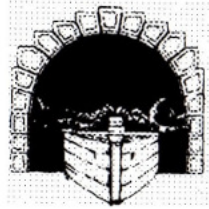



THE PORTAL



ANNO REGNI
GEORGII III.
REGIS
Magnæ Britanniæ, Franciæ, & Hiberniæ,
TRICESIMO.

At the Parliament begun and holden at *Westminster*, the Eighteenth Day of *May Ann Domini* 1784, in the Twenty-fourth Year of the Reign of our Sovereign Lord GEORGE the Third, by the Grace of God, of *Great Britain, France, and Ireland*, King, Defender of the Faith, &c.

And from thence continued, by several Prorogations and Adjournments, to the Twenty-first Day of *January* 1790; being the Seventh Session of the Sixteenth Parliament of *Great Britain*.



LONDON:
Printed by CHARLES EYRE and ANDREW STRAHAN,
Printers to the King's most Excellent Majesty. 1790.

THE JOURNAL OF THE FRIENDS OF THE CROMFORD CANAL

(Registered Charity Number 1100700)

NUMBER 8

NEW YEAR 2004

The Portal is the quarterly magazine of the Friends of the Cromford Canal.

The Friends of the Cromford Canal is a Registered Charity (Number 1100700) which exists to promote the restoration to navigable condition of the whole of the Cromford Canal.

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Last dates for acceptance of articles - end of March, June, September and December, for publication the following month. All articles for publication should be sent direct to the Editor, and can be submitted on paper, as text files on a 3½" diskette or preferably by e-mail to the Editor at: [REDACTED]

Pictures for The Portal or the Web Site should be scanned at 200 dpi (dots per inch) and saved to a size of 600 by 400 pixels and may be sent electronically or on disk or CD.

For all the very latest news, plus loads of other information and pictures, don't forget to visit our Web Site:
www.cromfordcanal.org.uk

The Editor is NOT responsible for blank or missing pages in this magazine - if you have any, please return it to the Secretary at the address alongside.

The Friends of the Cromford Canal are Corporate Members of:



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Front Cover: the second title page of the Cromford Canal Act of 1789, from our CD-ROM (*see page 11*)



Happy New Year! I spent a very pleasant afternoon last month at Hugh Potter's "Pots & Pix" event, which appears to becoming a fixture on the social calendar. Certainly for me, this particular weekend is fairly memorable, as in 2002 Susan fell over and broke her wrist and our (rather delayed) visit to "Pots & Pix" was with a brand new "pot" of her own!

This year, I was able to take a look at some copies of "Diggum", the newsletter of the old Cromford Canal Society. Doing so reminded me of how much the technology for producing a magazine such as ours has evolved. The early issues of "Diggum" were produced what was the state of the art at the time: a Gestetner duplicator. "Skins" were cut on a typewriter and somebody was artistic enough with the special scribing pen to produce a line drawing for the front cover. Both of these processes were

more-or-less "one shot" jobs. It was possible to correct typewriter errors but if the artist fouled up doing the picture, it was tear it up and start again time.

Later, the magazine was produced by letterpress: standard moveable type, but still subject to the type setter's error - I saw at least one "form" instead of "from" - one of my typing errors! However by this time, the magazine had shrunk to a single sheet of A4 folded in half. If our Chairman grumbles again about a thin Portal, I'll show him that!

Nowadays, things are different. Setting the magazine is all done by the magic of computer, making changes (whether last minute or not) very simple, photos are possible, line drawings are easy and if I felt inclined I could send the whole kit and caboodle to the printer via the Internet, instead of taking the paper copy up to him.

LANGLEY MILL UPDATE

(by Mike Harrison)

On October 25th to 27th, a work party was held at Langley Mill to dig out the remaining length of the remains of the Cromford Canal wall which the ECP&DA are rebuilding.

The wall was exposed and the shuttering and reinforcing were installed. The part now being done is beyond the reach of the ready-mix lorry so a concrete pump was hired and a pipe laid along the length

to be done.

Some 14 cubic metres of concrete were then pumped into place and vibrated. This completed the footing of the wall on the ECP&DA length. The shuttering and mesh for the wall itself is currently being worked on.

(Editor's Note: All the pictures of this work were taken by Val Roberts)



I have just finished reading Hugh Potter's new book called "The Cromford Canal". How I enjoyed it and how so informative. It is the most comprehensive photographic collection of archive Cromford Canal material I have personally seen. I was amused and somewhat surprised to see a 1988 photograph of Dr. Desmond Stoker, founder and chairman of the former Cromford Canal Society, hauling a boat from Leewood to Cromford, not because of this act, noble as it was, (wish we could do it now!) but because of what he was wearing. His garb was identical to that I have worn for the two sponsored walks that I have happily taken part in. This was just a coincidence, but an interesting one. What was the garb? You will have to get the book to see that, it's on page 119. Hugh must have spent many hours of hard work compiling all this information, well done Hugh. It now sits proudly alongside our other publication, that of Val Roberts and Mike Harrison's "Walker's Guide to the Cromford Canal". You will be delighted to know that both publications are selling well.

Work at the Langley Mill end of things progresses apace - a short account and pictures appear elsewhere in this issue, and soon the ECP&DA will have reached the end of what they can restore before the proposed opencast mining takes place. Once this is concluded there is a short length of the canal to be restored after the land has resettled. Soon there will be a need to examine the possibility of obtaining planning permission for the construction of two locks there, a new marina (The 'Lawrence Marina?') and the diversion (restoration?) of the canal as far as Stoney Lane.

I said in my last article that October was going to be a busy month for the FCC,

and so it proved to be. On Monday 7th we had the normal monthly committee meeting, then on Monday 13th we held the Special General Meeting at Ironville church hall. My thanks to all who attended this for what was another milestone for the FCC. This meeting approved unanimously the amendments to our constitution, as required by the Charity Commission, with the result that we are now, at last, a Registered Charity; number 1100700. This should help us considerably in raising money for our quest.

The following weekend saw the Peak Training Management company organise a canal cleanup, with the considerable help of the Waterway Restoration Group (North West) at the Cromford end of the canal. Large amounts of waterweed that were congesting the canal and reducing its bio-diversity, were removed. I was able to spend that Sunday helping, and it certainly was hard work. Due to a misunderstanding in expecting this work to be mechanised and requiring special skills we did not invite our membership to help. Well it certainly was not 'mechanised' and I found myself 'slinging my (grappling) hook' (to coin a phrase). Grappling hooks and long handled rakes were the tools in use. So apologies for not informing you, it will not happen again, and I understand that there maybe another cleanup organised for the spring.

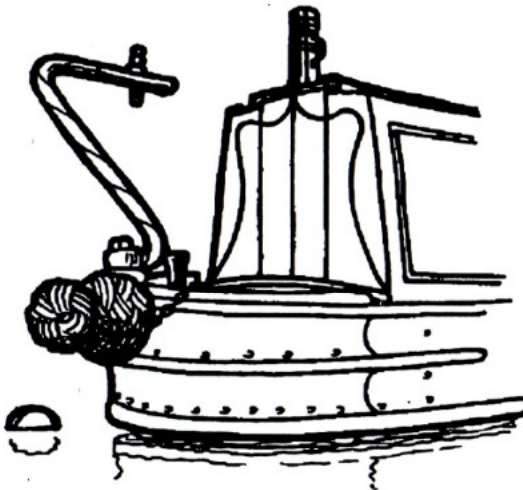
The very next day on Monday 20th the FCC were hosts for the day to the new management of British Waterways, when we met the senior staff of East Midlands Navigations which now controls parts of the Cromford Canal. At Langley Mill FCC Committee members gave a presentation on the history of the canal, its unique engineering features, its decline, the formation of the FCC and the huge future potential of the canal. Then, thanks to the

very careful planning of Peter Stone, we toured the whole of the canal, from south to north, including the Pinxton Branch. It was a beautiful autumn day and the canal and Derwent Valley were at their best. All were agreed it had been a most successful day, with a meeting of minds. A subsequent letter from the new General Manager stated in part, "I would be happy for the society to use the BW length as zone 1 and over the next year establish benchmarks in terms of how many people are currently using the section, how many additional visitor numbers could be anticipated if restored," More on this at a later date.

However, October was not over, and the following Saturday (the 25th) the FCC were again hosts but this time to the Inland Waterways Association Restoration Committee. The morning started with them dealing with their own business, then at midday after a joint lunch, the way forward for the FCC and any current problems were discussed, with many helpful suggestions being offered. This was concluded with a walk down the flight of Ironville locks. So, a very active month, and one during which we have made a lot of contacts for the FCC, contacts we can use to help build our dream.

I have mentioned before that the way I see the FCC progressing is to have subcommittees, each to pursue a set area. Well I must congratulate our first subcommittee, they have simply got through a mountain of work, in fact without them, we would still be talking about how to progress, whereas they have already progressed us forward. They have completed large amounts of research and compiled an Action Plan as well as meeting with AVBC personnel, outlining our aims and objectives. We still need another subcommittee though to organise our presence at events and canal cleanups. (If you would like to help in this area please write or Email me at the addresses shown in this publication). One major event this year will be the IWA National Waterways Festival at Burton-on-Trent over August Bank Holiday weekend. The FCC will be there, but we cannot rely on just one or two people to man the site, we will need a team. Also we need merchandise to sell there, so if anyone has contacts to help us with in this regard, please let me know.

On a purely personal front, my current work in Paris is keeping me away from pursuing more activities for the FCC, which is not a situation I want to be in for long. Maybe we will be needing a full time project manager?



LETTER TO THE CHAIRMAN

I write to thank you for the very enjoyable and informative tour of the Cromford Canal the Friends of the Cromford Canal organised for my management team, and please accept my apologies for delay in writing. My team and I were left inspired and enthused.

I shall write separately to John Boucher outlining my views on the next steps and also detailing how I feel we could work together in the future, and of course I will copy you into this correspondence. I feel the canal is a beautiful and valuable asset which British Waterways can assist with preservation and promotion. There are ways in which our teams can assist with provision of information on assets, funding sources and possible future partners. All of which I shall outline more in detail to John. I feel the task of total restoration to navigation is ambitious, but if we were to break down the project into "bite size chunks" or zones, there are

real possibilities that certain sections of the canal could be regenerated and restored quite quickly.

There are immediate guide wins which could be gained through working with local authorities to provide multi-user paths and could build on existing interpretations, all raising the profile of the canal. John Nuttall in my team is already working up ideas to submit to you shortly on this.

Once again please accept my thanks for the very informative day. I am very grateful to you and your team at the Friends of the Cromford Canal for bringing us up to speed.

Kind regards,
Caroline Killeavy
General Manager
East Midlands Navigations
British Waterways



The BW party at the junction of the Pinxton Arm

(Hugh Potter)



The wall exposed.....



The shuttering in place.....



Pumping the concrete.....



“Up to their necks in concrete!”

FOOTPATH CLOSURE

(Derek Dixon)

Derbyshire County Council have made an Order under Section 14 of the Road Traffic Regulation Act 1984 (as amended) to prohibit the use by traffic (i.e. pedestrians) of part of the Public Footpath No 73 to facilitate Public Safety during Repairs to a Bridge. In case you didn't realise it, this is the towpath of the Cromford Canal. The closure is expected to be from 23rd December 2003 to 1st June 2004.

The bridge concerned is the footbridge across the River Erewash between Stoney Lane and Stoneyford. The alternative route is from Langley Mill along Plumpton Road and under the A610 (as per the

Walker's Guide top of page 4). Then continue straight ahead along the base of the Railway Embankment. This will bring you to an accommodation bridge under the railway. Do not go under the railway but keep on straight ahead following the footpath as it curves slightly away from the railway to rejoin the footpath from the footbridge over the river to Stoneyford.

This last part of the path is very muddy even in the dry season as it was formerly a branch of the Canal that served as wharfrage for coal mined in the fields leading up to the left towards Woodlinkin. It fell into disuse when the railway was built in the mid-1840s and has never been filled in, just left to the ravages of nature.

BOOK REVIEW "PORTAL TO PORTAL"

by Patrick Morris

*("The Cromford Canal -Portal to Portal"
by Des Greenwood)*

Amid the on going debate over the wisdom of re-developing a large part of the historic Butterley Ironworks site to provide housing is a subject close to our hearts: the Butterley Tunnel. As much of the area earmarked for redevelopment is immediately above the line of the canal, now seemed an excellent time to review this publication dealing almost totally with the Butterley Tunnel and its impact on its immediate environment and the iron works above it.

Des Greenwood has a long involvement with Butterley engineering and a strong interest in local history and finally put pen to paper and produced this excellent guide to what lay 100 feet below his working life.

This A4 book running to 50 pages deals with the construction of the tunnel, the methods of operation, the problems that plagued the tunnel as the 20th century approached, how it fitted into the overall working of the ironworks as a whole. A contemporary guide to what remains to be seen both above ground and with great difficulty unless you buy the book or visit our Web Site, what remains below ground are also included in the guide.

Profusely illustrated with black and white photographs, maps and diagrams, the Introduction opens the door to the tunnel and its troubled history culminating in its abandonment for navigation at least, but not water supply, in 1909. Section 1 is a guided trip through the tunnel from west to east illustrated with many of Robin Witter's amazing images. Section 2 is a detailed guide to the unique underground "wide hole" allowing boats to pass in an

otherwise "single track" tunnel, where raw materials were off loaded for the works and finished goods loaded. This is probably the most historically significant section of the tunnel, if not the canal. Section 3 examines the tunnels eastern portal; this is the portal that remains as originally built except for the water feed arrangements. Sections 4 and 5 deal with the interrelation of the works, the canal and the actual shafts themselves. This of course is the area, along with the tunnel proper that is surely worthy of preservation and development as some sort of visitor attraction and should not be swept away by redevelopment.

Section 6 seeks to answer that thorny question "Just how long is the tunnel?"

and just as importantly but less asked "Is it where the map says it is?" The answers to these two questions are not as simple as may be supposed as various railway and road embankments (the last in the 1970's for the A38 Ripley Bypass) have added further extensions to the west portal.

The final section is a guide to the remaining surface features and where to find them. Right at the end and well worthy of mention is a glossary of terms for those of us who may not know our "chalybeate wells" from our "whimsy".

The booklet is available for £5.95 plus £1.55 postage and packing from the Secretary whose address and Email address can be found on the back cover.

FROM THE ARCHIVE CORNER

by Hugh Potter

GETTING OUR ACT TOGETHER

Members who subscribe to the email list will know that we have acquired, thanks to generous donations from Friends, a copy of the Cromford Canal Enabling Act of 1789, along with the amending Act of 1790. Thanks to the services of another kind Friend we have scanned this and can now offer for sale copies either printed or on CD.

The printed copy is attractively plastic-comb-bound double sided on A4, and runs to just over 100 printed sides. The CD contains a numbered image of each page. The cost of a printed copy is £10 (plus £1 p&p) and of a CD is £5 (plus 50p p&p). These are available via myself. *(Editor's note: the image on the front cover does NOT do this work justice!)*

The Act is in 'Blackletter' and so cannot be scanned into a computer for optical character recognition. However, I am willing to personally refund the purchase cost to the first person to accurately transcribe the document and supply it on disc so that we can make it even more readily available for research, hopefully via our web site.

TAKING CUTTINGS

The activities of the Friends feature from time to time in local newspapers and magazines. I would like to maintain an archive of these, but obviously do not always see them because many papers have a limited distribution area. If you see anything about the Cromford Canal in print could I ask you to send me a copy (my details are on the back cover) so that I can keep a 'full set' for future reference.

EARLY INTEGRATED TRANSPORT

by Hugh Potter

The use of the Cromford Canal as part of the "integrated transport system" of the early Victorian years is little known. This is hardly surprising as it took place for less than ten years from 1840, when George Stephenson's North Midland Line was opened from Derby via Ambergate to Leeds, until 1849 when the cumbersomely named Manchester, Buxton, Matlock & Midlands Junction Railway opened from Ambergate as far as Rowsley. In that time, however, at least two reports exist of the journey from Ambergate to Cromford by canal boat.

In *Sketches & Reminiscences* (Nottingham, 1856), Stephen John Mann KTF, a member of Royal College of Surgeons, recalls his journey on 20th May 1844 when he took "an advertised jaunt" to Matlock and back from Nottingham. He caught a train to Derby where "a somewhat tedious stay" was necessary before his train northwards. So it was that he arrived in Ambergate "a picturesque spot, where, leaving the train, the station-officer wished us to suppose we were too late for the conveyance forward, that we might hire a carriage". Some things don't change!

"Determined not to be imposed upon, as our order was to include all expense there and back for a crown [25p in new money], we enquired of a female at a public-house near, who directed us to the canal, a short distance by a row of lime-kilns, which had the formidable appearance of a fortification [these would be George Stephenson's kilns on what is now the Transco site]; and finding two large boats supplied with seats ready for reception, we took them, and presently all became filled by the accession of another extensive train of pleasure seekers. A pair

of horses being speedily brought forward, we were towed along a canal to Matlock, amidst the most romantic scenery I ever beheld, consisting of high cliffy mountains, clothed with wood."

He then goes into raptures about the landscape before coming down to earth with "Through this country of stone, whose bowels are prolific with mineral treasures, we floated past many a boat and warehouse, where the eternal name of Wheatcroft appeared conspicuous". More deep and meaningful prose comes to an end when "Soon reaching our destination, we disembarked, and, by previous arrangement, we were permitted to walk over the private grounds of Willersley Castle a near cut to Matlock Baths." This land is still private, and is open to the public only on Boxing Day when the annual raft race takes place on the river from Matlock to Cromford.

Having delighted himself further with the "most majestic" scenery, the baths and the "display of elegant shops, museums, and bijouterie establishments, equal to a London street" (Matlock Bath was once a very up-market tourist destination, believe it or not), he returned to the boats where he watched "the returning crowd streaming to the wharf ready to start. Our boat being the first, a number of juveniles, taking the towrope hauled us along in advance to the distance of a mile, until wearied with toil, they unanimously declared, in true provincial dialect, 'they would na, could na, and should na pu honna more till peed'. A shower of nuts and halfpence having now answered their requisitions, and the other boats coming up, we in company lugged forward at a quicker pace."

More Victorian philosophising, and an

unexplained stop "on the way, near some cottages", brings him back to Ambergate where, without further mention of the canal "an extensive train shot into sight, with magic velocity" and he took his seat and left "this romantic place" for his return to Nottingham.

In a manuscript now in Birmingham Archives (MS1427), G.W. Leonard wrote about a trip two years later: "In 1846 I took my first railway journey by a trip to Matlock. We left the train at Ambergate

and were conveyed in Boats on the Canal to Matlock where we had a most beautiful day and were delighted with the lovely scenery of that romantic place. As soon as we got into the Boats to return a fearful storm of thunder and lightning broke over us and as the Boats were uncovered we were all wet through before we got to Ambergate. We did not arrive in Birmingham till after Midnight but fortunately did not suffer for our wetting."

A MYSTERY IN STORER

by Hugh Potter

A surprising canal link surfaced in the December issue of the Derbyshire Family History Society journal in an article by Sue Belfield. A photograph was published of a salt-glazed jug on which was the inscription:

JOHN STORER
AGENT TO THE
CROMFORD CANAL CO.
JUNE 25TH. 1839

There is a John Storer known from other sources to be associated with the canal. The snag is that he was born in 1825, which would make him only 14 at the date on the jug, which seems a little young for such a responsible position. And his father was Joseph, not John! From various documents we know that: in 1851 John Storer (the one born in 1825) was an 'Engine Stoker'; in 1856 Manager of the Cromford Canal; in 1857 Canal Manager; in 1861 Foreman on Canal; in 1862 and 1866 Manager of the Cromford Canal; in 1871 Foreman; in 1872 Canal Agent; in 1885 Railway Director; and in 1890

Steward.

In 1856 he married Mary Ann Jessop, daughter of William Jessop (but not the famous engineer - this one was a farmer). They lived in the house (now two cottages) on Cromford Wharf and raised a family of 6 children.

The only time I have come across the name otherwise is in the Nightingale papers in Derbyshire Record Office where in a letter dated Holloway 22.5.1836 Storer refers to, amongst other things, the expense of bringing the canal up to the Lee Bridge Wharf being about £35 as there would need to be a new lock gate to prevent the Cromford Canal water coming into the Lee branch, and to stop the Lea Brook from going into the Cromford Canal. Presumably this was the Storer who is commemorated on the jug.

So, who was this John Storer? And what did he do on 25th June 1839 to deserve the inscription on the jug?





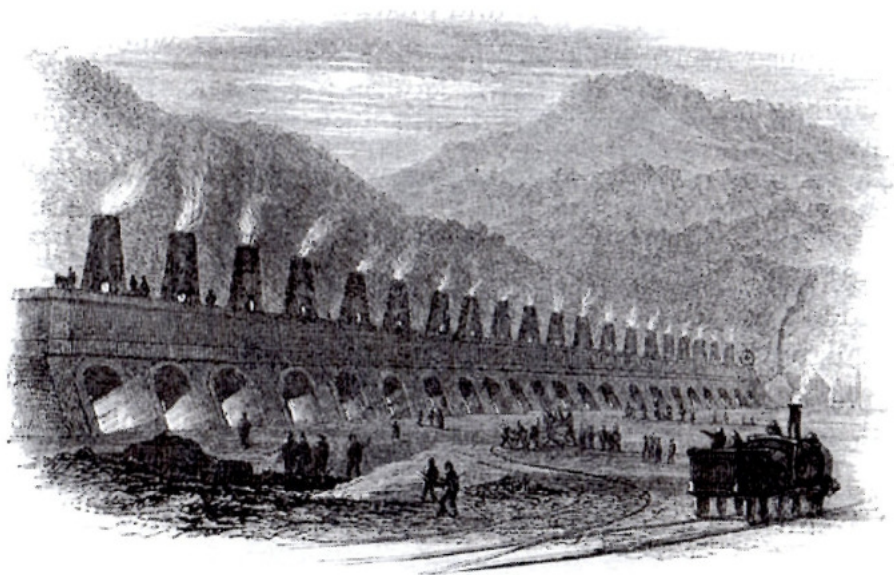
The jug inscribed with John Storer's name



John Storer, born 1825, who became Manager of the Cromford Canal in the 1850s.



Until the mid-20th century, the canal continued to be used as a means of transporting people for pleasure. Taken from Hugh Potter's recent book on the Cromford Canal, this photograph belonging to Miss A Dunn is the only known one of the many church outings that took place on the canal between Ripley and Cromford. The boat would have normally have carried coal but would have been scrubbed out specially for the occasion. *(FCC Archive)*



George Stephenson's "formidable" Ambergate lime kilns, as they would have appeared to Stephen Mann. The canal lay just behind them. *(FCC Archive)*



"Oh look - there's a water channel!" Weed removal near Cromford.



Members of the IWA Restoration Committee at Marshall's Lock
(Peter Stone)

JUST A MINUTE

(Our Archivist takes hours to consider minutes)

The Friends have been approached by Philip Riden of the Derbyshire Record Society (DRS) to transcribe the Minutes of the Cromford Canal Company so that they can be published as a book.

The Minutes are the official records of the meetings of the Cromford Canal Company and the original books are at the Public Record Office at Kew. There is a microfilm of them at the Derbyshire Record Office at Matlock.

The DRS has already published Minutes of the Chesterfield Canal Company 1771-80, edited by Christine Richardson. We are very keen to pursue this project, and I have looked into what would be involved. The first volume of Cromford Canal minutes covers 1789 to 1799, the second 1800 to 1828, and the third 1828 to 1852, when the canal was sold to the railway. Each volume comprises around 400 handwritten pages. There are roughly three times as many minutes surviving for our canal as the Chesterfield, so we could

eventually be looking at three volumes! However, DRS would only be able to fund one in the first instance, from 1789 to 1799. This is probably the most interesting period as it covers the building and opening of the canal.

We are looking for volunteers to transcribe these pages. No special skills are needed. It involves typing out the pages accurately onto a computer. The more volunteers we have the less work there is for each, and I will be happy to co-ordinate the work so that we don't copy the same pages twice (as well as help transcribing)!

We are hoping to be able to obtain photocopies of the pages so that they can be transcribed at leisure, but we do not yet know if this is possible. It may be necessary to visit the record office at Matlock (or Kew). So, are there any volunteers out there? If this appeals to you in any way, please get in touch with me - details on the back page.



A copy of a page from a notebook of Mr. Gibson, Section Inspector, was handed to me. It refers to the bridge near Portland Wharf being demolished in 1903, and later bridge placed across the Canal on 27th November 1943, weight approximately 20 tons.

This does appear to throw the theory that bridge numbers were introduced around the turn of the century into question. However, if this bridge was due for demolition, it was last used as a railway bridge in 1894, why bother giving it a number?

MEMBERSHIP MATTERS

by Yvonne Shattower

Hello to all our Members and welcome to 2004.

Last year was one of continued growth in our membership numbers, and I am looking forward to enrolling our 700th Member, hopefully in the not too distant future. We enrolled our first Australian member this year, and we were delighted that some of the Parish Councils and other local Societies have joined us on a Corporate basis. This year we plan to take our message 'out and about' by having a display stand at the National Waterways Festival at Burton on Trent over the August Bank Holiday, as well as at local shows and other events. Thanks to one of our Members, we are having more display boards made for use on these occasions. Our plans will, of course, involve building a team of volunteers to man the stands. We have one or two offers, but we need far more people to make this a really successful year for us. Please contact any committee member if you are able to help or know of an event where we could mount a display.

Now that we are a registered charity, we can look at setting up Gift Aid for your subscriptions. This means that a charity is

able to reclaim the tax you paid on subscriptions and donations if you are a UK taxpayer, and usually produces a very worthwhile boost to a charity's funds. Our Secretary, Patrick Morriss is investigating this for us, and we will also be looking again at collecting subscriptions by standing order.

From this month, there will be a change in the way the Membership renewal notices will be sent out. Instead of sending them with your magazine, you will receive them separately, and this will be done on a monthly basis so that I do not have to juggle three items - renewal notices, reminders and receipts, with the magazine envelopes, especially in April when there are nearly 250 renewals due. I will also be able to send out the renewal notices nearer the time that your subscription is due instead of three months in advance, as it is in some cases. Receipts will still be sent with the magazine, unless I receive a stamped envelope. I have been disappointed that some people have allowed their membership to lapse, and wonder why this is. Have they just forgotten, or are they no longer interested in our project? Have they moved and not left a forwarding address?

Every time a magazine mailing goes out, I get a few back marked 'gone away'. Where have they gone to? Please - let me know if you move so that I can send your magazine to the right place - and don't

forget your Email address as well.

With very best wishes to all our Members for a happy and prosperous New Year, and a successful and productive year for the Friends of the Cromford Canal.

WHAT'S ON

- January 26th 2004 Meeting in Ironville Church Hall at 7-30 pm - Talk and Video by Simon Stoker, the former General Manager for the Cromford Canal Society.
- January 29th 2004 Talk by Friend Brian Key at Eastwood Railway Society, Greasley Community Hall, Dovecote Road, Hill Top, Eastwood. Admission £1.50 - starts 7-30 PM
- March 15th **ANNUAL GENERAL MEETING** in Ironville Church Hall at 7-30pm (speaker to be confirmed)
- March 20th & 21st Waterways Recovery Group restoration "Action Weekend" on the Cromford Canal near Whatstandwell - Volunteers **WILL** be required! Anyone interested contact Nick Potter on (01332) 511355
- April 11th & 12th Steaming at Leawood Pump House
- April 16th Talk by Friend Brian Key at IWA Notts & Derbys Branch at Rushcliffe Arena, Rugby Road, West Bridgford, Nottingham - starts 7-45 PM
- May 2nd & 3rd, June 5th & 6th, July 3rd & 4th, August 7th & 8th & August 29th & 30th Steamings at Leawood Pump House
- August 28th, 29th & 30th IWA National Waterways Festival at Shobnall Fields, Burton on Trent - we'll have a stand there!
- September 19th Third Sponsored Walk
- October 18th Public Meeting - Ironville Church Hall
- December 6th Public Meeting - Ironville Church Hall

If YOU have an FCC-related event taking place, **PLEASE** get in touch with the Editor and we'll publicise it for you!



ANNUAL GENERAL MEETING

Notice is hereby given that the Annual General Meetings of the Friends of the Cromford Canal will be held at the Church Hall, Ironville on Monday, March 15th. 2004 commencing at 7.30pm.

AGENDA

1. Apologies for absence
2. To approve the Minutes of the Annual General meeting held on March 19th 2003
3. Matters arising.
4. To approve the Minutes of the Special General Meeting held on October 13th 2003
5. Matters arising
6. Report of the Chairman.
7. Report of the Treasurer and adoption of the accounts.
8. Election of Committee members.
9. Report of membership Secretary
10. Any other business.

In order that about one third of the committee retire annually Val Roberts, Hugh Potter and Brian Dominic will retire, all are willing to be re-elected. As there is already one vacancy on the committee four seats are available for election. Nominations for election to the committee must be in writing, signed by the proposer and the seconder and containing the consent of the nominee. They should reach the Secretary, Pat Morriss, not less than 14 days before the meeting.

Minutes of the Annual General Meeting and the Special General Meeting are included with this postage of Portal.