicentenary of the opening of the canal helped to galvanise a new enthusiasm, which led to the reopening of a two mile length last year. At the same time, Heritage Lottery Funding enabled a range of works to improve signage an interpretation, as well as to enhance the natural environment of the canal.

The Bicentenary Project is complete, except for the installation of landing stages at Thornton Lock, which was held up due to delays in obtaining consents. All materials have been purchased, and are in our contractor's yard ready for work to start. Originally planned for the Spring of 2018, these works need to be completed by next April, before the start of the bird nesting season.

A small job is currently taking place a Coates Lock, where one of the coping stones has shifted. This is being refixed, and measures are being taken at the same time to ensure that other stones do not move.

THE CURRENT RESTORATION SCENE

The next major project is the rebuilding of Sandhill Lock, and much time and effort has already been put into planning these works. Sandhill Lock is in a very dilapidated state and will involve a substantial amount of rebuilding. Our latest estimate of the cost is £210.000. An appeal was launched last year, and so far funds have been coming in well. Please continue to give this project your support.

We envisage that work will get under way this Spring, and that the lock will be restored over a period of three years. Most of the work will be undertaken by volunteers, possibly involving the Waterways Recovery Group, although contractors will be used for some of the heavy engineering.

Canal Head information point/
Shop re-opens Sunday 7th April.

Volunteers Welcome.



Search for Pocklington Canal Amenity Society

The Chairman's Column

FIFTIETH BIRTHDAY DINNER

The society will be holding a dinner on Saturday 18th May at the Oaks Golf Club to celebrate the 50 years of its existence. Details enclosed with this edition of Double Nine, and I hope it will be well attended, especially by our members who were active in the earlier years.

BOAT RALLY

Also to celebrate our fiftieth birthday, we shall be holding a boat rally over the weekend of 14th and 15th September. This follows last year's very successful boat rally which coincided with the bicentenary of the opening of the canal. I know that many of the crews of boats attending that rally found it a very enjoyable event, and are planning on returning. With some good organising and a bit of luck our birthday rally may be an even bigger and better event.

LOOKING BACK AND FORWARD

The Society can be very proud of all its achievements over the past 50 years. It has never been plain sailing and all sorts of obstacles have been encountered. At times, many have doubted that our objective of the full restoration of the whole of the Pocklington Canal would ever happen. Nevertheless, the Society has pursued its aims through thick and thin sometimes making good progress, but with some periods of little activity. The progress made during the last few years has been very encouraging, and the end of the whole project is beginning to come into sight. I am convinced that it will not be too many years before boats will be able to navigate all the way to Canal Head.

Paul Waddington

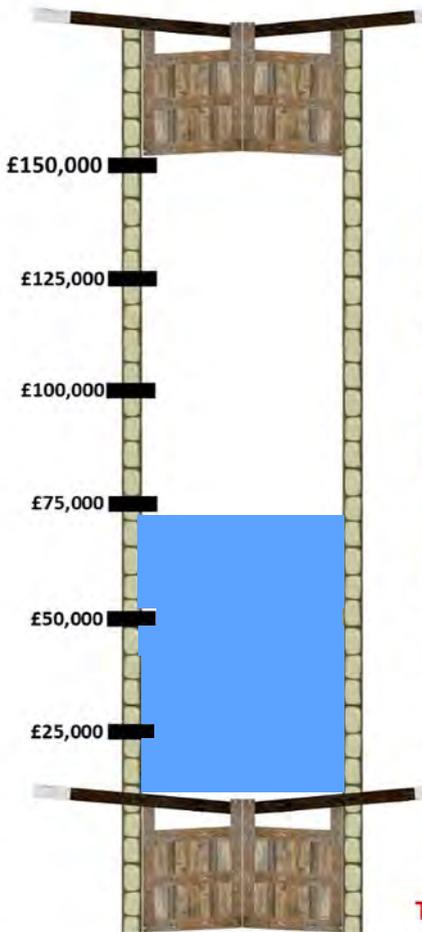
Donations

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

POCKLINGTON CANAL AMENITY SOCIETY

RESTORATION APPEAL

SANDHILL LOCK



£150,000

Required to restore

Sandhill Lock

Work Starting 2018



PLEASE DONATE BY

Using canalside donation boxes

Direct into PCAS Bank Account

quoting SANDHILL

SORT CODE— 40-37-01

ACCOUNT NO—20674451

OR Just Text Giving

**Text PCAS18 £2/£5/£10 to 70070 to
donate now. Eg PCAS18 £10**

FOR FURTHER INFORMATION PLEASE SEE OUR WEBSITE - www.pocklingtoncanalsociety.org

Work Party Report December 2018

The main achievement over the autumn period was the training & successful certification of three of the working party, to operate the weed cutting/work boat independently. Congratulations (& thank you for sharing the strain) to John Lewis, Richard Woodcock & Tim Charlson.

We no sooner achieved this when the cutting bed drive chain decided to fail. (I hasten to add that no blame should be attached to any of the aforementioned, so they tell me anyway!) This was quickly replaced & the rest of the season's weed cutting was continued to the end of October, when as usual, the cutting bed was once more removed & bedded down for the winter.

The main work since then has been a few towpath repairs on the slopes under some of the bridges, picnic tables refurbished, light tree trimming & canal head has had a good tidy up.

Early December, the trip boat, **New Horizons**, being in Goole boathouse for minor repairs, four of the intrepid work party volunteered to brave the journey & the weather and went to clean & re-black the hull. Turned out to be not a bad day & a nice change, many thanks to them.

Preparations have been made & applications to the appropriate authorities instigated to;

- a) At Coates lock; the lower nearside gate quoin has slipped allowing the gate to drop in towards the centre of the lock. Needs to be pulled back into line & pinned in place. (Thus hopefully causing the gates to form a full seal & allow The lock to fill.)
- b) At Thornton Lock; landing stages to be installed above & below lock.
- c) At Sandhill lock; preparatory work to begin, by installing by-wash, for refurbishment of lock basin.

Unfortunately, as of now (11th January, 2019), mainly due to the "restructuring" of C.R.T., nothing has been progressed in respect of any of the above, although we are hopeful of at least being able to bring Coates lock to full use in the near future. Then (and where have you heard this before?) "If only we could get some more dredging done"

Many thanks to all the work party volunteers over the last season (at time of publication) hope you all had a good Christmas, let's hope we can look forward to a productive new year.

Richard Harker Work party Organiser

Work Party Report December 2018

Right:
Richard Harker
(centre) giving PCAS
Volunteers tuition on
the safe use of the
weed cutting/work
boat **Sheila Nix** on the
10th July 2018.

*Photograph by
Malcolm Slater*



Above: The canal was dredged from the Bielby Arm as far as Coates lock in February 2017. There is a winding hole a few hundred yards above the lock, which was left out of the dredging programme. Dredging this short length in 2019 would not only open up another section of the canal to boats, but also brings Coates lock back into regular use, giving boaters a place above the lock to turn. *Photograph by Malcolm Slater*

PCAS AGM Wednesday 24th April 2019



New Horizons



Our season ended on the last Sunday in October and Bob Ellis, who manages booking and crewing of *New Horizons*, calculated that during our seven month season we had run 83 trips and carried 2808 passengers. This generated £9601 in donations. Gift Aid on donations will generate a further £1431 making a grand total of **£11032**. Thanks to everyone who contributed and to all the crew who helped crew and maintain the boat. There are expenses in running the boat but most of the money will go to support the restoration of Sandhill Lock and other work on the canal. In the last magazine I mentioned that we were considering getting a broadbeam trip boat and although that would be very welcome, we cannot really justify the considerable cost at a time when we want to push on with our restoration work.

Next year should be another good year, since we will be celebrating the 50th anniversary of PCAS and we will making good use of the recently restored canal between Melbourne and Bielby as an venue for longer trips.

Although we only need one member of crew with a skipper's certificate on board on each trip, it is easier to plan crewing if most crew have certificates. In the past crew have taken skipper training at various venues, but we hope to organise some crew training on *New Horizons*, on the Pocklington Canal. Sue and John Dickens are involved with Waterway Experiences, which operates three trip boats based near Hemel Hempstead on the Grand Union Canal. Sue has invited members of this project to come and do training and assessment of our crew members. If all goes to plan we will have more trained crew than ever before. We have a group of recent volunteers going through our induction process for new crew and hopefully they will become regular crew members in years to come.

New Horizons is at Goole at present for repairs and maintenance and to do work necessary to renew the Boat Safety Certificate. It is also provided the opportunity for volunteers to experience a trip on the River Derwent. Our non-slip chequer plate rear deck and steps are no longer deemed non-slip and will have to be painted with non-slip paint. While the boat was out of the water to replace the propeller shaft, the hull was blacked and it was good to have a group of working party volunteers turn out on a cold day in December to do the job.

Easter is late in 2019, so we will be starting the season on the first Sunday in April, If you are a PCAS member and come for a trip on *New Horizons*, Please mention that you are a member.

Alistair Anderson.



New Horizons



Right.

A view that although not impossible to take in the Summer Months, is now made much easier with the bank side vegetation cut back. **New Horizons** makes steady progress as she heads down the canal for Goole and Winter maintenance on the 13th November .



Right

It is very pleasing to report that PCAS is able to field two working party's when needed, and this was the case on the 4th December. Whilst one group was working on the canal itself a second group found themselves working away in Goole maintaining **New Horizons**. With the boat out of the water the opportunity was taken to both black the hull and give the interior a general clean and dust up.



Photographs by Malcolm Slater

Membership Musings

We currently have well over 300 members. As we enter our Golden Jubilee year, it would be good if we could see that number grow. More members not only means more income from subscriptions but also increases the opportunity of finding volunteers for the trip boat, the working party, the information centre or by simply helping at our events. Of course, you do not have to volunteer at all. Your support in whichever way you give it is most welcome.

Many of our members are life members and several have changed during 2018 to become life members as a way of providing a lump sum to go to our restoration target. Is this something you might consider?

Some existing members have taken out new memberships for friends or other family members. This again is a way of not only providing a gift but also helping us make further headway towards canal head. We have come far in the past 50 years and with a drive forward in the next few years we can achieve our goal.

Please remember to let me know of any change to your address or contact details and if you do not have a standing order in place, how about setting one up to make subscription renewal much easier.

Roger Bromley
Membership Secretary

Membership

	Annual	Life
Individual	£15	£150
Family	£20	£200

Please send all new membership's & renewals to the membership secretary: Roger Bromley. 40 The Dales. Castle Park. Cottingham. Hull. HU16 5JS.

Please notify the membership secretary if you change your address.



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www.pocklingtoncanalsociety.org



Planning and Building the Pocklington Canal

Extensive research for the bicentenary of the opening of Pocklington Canal allowed PCAS to take a new look at its history. Some of this information was included in an exhibition in 2018; this article provides a more in-depth look how our canal was planned and built. Trevor Brigham takes up the story.

The 1812 Overture

After several plans to construct a canal to Pocklington failed to win sufficient backing, most recently in 1801-2, a new initiative came in 1812 from William-Fitzwilliam, 4th Earl Fitzwilliam (1748-1833), whose family had owned and invested in the Derwent Navigation and to extensive properties in Malton and Old Malton for a century. River traffic was increasing and Fitzwilliam was undoubtedly keen to prevent any route avoiding the Derwent as most of the earlier proposals had done. Canal and Colliery engineer George Leather snr of Wakefield (1748-1818) was therefore asked to survey a viable line connected to the river. Leather was well known to Fitzwilliam, having worked on the Derwent for him since 1810, including constructing small locks at Malton and Old Malton to stimulate traffic above the town. Possibly through increasing ill health and advancing years he refused the Pocklington commission, however, in favour of his son and assistant, Bradford-based George Leather jnr (1786-1870) (**Fig 1**): In the event, the canal would be completed in the year of his death.



(Fig 1)

Planning the Canal

The talented Whitby-born engineer William Chapman (1749-1832), appointed in 1801 to survey possible routes for a canal, had proposed three alternatives in his final report made the following year. The first joined the Derwent near East Cottingwith, presumably close to the location adopted in 1885, but following some much straighter course which avoided Walbut Mill and the twisting valley of the Beck, reducing the line to just 8 miles otherwise it will be nearly as long as the 2nd, line' ... and it must also labour under the inconvenience of the Shoals above Bubwith. His 2nd. Line (9½ miles) would join further south at Bubwith to avoid the notorious shoals which often delayed keels for several days when the Derwent was low. The third route (13½ miles), Chapman's preference, avoiding the Derwent altogether by joining the Ouse at Howdendyke, offering the option Reviving the former inland port of Howden by means of a short arm. Chapman also recommended that the canal was completed to Pocklington rather than stopping short at an arbitrary terminus ' notwithstanding the increased expense may be considerably more than proportional to its Distance.'

Planning and Building the Pocklington Canal

Although this was the longest option and cost an estimated £5.000 more, the combined distance to Pocklington from the Ouse was shorter and avoided the Derwent tolls paid to Lord Fitzwilliam. In the end, it may have been opposition from Fitzwilliam and other interested parties which led to Chapman's proposals being quietly being shelved. It was also becoming clear that a resumed war with France was likely. Optimism was already waning well before this actually came to pass in May 1803. No doubt with his own commercial interests in mind, it was probably Fitzwilliam himself who proposed in 1812 that the canal should join his river above Sutton Lock, which maintained the water level between Sutton on Derwent and Stamford Bridge. From the junction the canal would have run south-east around the north end of the Sutton village, probably then following the lower course of the Blackfoss Beck before turning up the valley of The Beck to Pocklington, a distance of about 8 miles. With some careful engineering, the long stretch between Stamford Bridge and Thornton could theoretically have been maintained as a single pound controlled by Sutton Lock, allowing keels to move directly between Malton and Pocklington without having to wait for tides. This would, however, have meant keel arriving or departing via the Ouse would need to travel a further 4 miles on the convoluted and tidal lower Derwent, a total distance of almost 24 miles between Pocklington and Barmby on the Marsh. The additional time and cost involved would have adversely affected the attraction of the canal for investors and users alike and, perhaps with this in mind, following his initial rapid survey in 1812 Leather announced that the ridge of land running parallel to the river through Sutton on Derwent would be too much of an obstacle to cut through. Instead he proposed a line leaving the river further to the south near East Cottingwith, an option similar to one rejected by Chapman in 1801. Leather estimated that cutting an 8-mile long channel from Cottingwith with eight locks, three public road bridges, twelve occupation bridges' for the use of landowners, an aqueduct over the beck near Walbut Mill, culverts, fencing, land purchases etc, would cost £43.530 8s if it terminated at the York-Hull turnpike (modern A1079), with a further £8.256 12s to complete the final $\frac{3}{4}$ mile from there to 'Pocklington Mill'. This northern section would require two further locks, a turnpike bridge and two more occupation bridges. The total estimate of £51.887 was set against a calculated annual income for the canal of £1246 10s. With Fitzwilliam's backing and increasing local interest, Leather surveyed the proposed line in greater detail in 1813-14, assisted by George Beal, a local farmer and former Pocklington miller, with the final section north of the York road measured and levelled in September 1814. Fortunately much of the engineer's correspondence with Fitzwilliam's agent and other individuals still survives, giving some insight into the process. Interestingly, the correspondence reveals that Leather had a working relationship, and possibly a friendship, with Richard Smithson jnr (1890-1837), one of a noted family of Malton solicitors, using Smithson's office as a place to store his maps and surveying equipment while

Planning and Building the Pocklington Canal

working on the extension of the Derwent Navigation for Fitzwilliam. The Smithson's office in Chancery Lane, Malton subsequently became Charles Dickens' inspiration for Scrooge's counting house in *A Christmas Carol*, after Richards younger brother Charles became a close friend of Dickens and incidentally, the inspiration for Mr Spenlow in *David Copperfield*.

Leather's correspondence mention in passing some items of survey which give an insight into working practices of the time. This included a 'levelling staff' left to be collected from Stamford Bridge, which would have been used with a telescopic level or plane table to calculate ground level, and an 'offset staff' residing at Smithson's office for use with Gunter's chain for measuring distances. The chain, invented in 1620 by English clergyman and mathematician Edmund Gunter (1581-1626), was 66ft (4 poles) in length and consisted of 100 wire links, usually with tags every 10 links to make counting easier: 10 chains measured 1 furlong, with 80 chains to a mile (Fig 2). The offset staff would have been

1 link (6ft 7½in) in length with 10 linked or painted bands, each 1/10th link (7.92in) wide, with one end band sometimes subdivided into ten segments to allow the staff to be used for measuring smaller distances to an accuracy

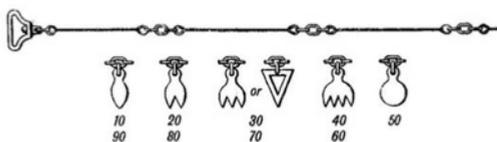


Fig 2

of 1/100 link. Leather also used a 'bevel staff' kept at Malton which consisted of a 12ft staff with a short lower section attached to the bottom at around 45°. This was used in conjunction with a vertical 6ft 'short staff' and a string line to check the angle of slope and depth of cuttings. A letter from Leather gives advice to an assistant in the use of the bevel staff on the Derwent, complete with a diagram

(Fig 3), and in May 1812, he complained that it needed its gradations marked in ink instead of pencil 'that the Figures may not rub out'. Other equipment used but

not mentioned would probably have included simple station staffs around 5ft in

length to mark out points on a line to be surveyed and iron marking pins which were pushed into the ground at the end of each chain length. As well as plotting the centre line of the canal, Leather and Beal probably also surveyed the surrounding fields to calculate the areas required for purchase; this could be simply done using Gunter's chains, with 1 acre measuring 10 square chains

(1 chain by 10 chains). Beal was also to be provided with a tool to try the ground with. This may have been a soil auger with a small sampling chamber, since they had been in use since at least the late 16th century. Samples were probably taken at intervals along the line of the canal and the results plotted or noted. The Vale of York has very variable soils and the presence of clay, peat soft sand



Fig 3

Planning and Building the Pocklington Canal

or gravel would have an impact on the measures required to provide a watertight channel and decide the construction and location of locks, bridges and other structures. Leather was obliged to first consider a route which 'the Pocklington Gentlemen seem very partial to', leaving the Derwent at Wheldrake Bridge and following the north side of the shallow valley containing the Beck: some investors thought there would be fewer landowners to negotiate with on this line. On his part, Leather strongly recommended that a lock was built by Fitzwilliam on the Derwent at Cottingwith Pasture below all the Shallows, to raise the river level by around 4ft (1.2m), having noted several vessels laying on the Shoals for 7 to 8 days. Leather concluded that merchants would gladly pay an additional fee to use the lock if it saved them valuable time, while also removing the long section of the lower Derwent up to Sutton from tidal influence.

To be continued



Left:
An early view of the Cottingwith Lock taken c 1910. Note the small lighter/work boat just above the lock.

Photograph Sheila Nix MBE collection

Right:
An ex-Leeds & Liverpool Canal short boat unloading coal using a basket hoist and wheelbarrow at Melbourne Arm basin c 1910.

*Photograph
Sheila Nix MBE collection*



Pocklington Canal Amenity Society
Annual General Meeting
Wednesday 24th April 2019, 7pm
Melbourne Village Hall.

Agenda

1. Welcome and Introductions
2. Apologies
3. Minutes of 2018 Meeting
4. Chairman's Report
5. Presentation of Accounts
6. Sandhill Lock Appeal
7. Election of Chairman and Committee
8. Appointment of independent Financial Examiner
- 9.. Any other business

Any members of the Society wishing to stand for the Committee should make themselves known to a member of the Committee. All candidates must indicate their willingness to stand for election. Please send in any nominations, duly proposed and seconded, to the Secretary: Sue Dickens. 22 Nutkins Way. Chesham. Bucks HP5 2BE.

Leaflet enclosed with this magazine

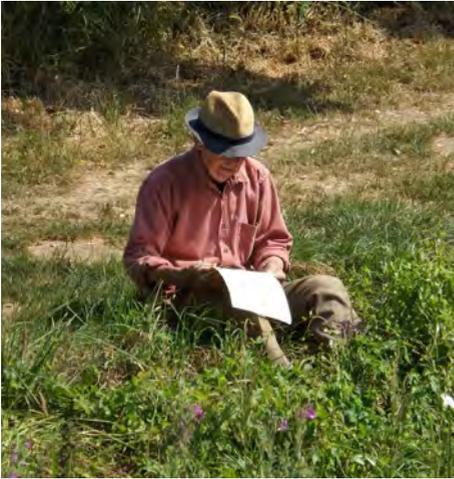
PCAS Annual Dinner 2018.

From the very start of the Pocklington Canal Amenity Society 50 years ago, there has been a tradition of holding an Annual Dinner. The first Dinner was held on the 30th December 1969 and the venue was the Feathers Hotel Pocklington. The venue may have changed over the years as has the title but the Annual Lunch as it is now known, has become one of the Society's yearly events. The 2018 lunch was held on the 25th November.



Photographs by Debbie Smith

David Tinkler Canal Artist.



The canal play's host to many, all who have different reason's for visiting its nine mile length. Boaters - Walkers - Anglers and School parties, are just a few. It was whilst I was photographing on a sunny 14th July 2018 near to the Melbourne Arm that I met with artist David Tinkler. David who lives at Stamford Bridge, frequently visits the canal to sketch the life and fauna along its banks. Reproduced here are some of David's sketches.





News from the Canal & River Trust.

We're now in the third and final year of the Heritage Lottery Fund supported project on the canal. The project began in September 2016 and will end in August 2019. Happily, many of the original project aims have already been completed.

- To dredge three sections of the canal to improve the Site of Special Scientific Interest (SSI) condition of the open water habitat.
- To restore Church Bridge with volunteers working alongside a heritage trainer.
- To run events, guided walks and activities, including a community archaeology project.
- To install an interpretation (signage) scheme.

Swing Bridge 7

The most significant aim is the restoration of Swing Bridge 7 near the Melbourne Arm Moorings. This was originally planned for earlier in the project, but had to be delayed until the legal arrangements concerning access issues were settled between Canal & River Trust and Natural England.

Work will be carried out by the Canal & River Trust's contractor in April/May 2019 which will see the sides of the bridge replaced to replicate the design in c1909 photograph from a collection of images gathered by Sheila Nix MBE, a founder member of PCAS. The brickwork will also be altered as part of a safety modification to the bridge. The PCAS Working Party will help with this brickwork change, and will be painting the base of the bridge in May.

This work will affect walkers and boaters. The pedestrian route over the bridge will be closed whilst work takes place, with alternative routes signposted (either over Swing Bridge 6 or Church Bridge). Boaters will still be able to use the bridge at certain times during the day. Details of this are on the canal & River Trust website.

Events

The project's Events Programme will continue into 2019, and the Guided Walks Programme will continue to be a feature on the canal for as long as our volunteers wish to run them!

News from the Canal & River Trust.

There are two guided walks each month:

- A 3 mile walk on the first Sunday of each month, starting at Canal Head Info Centre at 1pm.
- A 6 mile walk on the third Wednesday of each month, starting at Melbourne Arm Moorings at 10:30am. It's no coincidence that the third Wednesday of each month is also when 'Tea@2' takes place at Melbourne Methodist Chapel. Our walkers have often enjoyed the delicious cakes and afternoon tea at 2pm following the end of the walk.

The events for 2019 are listed elsewhere in this issue of Double Nine. We'll be celebrating the project (nearly) coming to an end at the Open Day on Sunday 26th Many at Melbourne Arm - please join us on the day!.

Lizzie Dealey. Canal & River Trust Project Officer.



Above Left:

This early shot of Swing Bridge No 7 is dated 1909. The bridge will be restored as seen in this picture. *Photograph Sheila Nix MBE Collection.*

Above Right:

Rusticus Theatre will be providing fun & family entertainment on 26th May open day. *Photograph Courtesy Canal & River Trust.*

Pocklington Canal 2019 Events

Sun 17th Feb. 10am - 3pm: National Bird Box Week Volunteer Day at Melbourne Arm. Please drop in at any time to help build bird boxes for the canal! Wear practical clothing. Suitable for accompanied older children. Refreshments available.

Bird boxes can be take home for a donation.

Wed 20th Feb: Melbourne Arm 6-mile guided walk

Sun 3rd Mar: Canal Head 3-mile guided walk.

Wed 20th Mar: Melbourne Arm 6-mile guided walk.

Sun 7th Apr: Canal Head 3-mile guided walk.

Sun 7th April: 12am - 4:15pm Narrow boat trips along the canal on the tripboat **New Horizons** from Melbourne Arm moorings. Trips take place every Sunday and Bank Holiday Monday afternoon until end of October. Trips last 20 minutes. 12 passengers at a time - no booking. Dogs allowed. Donations to PCAS running costs welcome.

Wed 17th Apr: Melbourne Arm 6-mile guided walk.

Fri 19th, Sun 21st & Mon 22nd Apr 12 - 4:15pm:

Easter Trail & Canal Exhibition at Melbourne Arm. Taking place alongside the usual Sunday & Bank Holiday boat trips, there will be an exhibition about the history of the canal at the Melbourne Arm. Refreshments available.

Wed 24th Apr: PCAS AGM + History Talk about the Pocklington Canal - Melbourne Village Hall 7pm.

Sat 18th May: PCAS 50th Anniversary Dinner. The Oaks. Aughton. Full details are enclosed with this magazine.

Sun 5th May: Canal Head 3-mile guided walk.

Sun 19th May 12 - 4pm: Pond Life at Melbourne Arm. Drop in and have a go at pond dipping with our ecologist. The boat trips will be running as usual.

PCAS Celebrating
50 years of Canal
Restoration.



Search for Pocklington Canal Amenity Society

Pocklington Canal 2019 Events

Sun 26th May. 11am - 4pm: Canal open day at Melbourne Arm. Join us to celebrate 50 years of PCAS and success of the Heritage Lottery Fund supported project! Activities for all the family including pond dipping, boat trips and theatrical time travel family walks.

Sun 2nd June: Canal Head 3 - mile guided walk.

Wed 19th June: Melbourne Arm 6 - mile guided walk.

Sun 30th June. 12 - 4pm. Pond life at Melbourne Arm. Drop in and have a go at pond dipping with our ecologist. The boat trips will be running as usual.

July onwards...

- Guided walks continue throughout the whole year on the first Sunday of every month (Canal Head 3 - mile) and third Wednesday of every month (Melbourne Arm 6 - mile).
- Boat trips run every Sunday and Bank Holiday until the end of October 2019.

Friday 6th September - 15th September. Boat Rally Melbourne Arm.

Sun 24th Nov: Annual Lunch. The Oaks. Aughton.

Please contact Debbie Smith on 07761963565 or e-mail dejaysmith@btinternet.com for further information.



Two Important Dates for your Diary

Wednesday 24th April PCAS AGM -
Melbourne Village Hall 7pm.

Saturday 18th May PCAS Celebration
Dinner. The Oaks Golf Club. Aughton.

(Details of both these events are enclosed with
this magazine)

Canals, Plants and People: a Yorkshire Perspective

Ray Goulder

This book is aimed at readers who enjoy and relax in the ambience of canals. It will appeal to botanists, ecologists, geographers, natural historians, and to boaters, and to those who walk or cycle along towing paths or take a wider interest in the countryside.

The author explores how water plants in and alongside Yorkshire canals interact with human activity. Contents include:

- A record of the plants found.
- The impact of boating on plants and vegetation.
- Plants in derelict and disused canals.
- Effects of restoration of disused canals.
- Relationships between plants and maintenance and management of canals.
- Rare plants, native plants that beyond their natural geographic range, and alien plants.
- Impacts of leisure activities on plants.
- The future of plants in canals.

The author has worked extensively a volunteer for the Canal & River Trust and has become increasingly focused on how the distribution and

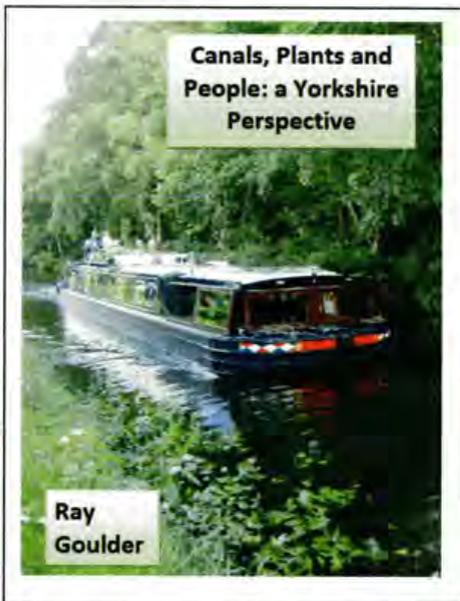
abundance of plants are related to the many ways in which people use and enjoy canals.

The book is scientifically rigorous with a wealth of plant records in appendices. Over 200 references are cited and there is a comprehensive index. There are vi + 222 pages and the author's colour photographs are used to illustrate the text.

Canals, Plants and People: a Yorkshire Perspective (2019) is published by the People, Landscape and Cultural Environment Education and Research Centre. To obtain a copy use the slip below. For more information about PLACE publications see <https://place.uk.com/category/publications/>.

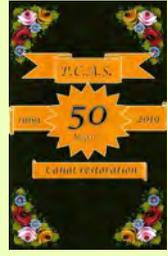
I should like a copy of *Canals, Plants & People: a Yorkshire Perspective*

The price is £10.50 + £3.00 p&p (£13.50) per copy from Dr Margaret Atherden, PLACE Office, York St John University, Lord Mayor's Walk, York YO31 7EX. Cheques to be payable to PLACE.





The First
50 years
1969 - 2019
Pocklington Canal Amenity Society's
50 years of achievement
Compiled by Malcolm Slater



The history of the Pocklington Canal Amenity Society (PCAS) begins back in 1969, when a group of forward thinking people formed PCAS. Approaches were made to the relevant authorities regarding the restoration of the canal to full navigation for boats. All these

approach's came back as very positive. Letters of support had been received from MP's and local councils. The first

magazine titled "Double Nine" was published in March 1969. This was a modest six page duplicated publication, No Computers - Cell phones or Digital Cameras 50 years ago. The magazine gave details of the newly formed committee as well as details of the Canal. The first public meeting of the newly formed PCAS was arranged for the 24th April in Pocklington. Readers were treated to the observations of one "Philosockical Phred". Phred was to become a regular contributor to the pages of future issues of Double Nine. The next issue of Double Nine was published in July 1969, gave details of the first public meeting, which seventy people attended. The magazine featured articles of other canal restoration projects, the sharing of information by these groups would prove invaluable to PCAS and its aims. When the 3rd issue of Double Nine was published in 1969 the committee had commissioned a society badge which had been designed for the society by Nicholas Nix. In October 1969 the fledgling Society held a meeting with both the chief engineer and the area engineer from British Waterways. regarding the setting up of working party's. The response from British Waterways was very positive indeed, and so a plan was put in place for members of PCAS to clear the pound between Walbut Bridge and Thornton Locks. The work involved the clearing of young trees that were growing in the canal bed also



Above: The above picture perhaps sum's up just what members of the fledgling Pocklington Canal Amenity Society faced in restoring the canal to navigation. Taken on the upper reach's of the canal the overgrown vegetation. The exact location has not been identified. Photograph from the Sheila Nix MBE Collection

1969 PCAS the first 50 years 2019

making good the canal bed with clay "Puddle". There was also a long abandoned Flat boat at the tail of Walbut Lock to be removed together with coping stones from the beck syphon. The first working parties were held on the 7th & 8th February 1970. One of the first tasks was the clearance of the overgrowth of brambles and other vegetation along the towpath and canal sides. PCAS members were joined by IWA Members from the North East Branch. Local farmers provided tractors and equipment, Members of the Melbourne Scout Troop looked after the bonfires. The repair of the syphon was started in March 1969 and in May the same year the task was completed.

PCAS then turned its attention to Thornton Lock work on this Restoration started in 1970. By September of that year the lock chamber at Thornton had been cleared, a timber stank had been inserted across the bottom gates to prevent the chamber refilling with silt. As one could expect there were many interesting finds during the clearing of the chamber, glass bottles of varying shapes and sizes and the remains of a clay pipe. Local farmers loaned lots of equipment to help with the clearing up of the lock. One



Above: PCAS Working party members start work on the Syphon between Walbut and Thornton locks in March 1970.



Above: Work on the Syphon was completed in May 1970.



Above: Some of the finds from Thornton Lock. Many glass bottles and a clay pipe. Photographs from the Sheila Nix MBE Collection.

1969 PCAS the first 50 years 2019

(Left Picture) One of the early working parties concentrated on Cottingwith lock, after ground clearing the poor state of the locks brickwork is very evident. The then British Waterways under took the restoration of the lock to working order with PCAS donating £500 towards the project. The lock, after many hours of work, re-opened on the 17th July 1971 (middle picture). The new brickwork is clearly visible. Note the Cruiser on the towpath. The fledgling society in 1971, after only 3 years in existence, was able to prove all the doubting Thomas's, wrong.



One of the earliest boat rally's is recorded in this 1974 picture. Today the picture is very different with trees and shrubs lining the bank, but the Pocklington Canal is still a navigable waterway (bottom picture)

Photographs Sheila Nix MBE Collection.



1969 PCAS the first 50 years 2019



This page: Both taken in 1969. The Derwent continues its journey towards Sutton upon Derwent. The creek that leads from the Derwent to the canal can be seen to the right of the upper picture, with silt very much in evidence. Looking back down the creek towards the Derwent (*Lower Picture*) things do not look too bad. *Both pictures Sheila Nix MBE*



1969 PCAS the first 50 years 2019

One very useful piece of equipment was a “Slurry Slave” loaned by a local farmer, this machine saved the working parties lots of time and effort. The machine sucks the silt out of the chamber and then carries it away to be spread on the adjacent fields. It must have been very gratifying when members of the local community came together with farmers and land owners who were quick to support the re-opening of the canal and PCAS.



Above: The slurry Slave in action at Thornton Lock on the 5th April 1970.

Photograph supplied by Trevor Brigham

Left & below: A black & white photo of Thornton Lock, taken in 1970, shows just how much work those early working parties had to do.

All Photographs from the Sheila Nix MBE Collection



1969 PCAS the first 50 years 2019

One of the first big projects that the early PCAS Pioneers were engaged in was the re-building of bridge No 5 (Baldwin's Bridge). The work involved raising the bridge in order to allow boats to pass underneath (*Picture Right*).



In December 1979 Jack Wootton clears weeds and undergrowth in preparation for work on bridge 5 to begin in December 1979. Note the line of Cruisers moored below the bridge (*Picture Middle Right*).



Ground clearance in December 1979. (*Picture Right*) Jack Wootton and Terry Wood get to grips with the overgrown vegetation.



All photographs from the Sheila Nix MBE Collection

1969 PCAS the first 50 years 2019



This Page: The new deck is installed across the canal resting on the raised piers. Below PCAS working party hard work on the approach to the now raised bridge 5. Both Photographs from the Sheila Nix MBE Collection.



1969 PCAS the first 50 years 2019



PCAS Volunteers at work on the new approach to Baldwins bridge, No 5. In May 1981 (Left).



Job well done! PCAS working party members Ray Kelly - Gordon Barron - David Tomlinson - Val Barron and who?, pose for the camera complete with digger on the raised bridge 5. Boats can now pass under and towards the Melbourne Arm.



The finished bridge with the cruiser **Ayesha** which is the first boat moored on the right.

All photographs from the Sheila Nix MBE collection.



Top of Page:

A finished Bridge 5 (Baldwin's Bridge). With the PCAS Work boat **EBENEZER II** berthed nearby. The work boat had been purchased by the Society from a scrap yard, arriving at Canal Head in early 1980. (Picture above left). The boat came fitted with two engines, and had been used in the construction of the Humber Bridge, being scrapped when the bridge was completed. In April 1982 the boat was fitted with an "out drive" and from its original drab orange colour, the boat was re-painted by PCAS in to the blue as can be seen in the top colour picture. Eventually the boat was sold by the Society as there was not much use for it.

The PCAS Book Stall will be in attendance at the 24th April AGM in Melbourne Village Hall. Most books are new with some retailing at £18 or more. Any book, yours for a donation.

PCAS Merchandise



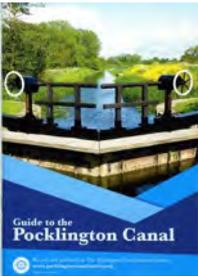
Head of Navigation
Plaques £10 each.

Canal Head
information Centre
Re- opens
Sunday 7th April

**Volunteers always
wanted.**



Bicentenary Plaques
£10 each.



Pocklington Canal Guide

Our new guidebook is now available. This comprehensive guide has been designed for use either during a stroll along the towpath or resting on the settee. Either way it holds much information of interest on the history and development of the canal and even has a map in the middle. There are navigation notes and useful information regarding the different stretches of the canal £5 each.



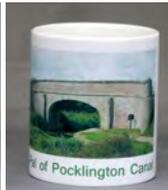
Fridge Magnets
£3 each



Canal Head Postcards £2 each



Pin Badge
£3.50 each



The latest in our collection of mugs. Features Church Bridge. *Have you got them all yet?*

PCAS Mugs four designs to choose from £5 each.

Please Note:

Postage and Packing must be added to all orders for details please contact the sales officer, Tim Charlson Mobile: 07926910717

Email: tcharlson58@gmail.com

Most of the merchandise and books are available from the Canal Head information Centre (**Now closed until 7/4/2019.**) **Postal sales are still accepted.**

The Pocklington Amenity Society

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The Pocklington Canal Amenity Society

Free to Members

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