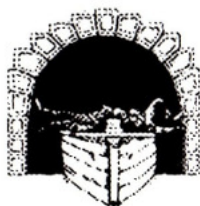


THE PORTAL



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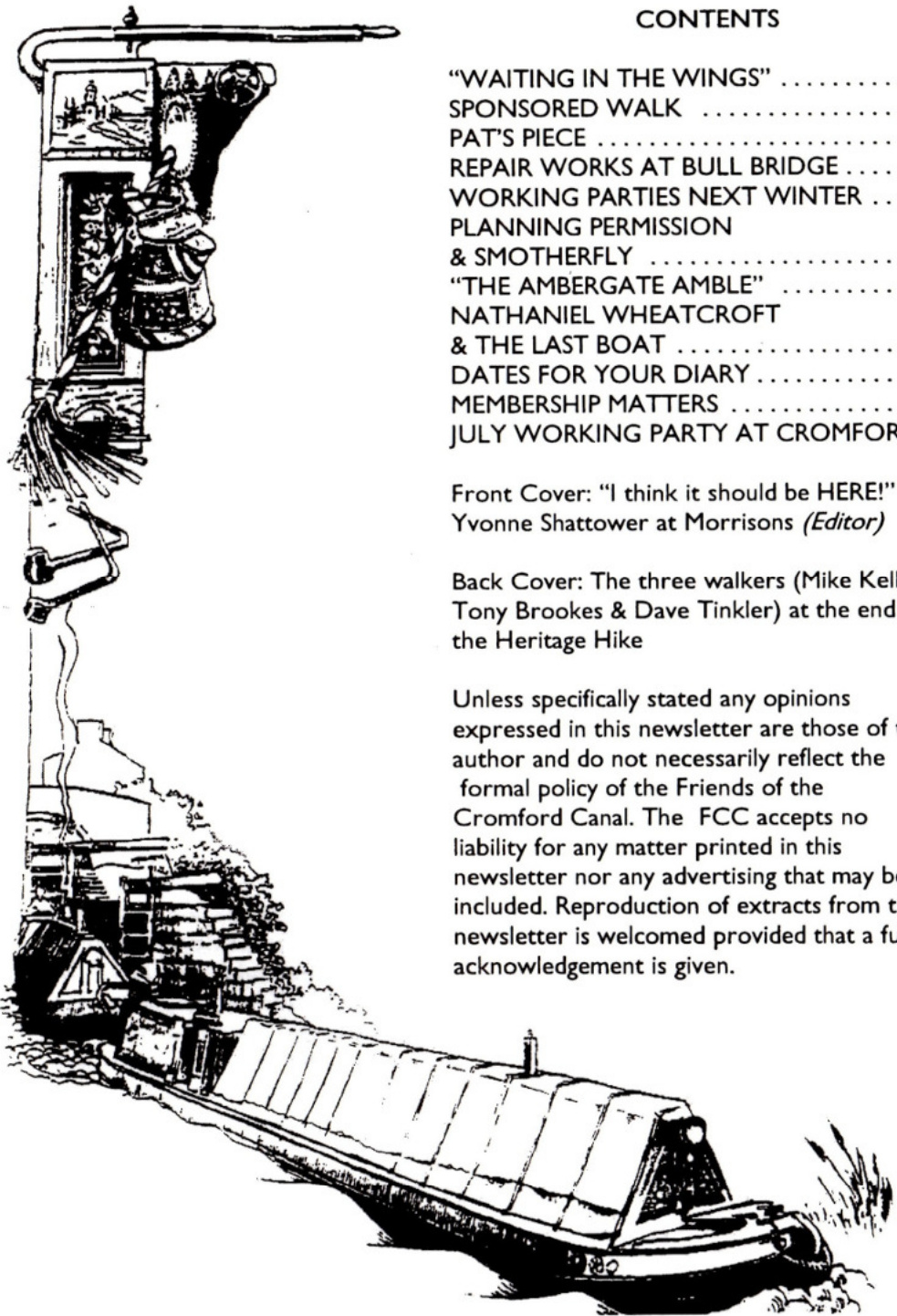
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Front Cover: "I think it should be HERE!"
Yvonne Shattower at Morrisons (*Editor*)

Back Cover: The three walkers (Mike Kelley,
Tony Brookes & Dave Tinkler) at the end of
the Heritage Hike

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"WAITING IN THE WINGS"



As I write this, the sun is streaming down out of a clear blue sky - a somewhat unusual event in this most unusual of summers. The weather, as we are all well aware, has been horribly unseasonal and it's affected British life in more ways than one. My eldest son in Gloucester has not been directly affected by the flooding at his home, but electricity, cable and water have all been off for a greater or lesser period of time - his water isn't back on as yet, as far as we know. A friend of mine who lives on the riverside at Evesham with his (VERY expensive) narrowboat moored outside has seen the worst floods to hit the area. The boat (after some very worrying times) has survived more or less unscathed, but he's had over a foot of water in his house (which was sited to avoid what you might call "normal" floods) and has lost a great number of possessions.

It's impacted life nearer to home, too: the Cromford Steam Rally (in company with many others) has been called off because the ground it's held on (even though it's on top of a hill) is waterlogged, the Rock & Blues Festival this last weekend had to rearrange the site to avoid the REALLY boggy bit of field and of course there has once again been flooding in Pinxton. Our sincere and heartfelt sympathies go out to those residents who have had to suffer this disaster yet again.

However, there is something of a silver

lining for this particular problem on the horizon. Derbyshire County Council considered their part of the planning process for Smotherfly just after the flooding had occurred and we were able to reassure the Council that the works we've applied to carry out will make the situation much better - a spin-off which has suddenly assumed rather more importance than before.

We await the result of the planning meeting at Amber Valley Borough Council with interest - this will not be held until mid-September as they don't do August meetings there. On a more positive note, working parties continue up and down the canal and preparations are in hand for the Derwent Valley Mills World Heritage Site Discovery Weekend, which is happening a week earlier this year, on 20th and 21st October. All the usual suspects will be there, as well as our newly-acquired display trainer which is undergoing fitting as I write this. It promises to be rather spectacular.....

I recently spent a most enjoyable day at Morrisons at Eastwood, promoting the FCC with a small sales stand and our Membership Secretary. It was a very positive (and profitable) experience and something I suspect we'll be doing rather more of, subject to agreement by the supermarkets (and these days get booked up a VERY long time in advance) and of course, volunteers to man it. How are YOU fixed?



SPONSORED WALK

DERWENT VALLEY HERITAGE WAY

19th - 22nd JULY

(Or - is it downhill yet???)

from Tony Brookes

Earlier this year there were various conversations within the committee about how to raise funds. I remember Mike Kelly suggesting a walk down the Derwent Valley as a sponsored event, so that the FCC could benefit. Being a member of the Ramblers I thought "that'd be nice in the summer" and offered my name as one of the walkers just after Dave Tinkler didn't quite step backwards fast enough and ended up being the third walker.

We did entertain notions of staying at B & B's overnight, but with prices coming back between 20 and 70 pounds a night, each, that plan was ditched and one of getting lifts to our respective homes each night was used instead. The definitive guide for the walk was published by Jarrold in 2005. It's very detailed and useful, but it divides the walk into ten sections and we wanted to do it in four days. After much poring over maps and working out of schedules we arrived at "The Schedule" and knew when and where we needed to be. All that was needed was people willing to give us lifts

at various times & places. Fortunately, the last two slots were filled at a public FCC meeting in May and were set to go.

Day 1

Rather like a swan, calm on top but swimming like !!!!!!! underneath, the day for the walk arrived. One driver had to drop out and we shuffled around, and one had his car break down and be fixed in the week before the walk. David Dawson arrived at 8am, we called at Mike's house to pick him and Dave up, and then drove to Ladybower where the start was. That day we walked slightly over 15 miles and completed it a few minutes earlier than expected at Chatsworth. Highlights of the day were the superb weather and views of the countryside around that part of the world, the companionship and the help from a couple of FCC members in ferrying us about and providing cold drinks. It seemed that the schools chose that day for their DOE walks judging from the number of younger walkers we met that day.





"Are you SURE this is right?"

Day 2

This started OK: we started to walk south on the footpath. All I'll say about the next part is cows and the strange colour of the mud (!). The weather stayed dry until 12.20 when we were just stopping for lunch at a splendidly placed bench in the lee of a house near to the Midland Railway.

We carried on pausing only to take the photo of the flood debris collected by the bridge at Darley Bridge and we pressed onwards towards Matlock.

Passing through a few very pretty (and no doubt expensive) places we missed our first footpath. No matter we thought, there's another one in a few hundred yards, so we'll take that one. Oh!!! The footpath we want is closed.

The sign made it clear that the bypass and road works at Matlock have caused the closure of the footpath and the alternative looked a much longer way around. OK we said (well, you get the drift) we'll just go down this road and then into Matlock. Hmm - lots of up before any down using this route, via Salters Lane.

At this point whilst making a much needed short stop for drink and calories, the heavens opened. We pressed onwards though Matlock Bath towards Cromford, but not before I'd bought an umbrella, possibly the only thing the shopkeeper had sold for a few hours judging from the number of people about.

Anyway, we carried on as fast as we could, as the rain hammered down glad when we could get off the pavement and onto the towpath away from the traffic. The canal just to the north of

Whatstandwell seemed very low but having just watched the news about all the rain and flooding perhaps it's deliberate to allow the canal to hold the

run-off? Three damp walkers got to the station at Whatstandwell at 4.45 (ish), and gratefully sank into the two warm dry cars waiting to wisk us home.



"Oh, me blisters!"

Day 3

It was 9.50 and six of us had turned up at Whatstandwell Railway Station car park to tackle the 13 miles to Darley Drive Car Park. Yep the three of us are still plodding on, and three more supporters turned up for the walk today.

We went straight down the Cromford Canal so that navigation was easy. By the way does anyone know what the markers are on the towpath on this section of the canal? We passed through Ambergate and up the hill to Dairywood Farm and then dropped down again to the River Derwent and into Belper where lunch was taken whilst picnicking and watching

the water rush over the weir at Belper Bridge just by the weir and East Mill..

The Heritage Way then crosses over the river and goes via the older parts of Belper and for a laugh try and work out how they play football on the inclined (i.e. plonked on the side of a hill) pitch. There is a photo but I think Mikes' got the angle wrong as it seemed more inclined than that to me.

Somewhere about now the drizzle started.

We walked then through Makeny and Duffield Bank, pleasant enough but lots of road (err - pavement really) walking and not to pleasant on the feet. We then

wriggled our way into Little Eaton most memorable for the sustained rain The route wriggles in a most surprising way and passes under the A38 where the chance for a quick (& dry) rest stop in the subway was far too good a chance to miss.

We pressed on with not too far to go and thoughts of home looming large.

However first we had to cross a most unusual sight, that of lots of turf growing nearly ready to be harvested. So whose lawns will that lot end up forming??? Momentary panic on my part as I wasn't totally sure how to get to the car park from where we were, but fortunately local knowledge (thanks Mike) helped. The rain stopped just as we got to the car park!



Walking on Belper's distinctive stone pavements

Day 4

The three of us arrived at the mouth of the River Derwent at about 3.15 this afternoon after starting at Darley Drive Car Park earlier in the day.

We were joined by two of Mikes' grandchildren and their pet dog for the last five miles or so. The route was mostly paved, compacted footpath or road apart from a few fields near

Ambaston which were very wet in a few areas.

The Heritage Way allows a view of Derby and the Derwent not often seen, much less publicised, passing as it does the council offices, an odd looking block of empty flats covered with CCTV, various bridges & underpasses, St Mary's Chapel, glimpses of the Cathedral, Pride Park (we played guess the building), Alvaston Park, etc. One thing to be careful about is the large number of silent

careful about is the large number of silent cyclists who seem to lack a bell to let walkers know they're just about to be run down from behind, even though it's a cycle route as well.

Having completed all that, we found ourselves passing through the village of Ambaston, a lovely little village, whilst listening to Mike and David trying to remember the name of the village pub and its location. There then followed a boring road walk until Shardlow through which we walked for just under a mile until we found the signpost saying "Mouth of the Derwent". We followed its direction along the canal towpath to its end.

Two surprises awaited us, firstly the number of boats moored in the area and the fact that the canal on the Trent side of the lock is no more than two inches at most below the top of the canal bank. In several places the towpath was flooded.

Anyway we did it. I don't think any of us

had done anything remotely similar or taken enough practice exercise before, and in particular I'd like to acknowledge Mikes' determination and sheer focus for completing the walk, blister and all. At the time of writing the amount raised looks to be at least £700 and as there is still some arm twisting to be done it may be more when it's all totted up.

There was an email update and photos sent round on the FCC group on yahoo, and Brian Dominic updated the website every day from that.

I'd like to pay thanks to those without whom we couldn't have done this, John Collins, David Dawson, Peter Rawson, Maggie Wallis, Richard Welburn. Not least of our wives who ferried helped and supported in the background in all sorts of ways. And of course the many sponsors. Also John Harwood who brought us drinks Thursday. My answer to anyone who suggests that I should do another sponsored walk for a while is simple: GO AWAY!



The author pictured at Shardlow

I seem to remember saying something about living in interesting times last quarter. Well, as we go to press – as they used to say in the days of 'hot metal' – Derbyshire County Council in their role as Minerals Planning Authority have decided that the Smotherfly scheme as proposed by the Friends of Cromford Canal is an acceptable substitute for the original final restoration scheme agreed at the time the Smotherfly opencast mine was agreed. This means that the actual planning permission for the FCC project can be decided at District Council level. Your committee will be pushing as hard and as fast as is realistic for this decision to be taken as soon as possible. The FCC plans are available to view via our website.

A favourable decision would be great news for the residents of lower Pinxton. The Flood Risk Assessment carried out for the FCC by Halcrow Consulting Engineers indicated that the FCC scheme linking the new Smotherfly canal to the existing Pinxton Wharf would reduce the occurrence of flooding at Pinxton Wharf and at times of exceptional rainfall, would reduce the severity of any flooding. Halcrow's also intimated that the controlled release of excess water from the Birchwood Weir would lead to a slight flood risk reduction downstream towards Pye Bridge and Jacksdale. All this and a new area for recreation as well!

The FCC hope that the Environment Agency and relevant Local Authorities may be persuaded to contribute to this project as a flood prevention measure; recent events should help to concentrate

the mind.

In addition, this month we have good news from the East Midlands Development Agency (emda). Emda is hoping to breathe new life into the region's waterways by launching a Waterway Regeneration Fund of £5 million to regenerate the region's waterways.

Following research carried out into the impact and importance of waterways across the East Midlands commissioned by emda, it was discovered that inland waterways projects significantly benefit an area's economy.

The funding period is expected to last for three years and grants will be available up to the value of £500,000 to help encourage waterway regeneration schemes. The study into inland waterways, which was carried out by Ecotec Consulting on behalf of emda, found major regeneration benefits are associated with waterway developments, such as:

Employment impacts – creation of new job opportunities in the short term from the construction during the regeneration and in the long term from new businesses created

Property impacts – regenerated areas along waterways stimulate commercial and residential markets

Environmental impacts – improving waterway environment by bringing forward previously vacant and underused

sites which generates improved quality of life, tourism and green transport options

Previous waterway schemes have helped many urban and rural locations across the region turn themselves from areas characteristic of dereliction and decay into places where businesses actively want to be located and people want to live. The Invitation to Apply for Grant Funding (IAGF) from emda aims to deliver long-term regeneration benefits for the East Midlands for schemes located near waterways.

Anthony Payne, Land and Development Manager at emda said: "Waterways present a unique opportunity to improve the environment and regenerate run down areas – transforming them into successful, flourishing places which attract our communities and unlock the value of the sites.

"Some of the most successful and innovative regeneration projects in the UK are focussed on waterfronts and the benefits that stem from physical developments along locations including rivers, canal, marinas or docks are well

proven. The impact of waterway regeneration stretches beyond the immediate environmental impacts of the waterside and often stimulates wider economic and social benefits on a wide scale. This funding opportunity will help towards achieving the vision for the East Midlands to become a flourishing region by 2020 as stated in the Regional Economic Strategy."

Needless to say, the FCC committee will be applying for funding for various projects concerning the Cromford Canal.

Finally, for this quarter, your committee have been active in finding areas of common ground with Derbyshire Wildlife Trust. DWT have indicated that assuming mitigation measures are undertaken to protect wildlife, in particular native Crayfish and Water voles DWT will support the FCC campaign to re-water the Ironville flight. Linked to this is the September working party, where the FCC wish to cut back any invasive growth damaging the lock chambers or other canal infrastructure on the lock flight owned by DWT please come along on this weekend if you can.

REPAIR WORKS AT BULL BRIDGE

from John Boucher

Bull Bridge is an original stone arch bridge over the narrow section of the Cromford Canal, and is listed grade II. It carries the secondary road leading to Fritchley and Crich. There is a weight limit for vehicles on this road, but

unfortunately it is the route to the limestone quarry at Crich and quarry vehicles are exempt from the weight limit. The result over the years has been that the heavy pounding from these trucks has severely damaged the arch of the bridge.

The line of the canal on either side of the bridge has been sold off to private owners, but the bridge itself is still owned by British Waterways. They have tried to give it away to the local council, but with no success. They therefore retain responsibility for maintaining it, and it is in fact their most westerly asset remaining on the Cromford Canal. The canal at this point ran along a steep hillside, and the road over the bridge has a very steep

gradient. Previous investigations showed that there was only a very thin road surface on top of the stone arch. To strengthen the bridge with reinforced concrete, quite apart from the expense, would have involved raising the road level, which in turn would have necessitated raising the stone parapets, and would have created an even steeper approach to the bridge on the south side.



Preparing to inject the grout

Some years ago the space under the arch was filled with crushed stone to prevent sudden collapse. Unfortunately the filling has settled over the years and no longer supports the arch. There were indications of further distress in the road surface, and investigations beneath the arch revealed that some of the arch stones

were quite loose and had punched through. Further remedial measures were therefore required. BW decided to grout under the arch to prevent any further stones pushing through. At the same time they arranged to repoint the parapet walls in lime mortar to leave the bridge in excellent visual condition.

The grouting material selected was a two part expanding chemical foam, developed by the specialist company Uretek. This material has been developed in recent years and is now frequently used for underpinning buildings and lifting sunken floor slabs in factories. Its use for stabilising the arch at Bullbridge was its first use by BW, but it appeared to work well and is likely to find other uses on

canals - stabilising embankments is under consideration. The advantage as far as we are concerned is that when we come to re-open the canal, it can easily be cut out again. We will still, of course, have to find some way of strengthening the bridge arch to take road traffic, though hopefully the quarry at Crich will have closed by then.



Injecting the Grout

The actual grouting was undertaken on Sunday March 4th, when the road was closed to traffic for the day. Uretek personnel using hand held electric drills drilled a series of small holes down from the top through to the underside of the arch. The holes were arranged in pairs on a grid of 1.5metres in both directions. 15mm copper tubes were inserted into

the holes, one long tube and one short tube, to carry the grout. The grout was preheated in a specially equipped truck and pumped in two lines to a mixing nozzle which was fastened in turn to the end of each tube. The shorter tube was injected first to form a plug, then the longer one injected under higher pressure. A sensitive laser level recorded

movement of the arch, and when a lift of 1.0 millimetre of the road surface was recorded the hole was deemed to be full, the weight of material injected was noted, and injection was moved to the next tube.

The total amount of Uretek material used was 590kg. With a density about 500kg/m this indicates that just over 1m of voids have been filled. The difficulty with grouting works is ensuring that all

voids have been filled; in this case we will need to undertake regular inspection to see if there is further movement (Uretek will undertake any remedial works required within 10 years). It is to be hoped that this treatment will stabilise the bridge until the canal is reopened, and it will be interesting to see whether BW use the technique elsewhere. We thank BW and their Project Engineer Richard Leigh for the information and opportunity to see this interesting operation.



The job done - walls repointed and a few holes in the road

WORKING PARTIES NEXT WINTER

from Tony Brookes

Dave Tinkler and I met one of the Derbyshire Wildlife Trust's reserves managers to agree a series of working parties in the Ironville area. The canal is almost about to disappear under weeds, rushes, trees and rubbish. Unless we start a regular programme to control the green stuff then we are going to have a real problem in the not too distant future. They are also looking to run some working parties during the weekdays.

We agreed trees and bushes that need removal, and marked them with paint.

The first Working Party is on the weekend of Saturday 8th and Sunday 9th September from 10am till about 4 or 4.30 pm each day.

We intend to run more working parties on the same weekend (i.e. the second of the month) as often as we can get volunteers to carry out the work, i.e.

October 13th, November 10th, December 8th, January 12th, February 9th, and March 8th 2008.

Note I've only shown the Saturday dates, we'd rather run one a month regularly than every second or third month. Mind you, if there are enough volunteers then that could change. We are not limited to any maximum unlike the work we do with the Derbyshire County Council.

I have no doubt there will be requests for other work from the DDC and others next year.

Please ring Dave Tinkler on 0115 963 5113 or me, Tony Brookes on 01332 514548 or email Dave at dtink@supanet.com or me on ggonbolding@gmmail.com. Please register with one of us so that we can get a rough idea of who's likely to attend and also that we can send final details to you.

PLANNING PERMISSION & SMOTHERFLY

from Steve Parish

(Note from the Chairman: Many of you may be unfamiliar with the name Steve Parish; he is the FCC Local Authority Liaison Officer. Steve's involvement with the Cromford Canal stems from an afternoon's exercise he took whilst attending a conference at the Hayes Conference Centre in Swanwick. During his walk he came across a portal (not

Portal as in magazine but portal as in Butterley Tunnel) and decided to find out a bit more about the canal he had just stumbled across. The rest as they say is history. I have worked with Steve on many issues involving the canal and given him a few guided tours of sections of the canal. Steve lives and has his parish (no not just his surname, Steve's a vicar) in

Warrington, but this is of no detriment when it comes to active participation in all things Cromford. I would like to take this opportunity to publicly thank Steve for all the hard and sometimes frustrating work he has put in on this issue and many others. The FCC owes Steve a huge debt of gratitude for the work he has done in the past and no doubt in the future. Thank you Steve.)

By the time this Portal appears, we hope to have crossed a major hurdle toward getting planning consent for the Smotherfly scheme. We've learnt a lot about the planning process along the way – but so it seems have the planners.

On the face of it, it seemed a simple thing to treat our scheme - to retain the Erewash Diversion Channel - as a variation to the existing restoration scheme, which would just require agreement between the operator (UK Coal) and the Mineral Planning Authority (MPA - Derbyshire County Council). But part of the works went outside the opencast site, but within the Amber Valley Borough Council area, plus we needed to connect to the in-water section at Pinxton – which is in Bolsover. So we were told to cover the whole project in one application to Amber Valley and Bolsover – and duly made one application to Amber Valley as the largest part was in their area, expecting them to pass stuff to Bolsover (and paid 50% extra fee as a cross-boundary application). A few weeks later they told us we had to make “one” application to *each* authority, i.e. send stuff separately to Bolsover even though it was to be covered by the one fee to Amber Valley!

Amber Valley meanwhile asked us to

withdraw the application as it did not have the environmental information needed, (they like to get stuff through in 8 weeks to meet government targets). We'd already established from the Secretary of State (against Amber Valley's original opinion) that it did not need a full-blown Environmental Impact Assessment (EIA), but when we'd asked what was required, we'd just been offered a list of surveys from Derbyshire Wildlife Trust that would be needed if it were EIA development. It seemed the only way to draw out what we *did* need was to put in the application, even though we knew it was short on information.

So we decided not to withdraw (and the Association of Local Government Ecologists seems to reckon that getting things right is more important than meeting targets), and we gradually teased out (from the Environment Agency and from Natural England) what surveys for wildlife were required, and got on with them. At the same time, Amber Valley consulted Derbyshire CC on the changes we wanted to the existing scheme – and after several meetings, we changed our plans to meet their requests on landscape and ecology.

We also discovered the Hardy case (R v Cornwall County Council *ex parte* Hardy) where a high court judge ruled that a landfill development that might ruin a bat roost (*if* bats were present) should have had the surveys done before the Council (Cornwall CC) gave planning consent – even if consent was conditional on no bats being found. (The local Wildlife Trust felt that unless they got planning consent first, there was no point doing the survey which itself would disturb the bats!) This case has been blown up to generalities beyond the

particular case, so that surveys are now often demanded before applications are determined, even if the chance of finding protected species is remote. In our case, we knew it was unlikely there would be great crested newts at Pinxton (flooding and fish eating the larvae made it unlikely) and we knew there were water voles, but we had to have a professional ecologist do a survey to prove what we expected.

If you take the Hardy judgment at face value, it would mean someone wanting to build an extension in his or her garden, with a pond within newt-crawling distance, should get a professional ecologist to do a newt survey.

Neighbours who object to your extension only have to say they've seen a bat, and some planning authorities demand a survey rather than apply the legal test of what is "reasonable".

Councils are keen not to be open to legal challenges, so if a Council says surveys are required, the only way round it is to get the application refused, then go to appeal – which can take a long time. (Had we known it would take this long anyway, we might have tried that.)

But here we are at last – Derbyshire have approved the plans, while the statutory consultees (the Environment Agency and Natural England) seem content so long as conditions are imposed to mitigate disturbance to wildlife (which we expected and intended). Derbyshire Wildlife Trust also put in an objection,

but the surveys should have satisfied most of their concerns. As DWT's policy is against restoration of the Canal in its entirety, they may be reluctant to withdraw their objection, but being against the whole restoration project is unlikely to be a relevant planning consideration in determining this particular application (and of course it is Council policy to restore the Canal). After some disagreement we now have a working relationship with DWT and will consult them, as well as Natural England, when it comes to any work that might disturb wildlife.

As a sample of how complicated it is, the water voles are in Bolsover (if they survived the floods) and we'd hope any dredging there could be done without too much disturbance but if the voles did have to be translocated, it would be into the new section – in Amber Valley!

UK Coal still have to agree to the variation – and we think it should be cost-neutral for them – and the terms of a lease for the land also need firming up, but we have been offered a grant from the East Midlands Development Association toward our costs (even though it will be in a financial year two years later than we hoped).

After all this, we're not counting chickens, but we hope Bolsover and Amber Valley will be able to give consent in September.



"THE AMBERGATE AMBLE"

from Yvonne Shattower

The Friends of the Cromford Canal are holding a Sponsored Walk from Ambergate to Cromford on Sunday 21st October 2007, starting from our Archivist's house at Ambergate at 9.30. We expect the format to be much the same as last year, but hopefully more walkers will be taking part. This walk will be in conjunction with the World Heritage Site Discovery Days on Saturday and Sunday 20th / 21st October. This will feature displays at several of the sites between Derby and Cromford, with the Friends once again organising the horse drawn boat at Cromford. We will also be holding our Grand Raffle at 2.30pm on the Sunday, so come along and see if you have won a prize.

We are again giving walkers the opportunity to pre-register for the walk, this way you can save time at the departure point, and save yourselves money! Adult registration is £3 (£4 on the day), children £2 (£3 on the day) When you send in your pre-registration

form, you will receive a sponsor sheet together with full instructions and details of the walk.

I know that the participants last year enjoyed themselves; it is a pleasant walk along the level towpath with no steps or hills to climb. Dogs are welcome, but we ask that they are kept under control.

This walk will give you an opportunity to see some of the loveliest stretches of this beautiful canal, and we hope that we will have an excellent turn out.

If you would like to come on the walk, but choose to register on the day, you will of course, be more than welcome, and I will be happy to send sponsor sheets out on receipt of an SAE or email request. If you have any questions please do not hesitate to ask me. My details are on the inside front cover of this magazine.

Looking forward to meeting lots of you on 21 October.

NATHANIEL WHEATCROFT & THE LAST BOAT

from Hugh Potter

Nathaniel Wheatcroft & Son ran the coal merchant's business at Cromford Wharf for many years, even after delivery by canal stopped in the late 1930s. The Wheatcroft family were involved with carrying on the canal from the early 1800s, and later had interests in the Cromford & High Peak

Railway too. From 1814 to 1820 boats owned jointly by Nathaniel and German Wheatcroft were recorded trading regularly to Derby, Nottingham, Birmingham and London. Then, in the 1820s, the company appears to have split into Nathaniel Wheatcroft and German Wheatcroft & Sons, the latter advertising

carriage by canal to all parts of the country on regular services. One such advert is on display at the Waterways Museum at Gloucester and is also reproduced on page 10 of my book *The Cromford Canal*. A recent donation to

the FCC Archives includes original letter-heading, delivery notes and memos for Nathaniel's business in the first two decades of the 20th century, when "& Son" had been added to the name.

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M

190

Mr. _____

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ALSO DEALERS IN OOKER, SLATES, NEWCASTLE TILES, QUARRIES, CORN,
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TERMS:—NETT CASH.

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T. C. Q. Rate. Cartage. £ s. d.

In 1898, this company launched what was probably the last new working boat to be built for the Cromford Canal. This was reported in the High Peak News for 22nd January 1898:

Home Trade at Cromford

An interesting little ceremonial was performed last Saturday which will have an important bearing upon a local industry in the future. This was the launching for Messrs N Wheatcroft and

Sons of their first boat, at Bull Bridge, in connection with their coal trade over the Cromford Canal. It was christened Victoria, In past years all the boats belonging to the fleet on the canal have been built in other counties than Derbyshire, and this is the first start of local builders.

Among those present at the christening were Mr Harry Wheatcroft (the head of the firm) Mr Sheldon (Hopton Wood), Messrs German, John and George Key, Mr E Ball, and Mr W Doxey, The launching was witnessed by a large crowd of spectators, who cheered as the boat glided off her stays into the water. The christening ceremony was performed by Mr H Wheatcroft, the owner, who broke a bottle of wine upon her stem, at this same time declaring her name to be Victoria, At a substantial repast provided

in a room adjoining, at which about fifty friends were present, Mr Wheatcroft, in a neat speech, alluded to this being the first new boat built on that dock, but that he had every reason to believe it would not be the last, having now satisfied himself that this branch of industry can be carried on here as well as in other counties, where it has been done in the past. The Victoria is built of the best English oak, and is beautifully painted with landscapes, flowers etc, the colours for which were supplied from the Via Gellia Colour Works, and the workmanship reflects great credit on the builder, Mr J Mills of Derby.

I would imagine that such an auspicious event would have been photographed, but I have never seen such a picture. Has anyone else?



TES FOR YOUR DIARY

- 27th August IWA National Festival Hemingford Meadow St Ives Cambridge
- Sales stand in attendance
- September Festival of Transport Darley Dale Matlock - Sales stand in attendance (subject to ground being fit)
- September Working Party at the bottom section of the Ironville locks. Meet at the railway bridge at 10am, parking at the reservoir car park or Jacksdale community centre car park. You can also park on Parkside Drive, Adelaide Walk and Waterside which are roads in Ironville near to the work site. The task is to cut down trees, that are growing in the lock walls, and disposing of them. We are arranging for a certified chainsaw operative to cut the larger trees but we would like volunteers to bring Bow saws and or loppers if they have them.
- September Social Meeting at Ironville Church Hall, starting at 1930. Speaker: Cliff Housley on "Wipers Times" (Sherwood Foresters)
- 1st October Derwent Valley Mills World Heritage Site Discovery Weekend - horse drawn boat between Cromford and Lea Wood, rope making and canal ware decoration with hand-wound organs to provide music, and the Sales Stand and FCC displays as well.
- October "The Ambergate Amble" sponsored walk from Ambergate to Cromford - see preceding article.
- September Social Meeting at Ironville Church Hall, starting at 1930. Speaker: George Eye on Codnor Castle
- September Christmas Quiz at Ironville Church Hall, starting at 1930.. Bring seasonal fare to share.



MEMBERSHIP MATTERS

from Yvonne Shattower

The recent weather has given us more than our fair share of water; I hope that none of our members have been badly affected by the seemingly constant deluge, especially those of you in Pinxton which I know suffered yet again.

I am pleased to be able to report that we have had several new members in the last couple of weeks, possibly from our display at Cromford Wharf. The next new member's number will be 996, just four short of our one thousandth member, although of course, we do not have that many paid up Friends.

Don't forget that we shall be going to the IWA Festival at St Ives (the Huntingdon one, not the sandy beach) over the August Bank Holiday. If there are any members who will be taking their boats there, or who are living or visiting in the area, and can give us a few hours over the period of the Festival, we will be more than grateful. At the moment we are just hoping that the rain has stopped by then!

We are still having trouble with some standing orders being paid by banks on a

monthly basis instead of yearly. Please do check your statements if you pay your membership subscriptions by standing order. Whilst on the subject of subscriptions, I would like to thank all those who add to their fees by way of a donation.

I know that many of you will be away boating at this time of the year, hopefully you are not encountering too much unwanted water and we look forward to seeing you again in the Autumn when we will recommence our Members Evenings at Ironville.

We extend a warm welcome to these new members who have joined us.

Mr J D Fern, Halifax
Mrs E M Jarratt, Richmond
Mr C Such, Warwick
Mr & Mrs D Robinson, Ripley
Mrs K Watson, Alfreton
Ms E Dean, Nottingham
Dr D A Corder, Loughborough
Mr & Mrs P C Lally, Mold
Mr & Mrs J G C Collins, Nottingham
Mr & Mrs D Hogan, Heanor



JULY WORKING PARTY AT CROMFORD

from the camera of Ron Amner



"Right lads - we're cutting the stuff off up here"





Cutting away the overgrowth



Lunch on the towpath



It was nice to see canoeists out.....





Support
Gromford
Canal
Restoration

