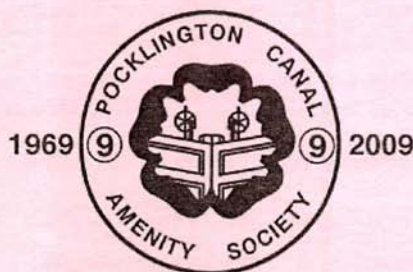


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DOUBLE NINE

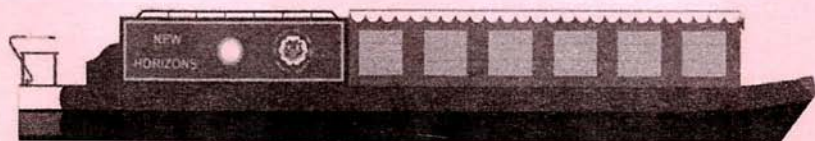
THE

POCKLINGTON CANAL AMENITY SOCIETY



MAGAZINE

July 2009 No. 89

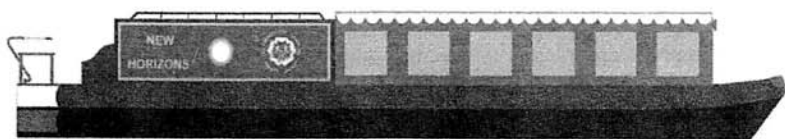


THE POCKLINGTON CANAL AMENITY SOCIETY

REGISTERED CHARITY 500637

WEB SITE; www.pocklingtoncanalsociety.org

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Bar-B-Q

Boat crew, members and friends are invited
to Manor Farm Allerthorpe on

Sunday 16th August
2009

From 4.30pm
onwards

Bring your own meat and alcoholic drinks,
plates and cutlery.

Salads and soft drinks will be provided

EDITOR'S NOTES

A great deal has been happening, both within the society and to the Pocklington canal over recent months. It was therefore decided that an extra copy of the magazine would not go amiss in order to keep members up to date with developments.

You will notice a different layout to the inside and back of the cover of the magazine, mainly due to the need to give details of the new committee members of whom there is more detail in the Chairman's Column. Needless to say we are delighted to have new blood on the committee especially as things are now starting to move forwards once again. New members continue to join, but if you know of anyone who you think would be interested in joining then please encourage them to do so. The larger the membership then the more influence we can bring to bear at local and national level.

Within this edition there is a report of the 40th Anniversary dinner which was attended by Robin Evans the Chairman of British Waterways, details of the developments at both Cottingham and Sandhill locks and hints of extending the navigable length of the canal. Hopefully we will be able to bring more news of this in the October edition.

Vic Randerson



Wolds and Central Adult Education Centre students had an enjoyable trip on *New Horizons* recently and included an article in their newsletter which was very complimentary. Unfortunately I was not able to reproduce it in Double Nine due to the format of the copy I received, which is a great pity. However I will try to do something about it in October's edition.



CHAIRMAN'S COLUMN

We are now in the middle of the society's fortieth anniversary year, and the celebratory dinner has come and gone. The dinner was much enjoyed by all who attended and was made a particularly memorable occasion on account of our guests. Chief among these were Robin Evans, the Chief Executive of British Waterways and his wife Hilary. Mr Evans, who had visited the canal earlier in the day, spoke warmly of the efforts of the voluntary sector and congratulated our society on its persistence and its hard work over so many years.

It was also a great pleasure to have at the dinner a number of founder members of the society. Amongst these were David Tomlinson and Sheila Nix both of whom have both served on the Committee during the forty years, David as Treasurer for most of the time, and Sheila as Secretary and Editor of Double Nine. In recognition of her outstanding contribution to the life and

work of the society, Sheila was presented with a bouquet of flowers and given the honorary title, Vice President. Also present was Malcolm Harrington and his wife. Malcolm, who can be regarded as one of the actual founders, was a member of the original committee but left soon afterwards because his work took him abroad. So it was a particular pleasure for him to meet long lost friends and for me to meet him for the first time.



SANDHILL LOCK

One of the matters that we were able to discuss with Robin Evans was the future of Sandhill Lock. (*see the Chairman's report to the AGM*) This is one of the unrestored locks on the upper length of the canal and the one that is in the poorest state of repair. British Waterways have been concerned that a bulge in the chamber wall might worsen and be the cause of a collapse in the not too distant future. As a precaution

against such a hazard, their engineer has proposed that the lock is infilled with stone. Naturally, the society would regard this measure as a backward step, and along with English Heritage has argued in favour of other methods of making the lock safe. We were pleased that Robin Evans was also of the opinion that alternative methods of securing the safety of the lock should be explored.

It has now been agreed that two exploratory pits should be dug behind the chamber wall in the region of the bulge so that the structure can be determined and a better assessment made of stability of the wall. A decision will be made on the best way of dealing with the problem in the light of the findings of this exploratory work.

At the same time, an archaeological survey will be made of the lock using laser equipment to make the measurements. This will be a useful permanent record, as we have no drawings showing

the structure of any of the locks on the Pocklington Canal.

It is the view of the society that the best way of proceeding with Sandhill Lock is to commence its restoration. This would probable involve a mix of contract works and volunteer efforts. A plan and schedule for the works is now being considered, and the necessary funding is being investigated.



COTTINGWITH LOCK

The other area of activity is at Cottingwith Lock. After two years closure, British Waterways are now installing the new lock gates which have been in storage for some time. At the same time, repairs are being carried out to the brickwork in the main chamber, in the gate recesses and to the wingwalls. The society has provided two sets of the traditional wheel operated paddle gear to be fitted to the upper gates. These are to be installed in memory of George Parkes, a

long serving and active member of the society who died a few years ago.



TRIP BOAT

Our trip boat, New Horizons, is again having a successful season. Short public trips are given every Sunday afternoon and on bank holidays starting from the Melbourne Arm. New Horizons is also available to be booked for longer private trips on other days, subject to crew being available.



COMMITTEE CHANGES

At our recent AGM , some fresh blood was introduced onto our committee. We are pleased to welcome Dick Watson, Bob Ellis, Jenny Brett and Nick Milsom, elected for the first time. Also, we welcome back Greg Dixon who has returned to the Committee. I would like to record my thanks to Paul Graham, who retired from the Committee after serving for many years.

Paul Waddington.

MELBOURNE VILLAGE HALL

We will be having a stand at the village hall on the 12 of September in aid of fund-raising and we will be running boat trips as well, so please come along and support the event and perhaps enjoy a trip on *New Horizons* as well.



SLIDE SHOW AND TALK BY DENNIS MOOR

A reminder that Dennis will be giving his extremely entertaining talk at the Wellington Oak on Friday 16th October. It will be a 7.00 start for the presentation at 7.30. Admission will be £2.00 and you will be able to purchase pie and peas.





*New Horizons returns with
another load of happy
customers*



Crew Training under way


THE 2009 AGM

CHAIRMAN'S REPORT

(as presented at Annual General Meeting, 29 April 2009)

COTTINGWITH LOCK

The major issue during 2008 has been the continued closure of Cotingwith Lock. The difficult financial circumstances from which British Waterways have been suffering caused them to defer the repairs to this lock yet again. However, I am able to report that BW will be starting works in May and that the Society has ordered two sets of the traditional paddle gear which will be fitted to the upper gates. The traditional paddle gear has, in part, been funded by the family of the late George Parkes and will be a tribute to his contribution to the work of the Society over a period of thirty or so years.

If the works go according to plan, Cotingwith Lock will reopen before the summer after a closure of more than two years. 

POCKLINGTON CANAL LIAISON GROUP

This group, which historically consisted of British Waterways, Natural England, the Environment Agency, East Riding of Yorkshire Council and the Society, was extended in 2008 to include English Heritage. It has continued to meet quarterly with useful discussion on matters such as water quality, public access and the maintenance of the canal. After being off the agenda for a few years, the conservation of the canal's structures and extension of the navigable length are now again being discussed; and I have high hopes that there will shortly be some positive news in this regard.



SANDHILL LOCK

One issue that the Liaison Group has discussed is the condition of Sandhill Lock. BW are concerned about a bulge that has appeared in the chamber wall on the towpath side. They fear that a partial collapse of the wall could

occur and that this could happen as a result of children climbing on the coping stones with possible casualties. Their proposal is to make the area safe by infilling the lock with approximately 1000 tones of aggregate.

Supported by English Heritage, the Society has opposed this solution on the grounds that it is too drastic and that the eventual removal of the aggregate would be difficult and expensive. It has been agreed that before any such action is taken, there should be an excavation of the soil behind the lock wall to investigate its structure and so determine how much of a threat the bulge is to the integrity of the wall.

In view of the poor state of Sandhill Lock, your Committee has decided that Sandhill Lock will be the focus of the Society's next phase of restoration works.



LEADER FUNDING

The East Riding of Yorkshire Council has secured substantial funding, known as Leader, from the European Union to be spent on rural development in the next three years. The theme of the Council's bid for this funding focused on wolds, wetlands and waterways and there is a possibility that Sandhill Lock may benefit from Leader funding.



NEW HORIZONS

The Society's trip-boat, *New Horizons*, again had a successful year, operating on most Sundays and Bank Holidays during the summer months. The number of regular and less frequent crew members has increased, allowing more frequent and more intensive use of the trip-boat. The Society has complied with more stringent regulations for the training of crew members, which were introduced by the Marine and Coastguard Agency in November of 2008.

The Society is very grateful to the Pocklington and Market Weighton Round Table for the donation of £500 from the proceeds of "Poctober Fest" towards the operating cost of *New Horizons*. I extend my thanks to all who have served as crew on the trip boat during the last year, as well as to all those who have been involved in its maintenance.



OTHER ACTIVITIES

In February, a successful public meeting was held at the Village Hall in East Cottingham. This was along the lines of one held at Wheldrake two years earlier. Both meetings served to publicise the objectives of the Society and resulted in new members. It is our intention to hold similar meetings at other villages.



THE FUTURE

After several years when there has been very little restoration work on the Pocklington Canal, the future looks somewhat brighter. The merger of the former English Nature with the former Countryside Commission and parts of the former MAFF to form Natural England, has worked to our advantage. The new organisation has a broader and more rounded remit which includes encouraging public access to the countryside. As a result, we are encountering much less official opposition to our restoration objectives.

The gift of the residual funds of the Pocklington Canal Boat Club to the Society will be spent on a pintle for No 8 Swingbridge. The installation of this pintle, together with the dredging in the Thornton area and repairs to Thornton Lock that were carried out last year and some proposed works at Walbut Lock, opens the prospect of extending the navigable length to the Bielby Arm.

On the other hand, British Waterways is facing repeated cuts in its grant-in-aid from the government. As a consequence, it is likely that the Society will have to find an increasing proportion of the funding of future works.



THE COMMITTEE

Finally, it is worth reflecting that the Society is now in its fortieth anniversary year. I would like to express my thanks to the officers and committee members and to all members who have contributed to the work of the Society in the last year, and indeed the last 40 years.

Paul Waddington



MONEY MATTERS – ACCOUNTS 2008

Our finances in 2008 continued on a sound footing, with a net surplus of £12,239 at the year end. This was brought about by the generous donation of their funds to PCAS by the Pocklington Canal Boat Club, which was wound up this year. There were also a number of other generous donations, for which we are very grateful.

Subscription income was satisfactory, the previous year's figure included a number of new Life memberships. Donations rose, bank interest also rose, only to collapse in the current economic crisis. Gift Aid tax refunds rose to £505, thanks to members' generosity. The Canal Head Information Centre/Stall had a second poor year, being down about 50% on 2007 sales. Scrap aluminium drinks cans and other alloys raised £81, the previous year we raised £238 from a similar quantity.

Our trip-boat had a very successful season: boat trip donations totalled £2572 over the season, thanks to our hard-working, dedicated crew. It is good to hear that there are a number of repeat bookings by last year's satisfied passengers.

Years ago we ran a dedicated (albeit at the time a small dedicated) account, which was interest-bearing and which held Life membership monies, but this fell by the wayside several years ago. After due consideration by the Committee, it has been reinstated in the guise of a CAF Gold Account, which pays interest quarterly. Monies are paid in at any HSBC branch and are easily transferred back to our HSBC account, with no penalty involved. The account currently holds the £5712.41 received from the Boat Club, which is to be used to meet the cost of reopening the Bielby Arm Swingbridge, together with other donations and Life membership monies. There

are now 99 Life Members in the Society.

In conclusion I must thank Tony Farmer FCA for carrying out the requisite independent examination of our books and records, as required by the Charity Commission; our Membership Secretary Carol Booth for her assistance; and the volunteers on *New Horizons* and at Canal Head for their various contributions.

Full copies of the Accounts are available from the Treasurer. A second-class (30p) stamp would be appreciated.

David Tomlinson



FORTIETH ANNIVERSARY DINNER

This was celebrated at Allerthorpe Golf Club, with an excellent four course meal. Afterwards our guest, Robin Evans the Chief Executive of British Waterways Board, accompanied by his wife, gave a very informative and up to date report on the canal. Which is summarised as follows:

Robin began by offering his congratulations to PCAS for forty years of great endeavour on the canal. Like the original builders, we live in interesting times; the canals were built by private enterprise on the backs of the poor. After 200 years they were rescued from decline by people who cared and stopped the rot. In the last decade 200 miles of waterways had been reopened for the public to use and enjoy.

Today there were 11 million visits per year to our waterways: these generated £500M for the economy. The Government grant to run the

system was £60M. Living heritage was expensive to maintain and £30M more was needed. The ongoing reorganisation of BW will enable a further £10M to be applied to maintain the system.

Looking ahead, BW sees its long-term future as a gradual move from government to the Third Sector, which includes organisations like the National Trust, and they welcome your views.

In conclusion Robin said that he had enjoyed his morning tour of our canal, visiting both Cottingwith and Silburn Locks with local staff - he didn't visit outlying parts of the system as often as he would like. He knew that PCAS would continue to champion our canal.

It is hoped that Robin Evans's visit to one of the more remote canals will have done some good for the society.

Amongst our midst at the dinner it was discovered that

we had five founder members, who have remained loyal throughout the forty years. Possibly the best known of all was Sheila Nix, her commitment was honoured by being made our first Honorary Vice President. She was presented with a bouquet of flowers by Carol Booth our Membership Secretary.

Glasses and hopes were raised to the restoration of the navigation, and the hope that next year we will be cruising as far as the Bielby Arm and to the continuing growth in membership and participation.

A successful raffle was held which raised a profit of £60.00.

After a great deal of reminiscing guests and members left in a happy and jovial way.

*Pat and Dick Watson
(additional material from
David Tomlinson)*



RECENT AND FORTHCOMING WORKS ON THE POCKLINGTON CANAL

This report was sent to the Society in April by

Karen Rice, British
Waterways

Environmental Projects
Manager, Yorkshire

During 2008 and early 2009, British Waterways have undertaken a variety of work on the Pocklington Canal.

The Canal Head pound was dredged in February 2008. Following on from this the adjacent field, which was used for disposal of the dredgings, has recently been cleared of weeds and ploughed in preparation for leasing to a local farmer. The gaps in the hedgerow have also been planted up and there has been management of some of the large trees to remove weight from their crowns to prolong their life.

During September 2008 it was also necessary to call on the help of British Waterways' Confined Spaces Team to

winch a 7ft tree trunk from the Canal Head feeder which had become wedged in the culvert. In addition, the lock gates at Thornton Lock were lifted out during November 2007 to allow them to be replanked by British Waterways improving their water retaining ability and extending their useful life.

Also during 2008, British Waterways, in consultation with Natural England, employed specialist consultants to complete a water quality study for the canal to investigate this issue which is believed to be impacting on the ecological condition of the canal's Sites of Special Scientific Interest (SSSIs). The results will now be taken forward by Natural England and British Waterways to identify possible solutions.

British Waterways is currently establishing a pilot Heritage Management Agreement (HMA) for the Pocklington Canal, working with English Heritage and East Riding of Yorkshire Council. The

potential of these agreements is to assist better management of the heritage assets of the waterways and as such is of great value and interest to British Waterways. It is the intention that the Pocklington HMA will become a model for the management for other waterways on the network.

As part of the process, a rationalisation of the statutory protection is required. Currently the four road bridges are Scheduled Ancient Monuments, two are also listed structures. Eight of the nine locks are listed structures with only Gardham Lock remaining unlisted. English Heritage is reviewing the status of the protection along the canal and propose eliminating the dual designations on the bridges and adding protection to the unlisted Gardham Lock and extending the Top Lock listing to incorporate the Canal Basin at Canal Head.

British Waterways are currently organising the work necessary to replace both sets

of lock gates at Cottingwith Lock to reopen the lock to boat traffic. The gates have
The Old Bottom Gates



already been made by British Waterways' workshop at Stanley Ferry. It is scheduled to install the gates during Spring/early Summer 2009, however, the exact start date is unavoidably dependent on suitable river levels in the

Derwent. Listed Building Consent has been granted for the gate replacement including reinstating the canal's

characteristic wheel gearing on the upstream gates. Copies of the original wheel gearing are being kindly donated by PCAS for the lock. Timber lock beams will also be reinstated to replace the current metal beams. The metal beams are former railway tracks reflecting the canal's

previous owners. As such they are part of the Pocklington Canal's history and will be retained for display at Canal Head. The total cost of the works to reopen Cottingwith Lock is currently estimated to be in

the region of £180,000, approximately £60,000 of which is the cost of the new gates. British Waterways will be funding this work.

*Compiled by Karen Rice,
British Waterways
Environmental Projects
Manager, Yorkshire*

April 2009

**Above and
opposite show
the state of
Cottingwith
Lock gates
before work
started.**

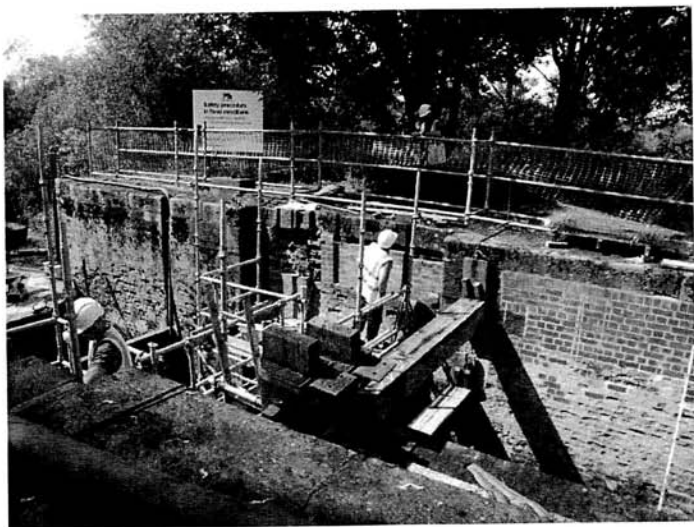


Since work has started a great deal of progress has been made, as can be seen from the following photographs.

The Bottom Gates seen from inside the lock chamber



Brickwork repairs to the bottom gate recess






*The new brickwork of the
chamber wall*



*The Liaison
Group's visit
to view
progress on
the 17th of
June*

Pictures courtesy of
Karen Rice. BW. 

PCAS FORTIETH BIRTHDAY

We continue the story of our beginnings with a look at 1970, when we began to work every month on the canal. Our first working party was held on the weekend of 10/11th January that year. The venue was the towpath between Thornton and Walbut Locks, which was covered with a veritable jungle of thorns, between the siphon and Thornton Lock. The volunteers' task was made easier by the generous loan of tractors by local farmers, even so some of the tougher stumps had to be dug around before the tractors could pull them out. Our bonfire was manned with great enthusiasm by Melbourne Scout Troop, additional volunteers came from NE Branch IWA.

By the end of the February working party, the towpath was clear, levelled and tidied up: there remained a small number of trees growing below the waterline on the off-side. The second major task was the removal of the

partially rotten remains of a timber flat lying at the tail of Walbut Lock. Having pumped it out, with the help of tractors and a winch, we were able to drag it partway up the canal bank, where it was broken up, the good timber being saved.

The local Hull paper said "Canal volunteers worked like Trojans." They did both weekends, despite the indifferent weather, fortified by a good supply of hot tea and soup from our lady members.

Work in March, April and May was centred on Thornton Lock, where we set out to clean out the badly silted up lock chamber. We eventually cleared an area of around 60' x 14', with a depth which varied from 3' to nearly 6' at the bottom gates, mainly due to the build-up of silt from the nearby feed. East Riding ingenuity came to the fore, with the use of a tractor powered by 'Slurry Slave' to vacuum up semi-liquid silt from the lock bottom, and

then spread it on the nearby field. The rest of the material was removed by wheelbarrows and a powered hoist. To complete the work a timber stank was fitted below the bottom gates to keep the silt at bay.

We also carried out some repairs to the portal of the siphon, where some of the stone copings lay in the beck. These we recovered and then replaced, after cutting out and repairing three courses of crumbling brickwork.

The remains of the old bottom gates were removed from the lock chamber, and the metal balance beams were saved for reuse in due course.

We were pleased to welcome two groups of volunteers from Durham University Industrial Archaeology Group, who were a great help. One junior member said it all when asked – “Working parties are smashing.”

During the second May working party, and in June,

July and August, we concentrated our efforts on repairs to the crumbling wing walls at the head of Thornton Lock. Both were demolished to a firm foundation and then rebuilt reusing the existing materials. The sandstone copings recovered from the canal bed were restored to their original location. The overflow weir culvert was also repaired where it had collapsed at the bottom end.

The crumbling towpath wall and wing walls at Church Bridge were then demolished to a firm foundation and rebuilding commenced: the coping stones were recovered from their watery grave. The bridge parapets were repaired and missing bricks replaced.

In preparation for the Canal Head Garden Party, we mounted a successful weed-clearing operation on the summit pound, and tidied up the offside bank. Our regular volunteers welcomed additional help from a minibus of young volunteers from Bransholme High School,

Hull, led by their biology master, Mr White.

Our September work party saw the continuation of the brickwork repairs at Church Bridge, and we tackled two large fallen trees lying across the channel above Gardham Lock. The first, a large elm, required the combined effort of two tractors to haul its trunk onto the towpath. The second, a willow, proved somewhat easier to remove. This was in preparation for our forthcoming Canoe and Dinghy Cruise from Cottingwith Lock to the Melbourne Arm.

The October and November work parties were held at Cottingwith Lock, where we cleared about 600 yards of the bank, between the canal and the beck, of large willows, immediately above the lock. This was done so that BW staff could effect repairs, where the canal had been breached allowing canal water to drain into the beck. We used members' tractors to pull the tree trunks across the canal

to feed a monster bonfire on the towpath. BW staff subsequently removed the tree stumps with a powerful Drott.

We were pleased to welcome the return of a party of twenty students from Durham University Industrial Archaeology Group, who enjoyed their visit so much that they intended to come again in February – it is reported to be warmer in the East Riding in winter than in the cold north!

So 1970 drew to a close, and we looked back with quiet satisfaction on our efforts. Each month a good turnout of members had worked happily in good weather and bad, and considerable progress was made.

It only remained to thank all our volunteers for their support, our ladies for gallons of tea and soup, the members who generously loaned tractors, trailers, chain-saws, pumps and other tackle, making the work so much easier for the rest of us. At the

same time, we were well supported by the BW Area Engineer, Ian Walker, his lieutenant Mr Clegg, Castleford staff, and our Canal man – Henry Richardson. Their efforts were much appreciated.

David Tomlinson



BW WORKS ON THE CANAL – 1970

Whilst our volunteers beavered away at each monthly working party, BW staff were also working hard on the canal. At Canal Head the top end of the basin was dredged, the water supply culvert cleaned out and repaired, additional manholes (to aid future inspection) provided, and a grille to prevent rubbish entering the culvert fitted.

The old top gates at Thornton Lock were removed and replaced by a timber stank, the top gates at Walbut and Gardham Locks also received attention. The improved water supply soon raised water

levels above the locks, fortunately no leaks were reported. The paddle gear on the water supply culvert at the tail of Thornton Lock was overhauled using gear from Top Lock and a gate paddle from Thornton Lock. Stone rubble was tipped into the canal at the supply culvert outfall to break the water flow.

Having dredged at Canal Head, the Priestman Wolf dragline started work at the tail of Thornton Lock – the first 500 yards produced an estimated 3500 tons of silt, which was spread on our chairman's canal-side field. By mid-December the dragline was working some 400 yards past the Melbourne Arm, heading towards Gardham Lock. The sop dykes running alongside the towpath were cleaned out with a Mustang – there are, incidentally, more miles of drainage dyke than canal.

Above Cottingwith Lock considerable work was carried out around the site of the

breach, to repair the canal bank, so that the bottom 3 miles of canal could be refilled to navigation level.

David Tomlinson



**OBITUARY:
PAUL CLARK**

It is with regret that we report Paul's recent death, following a prolonged period of ill health. He was a keen supporter of PCAS and used to visit Canal Head from time to time to follow progress. Sheila Nix represented PCAS at his funeral in York. We extend our condolences to his family and friends.

David Tomlinson



**QUEEN'S BIRTHDAY
HONOURS**

Congratulations to our Life Member – John Fletcher – on being awarded an OBE in the Birthday Honours for services to inland waterways. John recently completed his term of office as National Chairman of the Inland Waterways Association, and is currently Chairman of the Manchester, Bolton and Bury Canal Society.



NEW MEMBERSHIPS

Mr Robert Sacker –
Melbourne
Mr and Mrs J Chapman –
Wheldrake
Mr and Mrs A Brunt –
Pocklington
Mr and Mrs T Blackmore –
Melbourne
Mr A W Harrison –
Pocklington
Mr and Mrs Atkin and family
– Melbourne
Mr R Inston – Melbourne
Mr and Mrs M Richardson –
Heworth, York
Mr R Leak – Wressle
Mr and Mrs M Dunham –
Market Weighton
Mrs T Hewitt – Melbourne

So – 11 new members since
the March 'Double Nine' went
to print: 5 from Melbourne, 2
from Pocklington, 1 from
Wheldrake, 1 from Wressle, 1
from York and 1 from Market
Weighton

Carol Booth

WOULD YOU LIKE TO CREW NEW HORIZONS?

With the increasing popularity
of our trip boat *New Horizons*
we are looking for new crew
members all the time. You
don't have to make a
commitment to be available
every week. We would be
pleased to be able to contact
you as and when. If we can
enlarge the pool of volunteers
it would mean that we would
be able to accommodate more
bookings and thereby bring in
more revenue for PCAS.

Why don't you come along
one Sunday and meet the crew
(They're quite a nice bunch
really). You could have a trial
run without passengers and be
shown "the ropes" and the rest
of the boat as well I assume!

To find out more ring or e-
mail the Booking Manager
whose details can be found
inside the front cover.



NEW HORIZONS

A few PCAS volunteers started running short trips on Sundays and Bank Holidays in 2004. To start with we did not do much advertising because we could not be sure of having a crew of three, needed to run the boat safely. We usually managed, though often as a result of some desperate phone calls. At that time, we did offer special trips but sometimes *New Horizons* remained unused from one weekend to the next.

It is interesting to reflect on what has changed in the past five years. We are now able to advertise short trips on every Sunday and Bank Holiday from Easter until the end of October. We have leaflets, posters and a couple of large canvas banners advertising our trips, and the press is kept informed. We have an efficient system for arranging bookings and have managed to comply with training requirements for crew, introduced last year. Short trips have become more popular and Greg is having

many more enquiries and bookings for special trips. To satisfy demand for boat trips, some of our volunteers are putting in a huge amount of effort on behalf of the Society.

The trip boat is generating useful funds for the Society, and since all our volunteers are unpaid the profits can be put towards restoration projects.

Sponsorship has become an important factor in covering the costs of running the boat and advertising boat trips. A founder member who is keen to help, but does not live locally has paid the cost of insurance since we started. This year we have had generous sponsorship by the Pocklington and Market Weighton Round Table. There has been a significant increase in running costs because of the rise in duty levied on red diesel.

Fortunately our fuel costs for the season have already been met by a sponsorship from the

Melbourne Arms. Thanks to everyone involved.

What has not changed in the past five years is how much our visitors enjoy coming along for a boat trip, hearing news and having a chat.

Despite the advertising, many people still get to know about our boat trips from their friends and families. We do have visitors from all over the country and some from further afield, but *New Horizons* is now part of the local community and most visitors are from the surrounding area.

Many of our new members join as a result of a boat trip, sometimes before they get off the boat. PCAS members often visit the boat and the Information Centre at Canal Head when they are passing and crew members often call in, even when they are not on duty.

Now Cottingwith Lock is being repaired and re-gated, so that we should be able to resume boat trips to the Ferry Boat Inn at Thorganby,

possibly in July. There is also a real possibility of extending navigation to Bielby, so that passengers could be taken through Thornton Lock and Walbut Lock, which have remained unused since they were restored.

British Waterways intend to put their weed cutting boat back into operation. This is urgently needed because the prolific growth of weed from June to August makes it difficult to run longer trips on the lower part of the canal.

We hope that it will be possible to install landing stages at locks and swing-bridges, to improve safety and convenience.

The Pocklington Canal is one of British Waterways' top ten sites for wildlife. The wildlife is protected by three Sites of Scientific Interest, and there is international protection on top of this. Boats are a threat to aquatic plants, both those growing on the water and below the surface, and natural banking has been destroyed on

well used canals. On the other hand, use of canals by a limited number of boats can be beneficial to the diversity of aquatic plants, but it is essential to keep speed down and to avoid stirring up the silt when turning. All boat users need to be aware of the risks and careful to avoid damage. I am very keen that future surveys show no evidence that could be attributed to our boat trips or to the small number of other boats that visit the canal. With care, future SSSI condition surveys could show a decrease in amount but an increase in variety of aquatic plants on those parts of the canal where we run boat trips.

Greg is keen to have more volunteer crew for *New Horizons*, so do get in touch with him if you could help.

We can arrange training and it is the opportunity for PCAS members to meet each other and work as a team. We will need a lot of help on the weekend of 11/12 September, when PCAS will have a stand in Melbourne Village Hall on

the Saturday and short trips will be running on both days.

Alistair Anderson



A CELEBRATION OF THE REOPENING OF THE CANAL

Plans are under way to celebrate the reopening of the canal. This will take place on the 31st of August, the Bank Holiday Monday.

The trip boat will be running. From 12.00 to 4.30, so come along and help us celebrate.

There are other plans in the offing for the day so we are sure it will be an enjoyable event.



PCAS IN THE PRESS

An article appeared recently in the Yorkshire Post, featuring a photograph of *New Horizons* as well as an interview with Membership Secretary Carol Booth.

The article described the project of the fitting of the new gates at Cottingwith Lock, saying the work has “delighted pleasure boat users and wildlife enthusiasts” and stressed the importance of the canals special biodiversity.


Carol was quoted as saying “it means we can extend our trips on the boat for private groups and take them to the Ferryboat at Thornganby”.

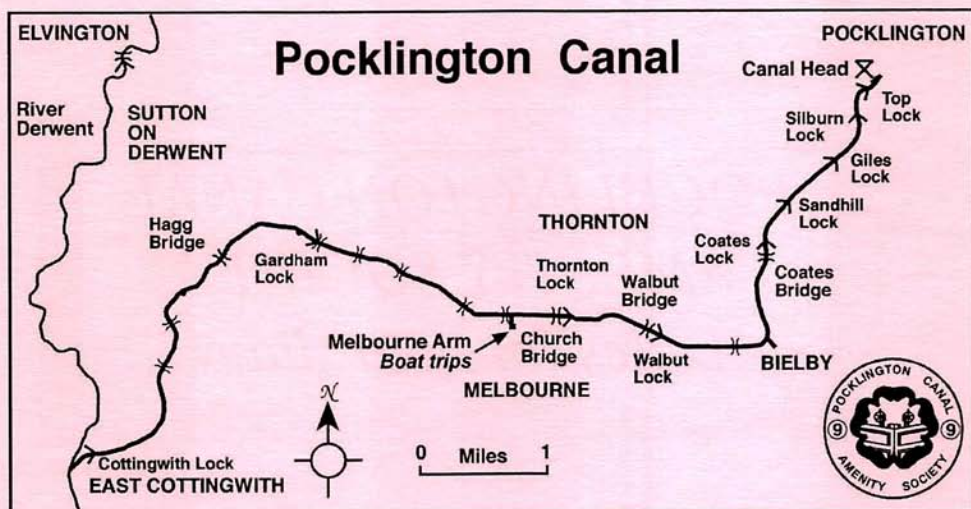
The article went on to describe the problems that had been experienced at Cottingwith and quoted Karen Rice, Project Manager at British Waterways Yorkshire. (Karen has kindly contributed an article and photographs for this edition of Double Nine). She explained that special consideration had been given to the lock as it was a Grade II

listed structure and said that heritage work had included matching new bricks to the original brickwork and removing metal railway tracks, which were used as a crude repair many years ago. She said “working with PCAS we are intending to create a heritage interpretation of the canal at Canal Head using the railway tracks, because despite the railway tracks not being a part of the original lock they are a part of the canal’s heritage and it was felt that it was important to recognize this”.

The June edition of Towpath Talk, the waterways newspaper, carried an article and photograph headed Celebrating 40 years of canal preservation and described the events at the celebration dinner at Allerthorpe Park Golf Club.

The Yorkshire Post also published a Photograph under the heading “From the Archives” of the official opening of Gardham Lock in 1975





CANAL HEAD

Sheila would again like to pass on her thanks for all contributions made to the Information Centre at Canal head.

All contributions are welcome, we are always looking for items, in good condition, such as paperback books and bric-a-brac, and don't forget that aluminium foil and cans can be left at the Information Centre even when it is not manned. Just leave it behind the centre bagged and tied.

REMINISCENCES AND PHOTOGRAPHS

If you have any photographs of the Pocklington Canal, old or new, which you think would interest other members, please send them to Double Nine Editor Vic Randerson (details inside front cover). They can be e-mailed, or actual photographs. If you send photos and would like them returned please don't forget to enclose your details.

Any reminiscences of the canal would also be most welcome.

***POCKLINGTON CANAL
AMENITY SOCIETY
Dates for your diary***

**Sunday 16th August from
4.30pm onwards**

Bar-B-Q for Boat Crew
Members and friends-
Bring your own food,
booze, plates and cutlery.

**Monday 31st August trips
start at 12.00 noon until
4.30pm**

Celebrate the reopening
of the canal

**Saturday 12th September
2.00pm to 5.00pm**

Melbourne Village Hall,
stand and Sales stall.

**Friday 16th October
7.00pm for 7.30pm start**

Wellington Oak. Slide
show and talk by **Dennis
Moor** admission **£2.00.**

**Any Sunday during the
season**

**Come and have a go at
crewing *New Horizons***