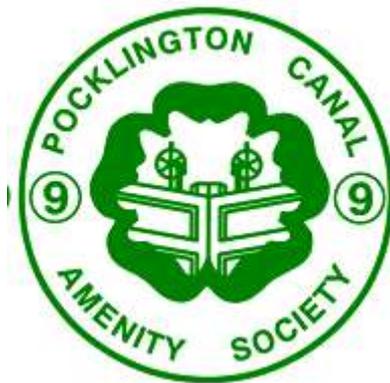


£1.00

Free to Members

**DOUBLE NINE**  
**THE**  
**POCKLINGTON CANAL**  
**AMENITY SOCIETY**



**MAGAZINE**

**March 2011    No. 94**

# THE POCKLINGTON CANAL AMENITY SOCIETY

Registered Charity 500637

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

<b>Patrons</b>	The Earl of Halifax David Davis Esq MP	East Riding of Yorkshire Council Pocklington and District Civic Society
<b>ERYC Representative</b>	Councillor C G W Mole	

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## PCAS Committee

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**Membership Secretary (acting)** Gordon Harrower

**Working Party Organiser** Dick Watson, 33 Browning Road, Pocklington, York YO42 2GN  
☎ 01759 305025, 07770719354

### *New Horizons Tripboat*

**Bookings/enquiries** ☎ 07514 978645 [gfdpcas@aol.com](mailto:gfdpcas@aol.com)

**Boat Manager** Alistair Anderson

**Bookings Manager** Greg Dixon ☎ 01759 318699 [gfdpcas@aol.com](mailto:gfdpcas@aol.com)

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**British Waterways** Martin Walton (Supervisor for North Yorkshire Navigations (including Pocklington Canal): Contact via British Waterways Yorkshire Office, Fearn's Wharf, Neptune Street, Leeds LS9 8PB  
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Note: Opinions expressed in this magazine are not necessarily those of the Society, unless so stated.

## **Membership issues**

Please note Carol Booth has resigned from the post of Membership Secretary and committee member We thank her for the help and support she has given in the past and hope she is able to remain involved in the society in the future.

For the time being Gordon Harrower will assume the role of Membership Secretary. His contact details are listed on the facing page.

He has asked me to inform members that a proposal is to be presented at the forthcoming AGM that membership fees are increased. They have not been changed for some years and printing and postage costs have risen considerably in that time. If you have not yet paid 2011 fees please do so AS SOON AS POSSIBLE! Current rates are on the back page.

### **Could you help by joining our committee?**

As well as needing a new Membership Secretary, we have a number of vacancies on our committee. We urgently need a few more people to join the committee to help run and steer the direction PCAS is to take in the coming years. As well running an ever more popular trip boat a lot of work goes on behind the scenes by working with British Waterways, Natural England and other bodies which has resulted in us securing a grant and permissions for the installation of the landing stages now happening on the canal. We have also recently restarted our volunteering efforts, co-ordinated by Dick Watson and with the changes coming to British Waterways PCAS is likely to have an increasing role in maintaining and improving the beauty of our canal. Please try to help us. Without your assistance more work will be falling on fewer shoulders!.

**THERE IS A NOMINATION FORM WITHIN THIS NEWSLETTER**

## **Editor's Notes**

A new season is upon us once more. *New Horizons* has returned from its Winter Makeover at Goole ready for another busy season.

For bookings see Greg's article elsewhere in this edition.

We will be holding our AGM this year at the Black Horse, Seaton Ross, YO42 4LZ which is between Bielby and Holme upon Spalding Moor.

Please try to attend if you can. There will be light refreshments and some slides/films about the canal for us all to enjoy.

We have a few vacancies on our committee this year and are looking for new members. If you can help and would like a say in the running of PCAS why not give it a try.

An order form for PCAS clothing appears elsewhere in this issue. Our supplier has kept prices as they were before the VAT rate rise. This may not be held for much longer so if you are thinking about purchasing, it may be better to place an order sooner rather than later. A small selection of clothing will be available at the information centre at Canal Head.

Roger Bromley

### **Can you spare an occasional Sunday afternoon?**

We are appealing for volunteers to help at the Canal Head Information Centre

from the beginning of next season, starting on Sunday 3rd April 2011.

The centre is open on Sundays and Bank Holidays between noon and four o'clock.

We are looking for volunteers who can help us at the centre once a month or even now and then and would really appreciate any help you can give. This is not very onerous, just talking to visitors and handing out information leaflets etc whilst enjoying the Sunday afternoon sunshine!

If you can help please give me a ring on 01482 669876

Hilary Anguish, Secretary

## Chairman's Column

In the last copy of Double Nine, I wrote about the changes that were expected at British Waterways. The latest news is that the government has decided to go ahead with legislation to transfer BW into the charitable sector. The Public Bodies Bill, to be introduced into Parliament later this year, will include the necessary clauses. If all goes to plan, the new organisation, which has not yet been given a name, will come into being in April 2012.

Initially, it will be responsible for all the waterways currently under the control of BW; but will be enlarged in 2015 by incorporating the rivers for which the Environment Agency is currently the Navigation Authority. To prepare itself for the new arrangements, BW is entering a further round of cost cutting, which will reduce the staff by a further 60. BW's head office will bear the brunt of the redundancies, but there will inevitably be some reductions in all of its regions.

### RESTORATION

There is a fair bit to report on this time, especially on the restoration front. After many delays, a start has been made on the installation of the new landing stages. Seven of these are now in place in the Melbourne area, and have eased access for boaters operating Nos 6 and 7 Swingbridges. The provision of these was made possible by the society's success in gaining a grant of £45,000 from LEADER, an scheme of the European Union to promote rural development.

The Committee has appointed Dick Watson as Working Party Organiser, and he has already had meetings with British Waterways to discuss which projects are suitable for volunteers. It is hoped that shortly, the society will gain the status of being self supervising for working parties.

### AWARD

The initiative taken by PCAS in promoting the provision of landing stages at the at locks and swingbridges, has prompted British Waterways' North East Division to propose the society for their Volunteer Organisations Recognition Award for 2010. I was very pleased to be able to accept this award from Mr Jon Horsfall, BW's recently appointed manager in the North East, on 22nd February at a small ceremony alongside the Melbourne Arm.

## TRIPBOAT

Our tripboat, *New Horizons*, is at Goole, being prepared for the coming season. New vinyl side blinds have been made, and the access hatches for passengers have been remade in fibreglass. This is a much lighter material than was used for the original ones, which some people found heavy to lift. The boat will return to Melbourne in time for the start of its operating season in April.

## COMMITTEE

Several members of the committee will not be seeking re-election at the forthcoming Annual General Meeting. I would like to thank them for the service that they have given. In particular, I would like to thank Carol Booth who has resigned as Membership Secretary after fulfilling that role for several years.

Paul Waddington



Presentation of Volunteer Organisations Recognition Award

From left to right: Graham Ramsden, Jon Horsfall, Paul Waddington and Claire McDonald

# **Pocklington Canal Amenity Society**

## **Annual General Meeting**

Black Horse. Seaton Ross

4<sup>th</sup> May 2011 - 19:30

### **AGENDA**

1. Present
2. Apologies
3. Minutes of 2010 AGM
4. Chairman's Report
5. Presentation of Accounts
6. Increase in Subscription Fees
7. Election of Officers and Committee
8. Appointment of Auditor
9. Any Other Business

Please send any items for discussion to the Secretary at least one week before the meeting.

*Pocklington Canal Amenity Society*

*Annual General Meeting*

*28<sup>th</sup> April 2010 - 7.30 - The Steer Inn*

*Minutes of Meeting*

PRESENT

27 Members including officers were present

APOLOGIES

Andrew Brett, Jenny Brett, Carol Booth, Richard Quinton

MINUTES OF PREVIOUS MEETING

Minutes for 2008 & 2009 AGMs were presented and approved.

**CHAIRMAN'S REPORT**

This was circulated. The chairman presented his report to the members. The report was accepted.

PRESENTATION OF ACCOUNTS

The Treasurer presented the account for the financial year to 31<sup>st</sup> December 2009.

These were accepted by the members.

ELECTION OF OFFICERS AND COMMITTEE

Secretary Sheila Nix and Treasurer David Tomlinson are retiring as officers.

The New Officers of the society were elected. These are:-

Chairman	Paul Waddington
Vice Chair	Alistair Anderson
Secretary	Hilary Anguish
Treasurer	Gordon Harrower

Of the ordinary members, Carol Booth, Jenny Brett, Greg Dixon and Roger Bromley have a further year to serve.

Other Committee members elected during the meeting were as follows:-

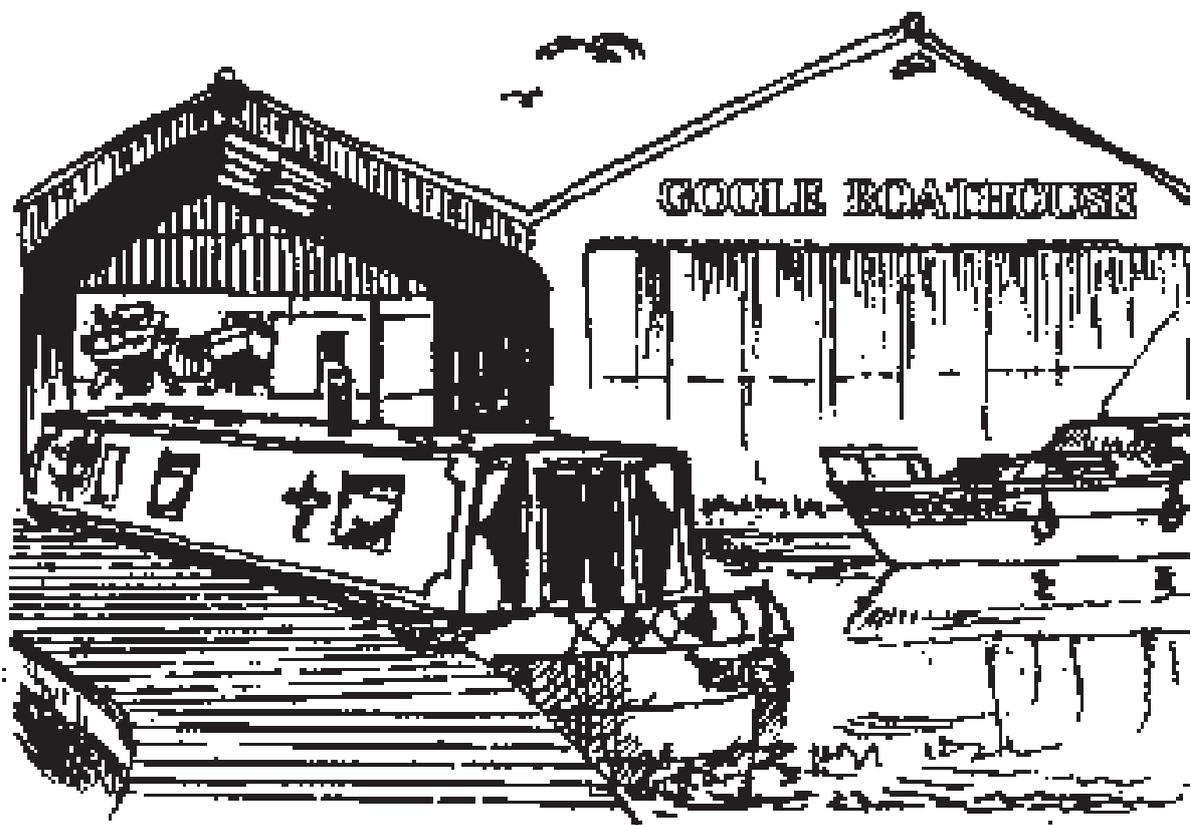
Dick Watson, Howard Anguish, Sheila Nix and David Tomlinson

ANY OTHER BUSINESS

Membership form will be reviewed to clarify the cost for a couple.

Meeting Closed at 20.25

# GOOLE BOATHOUSE



**MOORINGS CHANDLERY**

**DRY DOCK SLIPWAY**

**CALOR GAS DIESEL**

The Timber Pond  
Dutch Riverside  
Goole DN14 5TB

Tel/Fax 01405 763985  
[www.gooleboathouse.co.uk](http://www.gooleboathouse.co.uk)  
[info@gooleboathouse.co.uk](mailto:info@gooleboathouse.co.uk)

## Winter Cruising

For many boaters the season starts around Easter time each year and draws to a close at the end of October. This is especially true for those unfortunate souls who have to follow the demands of work and making a living! The opportunity for off season boating is, however, one of the positive bonuses of getting older as long as reasonable health and dwindling pension funds allow!

Up to the last 10- 20 years or so any cruising outside the “season” was left to working boats that had to make a living on the water, and the occasional odd-ball who enjoyed a challenge. Hire boat companies used the winter period to carry out winter maintenance and repairs to their fleet, ready for the next seasons hard work; private owners winterised their craft and abandoned them during the long the winter months, hoping that in the following spring the engine would start and that the boat had not suffered too many burst pipes!

Of course, during parts of the winter, the canals themselves were frozen solid and then everything would grind to a halt until either a thaw set or the ice-breaking boats could free up the system to allow working craft especially to resume their voyages up and down the cut. It is now part of canal history that the very bad winter of 1962/3 with its protracted period of sub zero temperatures sounded the death knell of the working boats who had been forced to tie up for such a long time over the winter that they never financially recovered from the effects of that winter.



9 Locks to go to the Pub!

In recent years, however, there has been a gradual increase in the all year round use of the canals – especially for recreational boating – due in no small part to an increase in private boat ownership and particular the success of such schemes as shared ownership where a syndicate of owners buy a boat between them to enjoy boating a fraction of the cost of owning a boat outright. Hire boat operators have also seen an increase in demand from their customers for all year round cruising and so some of the more enterprising companies have built or adapted some of their boats with better heating and insulation so that they can cater for this increase in activity.

This has led to a challenge for British Waterways, however, who had traditionally taken advantage of the virtual winter shut down to carry out their annual programme of repairs and maintenance which involved a complicated system wise stoppage programme. As the increase in winter cruising developed BW, in consultation with canal user groups and other interested parties, tried to manage their programme so that there was some opportunity to cruise without the whole system being down. However, the vagaries of the weather and the inevitable unforeseen delays, not to mention increasing pressure on a diminishing budget, meant that each year involved last minute changes to the plan with delays and cancellations making for challenging trip planning. This winter just gone has been no different and the unexpected Arctic conditions we all experienced before Christmas put paid to many planned pre-holiday get away breaks.



Approaching Audlem Top Lock in perfect winter cruising weather

If you can manage to experience a few days on the canal during the winter months, however, the rewards can be surprising, and at times magical. Crisp bright days and the snow on the trees can turn the canal scene into a winter wonderland. Although more people are cruising during the colder months, the traffic along the cut is still much reduced with no queuing at busy lock flights and a better chance of finding a suitable mooring for the night. This is especially important when the delights of a pub are involved!



Shropshire Union Canal near Audlem Locks - Time for Bovril!

When the days cruising is over, and it is understandable that at this time of year shorter cruising days are the norm, it is great to go inside to be greeted by the warmth and cosiness of a roaring stove and to enjoy the rest of the day taking it easy in comfort while the weather outside can do its worst.

Modern boats are such that they have all the comforts of home – central heating, satellite TV, duvets and so on – so there is no sense of roughing it. Quite the reverse at times, and there is a growing trend for boaters to spend either

Christmas or New Year afloat. British Waterways try their best to make the Christmas period accessible by removing as many stoppages as possible of the holiday period, but if your boating is mainly using hire boats the boats do get booked up early in the year so you need to think well ahead.



It's c-c-c-cold outside but snug as a bug in a rug inside!

I am sure that if you give it a go you will discover a whole new perspective on canal cruising. Go on, give it a go – you'll love it!

Howard Anguish



## ***NEW HORIZONS***

*New Horizons* spent the winter months at Goole, where the propeller was repaired and the bent prop shaft replaced. The side canvases were in poor condition and have been replaced. The boat looks much smarter.

The steel roof hatches installed last winter were found to be too heavy. They have been replaced by fibreglass versions, which should be easier to use.

Maintenance and some painting have been done and the boat will return to the Pocklington Canal in time for the start of the new season, which begins on Sunday 3 April. It was decided to start the season on the first Sunday in April because Easter is late this year.

PCAS is now a member of the National Community Boats Association and we have arranged NCBA training for a group of five volunteers, which will take place in May. Having more crew members with qualifications will make it easier to arrange crews in 2011, when we expect to have another very busy season. More groups of volunteers can be trained, so please contact me if you are interested in gaining a certificate.

A *New Horizons* crew meeting is to take place at the Black Horse, Seaton Ross on Wednesday 30 March at 7.30 pm. All crew are invited. If you would like to attend, please let Howard Anguish know, as he is chairing the meeting.

All crew should have received a copy of the Crew Booklet that I mentioned in the previous issue of Double Nine. This will be updated at the end of the season.

Four Saturday trips to Gardham Lock have been planned, for the benefit of individuals and small groups. These were introduced last year and proved very successful. Details are inside the back cover.

Seven new landing stages have been installed since the end of last season, thanks to the largest grant ever received by PCAS. These should make operation of locks and swing-bridges easier and safer for crew members, and visiting boaters.

Alistair Anderson, Boat Manager

## He who cuts wood - -

It was a few years back, when life afloat was basic and warmth came from an ancient enamelled pot stove, imported from the badlands of Christiania in Copenhagen.

As was the custom, logs split or otherwise, were stacked on the cabin top as the only free storage on a forty foot long narrowboat. It didn't improve the helmsman's visibility, but it did keep him warm as the heat drifted up from the open cabin door and the copper kettle sung a merry song to itself below.

The Lock Keeper at Ferrybridge dourly warned of rising waters on the River Aire, but said it was safe to proceed; *it's only up a few feet at the moment*. With a haze of blue smoke escaping the skinny black chimney, I eased NB *Alice* out of the open bottom gates into the river and came to a full stop! To my right the river waters cascaded over the weir with a mighty roar: to the left the yellow ragstone arches of the Old North Road loomed above, but *Alice* and I were going nowhere: the current was too strong. This was more than a few feet of flood water, but too late to argue, I began a slow, delicate ferry-glide to the inside bight of the river to escape the full force of the current - rather aware of the pull of the weir behind!

Slowly, slowly began the battle to plug the current, hugging the high grassy banks; ever so slowly creeping under the slender stone arches into daylight again, wondering? Near to the banks I could escape the full force, but made little more than one knot of speed, the Lister engine thudding away at full throttle.

The great pile of Ferrybridge Power Station grew out of the autumn mist, steam from its cooling towers adding to the autumn gloom: the engine rattling the plywood deck panels under my feet.

And just as slowly there came the realisation: there was a cat flap in the bow cabin door. The bow cockpit had two drain holes to let out water, but drain holes could also let in water, couldn't they? And then there was the cat flap! In splendid isolation at the tiller, what was happening forty feet away in the bows? Earlier I had found a dead tree by the Cut and set too with chainsaw and axe: the cabin roof was buried under rows of logs. Like a submarine *Alice* might easily take a long, slow dive under my feet and where was the life raft?

Another ferry glide was hastily made across the current towards the loading staithe of the power station. A frantic wave attracted the attention of a workman, who grabbed my bowline. His first question was; *what are you doing on the river, all the barges have stopped?* Tell that to the lockkeeper, will you! Up in the bows a layer of water lurked beneath the cat flap. Near enough I thought and proceeded to drive wooden wedges into the two drain holes. Satisfied, I began transferring logs towards the stern to lift the bows; the effort raising a sweat to rival that from anxiety.

With a nod and a thank you, I cast off and was soon using every twist and turn of the river, every indentation to escape the rushing floodwaters: searching for counter currents and back eddies (not many) and odd patches of calm waters. Often only an arm's length from the banks, it was a lonely passage with just the occasional heron to disturb the empty river. It seemed to go on forever with no possibility of leaving the tiller, look at a chart or even make a cuppa tea! It was sheer relief when eventually the grey stonework of Castleford Lock hove in sight. The bottom gates were open: he had been waiting long past his going home time. Looking slightly shocked, he said the river was up nine feet and still rising and I was a lucky lad; as if I didn't know it!

Later over a welcome pot of tea in the snug heat below I had plenty of time to reflect; if I hadn't stopped to block up those drain holes? If the trusty Lister engine had hiccupped or failed; would the Danforth anchor have held? Of course there was no answer, but I had learnt much about punching the current and boat-handling in those lonely, anxious hours; grew even more faith in that old, noisy three cylinder, air-cooled engine – long may she run.

[www.skipperwill40@gmail.com](mailto:www.skipperwill40@gmail.com)

## Membership Report

Subscriptions for 2011 were due on January 1st. If you have not already done so, please send your subscription to Gordon Harrower whose details can be found on page 2. Please check you are paying the correct amount

We rely on your support to continue to raise funds for further work on the canal and for communications such as this Newsletter. The easiest way to avoid forgetting to renew on time is by Standing Order. If you need a form these can be downloaded from the PCAS website or obtained from the Treasurer.

Ed.

## Vixen 101 – your newest local radio station



Vixen 101, is your truly independently run **local-** radio service, bringing you local sport, news & information, specialist and new music programmes, featuring local bands.

Other stations may repeat the same music all day long. Tune to Vixen 101 to hear the difference.

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

Find us 24 hours-a-day on 101.8 FM, and on the Web at [www.vixen101.co.uk](http://www.vixen101.co.uk)

## Snowdrop Sunday

Each Spring the village of Londesborough has "Snowdrop Sundays". This year they were held on 13th and 20 th of February.

On this day the public have the opportunity to wander through the normally closed "Wilderness" section of Londesborough Park; the former site of Londesborough Hall. The Wilderness has some magnificent walks through the wooded area which at this time of year is carpeted with thousands of snowdrops.

Normally, the village church is only open on Wednesdays during the summer but on these days All Saints church is open to the public. Mrs Ashwin, owner of Londesborough Estate and also a member of PCAS, very kindly invited us to put up a display in the church. The Red Kite Society had a stand together with displays from the village with some very interesting historical photographs This beautiful twelfth century church has a great history and is well worth visiting in its own right.

Refreshments are served throughout the day in the Reading Room opposite the church and the ladies of the village had been very busy baking and working extremely hard to serve the many visitors.

The day I went was very cold and misty and I didn't really expect many people to be there. How wrong I was! As I entered the village, cars were parked from one end to the other and I had difficulty finding a parking space. From eleven in the morning to five o'clock in the afternoon there was a steady stream of people visiting this lovely village.

The people who visited our display showed great interest in the Pocklington canal and the work done by PCAS. Some were interested in fishing, others were more interested in boating, and of course the many walkers who love the wild life. Pocklington canal is a very pretty canal and it is surprising how many people are still unfamiliar with such a magnificent attraction on their doorstep.

I would very much like to thank Mrs Ashwin and all the villagers of Londesborough for the opportunity to make people aware of PCAS and look forward to the opportunity of going again next year.

Hilary Anguish

## Working Parties

Work has continued on the canal throughout the winter but has been severely hindered at times by bad weather. Two new picnic tables have been constructed. These will be sited on the canal side when permission is obtained from British Waterways. The tables at Canal Head have been cleaned and replaced.

I have had meetings with the recently appointed working party co-ordinator (British Waterways) Clare McDonald. Her job is to liaise between BW and volunteers. During a visit to the canal we discussed a number of areas where PCAS volunteers could be used. These included improvements at canal head, the towpath near Bielby Bridge, Walbut Bridge, Church Lane Bridge and Hagg Bridge. The car park at Melbourne Arm and the picnic area beyond the car park both need some attention. British Waterways suggested some clearance of moss around blocks and some repainting could also be considered for work in the spring.

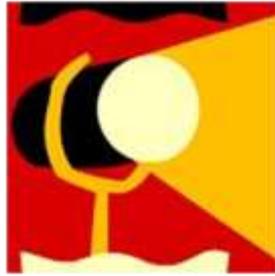
With all this in mind, we need VOLUNTEERS. One job recently carried out was helping remove a fallen tree at Canal Head. This was rapidly attended to and the obstruction to the roadway was quickly removed. Work continues in the compound and should be completed by early spring. The hedge is no longer damaging the shed which has also received a coat of preservative to make it weatherproof. Please contact me if you are able to help in any way, however limited your time may be. My details can be found on page 2.

Dick Watson



An appropriately named narrowboat moored in Melbourne Arm during December 2010, when the canal was frozen for several weeks.

Photo by  
Howard Anguish



## **SPOTLIGHT ON:-**

### **Alistair Anderson**

#### **Vice Chairman, Pocklington Canal Amenity Society**

Alistair was born in Edinburgh, and spent part of his childhood near Dundee before moving to Newcastle upon Tyne. He has lived in Hull for 30 years and is a lecturer in Biological Sciences at the University of Hull.

In 1980, friends made at Newcastle University invited Alistair to join them on a holiday on the Caledonian Canal, and that appealed to a Scot. When the group arrived at Foyers on Loch Ness, a gale was blowing and they were instructed to set off for Fort Augustus immediately and shelter from the winds that had damaged another expensive motor cruiser in the hire fleet. It was a rough trip and this was Alistair's first and only experience of seasickness on inland waterways.

Alistair has had many boating holidays since then and meets up with some of the original group each year to explore new and familiar waterways and enjoy the odd pint of real ale, which has become a lot easier to find in the past 30 years. His most memorable canal holiday was a very energetic trip in 1985, aboard *Joshua*, a narrowboat borrowed from a friend. This started off on the South Oxford canal onto the Thames and ended up on the Leeds & Liverpool canal three weeks later, after various detours. Another memorable trip was on *Firefly*, a steam-powered hire narrowboat based at Foxton Locks. Having to oil and grease the steam engine every fifteen minutes soon became a chore, but the silence compared with diesel engines was wonderful and the warmth from the boiler was comforting when standing at the tiller on a cold morning.

In 1986, Alistair was introduced to working parties on the Pocklington Canal by George Parkes, a colleague at Hull University. He was not fit enough for heavy work and devoted much of his time to tending pumps and looking after machinery. One project was to restore a Jones KL15 crane rescued from the local scrapyard, and this was used during the restoration of Coates Lock.

Alistair became familiar with computers and has run the PCAS website since 1995. Few PCAS members had Internet access in these early days, but the website now generates enquiries and feedback. Alistair also took on production of *Double Nine*, although Sheila Nix remained Editor until Vic Randerson took over both jobs.

Involvement with the Pocklington Canal helped Alistair to realise that there is much more to waterways than boating and the nature versus navigation issue is a particular interest. His view is that lack of management of overgrown vegetation poses a much greater threat than the current level of boat use on the Pocklington Canal. He remains determined that the canal will become fully navigable but has become evasive when asked when this might happen! He regularly attends meetings on behalf of PCAS.

In 1992, PCAS was given a rusty steel hull, which was destined to become the popular trip boat *New Horizons*, based on the Pocklington Canal. Many Sundays were spent at Goole Boathouse, working on the boat with PCAS member Richard Young. *New Horizons* was finally launched in 2003 and boat trips started in 2004. At that time boat trips were mainly run on Sundays, by a handful of volunteers. Alistair looks after the trip boat and works closely with Greg Dixon, who takes many bookings and organizes the growing number of volunteer crew.

Alistair is planning to spend more time boating when he retires, but has no plans to own a boat.

## The Voyage to Plymouth

In 2002 Samantha & I lived on the Isle of Wight. We had met and become close friends with a well known I.O.W. character named Jim Sweeney and his wife Mavis. In 2003 we had a Sealine Flybridge Cruiser we called *Other Thoughts Too*, abbreviated to OTT, which seemed to us at the time fairly appropriate. Jim and Mavis owned a Fairline Holiday Cruiser they called *Honey Bear*. Both boats were kept in East Cowes Marina on the Island.

Early in 2003 we all decided that we should plan a few cruises in company so we set about planning some trips for the upcoming season. These included Bucklers Hard, Lymington, Chichester and Portsmouth. Probably the most adventurous was sailing the 150 sea miles to Plymouth. Jim was really keen to do this as he was an ex Navy man and had been stationed there. He had always wanted to sail into Plymouth Sound as skipper of his own vessel. The crews were, on OTT; myself, Samantha & Tony (Jim's son in law, ex engineer on Ark Royal), on HB; Jim, friend John and Cousin Pete.

So on 13<sup>th</sup> July 2003 we set off through Cowes Harbour and into the Solent, turning to port and setting a heading of 256 to pass Egypt Point and head for Hurst Point passing Lymington and Yarmouth.



HB in Solent

At Hurst Point we followed the Needles North Channel on a heading of 275 through Christchurch Bay. From here we set a course for a way-point 4 miles south of St Alban's Head, this is recommended to avoid the overfalls on St Alban's Ledge. From here we headed to East Shambles buoy and then the entrance to busy Weymouth Harbour, passing the Ro-Ro ferry terminal on the right hand side. A little further in we stopped and fuelled at the fuel barge then moored to wait for the Town Bridge opening. The Town Bridge opens every two hours so, having a little time to spare we repaired to the local hostelry to await the bridge. The marina and our overnight berth was just beyond the bridge and occupied the space up to the head of the navigation, so once through the bridge we moored and went to find the Yacht Club for our dinner.



OTT getting going

The following morning we caught the 8.00 bridge opening and left the harbour heading for the West Shambles Buoy to take a course around Bill of Portland about 3 miles off. Now, every voyage has its eventful day and for us this was it. We had wind over tide conditions which we were unable to avoid making the first part of the day's journey very uncomfortable.

After rounding Portland Bill our journey took us across Lyme Bay. Now it is said in sailing folklore that Lyme Bay has two conditions. One is lovely and calm and the other is very lumpy and confused. No prizes here for guessing that our crossing was rather rough and therefore eventful. So we surfed our way across Lyme Bay heading for Start Point, the last headland before Plymouth. About 10 miles off Start Point Honey Bear developed engine trouble, which turned out to be gunge in the primary fuel filters. There then followed a period of close quarters manoeuvring to pass our spare filters to HB and then take HB in tow while Jim went below to change the filters and bleed the system. This done we dropped the tow and got back to planning speed. As I said, eventful.



Rounding Portland Bill

As we rounded Start Point the wind dropped and the sea calmed and we had a wonderful end to our journey from here into Plymouth Sound.

As I said earlier this was a pilgrimage for Jim, so it was a delight for us to watch him take the lead in Honey Bear and steam into Plymouth Sound.

We headed up through the sound keeping to the east side passing Queen Anne's Battery on our right and through the lock with several large fishing boats, into Sutton Harbour and our berth for the next few days. At this time it was the biggest and most adventurous cruise we had undertaken so we were all very glad to lock up the boats



HB on tow

and settle in a dock-side hostelry for a well deserved libation or two.



Crews at play

Jim (centre of group) has since passed away but all of us on the voyage knew it was an important event for him and it was a pleasure to be part of it and see the grin on his face as he achieved an important ambition.

Gordon Harrower

**PCAS CLOTHING - ORDER FORM**

Name \_\_\_\_\_  
 Address to which goods are to be sent \_\_\_\_\_  
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<b>T-Shirts</b>	<b>S</b>	<b>M</b>	<b>L</b>	<b>XL</b>	<b>2XL</b>	<b>3XL</b>	<b>£7.50 ea.</b>
Quantity	38"	40"	42/44"	46"	48"	50/52"	<b>Total</b>
Colour	Green or Navy Blue (del as appropriate)						<b>£</b>
<b>Polo shirts</b>	<b>XS</b>	<b>M</b>	<b>L</b>	<b>XL</b>	<b>2XL</b>	<b>3XL</b>	<b>£10.00 ea.</b>
Quantity	36"	40"	42/44"	46"	48"	50/52"	<b>Total</b>
Colour	Green or Navy Blue (del as appropriate)						<b>£</b>
<b>Sweatshirts</b>	<b>XS</b>	<b>M</b>	<b>L</b>	<b>XL</b>	<b>2XL</b>	<b>3XL</b>	<b>£12.00 ea.</b>
Quantity	36"	40"	42/44"	46"	48"	50/52"	<b>Total</b>
Colour	Green or Navy Blue (del as appropriate)						<b>£</b>
<b>Fleeces</b>	<b>XS</b>	<b>M</b>	<b>L</b>	<b>XL</b>	<b>2XL</b>	<b>3XL</b>	<b>£18.00 ea.</b>
Quantity	36"	40"	42/44"	46"	48"	50/52"	<b>Total</b>
Colour	Green or Navy Blue (del as appropriate)						<b>£</b>

All prices include embroidery, VAT and P&P

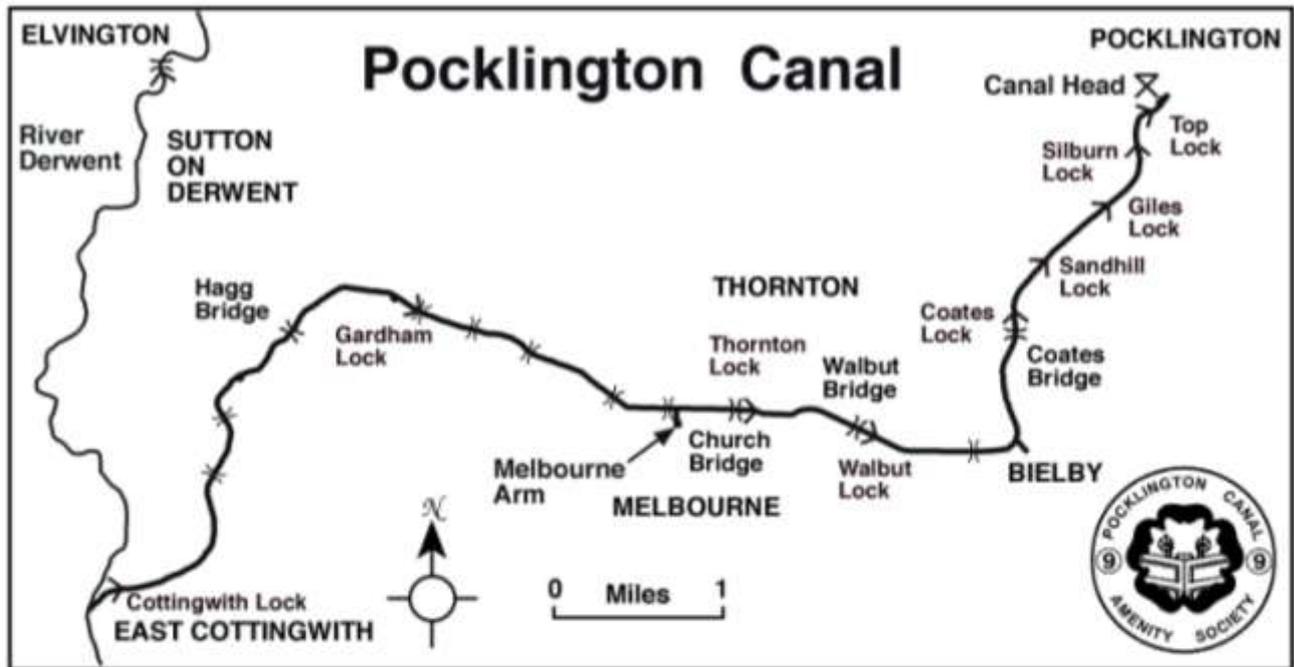
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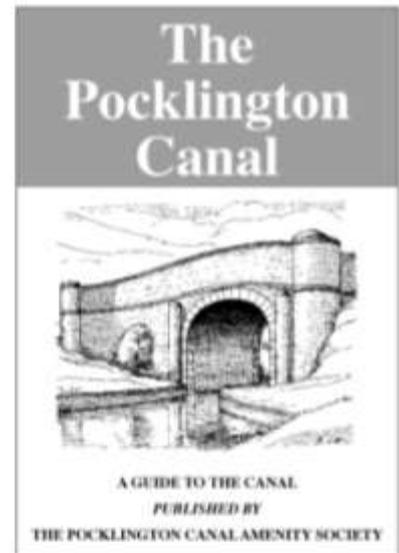
<p><b>NEW HORIZONS</b></p> <p><b>Sunday trips commence</b></p> <p><b>April 3rd 12 Noon</b></p>	<p><b>PCAS AGM</b></p> <p><b>Wednesday May 4th 7.30 pm</b></p> <p><b>Black Horse, Seaton Ross</b></p> <p><b>YO42 4LZ</b></p>
<p><b>New Horizons</b></p> <p><b>Longer Scheduled Trips (2-3 hours) will run on May 28th, June 25th, July 30th. and September 24th</b></p> <p><b>For details contact our bookings manager by phone or e-mail. Details on page two</b></p>	<p><b>IWA East Yorkshire Branch</b></p> <p><b>Friday April 15th 8.00 pm at Cottingham Methodist Church Hall HU16 4BD</b></p> <p><b>Waterway Wildlife a presentation by Jonny Hart-Woods</b></p> <p><b>British Waterways Environment Manager</b></p>
<p><b>IWA East Yorkshire Branch</b></p> <p><b>Friday May 20th 8.00pm</b></p> <p><b>Cottingham Methodist Church Hall HU16 4BD.</b></p> <p><b>Horseboating. A presentation by PCAS Member</b></p> <p><b>Adrian Lovett</b></p>	<p><b>Visit the PCAS website and find out more about your canal and PCAS</b></p> <p><b><a href="http://www.pocklingtoncanalsociety.org">www.pocklingtoncanalsociety.org</a></b></p>



### GUIDE TO THE POCKLINGTON CANAL – £3.50

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

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



### MEMBERSHIP SUBSCRIPTIONS

Membership subscriptions will be due on 1st January 2011. 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
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Life membership (per person)	£80
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