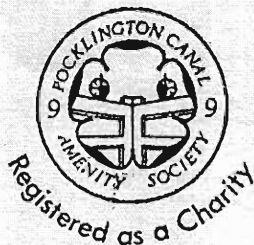


DOUBLE NINE



Quarterly Magazine
of

THE POCKLINGTON CANAL
AMENITY SOCIETY



SEPT / DEC 1975

No. 27/28

The Pocklington Canal Amenity Society



Registered Charity 500637

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EDITORIAL COMMENT

TO ALL OUR READERS - WHY THE DELAY

A good many of you will be wondering why the delay in receiving your 'Double Nine'. It would normally, of course, have reached you in September. We very much hoped to relate the arrival of swing bridges, followed up by an autumn programme on the Canal.

This work is now in progress, with consequent low water levels in all pounds. The first bridge deck having surreptitiously arrived on site, this state of affairs is likely to go on for some time, there being four bridges altogether in this phase. Obviously organised boat activities must wait till levels are restored.

CONSTANTLY REVISED SCHEDULES - DUPLICATED EFFORT

In fact, throughout the last eight months or more, the Society has had constantly to wrestle with revised work schedules and changing completion dates, with consequent delays and much duplication of effort over every kind of planned activity, most especially of course the long awaited 'Reopening' celebrations.

JULY 19th REOPENING A RESOUNDING SUCCESS - GARDHAM

The Gardham Lock Reopening on July 19th was undoubtedly a resounding success. Numerous supporters, including Lord and Lady Halifax, said afterwards what an enjoyable weekend it had been. Yet only a mad scramble on the part of all concerned enabled the weekend's arrangements to go off so well and according to plan. And we are indeed grateful to Lady Halifax who, earlier in the year, had expressed her readiness to fit in with whatever changes of plan might be required.

AND NOW FOR MELBOURNE!

After July 19th was to get us to Gardham, September 27th was the date then fixed for arrival at Melbourne (Thornton Lock tail)

(Unfortunately, despite all efforts, there was insufficient time left after financial details were concluded to complete this work on schedule. So now, with six months 'close' season ahead on the canal, we can surely look forward to real results in the Spring! Lady Halifax also told us she is looking forward to being present at our next big 'Jo'.

'DOUBLE NINE' - TWO ISSUES IN ONE THIS TIME

As you will all realise, a lot has been happening. This issue of 'Double Nine' must be fatter than usual if we are to keep all our members properly abreast of events. Add to this the latest shocking postage rise (though we do deliver by hand wherever possible) and the extra work entailed, and we hope you will understand and approve the committee's decision to combine the September and December '75 issues of '99' into one larger than usual edition timed to reach you during November.

LOOKING AHEAD WORK-WISE

Pending a call from BWB to help behind their bridge gangs, volunteers are still needed for all the jobs listed by Chris Lawton (see page 7) before he had to leave us. We are currently without a Working Party Organiser. So how about YOU, or YOU, or YOU organising an individual party to do just one of those jobs???

THOSE HOLES UNDER CHURCH BRIDGE

Worried members who reported in August the sudden appearance of holes drilled in the brickwork under the arch and approaches of Church Bridge will be relieved to hear that this is the work of BWB's 'Bridgeguard' section from Leeds. BWB at Castleford assure us that if, as seems likely, the bridge needs strengthening this will be done with due care to preserve its present appearance, and will take into account the fact that it is already 'listed'

ALL FOUR ROAD BRIDGES SCHEDULED

As Lady Halifax noted in her speech in July, all of the road bridges over the canal are now scheduled as Ancient Monuments, under the Department of the Environment, and this means that three months' notice must be given to the Department before any work may be carried out on them. We are grateful to Dr. Michael Lewis for his help with Church Bridge.

R.M.
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PRIORITIES FOR ACTION ON THE WATERWAYS OF THE BRITISH WATERWAYS BOARD

REPORT BY IWAAC

The way ahead for Britain's waterways in the present economic crisis is seen by IWAAC (Inland Waterways Amenity Advisory Council) as a modest increase in capital expenditure based on a long term maintenance and improvement programme. These views are set out in the above Report submitted on September 30th to the Minister for Sport and Recreation. Some of their main points are noted below:

Overriding Priority should be to maintain ALL classes of waterway in a sufficient state to enable their speedy development to match the demands made on them in a more favourable economic climate.

Key Priorities

- 1) make the 'track' sound
- 2) have an adequate water supply
- 3) protect the 'Remainder' waterways

'Remainder' Waterways (Pocklington Canal is still one) 'NOTHING FURTHER SHOULD BE DONE OR PERMITTED TO BE DONE....WHICH WOULD BE CONTRARY TO THEIR ULTIMATE RESTORATION TO NAVIGATION'. Their local leisure potential should not be ignored. Local authorities etc., are empowered to enter into agreements to have them restored to 'Cruising' waterways standards or improved as a public amenity. (There are at present 484 miles of 'Remainder' waterways and 1086 miles of 'Cruising' waterways).

Towpaths The Board wishes to see them fully used and maintained, with full public access. Here again, local authorities may agree to maintain them.

Volunteers There is worry, the Report says, by some waterways employees that volunteer labour will reduce future employment prospects. This IS NOT SO. The more the waterway system is developed and the more the 'Remainder' waterways - which is where the volunteers chiefly operate - are brought back into use, the more the development potential increases and with it the opportunity for more regular employment.

Full copies of the Report may be borrowed from the Secretary or Chairman. Angling mooring, revenue etc., etc., are among many other items covered.



VOLUNTEER WORK PARTIES AND BWB - OUR OWN VIEW

Many of us have believed for a long time just what this IWAAC Report now recommends as part of its official view with regard to the role of the waterway volunteers. On this canal we have always enjoyed an excellent relationship with Board, and we would certainly not wish to endanger the fulltime livelihood of any of its employees. At the same time the Board's Annual Report does note with some justifiable pride some of its recent achievements towards 'enhancing the interest and pleasure of the increasing number of people who seek leisure and pleasure on the waterways'.

Perhaps here we can quote from the Bulletin No. 73 of the Dudley Canal Trust ... 'However, the people who seek leisure and recreation do not all go about it the same way, by jumping onto boats and cruising off along well-used waterways. Many people find relaxation in a very hard day's work clearing out derelict lock chambers, choked channels, collapsed tunnels. Does the Board truly realise its responsibilities in this direction? I hope so, because it is a very important leisure activity.'

'Neither do I suggest,' the writer continues, 'that the volunteer force should take over the Board's work for them. Most of the real work done by societies is in opening up, at no small cost to themselves, canals which have been derelict, and in all likelihood would have remained so for a long time to come. Once opened, they come under the Board's responsibility, thus creating more work for their employees.....Without doubt it is very necessary that volunteers and employees of the Board should continue to peacefully co-exist as they have been doing. We all know that people with idle hands usually use them destructively and, if that happened, then the nation would have something to grumble about,. I hope that the Waterways Board realise that it has this extra role to play, and will continue to allow volunteers to channel their energies into restoring it.' And certainly, in PCAS we have frequent evidence of the desire to, 'relax by working hard' both from old supporters and new enquirers. We, like Dudley Canal Trust, look forward to continuing our fruitful co-existence.

IMPASSIONED PLEA FROM GROSSLY OVERWORKED EDITOR!!

There MUST be some more of you who can write or draw a tiny bit! DO send us something, however short - a letter perhaps, or a criticism, or another point of view, or just a news snippet. Don't leave it all to me and the regular few! 'Think on!', as Nancy Marsden would say. S.M.N!!!

WORKING PARTIES

WORKING PARTY REPORT

All work during July was concentrated on preparing for the Reopening on the 19/20th, and in clearing up afterwards. This included much tidying, painting, grass cutting, roping off etc., putting up - and down - and transporting tents, scaffold and the marquee, also tables, chairs and other gear. BWB asked for our special help at Gardham where a party made heroic efforts moving and levelling earth beside the lock. Not to mention all the usual jobs involved in running any outdoor event of this nature. Boat Club and Society members combined in all this, with the Boat Club seeing to all the boating arrangements and to many of the stalls. York Conservation Corps have continued to support us, as also members of IWA and others too. We are most grateful for all their help. George Parkes who, as Chairman of IWA's East Riding (sorry Humberside) Branch already wears a pretty weighty hat, has nevertheless been a most regular attender whenever there was a job to be done. Thankyou, George - and Alison.

FUTURE WORKING PARTIES

POCKLINGTON SCHOOL: At Pocklington School Mark Ingleby has been successfully promoting interest in the Canal and now a group of boys led by Mr. Peel expect to start working regularly on the Canal. They will probably begin by giving a 'facelift' to the area around Canal Head. This is often the visitor's first introduction to the Canal and though the Society dredged the basin, levelled the spoil, and planted trees and bulbs there several years ago, this is no longer apparent! Due to pressure of work lower down maintenance up here has perforce been scanty. So the School party should be able to effect a real welcome improvement. And it is hoped that this may be the prelude to other, more exciting undertakings too.

SOCIETY WORKING PARTIES We have the JOBS! We have a pool of regular volunteers near home! We have many more willing volunteers ready to come when we need a large work force! We have some tools, and several kindly disposed owners of heavier gear. We have several excellent pubs!! We sometimes have nice weather! But at the moment we HAVEN'T got a WORKING PARTY ORGANISER!! So.....

CLARION CALL TO ALL MEMBERS - AND NON-MEMBERS!!

Will YOU come and have a 'go' at organising working parties? Yes, YOU! And never mind if several others volunteer as well as you - we'll soon arrange a rota! Yes, its a challenge, of course. But Chris left all the information you're likely to need, all carefully listed and with lots of useful addresses and phone numbers. Our regular work day is the SECOND SUNDAY of each month (so as to fit in with other local restoration groups) 10 a.m. to 4 p.m. Volunteers need contacting beforehand (other than 'regulars' that is) and equipment needs rounding up and getting to site. It needs returning afterwards. Help with much of these chores is often available. You would be welcome at the Society committee meetings where you could discuss the programme and the problems. But we DO NEED A WILLING ENTHUSIAST to coordinate all this goodwill! PLEASE think very hard about it! A lot of you said when you joined the Society that it was the voluntary restoration work at weekends that drew you! We need that help now!

FUTURE DATES FOR WORK??? As soon as we are able to arrange some (see appeal above) we'll let everyone know. Meanwhile, here are some of the jobs that are still waiting to be tackled.

SOME OF THE JOBS Gardham Lock landscaping, planting, seeding, etc. Picnic area near Hagg Bridge needs finishing; Many more coping stones etc., need rescuing from the water; bridge towpaths, need restoring; the pound below Walbut Bridge needs dredging. Quite a bit of fieldwork (if that is the right word on a canal) needs doing preparatory to compiling a proper canal guide.



YOUNG FARMERS TREAD THE TOWPATH - AND WORK A LOCK

On the evening of Thursday, August 7th, members of POCKLINGTON YOUNG FARMERS' CLUB visited the Canal. Escorted by Ray O'Kelly, they not only explored the towpath but also worked Cottingwith Lock under his guidance while four of their party rowed a boat through.

FOR SALE: 'The Hull and Cottingham Canal Project' by R. Bain. Price 50p. inc. p. & p. (All proceeds to the Canal) from J. Nix, 74 Westminster Road, York.

OUR SOCIETY STALL 1975

By the end of the current year we shall have been in operation on 21 days. We have doubled our Stall display area. As we go to press this October we have a substantial balance in the bank resulting from a highly successful season. Detailed figures will, of course be available by the end of the financial year.

Main Events attended: Market Weighton Carnival, Leeds 'Metro' (2 days), Wheldrake Victorian Street Fair, Seaton Ross Show, Great Yorkshire Show (3 days), PCAS Reopening (2 days), Driffield Show, Howden Show, IWA National Festival (4 days), Harewood Steam Rally (2 days).

I would like to thank all those who contributed to the Stall, in cash or in kind, or by help with staffing. In particular I must record the outstanding generosity of members on July 19th and 20th at our Reopening, when they lavishly piled our Stall with almost everything you can think of; to wit: pastries, cakes, biscuits shell plant pots, working gloves, wooden nameboards, beans, peas, lettuces and plants, casseroles, carving dish, pottery, bottles of wine, clothes, 'Waterways News' canal books, jewellery, mobiles, tea cosies, painted horseshoes, matchbox cars, notepads, sweets, etc., etc., also for help with postage and transport of goods and helpers.

For all these known and unknown blessings:

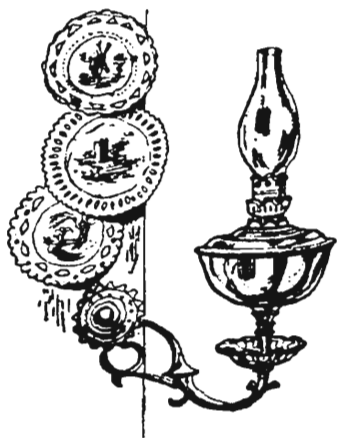
THANK YOU ONE AND ALL !!! John Nix.

<p style="text-align: center;"><u>B.T.H. TRAILERS</u></p> <p style="text-align: center;">BOAT TRAILERS FOR LIGHT DINGHIES, CRUISERS, DEEP "V" POWER CRAFT, DEEP "Q" SAILING BOATS, ALL OTHER TYPES OF TRAILERS.</p> <p style="text-align: center;">Local Agent: E. EXLEY, Cherrytree Cottage, Melbourne; York. 'Phone: Mel. 472.</p>

NEW LINES FOR SALE - PCAS STALL

- LACE EDGE PLATES Following Susan Dickson's winning competition entry suggesting a special lace edged plate (see '99' for March 1975) we made extensive enquiries. They were, of course, intended for the July Reopening (where Sue herself was helping on the Stall all day) but, due to production difficulties, the first delivery appeared at York during the IWA Festival, late in August. They attracted much favourable comment and we quickly sold several. They are 6½" diameter, nicely boxed, and come in white, dark green, dark turquoise or shaded brown, shaded pale blue, shaded pale green, all with traditional 'lace' edge threaded with a choice of coloured ribbon, and with PCAS badge in black in the centre of the plate. Only a limited number will be made with the PCAS badge - thereafter they will probably come with a flower motif or similar. Price per place £4.50 (p. & P. extra)

MUGS IN HOLKHAM HALL POTTERY We have also introduced mugs made at Holkham in Norfolk, in dark blue, honey and smoke grey and carrying the PCAS badge. Pints £1.50 each, ½ pints 75p each.



CANAL SCENE TEA TRAYS

Gaily painted Tea Trays with narrow boat, roses, castles etc. 72p.

These are in addition to all the the usual items, including our regular 'Wold' pottery from Routh, near Beverley. Items by post are post and packing extra, (But we can often get items to you by hand if you can give us time)

ALL ON SALE - SATURDAY, DECEMBER 6th.
MELBOURNE INSTITUTE PCAS CHRISTMAS
SOCIAL

SATURDAY JULY 19th - LADY HALIFAX REOPENS GARDHAM LOCK

On Saturday July 19th Lady Halifax, wife of the Lord Lieutenant and our patron Lord Halifax, cut the white ribbon stretched across the chamber and declared Gardham Lock open once again to navigation. This is the second lock to be restored on the canal (Cottingwith was the first in 1971), and it is the result of much work by BWB, supported by money from the local authority, and by money and volunteer help from PCAS. Lady Halifax, accompanied by her husband, had arrived in the sunshine at East Cottingwith where she spoke to the crowd on the Rally site. She was presented with a bouquet and a book by Diane Alden, whose mother is Secretary of the Boat Club and whose father is a PCAS committee member and regular working party volunteer. Lord Halifax also received a buttonhole and a plaque with the Society badge mounted on wood taken from the old gates at Cottingwith. Sheila Nix was taken completely by surprise at this point when she also received a lovely bouquet from Diane - to mark her birthday that day, followed up by the Lord Lieutenant leading 'Happy Birthday..'

ENJOYMENT AND PRESERVATION CAN GO HAND IN HAND

Lady Halifax was introduced and thanked by Eric Lount as Chairman of the Society. She said how delighted she was to be there and congratulated the Society on its marvellous work. 'I can't think of anything nicer,' she said, 'than spending weekends on the waterways, especially round here with the lovely countryside and the wildlife and our pretty villages' ..'It is quite incredible that you can go from here to the steps of the House of Lords!'

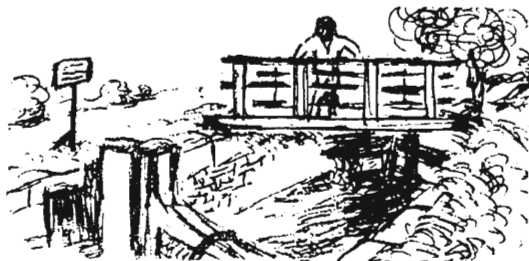
She spoke about the towpaths and then went on: 'I notice that the Society has protected the four road bridges under the Historic Monuments Act, which does show that leisure enjoyment and preservation can go hand in hand.'

CRUISE ON 'TARA'

After the speeches, Lady Halifax and the official party boarded 'TARA', kindly put at our disposal and piloted for us by our member Chris Howarth. Chris and Ann spared no trouble to make our cruise enjoyable, starting with a welcome drink and then tea with strawberries. A strange sensation to be cruising on the first boat in all these years. Miss Harrison waved us by her garden at Storwood. Was she remembering the keels which used to deliver her coal? They

cheered us through Hagg Bridge, preceded by BW's weed boat, 'Water Witch 3'. ('Tara's twin screws were useful all the same! her crew worked hard!) Approaching the lock we were accompanied by a helicopter, all waving and friendly. Only on Monday did we realise it contained the BBC cameras!

A small flotilla started out behind us from Cottingwith and several made it to Gardham with us, led by Don Gray's Narrow Boat and David Smith's handsome cruiser. Waiting to work us through there were more members and neighbouring enthusiasts, with press, and TV cameras galore.



GARDHAM LOCK BEFORE RESTORATION

BACK TO COTTINGWITH

Sighs of satisfaction all round as our honoured guest went off home to feed her dogs and see to a new puppy, and we washed up Ann's best china, and got back on site again. The Cadets' Display, the Sword Swallowing, and the Scottish Dancing were all over alas. Trade was beginning to slacken at the many visiting stands, including IWA, Derwent Society, Market Weighton, Humber Paddle Steamer Group, the YHA, the Ramblers, the Naturalists. John had had a record afternoon on our own Stall. Time at last to have a proper look at the fifty or so boats here for the weekend. Boats from all over the north-east, the Midlands, Worcestershire, and the Eastern Counties. Ray and Margaret O'Kelly gave them all a warm welcome and all seemed to be having a thoroughly good time.

'WATERWAYS NEWS' WAS THERE!

Sheila Doeg and photographer Leslie Bryce were early arrivals on the site - thankful, Sheila said, to exchange the dusty Motorway for the cool grass of the canalside! And 'didn't she do well' for PCAS! A centre grass page spread with nine pictures, no less, in the September 'Waterways News'. Activities, views and people. (Any reader wishing a copy, contact SMN or write to BWB Melbury House

GOOD WISHES FROM NEW ZEALAND - ON A WINTER'S DAY

'We are always pleased to get our magazine' write our members Neil and Daphne Robertson from Oamaru, North Otago, 'It makes us feel as though we belong to a little bit of England....Hope you had a good day for the Canal Opening at Gardham. It was a lovely winter's day here.'

LOOKING BACK

....to see Bill Parker in a place of honour at TARA's stern, working his cine camera through a neat coil of rope; to Francis Loft, TV on one side, folding bike on the other, selling Boat Club raffle tickets as hard as he could go; and, later, just willing that one shower of rain to stop as we approached Barbeque time; Allan Blenkarn, who opened Cottingwith Lock in 1971, chatting to David Tomlinson; Ian Walker and his family, also on TARA ('Why can't we have a canal boat, Dad?); and Bernard Jessop and his crew on DOREEN from the CNS. Thanks to their unflagging navigation the many visitors were able to take a trip on the canal; and what about that trip up river on Sunday morning? But that's another story! Impossible to mention them all, but such a lot of old friendships were renewed and new ones made.

AND FINALLY, THANKYOU - TO ALL OUR MANY SUPPORTERS!

Thank you to ALL our friends and supporters, including the Press and Radio and TV who did us proud both before and after the event. To you ALL who helped in a host of different ways, wherever you were, for however long or short a time, thankyou all most sincerely, on behalf of us all in the Society and the Club. We worked till we nearly dropped! But your help and generosity made it very much worth while.



THE COUNTESS of Halifax cuts white ribbon to open the recently-restored Gardham Lock on the Pocklington Canal, Humberside, after cruising three miles from East Cottingham, to perform the ceremony. Looking on are Mr. Eric Lount, (left), the society chairman, and Mr. David Tomlinson (right), treasurer.

Her husband is the chief patron of the society, which began restoration work on the nine-and-a-half mile canal in 1969. In September a further two miles of the waterway will be opened from Gardham Lock to the village of Melbourne.

Lady Halifax opened a canal gala at East Cottingham before boarding the

Inland Waterways cruiser Tara, which is owned by Mr. Christopher Howarth — a founder member of the society — for the trip upstream. The restoration work has been carried out in conjunction with the British Waterways Board.

Finance was provided by subscriptions and grant aid from the former East Riding and the new Humberside county councils.

FABERS AND PICKERINGS COME TO THE RESCUE!

Thanks to a swift liaison job between PICKERING'S BOOKSHOP of Shambles, York, and FABER AND FABER LTD., Publishers, we were after all able to present Lady Halifax with the book the Reopening Committee had decided was likely to be of most interest in addition to her flowers on July 19th. The book 'WATERWAYS RESTORED' by P.J.G. Ransome, which was sold out locally, includes much interesting comment on local waterways and on the pros and cons of restoration schemes generally.

'TRANSPORTED ON A CUSHION OF SILENCE....'

....So read the publicity material advertising the horse-drawn narrow boat, the 'Chester Packet', which would depart from Cow Lane Bridge for Backford on Saturdays and Sundays at $\frac{1}{2}$ past 2 o'clock, 'delighting the eye of the traveller with vistas of great natural and historic beauty - return relaxed and refreshed at $\frac{1}{2}$ past 5 o'clock' - this was obviously not to be missed, so we joined with other enthusiasts clambering aboard, then craned our necks for the first sight of 'Zippy', the massive throughbred Shire which was to pull us on our journey. At last he was seen making his unhurried way along the towpath from his nearby stable; resplendent in traditional harness (so far only seen in pictures and at Stoke Bruerne Museum) But this was 'yer real thing' and we savoured it to the full! We watched, fascinated, as the tow rope was fastened to Zippy and he began his steady plod along the tow path. Then indeed, we truly were 'transported on a cushion of silence' - an apt description indeed! Soon we had left behind the premises of the old Chester Canal Co. at Victoria Wharf and passed under Cow Lane Bridge and the old arm of the Customs House. The Canal circumnavigates the City walls, passing King Charles Tower (so called because tradition has it that from here, Charles I in September 1645, watched the closing stages of the defeat of his forces in the battle of Rowton Moor); and through a spectacular sandstone cutting under Northgate St., with the Bridge of Sighs high above, connecting the Gaol and its Chapel originally - here we were treated to some gory stories by a Chester resident sitting next to us, of heads chopped off and dropped into the Canal! But to more pleasant things....

Northgate Locks were approaching; they are cut out of the rock and drop the canal some 33 ft. There were originally 5 locks (whereas now there are only 3 in the flight), leading straight to the River Dee. While we went through the locks, Zippy was left free to roam at will and contentedly munched whatever greenery was to hand (or mouth!) including somebody's rambler roses! At the same time he endured but completely ignored, the attentions of several small children who fondled him as best they could, having regard to the fact that he was completely disinterested and oblivious to their fond attentions! - he was obviously used to, and bored by, such adulation!

The next building of interest we passed was the original Chester Packet House, on the opposite side to the once busy dry dock and

the new arm to the river. Always a fascinating feature of Canals is the turnover bridge and we came to one of these next on our journey - always difficult to explain to people! - so sufficient to say that this type of bridge allows the tow-rope to remain attached to the boat whilst the tow path changes sides - clever stuff. Then past Zippy's stable and the old canal warehouse which is the HQ of the Chester Packet (more about this later) and on through Chester until eventually we reached the open countryside and a naturalists' paradise.

Because the water was 6 inches below its normal level, due to a breach (and the dry weather) we were asked to disembark while the crew turned the boat, for the return journey. So, in the middle of nowhere, we alighted onto the tow-path and an old man in all seriousness, asked me 'Where's t'pub?' - needless to say, he was unlucky. We got into conversation with another canal enthusiast and during the chat, we just happened(!) to mention Pock. Canal and the impending Re-opening but were rather taken aback when we were told, 'Oh yes, that's the Canal where we are not wanted' and went on to say that they had travelled to see it once from the West Riding and found a notice at Canal Head which said there was no entry - we hastily explained that all are welcome!



Tea was served on the return journey and we were disembarked at the previously mentioned Chester Packet Headquarters, which consists of living accommodation for crew and horse, and small office and a fascinating Shop/Museum containing a collection of painted ware beloved of boat people, maps, books, prints, brassware etc., some for sale and some just to look at, for interest.

During the short commentary given on our outward journey, we were told that the Chester Packet is available for hire during the summer months, but in winter it goes back to being a working boat, based at Cannock and carrying 35 ton loads of coal; then it is cleaned up at the end of winter, ready for its summer passengers once more. And what could be pleasanter on a summer's day, than being transported on a cushion of silence along so fascinating a stretch of our Canal heritage?'

M.O'K



BETTER ANGLING ON THE BOARD'S WATERWAYS

IWAAC'S recent Report to the Minister and the Board recommends improvements for the 170,000 - 250,000 anglers who fish the Board's canals each year.

Restocking, weed clearance, fish rescue teams, dredging of the centre channel to a minimum of 3'6" so as to avoid undue disturbance by passage of boats, and more research etc., also introduction of angling on canals where there is none at present and in ponds adjacent to the canals, are all recommended.

To finance these improvements the anglers should pay more. It should be a fair market price in line with river fishing revenues. A total 'ceiling' figure accruing to the board in revenue might be about £80,000 the report says.

POCKLINGTON ANGLER WINS 'SUNDAY EXPRESS' PRIZE

Michael Tinson of Orchard Way, Pocklington, won a 'Sunday Express' prize fishing umbrella in August for a bream weighing 4 lb. 6½ oz. caught in the Bielby Arm of Pocklington Canal. He took another weighing 2lb. 14oz. both on a No. 16. maggot baited hook.

THE REGIONAL WATER AUTHORITY'S RIVER DERWENT BILL

There is evidence of a mounting tide of opposition to the attempt by the Yorkshire Water Authority to take over the River Derwent. The Y.W.A's proposed Parliamentary Bill seeks to give the Water Authority extensive powers over navigation, tolls, licences, etc., without at the same time placing it under any duties. It allows no place for the Yorkshire Derwent Trust who have worked so hard and long to restore the river by voluntary effort and to set up responsible control to safeguard it.

The North Yorkshire County Council is considering whether it should now oppose the Bill. The Ryedale District Council are likely to do likewise if the Bill is presented in its present form. Cllr. Baxendall, Chairman of Ryedale's Leisure and Recreation Committee is quoted in the Yorkshire Evening Press as saying he was 'horrified by the attitude taken by the Water Authority's representatives, particularly the Chairman who had made it clear that he was determined to see the Derwent navigation was not restored'. 'It was absolutely essential to the amenities of the district that the Bill should be opposed' Cllr. Baxendall urged.

A meeting was held on September 22nd under the chairmanship of George Parkes of IWA Humberside Branch, of local waterway societies including PCAS. The meeting wrote to IWA in London and to the Water Authority itself stating their concern and their opposition to certain aspects of the Bill, and their support for the Yorkshire Derwent Trust. PCAS also wrote to the Authority regarding the safeguarding of access to the Pocklington Canal via the Derwent and the question of duplication of licences.

Yorkshire Derwent

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details.**

THE IWA NATIONAL FESTIVAL AT YORK, AUGUST 1975

Many of you were there, of course, including for the first time a good contingent from the Pocklington Canal Boat Club. The Society Stall travelled all the way from the Nix abode and enjoyed four days of record sunshine and good trade. Best of all, we had plenty of willing helpers, old and new and not forgetting Shandy the sheepdog (did not approve of the fireworks though!) Old friends from far and wide kept appearing for a chat and I think we all found some time to sample the many attractions and displays on the site and view the lines of boats. Splendid to see the Humber Keel and Sloop Society's keel COMRADE moored up by Paddy's Field, and even larger vessels too. Heaps of York people told us how much they enjoyed it all. But its very quiet again now. How far did the message get across? How long will the impact last? Someone from Bristol who should know about these things thought it came across loud and clear, so we hope it did - and still continues!

Next year's National Rally is to be at Peterborough, and at the beginning of August once more, not at the late Bank Holiday weekend as in recent years.

YORK WATER FESTIVAL - COACH TRIP TO POCKLINGTON CANAL

A coachful of visitors from the IWA Festival at York in August was met at Hagg Bridge by our Chairman, on the Saturday morning. First to Cottingwith where they walked down to the lock, and heard about Wheldrake Ings and Snowden Sleights, Then along by road to Melbourne. 'And now we are passing the Cross Keys' continued our Chairman (trotting out his patter as to the manner born through the driver's mike) 'Oh no, we're not!!' broke in a stentorian voice from the back of the coach. So they didn't! A while later they embarked again to view Church Bridge and Walbut and other delights and pass the 'humble abode of their tour leader, where they all shouted 'Hooray!', finally reappearing at the Rally site in the middle of the afternoon, a good time having been had by all, they voted.



AH WELL, WE CAN'T HAVE ALL THE STARS AT POCKLINGTON!

(A Snippet from the National Festival at York)

A handsome chap was showing great interest in the boats and stood for a while gazing at one owned by a couple from Sheffield who had just had a marvellous time at our Pocklington Rally and were proudly displaying their Pocklington plaque.

With memories of our Rally fresh in their minds, the First Mate said to the chap, thinking his face was familiar, 'Now where have I seen you before..was it at the Pocklington Boat Rally?' The strange smiled, 'No, my boat is abroad, 'he said, 'and I'm a TV star,' and he mentioned his name, well-known on such programmes as 'Z cars' and 'Coronation Street' and many others.

So THAT'S where we'd seen him, was it?!! Ah well! We couldn't expect to have ALL the celebrities at the 'Pocklington' could we now We did manage quite a few!!

by an Observer



BIELBY, HARSWELL AND DUCK'S NEST NAVIGATION
LATEST BULLETIN ON THIS STIRRING PROJECT!

Owing to long term drought, recent floods, inflation, slow construct work by neighbouring navigation authorities, recalcitrant riparian owners, strikes by navvies constructing the gravity fed double, steel-barrelled caisson lock near Harswell, bankruptcy, and the Director running off with a well known politician's daughter, progress on the BH and DNN has not been as fast as anticipated. However, the first 32 inches will be opened to navigation at 11 a.m. on November 3rd 1975 in a brief ceremony presided over by Mr. Q.X. Smonsonby-Portpiece, J.P.

'CANALPHONE' AT BWB

RING 01-723-8485 for latest news of stoppages etc., on any BWB canals. This excellent aid to route-planning is especially useful during the winter months when many major repairs are being carried out. RING 'CANALPHONE' for a recorded message and you can keep informed.

ON THE RIVER FOSS

YORKSHIRE FOSS-WAY FOOTPATH PROPOSAL

The RIVER FOSS AMENITY SOCIETY recently put forward a proposal to make a middle-distance footpath route from the Pond Head, near Coxwold, to York. If feasible, the path might extend N.E. from Pond Head so as to finish in Coxwold itself.

Before applying to the Countryside Commission the Foss Society invite comments and suggestions from their members and from anyone interested. Where the path would leave the riverside from time to time, it could well use existing footpaths, bridleways and roads close by, the Society suggests. And obviously, they say, having a footpath which is clearly defined is in the best interests of everyone, including farmers who contribute so much to the well-being of us all.

A leaflet with detailed maps etc., is available price 5p. from the Society Secretary: I.M. Goodwill, 'Endsleigh, The Green, Sheriff Hutton, York or from the Chairman W.K. Sessions, 6 Rawcliffe Grove, York.

FOSS TO BE PERMANENTLY CLOSED TO NAVIGATION???

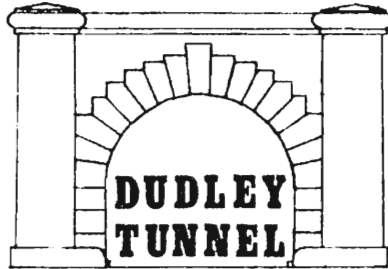
According to the 'Yorkshire Evening Press' of 10th October, York City Planning Officer, Mr. Eric Pearson told York Development Services Committee that easing city traffic by river buses was 'not on'. He was answering objections by some members to the proposed closure of the Foss to navigation at points in York near Huntington Road railway bridge and the Gas Works site, in order to allow for reconstruction of the road bridge at Layerthorpe (Inner Ring Road), lowering its height so that commercial craft could no longer pass under it.

Despite the efforts of several councillors who saw future possibilities for barge traffic and water buses to ease road traffic and save fuel, the Committee AGREED TO RECOMMEND THE CLOSURE TO THE OUSE AND NAVIGATION COMMITTEE. 'The bridge wants modernising. The Foss has got to go. It is a dead end anyway.' said Councillor John Laverack.

A short sighted Argument!

This is the kind of short-sighted argument that was used a few years

ago on the Lancaster Canal, allowing a motorway bridge to be built at low level thus truncating the canal. Only recently IWAAC, official waterway advisors to the Government, have recommended that the Lancaster Canal should be looked at afresh with a view to restoration, notwithstanding the motorway bridge. The Foss in York is not adorned by Lakeland's mountains but it could at some future date contribute to York's amenities very well. Instead of putting paid to this for good would it not be possible to keep the options open by modernising the awkward bridge BUT AT NAVIGATIONAL HEIGHT? Of course it might cost more. So does that rule it out at once? Even during a period of inflation we spend some money on floodlighting and floral displays etc., They make the city a pleasanter place to live in. So, one day, might waterbuses on the Foss - or barges for that matter. Other cities run them successfully. Surely York could find a way to keep its options open on this.



THE DUDLEY CANAL TRUST

SEE THE WONDERS OF DUDLEY TUNNEL! AND TRY 'LEGGING' !!

As from September 22nd the DUDLEY CANAL TRUST will be operating the FIRST ELECTRIC POWERED NARROW BOAT, carrying charter passenger trips through Dudley Tunnel and available every day of the year. The Trust reopened the Tunnel and Parkhead Locks in 1973 and used to 'leg' parties through with a volunteer crew at weekends. The traditional art of 'legging' will still be demonstrated during the trip through the caverns, basins and shafts of this, the longest of our canal tunnels, and visitors will be invited to try it for themselves. But, to cater for present demand, a powered craft is essential. Due to poor ventilation electric traction is the only feasible method.

This is a bold and imaginative venture by a band of dedicated enthusiasts and deserves every support. Details from:
Dudley Canal Trust, 28 Spring Road, Birmingham, B15. 2HA.
'Phone: 021 440 4357

BOOKS

DRIFFIELD NAVIGATION GUIDE: by Alan Biggin and Roger Squires.
Price 20p plus postage from: Secretary DNAS, Country Stores,
Brandesburton, Driffield, N. Humberside.

Sailing keels traded to Driffield as recently as the Second World War. But currently the limit of navigation is Brigham Bridge. The Driffield Canal is a fine and interesting waterway, deserving to be better known. Since the navigation Commissioners all finally died without having appointed successors to act, the Driffield Navigation Amenity Society inherited a legal as well as a practical problem. Cruisers can get up to Brigham and the two sailing clubs provide fine sport on a breezy day on the more open stretches. But this Guide should rally many more supporters to the Society cause. Their Secretary Alan Biggin's practical experience and local knowledge along with Roger Squire's carefully compiled history, plus excellent maps, drawings and even some photographs combine to make this the best value for 20p.anywhere. And if this necessitates small print and compressed layout, no matter, it is still an incredible 20p!'s worth! Send for one today - or buy one from the Jefferies' bookstall at the next IWA meeting (see 'Diary of Events' page 27)

A LIFE ON THE HUMBER, KEELING TO SHIPBUILDING by Harry Fletcher,
with a Foreword by L.T.C. Rolt (Faber and Faber £4. 25)

Also highly recommended! Which is just as well at £4.25p. By two months old Harry Fletcher was living aboard a keel in the middle of a canal. His father and grandfather were keelman working boats on the Humber, the Trent, the Ouse and adjoining canals. Peas, sugar, liquorice, tinned fruit, machinery and even clothes pegs were carried to Doncaster, Swinton or Mexborough. Baltic timber for pit props, iron ingots and white sand for glass and steel making were taken to the West Riding too, and coal taken back to Hull for the trawlers. Harry Fletcher describes all this

in vivid and fascinating detail, the real stuff of history! In the First War he was apprenticed as a plater in Hull, in the Depression he had a struggle for work at all and after the War he went into ship building in his hometown of Thorne.

For years the big square sails of the keels were a familiar sight on all the canals and waterways around the Humber and into the West Riding and the Trent. This is perhaps only the second book on the subject (Michael Ulyatt's 'Flying Sail' was published in 1974 and recently reprinted) and the first to record so vividly the whole of one man's life aboard the keels. It has some first class local maps produced under the guidance of our BWB AREA Engineer, Ian Walker, and many interesting and valuable photographs. Altogether a most valuable book for the local historian and researcher, and one which keeps your light on long after it should have been out!

S.M.N.

BACK IN PRINT - 'FLYING SAIL' BY MICHAEL ULYATT

'FLYING SAIL', our member Michael Ulyatt's fascinating and profusely illustrated book about the old sailing keels of the Humber waterways and the experiences of their skippers is now available once more, price £2. Please buy your copy from PCAS who are kindly allowed to benefit from their sale. Send £2. plus 25p. post and packing to J. Nix, 74 Westminster Road, York or at meetings.

PHOTO COMPETITION WINNER

Winner of the popular photo guessing Competition organised for PCAS at the National Rally by our member Dave Gibson was MRS. DOROTHY GREENWOOD of Liversedge. On receiving her £5. prize Mrs. Greenwood, who is a member of the Calder Navigation Society, said she was thrilled and astounded as she had never won a competition before.

Dave, who lives in Cottingham, had mounted a series of photos he had taken of various Yorkshire towns and entrants had to name them. They also had to estimate the height of the Humber Bridge towers. Another local charity has recently asked to borrow the 'competition' for their own fund-raising effort.

THE 'MAKE A PICTURE' COMPETITION RESULTS

The PCAS 'MAKE A PICTURE' Competition, kindly sponsored by HUMBERSIDE LEISURE SERVICES, produced some most lively and decorative pictures and collages from the school entries. JOHN BROWN, the Judge, commented: 'All the pictures in both age groups are very lovely and delightful to look at. They must have been a lot of fun to do.'

Winners: 7 - 10 years. Jane Milburn (1st) Keith Duerden, Christopher Glew, all from Melbourne School. Highly Commended: Carol Harman and Susan Beevers (both from Melbourne), and Keven Stark (Pocklington R.C. Primary)

Winners: 11 - 13 years, Debra Pipe (1st) Jane A. Behan, Geraldine Achurch.
Highly Commended: Hilary Smithson and Marion Thornton.
(Jane from Pocklington, the others all from Melbourne)

Several other Head Teachers said they were interested had it not been so close to exams and term end.

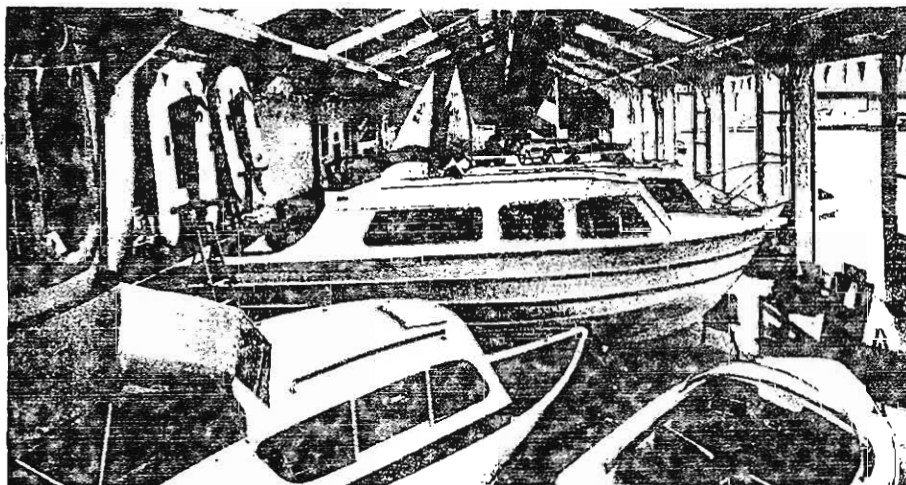
Winners: 13 years and any age above. The Judge said all four entries in this group should share the prize money equally, 'Each one has a lot of appeal about it'
Mrs. K. Brocklebank (Melbourne), D.B.G. (Cottingham), P. Manning (Bradford), William Parker (Bradford)

ALL the entries were on show over the Reopening weekend along with a Leisure Service Display, in the old School at Cottingham and they certainly gave a lot of pleasure to a lot of visitors. Well done everyone!

WATERWAYS CALENDAR 1976

Theme of BWB's 1976 Calendar is 'THE POETRY OF THE WATERWAYS' with further superb photographs by Leslie Bryce and Derek Pratt and others, showing the waterways in all moods and seasons. It should be in great demand. Send for your copy to: Press and Publicity Dept., BWB Melbury House, Melbury Terrace, London.NW1 6JX £1.50 each, includes postage (Also from IWA meetings)

Let you **FIRST CHOICE** be from the **LARGEST SELECTION** of **BOATS & ENGINES** in the country at



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Bristol Marine, Canons Road, Canons Marsh, Bristol 1, Tel: Bristol 299626
Budand Wharf, Acton, Cheshire
Drayton Marina, Betton Road, Market Drayton, Shropshire, Tel: Market Drayton 3101/2
Droitwich Marina, Hanbury Road, Droitwich, Worcestershire, Tel: Droitwich 3002/4012
Fareham Marina, The Mill, Lower Quay, Fareham, Hampshire, Tel: Fareham 4297/81426
Lymm Marina, Warrington Lane, Lymm, Cheshire, Tel: Lymm 2945
Mountsorrel Marine Centre, 14-18 Loughborough Road, Mountsorrel, Nr Loughborough,
Leicestershire, Tel: Rothley 2144
New Mills Marina, Hibbert Street, New Mills, Nr Stockport, Cheshire, Tel: New Mills 45000
Nor'West Marina, Canal Wharf, Galgate, Nr Lancaster, Lancashire, Tel: Lancaster 751368
Plymouth Marine, Vauxhall Quay, Sutton Harbour, Plymouth PL4 ODP, Tel: Plymouth 62135
Retford Marina, Carolgate Bridge, Retford, Nottinghamshire, Tel: Retford 4218
Shardlow Marina, Dobson's Boatyard, Shardlow, Nr Derby, Derbyshire, Tel: Shardlow 732
The Swag Boat Centre, Bams Lane, Stubbers Green, Nr Aldridge, Staffordshire, Tel: Aldridge 55448
Thorne Marina, Hatfield Road, Thorne, Nr Doncaster, Yorkshire, Tel: Goole 812316

APPLICATION FOR MEMBERSHIP OF PCAS

(or RENEWAL OF MEMBERSHIP)

Please complete the form below and send with your remittance to: Mrs. A.M. Nowell, Park House Farm, Storwood, Melbourne, York. (or hand it to any Committee member). Thankyou!

SUBSCRIPTION RATES

Individual Adult 75p
Individual Junior 30p

I wish to join PCAS.....

I wish to renew my subscription.....

Please tick as necessary

Family or Joint Membership £1.25p
(husband, wife and all children
under 18 years of age)

Total subscription enclosed £.....

Corporate £2.00

Age of Junior Members.....

Name.....

Address.....

.....

Phone No:.....

BANKERS ORDER

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Please pay to Midland Bank Ltd., POCKLINGTON, York (40-37-01) for the credit of the Pocklington Canal Amenity Society Account No. 20674451 the sum of.....now and on January 1st annually.

Name.....

Address.....

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DIARY OF EVENTS

Mon. Oct. 27th	PCAS Committee, Thornton 7.30 p.m.
Sat. Dec. 1st	Film on Leeds/Liv. Canal 7.30 p.m. Huddersfield Rly. Station, (Room 6) IWA
Sun. Nov. 9th	Hull Canoe Club Long Distance Race on Pock. Canal
Wed. Nov. 26	PCAS Committee, Thornton 7.30 p.m. Revised Date
Fri. Nov. 28th	IWA Film/Slide Evening, Market Weighton Church Hall, 8 p.m.
Mon. Dec. 1st	PCAS Committee, Thornton 7.30 p.m. <u>CANCELLED</u>
Wed. Dec. 3rd	Pock. Boat Club Dinner (Phone: C. Alden)
Sat. Dec. 6th	PCAS Christmas Social, Melbourne
Fri. Dec. 19th	IWA Christmas Party, Hull
Mon. Jan. 19th	PCAS Committee, Thornton, 7.30 p.m.
Fri. Jan. 30th	'Sail on Yorks. Waterways' John Hainsworth, IWA Hull 8 p.m.
Sat. Jan. 31st	IWA Region Dinner, York Station Hotel
Fri. Feb. 20th	'The Cheshire Ring' Dr. David Owen IWA Hull 8 p.m.
Sat. Mar. 19th	PCAS A.G.M. (See next page)
Nov. 23rd, Dec. 28th	Market Weighton Working Parties

Note: Hull IWA meets in Hull University (Goods Entrance,
Cottingham Road, second block down on the right)

P.C. BOAT CLUB PENNANT - AWARD TO C.M. KELLY

PCAS Member Mr. C.M. KELLY of Sheffield, award winning designer of the Pocklington Canal Boat Club's handsome new pennant, received his prize of a watch from Lady Halifax at the July 19th Reopening ceremony at Cottingham. The pennant has an applied design of a keel under sail in red and white on a deep blue background and the letters PCBC in red. It has strong toggles.

Pennants, price £1.50 plus 20p post and packing. are available from the Boat Club and from the Society.

DON'T FORGET

SATURDAY DECEMBER 6th - at MELBOURNE INSTITUTE

PCAS CHRISTMAS SOCIAL AND SALE

6.30 p.m. SALE PCAS Stall, Christmas Gifts etc.,

7.30 p.m. SOCIAL FOOD,, DRINK, GAMES, DISCO,
COMPETITIONS etc.,

COME AND BRING THE FAMILY AND FRIENDS!

The Committee will cater for Sandwiches, Savouries, and Drinks. Please bring your own Cakes, Sweetstuffs, etc., to 'pool' for supper

TICKETS: 50p. From Thornton Lodge (Mel. 216) or from M. O'Kelly, or S.M. Nix.

Could you also bring a gift, or a Raffle prize, or run a small stall, or put on a Competition or a Game etc.,?? We hope to have a really friendly enjoyable evening for the family SO DO COME !!

D E C E M B E R 6th S A T U R D A Y BOOK THE DATE!

ADVANCE NOTICE OF P.C.A.S. - ANNUAL GENERAL MEETING

THE ANNUAL GENERAL MEETING OF P.C.A.S. will take place on SATURDAY MARCH 27th 1976

Full details will be in the next issue of '99'

PLEASE be thinking about new nominations for the 1976 Committee (and for W.P.O.!). It is time we had some new recruits - to work, to think, to plan, to write, to draw, to mount publicity etc., etc.,

PCAS ANNUAL DINNER to be held in late February or early March. Details of this later too.

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COALITE,
PHURNACITE



It's Phred Again

Hello again friends! Where were YOU on July 6th?? - Gardham Lock working party. Three voluptuous molehills needed dissipating. Yours truly was disappointed to find himself all alone. But hark, dulcet tones from behind said molehills! Followed by a little man in short leather trousers with braces and a bobble hat, yodelling his head off, with an ice pick in one hand and a nannygoat in the other. 'Good Lord,' thought Phred, 'I'm outnumbered!' Not for long though. Further grumbling along the towpath..... dinosauric machine breaks cover on the south, horseless carriage with appendage on the north, party of painters with pots from Cottingham (their Canal not yet having been opened), one Narrow boat navy from Cottingham ... plus 'Enry. Result - demise of molehills aforesaid, one very flat landscape, and a monumental thirst! Subsequently satisfied, albeit two weeks later! Phred's writing arm still aches. It really ought to be in a sling after all the free beer he swigged that day - and night!

Cheers folks.

PHRED.

'.....LEISURE, ENJOYMENT AND PRESERVATION CAN GO HAND IN HAND!'

Lady Halifax, July 19th 1975, at PCAS Rally, referring to canal restoration

PCAS CAR AND WINDOW STICKERS

Attractive circular STICKERS are now on sale at 15p. In green on a cream background they show the Society's badge with the unique lock gate paddle gear, surrounded by the white rose of York and 99 (9 miles, 9 locks). Do please purchase and display one if possible! Thanks to the kindness of our designer and of our manufacturer their sale not only publicises the Society and the Canal but also brings in a modest profit.