

# THE **PORTAL**



**THE JOURNAL OF THE  
FRIENDS OF THE  
CROMFORD CANAL**

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**FRONT COVER:** FCC Patron Julian Richards on the foredeck of *Birdswood* about to cut the ribbon during the only rain of the day at the launching ceremony at Cromford Wharf. Meanwhile the boat lady's fine shawl and bonnet is getting rather wet. See page 9. Photo: Derick Spencer

**BACK COVER:** A happy band of passengers. Children from Cromford C of E Infants School are enjoying their canal trip on board *Birdswood* with a surprise visit from Santa Claus. All the boat crew agreed that this is the sort of occasion which makes this job very satisfying. See page 20. Photo: Nic Barfield

## The aims and objectives of the Friends of the Cromford Canal

**THE RESTORATION, RECONSTRUCTION, PRESERVATION AND MAINTENANCE OF THE CROMFORD CANAL, ITS ASSOCIATED BUILDINGS, TOWING PATH, STRUCTURES AND CRAFT AND THE CONSERVATION OF ITS NATURAL CHARACTER AS A NAVIGABLE INLAND WATERWAY SYSTEM FOR THE BENEFIT OF THE PUBLIC**





## EDITORIAL

from Mike Harrison



Welcome to The Portal No. 48

Here we are at the start of another new year and the continuation of the FCC campaign. Last autumn saw the start of the FCC trip boat service at Cromford wharf, which has started well, see Mike Kelley's report on page 12, despite the ongoing problems with lack of satisfactory dredging of the canal. The big problem is balancing the requirements of navigation with the wildlife interests, but I am hopeful that all concerned can continue to work together and take this project forward. We have the summer months to look forward to when hopefully *Birdswood* can continue to attract more people to the canal.

The problem of weed growth and lack of depth is nothing new and I have recently come across the picture below, which shows High Peak Junction in 1971 and serves as a reminder of how things once were. Hopefully those days are now gone forever.

Michael Golds



It was particularly pleasing that the Santa Special boat trip for the pupils and staff of Cromford Infants School was such a success. The letters of thanks from the children make it all worthwhile, and I am very pleased to publish an example. See pages 20 - 22.

**The press date for the Spring 2014 issue will be March 19th.**



## WE HAVE LIFT OFF!

- an unusual visitor to the Cromford Canal  
by the Editor



Simon Leatherland

The peace and quiet of the canal scene at Langley Mill was shattered in November by the appearance of the air ambulance helicopter. Apparently a gentleman who had been fishing above Langley Bridge Lock was taken ill and, perhaps surprisingly, it was decided that he needed the helicopter rather than a conventional ambulance to take him to hospital.

As will be seen from the picture above, the machine made a successful landing on the small triangular area of grass above the lock between the Cromford and Nottingham Canals. This was quite an achievement in itself, considering the small area involved and the proximity of overhead wires etc.

This incident demonstrated the fact that canals nowadays are still forming a part of everyday life, even though they were built over 200 years ago. There have been anglers on the canalside ever since the canals were built, and their activity is largely unchanged in that time. Consider though how much Langley Mill will have changed since the late 18th century. Anyone taken ill on the canalside at that time would have virtually no chance of receiving medical attention. If anyone had suggested then that the time would come when a flying machine could be called from miles away by speaking into a small hand-held device and the patient would then be loaded up and flown to a hospital, also miles away, in a few minutes, they would have been arrested!

And yet all this is now quite a common part of modern life, but the canal itself is still more or less unchanged in that time. The most frightening thought, however, is to wonder what the canal scene at Langley Mill will be like in another 200 years. Hopefully the canals will still be there, but that will be after my time as editor.





## CHAIRMAN'S NOTES

by Matthew Rogers



A very Happy New Year to you all. I always like this period straight after Christmas. For me it marks the start of the return of spring, the promise of better weather and time out enjoying the fabulous scenery around us. However, for now it is cold, wet and dark outside and we have just received the news that our daughter has been evacuated from her flat in Aberystwyth as the storm tides are due to return in the next few hours. So what's in store for the FCC in 2014?

Over the winter months a group has been working extremely hard on the canal, especially between the swing bridge at High Peak Junction and the winding hole opposite Leawood pumphouse. The 'weeding crew' as they have become known have been removing the fibrous vegetation that has been choking the canal and preventing *Birdswood* from winding. They have now successfully managed to get the boat through, firstly with a lot of help from the DCC Countryside Services' tractor and then under its own power. It is still far from ideal but it is progress. The team are continuing to clear the many branches that have blown down over the winter months ensuring that the channel is kept clear and forms suitable habitats along the fringes for the nesting birds – we don't want any coots making a nest in the middle of the channel again!! They could always do with a lot more help and by all accounts it is a merry affair. If you could spare some time please contact the weed crew led by John Barker on 07860 632837.

On the question of help, the response from the appeals in the last issue of *Portal* has been terrible! I am not aware of a single person putting their name forward which I find incredibly disappointing. As we have said before the Trustees, Committee and boat crew between them put in 1000s of hours over the course of a year. We are not asking for that sort of commitment but a few hours to help write an application, assist in the administration for *Portal*, the occasional work party or just to promote the FCC on the canal bank would make a huge difference. There is so much we want and need to do but without assistance it is not going to happen. Instead we will continue to receive letters, calls and emails asking why we have not done this or that which does nothing to help morale to say the least. If every member gave us 2 hours a year that is 1800 hours – that is the equivalent of one full time employed person! Please don't leave it to someone else!

At the presentation I gave regarding the future direction of the FCC, I discussed that we are planning on carrying out investigation works at Ironville locks. We took the first step of a very long and difficult road just before Christmas with a gathering of all the engineering team and were joined by the Canal and River Trust who own that section. We had some very positive discussions and agreed the next steps to obtain the various permissions and permits that we will need to do any clearance work and investigations. The purpose is to clear sufficient vegetation and debris to allow a detailed structural survey to be carried out on Locks 2 to 4. This will then allow us to make an informed view on the work



that will be necessary to make them safe, stop planks to be reinstated and re-water a short section of the canal. As I've said we've got a long, long way to go so don't expect to see anything happen fast. We have been offered the services of the Waterway Recovery Group (WRG) again next summer and plans are being made. We are looking for suitable accommodation for them somewhere within a few miles of Ironville. If anyone knows of any halls, scout huts, sports clubs etc that might be suitable please let me know. Due to the nature of the work we could really do with showers but if necessary we could bring in a portacabin unit, but this all costs money.



Michael Golds

Talk of a work party on the Ironville Locks reminded me of the first one at that site. The picture on the left shows some of the collection of assorted rubbish which had been removed from the top four locks and the short pounds between by the Erewash Canal Preservation and Development Association in 1976. Note King William Street in the background, now disappeared. See the full account in Portal 31, Pages 14-18 - Ed.

The other area which excites me is a partnership that we are developing with Nottingham Trent University Engineering Department. In late January a group of around 55 students will be descending on Sawmills as part of their final year studies. Working in groups of 5 they will take a holistic view of the stretch between the Excavator Pub at Buckland Hollow, past Lockwoods and the houses at Sawmills and include the crossing of the A610, railway and River Amber – approximately 1 mile with plenty of challenges! They will look at the engineering issues and the social, economic and political impact of any future restoration. They will consider whether the existing route should be retained or are there any possible alternatives. This is a very high level review and there will be a lot of unanswered questions due to limited information that will be supplied. However, this is being done by students with no preconceived ideas and, as I've discovered in my work, will often lead to some very interesting and unique ideas. The work takes place over a 3 month period and the best 3 teams will be presenting at the AGM on the 28th April so please make sure you are there to support them. If you see them wandering around please stop to say hello and listen to them – it will make a big difference and perhaps we might gain a few more engineers for the future! With the tutors we are planning some greater in-depth studies by the MSc students on specific sections with significant engineering issues for next year so watch this space!

So enough of my ramblings – which reminds me. I trust you have had a chance to try the first three rambles in the series and a fourth one this time takes us to Brinsley, Aldercar and Stoneyford. I really enjoyed it and would appreciate any feedback from those of you who enjoy a stroll through the countryside! Here's to 2014 - may it bring you and the FCC every success.





## DISCOVERY DAYS 2013

Co-ordinator Hugh Potter reports

The Autumn half term week again saw the annual 'Discovery Days' event all along the Derwent Valley Mills World Heritage Site (of which the canal between Cromford and Ambergate is of course a major part). As usual, the now traditional festival of events taking place around Cromford Wharf, organised by FCC, was held on the second weekend, November 2nd and 3rd. Inside the Gothic Warehouse the sales stand was busy, as was the ever-popular tombola. Jes and Lin Inglis once again supported us by demonstrating the traditional arts of rose & castle painting and peg weaving, whilst Wallace Spence displayed his water colours featuring the canal. The 'big screen' showed a series of historic photographs of the canal plus a sequence of the achievements of several recent work parties undertaken by the Waterway Recovery Group.



The stalls and displays in the Gothic Warehouse were very popular, (not least as a refuge from the weather!) and business was brisk.







Outside, braving whatever the elements chose to throw at them, our stewards directed visitors to the various attractions. These featured several activities for children including 'Wild over Waterways', and the opportunity to have a go on a climbing wall or in a canoe. What many visitors found hard to believe was that all these were free! Perhaps this was reflected in that of the excellent amount we took over the two days, over £200 was in donations. Particular thanks must go to Mike Pilling of Focus Activities, Oakerthorpe, who gave up his weekend to professionally supervise the canoeing and climbing, as well as providing the equipment free of charge. Also livening up the site were our regular street organist Peter Keating, miniature traction engines offering rides, and the sometimes bizarre craft of the Nottingham Model Boat Club. Another new and popular addition was our webmaster's 'house clear-out' sale, which raised almost £200 for FCC.

Hugh Potter



ABOVE: Stewards Jan and Meg in rather smart FCC high viz vests are directing people to the many attractions.

BELOW: An interesting variety of craft from Nottingham Model Boat Club jostle for position with big sister *Birdswood*.



Derick Spencer





Hugh Potter



Hugh Potter



ABOVE: The popular climbing wall.  
TOP RIGHT: 'Wild Over Waterways' activities for the children.  
CENTRE RIGHT: Peter Keating cheers us all up with his street organ.  
BELOW: Our archivist Hugh Potter hitches a ride with one of the miniature steam engines.

Hugh Potter



John Guyler





The major attraction this year was the launching of the trip boat service on the FCC's narrow boat *Birdswood*. This took place on the Sunday afternoon when our Patron Julian Richards gave a short speech and performed the ribbon cutting ceremony from the foredeck of the boat. See front cover and below. The weather was not too unkind for November, although the instant downpour when Julian Richards was cutting the ribbon was unfortunate timing – but it did not faze him; he simply said “Don't worry I'm used to it – I'm an archaeologist”.



Derick Spencer

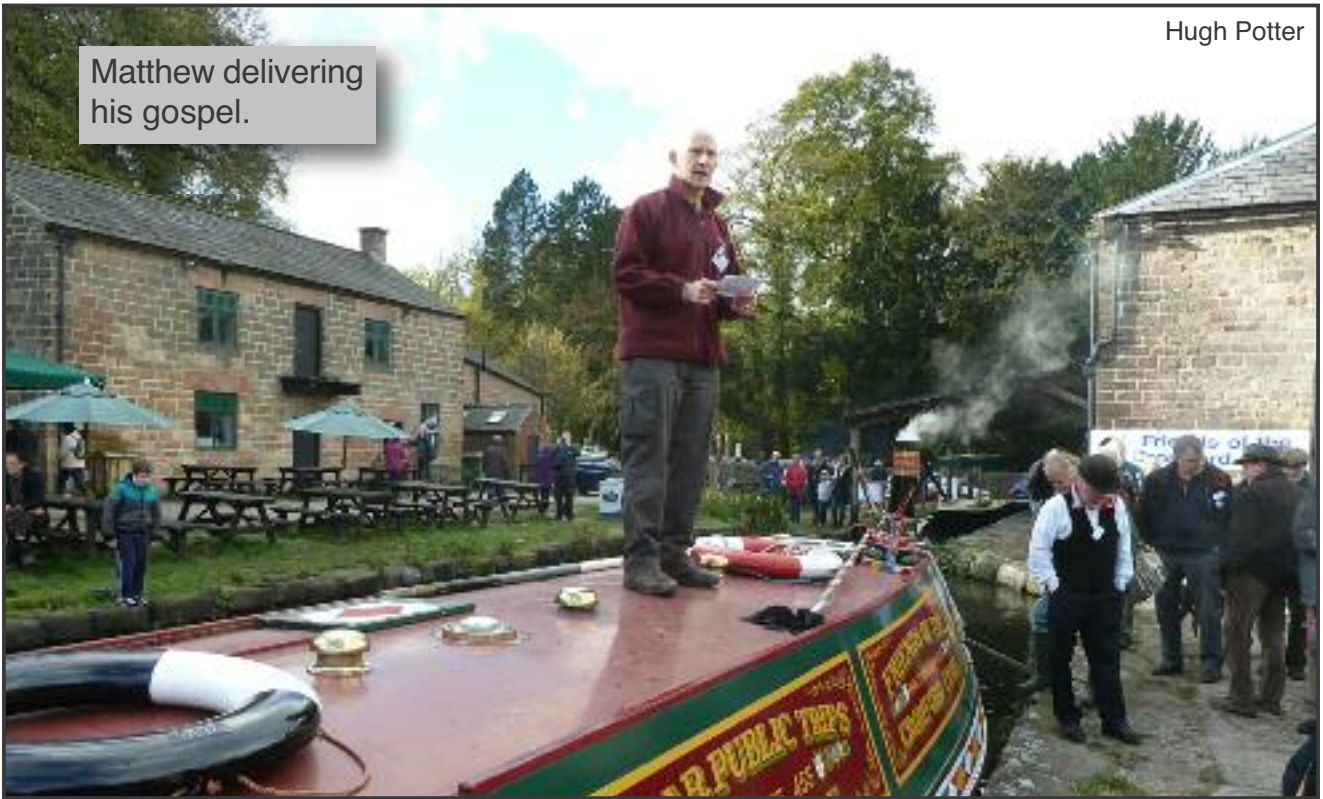




After a speech by our chairman Matthew Rogers, a party of VIP's, councillors and quite a few others who had helped with this project were treated to a buffet on board, followed by a trip down the canal, accompanied by Julian Richards.

Hugh Potter

Matthew delivering his gospel.



Liz Tatam

A proud moment for *Birdswood* Project Manager Mike Kelley as he steers the boatload of VIPs away from Cromford Wharf.







We had all been looking forward for a long time to this day, although at the time of writing, a complete trip to the winding hole beyond High Peak Junction is not possible because of insufficient dredging and quite substantial weed growth. However, the trip does include much of the idyllic sylvan autumn setting of the canal route through the wood south of Lawn Bridge, as shown below.



Mike Kelley

For those who had time to venture along the canal, Leawood Pump was in steam and Derbyshire County Council laid on a splendid display of woodland skills around High Peak Junction as well as a blacksmith who was offering children the chance to make rather fine pokers. Birdswood is shown below pausing there before reversing back to Cromford.



Hugh Potter

I'd like to finish off if I may with a huge 'thank you' to all those who made this weekend such a success. No less than two dozen volunteers from FCC (and that is not counting in the boat crews) ensured that this was a major showcase for the work of FCC.

*I would also like to add my thanks to Hugh for the considerable time he spent acting as FCC co-ordinator of this increasingly successful event - Ed.*





# BIRDSWOOD UPDATE

## a progress report

from Mike Kelley,  
Boat Operations Manager



### ALL HANDS ON DECK!

The month of October 2013 and the first two weeks of November saw regular trips on *Birdswood* being carried out for the public. These trips mostly ran on Saturday, Sunday and Wednesday each week with a couple of extra ones for the chartered trips of group bookings. I am pleased to report that this was a tremendous success. In little more than six weeks we carried nearly 500 passengers, and considering the limited advertising we put out, this figure truly demonstrates the abundant interest there is in these trips from the public.

As reported in the last *Portal* we have had our problems, not the least of which is the shallowness of the canal due to the dredging not reaching the depths we had been led to expect. This has resulted in the number of passengers we carry being reduced from a possible 51 to around 30; and of course we still cannot wind the boat around as planned at the Pump House, so we reverse her backwards each time, which so far has worked fine; even though this is not an ideal situation. We have managed to wind her several times, but without passengers - so far! The pictures show the boat being winded, with some difficulty, and then reversed on to the Wigwell Aqueduct for the first time.



John Guyler



Hugh Potter



We have had several work parties under the direction of John Barker, who are doing their best to improve the channel south of the swing bridge at High Peak Junction, see page 26, but there is still a need to dredge this part of the canal in the future. We will have to seek a grant for more dredging and obtain a new planning permission. If anyone can help with this please contact me.

Trips on *Birdswood* stopped for the winter after 16th November, however we did have a Santa Special for the children of Cromford Infants School. See pages 20 - 22. This was so successful we must do more of these next Christmas for the public. (Any budding Elves out there please get in touch!)

So this is where we are at the moment, however now we need your help. As you know the *Birdswood* operation is run entirely by volunteers, no one gets paid for this, although fuel expenses in some cases are covered. In order to run trips for three days each week we must have more helpers. The volunteers we have are a fantastic group of people and have pulled out all the stops to get this operation going; but I have to tell you now, unless we can get more crew and two more Boat Masters, we will struggle to keep this project going.

We intend to restart regular trips again in March; each Saturday, Sunday and Wednesday. There will be other days for groups who charter the boat.

Please consider volunteering as a crew member, you will receive training, help and advice. Even if you can give only one day a month, we can still use you. If you could help, or you know someone who would like 'volunteering' to be on their CV, then please contact me on 07552 055 455, or email me at [boat@cromfordcanal.org.uk](mailto:boat@cromfordcanal.org.uk) (For people looking for a job, to have 'volunteer' on their CV helps a great deal - I know, for I used to be a manager recruiting people for large companies).

So do not stand back and leave it to others, if you do you will miss out on a wonderful experience.

**PLEASE VOLUNTEER AS A CREW MEMBER:- 07552 055 455**  
**[boat@cromfordcanal.org.uk](mailto:boat@cromfordcanal.org.uk)**

Also, if you, your family, or a club would like to book a two hour trip on this beautiful waterway then contact me on 07552 055 455 - [boat@cromfordcanal.org.uk](mailto:boat@cromfordcanal.org.uk) For the summer we have eight groups who have already chartered *Birdswood* so far, why not book a trip yourself? **Remember - 07552 055 455 - [boat@cromfordcanal.org.uk](mailto:boat@cromfordcanal.org.uk)**



Passengers disembarking at Cromford Wharf.

Ian Handley





# WATERWAY RECOVERY GROUP and WEBSITE

by George Rogers

## WRG Report

Christmas is a quiet time of year for WRG, but it doesn't go into hibernation entirely. Most importantly, the annual 'bonfire bash' at the beginning of November sees the finalisation and publication of the next year's camp schedules. Luckily for us, the Cromford Canal features again, with two weeks of camps running from 19th July until the 2nd August, after which the kit heads to our neighbours at Chesterfield.

This year, we are looking at some very different work to the recent works at Sawmills and Derwentside – instead we are heading to Ironville. The intention is to focus on locks 2-4 and do some investigation works. Hopefully, this work will put us in a position to get proper structural surveys done to assess the condition of the lock structures, and this will then allow the engineering team to come up with a restoration strategy and prepare funding bids. This work will be carried out in coordination with the Canal & River Trust (CRT), who own this section of the canal.

Before the camps, we have much work to do as an engineering committee and I will have to coordinate with the WRG leaders to ensure everything is planned properly and safely. Keep an eye out in *Portal* and on the website for how things are progressing! In the meantime, we are on the look out for some new accommodation for the WRGies next summer, hopefully a bit closer to site than the scout hut at Crich. Ideally, it will have room to sleep 18 people comfortably with room to set out tables and chairs, toilets and preferably showers, a decent kitchen and ample parking. Some bits are more negotiable than others (WRG does own a large gas cooker for example), so if you know of anywhere that could fit the bill please get in touch with me.

## Website Report

Would you like to help with the website? At the moment, amongst the other roles I perform with the FCC, WRG and my life outside of canals (I do have one, honest!), the website tends to get a bit neglected. This is made worse by the fact that I have very little enthusiasm for the 'routine' updating of the website – my real passion lies in development and enhancing the features and technology. Unfortunately, I'm not doing much of this either, because of the backlog of routine updates that greets me when I turn on the website.

As such, I am looking for someone to take on the routine maintenance of the website. I don't like to use the phrase 'stepping down', and that isn't really my intention - I'll still happily do the meetings, the reports and the infrastructure, I just don't want to update the events page every week (though, having said that, if there are any budding website builders out there that would like to take on everything, please don't be shy).

I'm happy to train you in the process of updating the website, but it would obviously be a good idea if you are reasonably proficient with a computer and the internet. Anything above that is a bonus but not required in the slightest - and ultimately I'm not going anywhere so if you make a mistake I can soon come to the rescue!!

**PLEASE PLEASE PLEASE, come forward. An expression of interest is not a firm commitment, so if you want to discuss it, email me or ring me. See inside front cover.**



# ANNUAL GENERAL MEETING

**Notice is hereby given that the  
Twelfth Annual General Meeting  
of the Friends of the Cromford Canal will be held on  
Monday, April 28th. 2014  
at the Church Hall, Ironville, commencing at 7.30pm.**

## AGENDA

1. Apologies for absence
2. Minutes of the Eleventh Annual General Meeting on held Monday, April 15th. 2013.
3. Matters arising.
4. Report of the Chairman.
5. Report of the Treasurer and presentation of the accounts for 2013.
6. Adoption of the accounts.
7. Election of Trustees. See Note 1 below.
8. Reports by Officers
9. Any other business.

**After the official business, members of Nottingham Trent University will report progress on the engineering studies they have carried out on behalf of the Friends of the Cromford Canal.**

Minutes of the Eleventh AGM are reproduced on pages 16 - 18. Please bring this *Portal* to the meeting as further copies of the Minutes will not be available.

The accounts for the year ending December 31st. 2013 will be available at the meeting.

### **Note 1. Election of Trustees.**

The Friends of the Cromford Canal is managed by up to eleven Trustees assisted by a number of other members with about twelve meetings a year. The Trustees are responsible to the Charity Commission for the organisation of the Friends and reports are sent to the Commission each year. The Trustees are elected for a three year term of office and this year Chris Jacklin, Steve Mulholland, Yvonne Shattower and Dave Tinkler retire by rotation and are willing to stand for a further term.

Nominations for these persons and any further nominations for election as Trustees must be submitted in writing before April 14th to:

**John Baylis, 215 Clipstone Avenue West, Forest Town, Mansfield, Notts. NG19 0HJ  
Tel. 01623 621208**

The nomination must be signed by the proposer, seconder and the nominee who must all be FCC members.

John Baylis BEM





# Minutes of the Eleventh Annual General Meeting of the Friends of the Cromford Canal (FCC) held at 7.30pm on Monday, April 15th 2013, at the Church Hall, Ironville.

## Present

Patrick Morriss (Chairman), Mike Kelley, John Baylis, Bob Bullock, Yvonne Shattower, Peter Stone, Chris Jacklin, Eric Singleton, David Tinkler, Matthew Rogers, (Trustees) John Barker, John Boucher (Honorary Consulting Engineer), Mike Harrison, Hugh Potter, Val Roberts, Beryl Singleton, Howard Smith and Judy Berry.

There were 55 other members and 6 visitors.

### 1. Apologies for absence

Steve Mulholland (Trustee), The Rev Steven Parish, George Rogers (committee members) Allan Hickling, David Hirst, Freda Raphael, Sheila Smith.

### 2. Minutes of the previous AGM

The minutes of the Tenth Annual General Meeting held on April 16th 2012 had been circulated. Their adoption was proposed by Meg Tarlton, seconded by Peter Keating and carried unanimously.

### 3. Matters arising

There were no matters arising.

### 4. Report of the Chairman

Groundwork undertaken during 2012 by the FCC had assisted Derbyshire County Council in allocating a £300,000 budget for dredging the canal from Cromford Wharf to Leawood Pumphouse.

The FCC had also provided assistance to DCC in the appointment of Susan White, as Waterways Officer, without whom planning permission would not have been granted.

The FCC had successfully applied for a grant from the Rural Development Programme for England to help towards the cost of the trip boat, its engine conversion and cabin refurbishment. The grant was just short of £30,000.

The FCC had successfully campaigned for a Blue Plaque for the Cromford Canal which had been installed at High Peak Junction.

Pat Morriss said it had been a fantastic group effort from the committee and others. With 800+ members the FCC is now taken as a serious organisation. He noted that the Labour and Conservative manifestos for the forthcoming county elections showed both parties are committed to the restoration of the Cromford Canal. Pat Morriss thanked the Sales Team, Working Parties and their organisers, Membership Secretary, Treasurer, Social Events Team, The Waterway Recovery Group and Derbyshire County Council.

He concluded his report by saying it had been a very good year with great promise for the future. The last six years had been most enjoyable and testing but, at times, had been characterised by unrelenting tedium too. Yvonne Shattower presented Pat with leaving gifts and cards – tokens of appreciation from the committee. Jack Brown MBE thanked Pat Morriss for his work with, and Chairmanship of, the FCC.

### 5. Treasurer's Report

The end of year balance was £45,428.02, the income for the year being £26,875.58 and the expenditure £11,107.09. The increase in income was due, in the main, to the funds raised through the Brian Blessed Trip Boat Appeal which totalled £15,182.76.

Changes had been made to the membership standing order forms to include the



new Gift Aid requirements. In 2013 the insurance costs will increase due to the additional cover required for operation of the trip boat.

In response to questions from the floor, Bob Bullock explained that the 'DCC Juliette Blake' expenditure was the remainder of a ring-fenced grant she gave to the FCC in 2011 and that the 'Working Party' expenditure was for the Waterway Recovery Group accommodation costs which were also paid for partially by the Juliette Blake grant.

Pat Morriss explained that the Butterley Tunnel expenditure was for a condition survey ensuring a safe system of working and evacuation going into the east of the tunnel.

Bob Bullock thanked David Fox for auditing the accounts.

## **6. Adoption of the Accounts**

The adoption of the accounts was proposed by Yvonne Shattower, seconded by Eric Singleton and carried unanimously.

## **7. Election of Trustees**

Three Trustees had retired. Matt Rogers was required to retire as he could only remain a co-opted Trustee until the AGM. Peter Stone had retired due to a move from the area. Pat Morriss had retired for personal reasons. There were three nominees; Matt Rogers, John Barker and Judy Berry. These were formally proposed as Trustees by Jan Colombo, seconded by John Boucher and carried unanimously.

## **8. Changes to the Constitution**

John Baylis provided an overview after which the following decisions were made.

**8.1** The deletion of Clause G - "Honorary Officers. At the annual general meeting of the Charity the members shall elect from amongst themselves a Chairman, a Vice Chairman, a Secretary and a Treasurer, who shall hold office from the conclusion of that meeting." Proposed by Mike Kelley, seconded by John Boucher and carried unanimously.

Having received agreement on 8.1 the meeting moved onto 8.2

**8.2** The deletion of the present Clause H 1 to be replaced by:-

"H 1a) The Executive Committee shall consist of not less than 9 members nor more than 11 members. The Trustees being elected at an annual general meeting shall hold office from the conclusion of that meeting for a period of up to three years.

1b) At the start of the first meeting of the Executive Committee following each Annual General Meeting those Trustees present shall elect Trustees to the positions of Chairman, Vice-Chairman, Treasurer and Executive Secretary. Such roles to commence from the election"

This was proposed by Hugh Potter, seconded by Peter Brookes and carried unanimously. And in Clause K2 add "or Vice-Chairman" to follow "Chairman". This was proposed by Jan Colombo, seconded by Peter Shaw and carried unanimously.

## **9. Reports by Officers: a) Membership Report**

Yvonne Shattower reported an increase in the membership. There are currently 882 members (845 in 2012). There are 132 life members (112 in 2012), 2 corporate business memberships and 6 corporate charities. The programme of talks had been well attended although the January meeting was cancelled due to the bad weather. The meeting at the Hayes Centre had been a real success with over 300 people attending. Yvonne thanked those members who take round *Portals* to save on postage.

### **b) Archive Report**

Hugh Potter reported that English Heritage had listed Butterley Wide Hole as a Scheduled Ancient Monument which includes a 210 metre section of the tunnel, shafts and the furnaces above ground. In support Hugh had supplied an extensive collection of photographs from the FCC archives. Any future development of the tunnel will need to respect the schedule.





The boat permit list now numbers 25,000 names, the transcription of which has been entirely done by June Crump; thanks were given to June. Family historians regularly contact Hugh requesting information on those working the boats; this has generated donations to the funds.

Throughout the year Hugh had acquired documents, photos, maps and films some of which he showed in the latter part of the meeting. Hugh has in his possession a Crewe works drawing of the 'Station' boats of which *Birdswood* is one.

Hugh had offered photographic support and information regarding Aqueduct Cottage. A representative from Mansel Architects, a firm currently undertaking a consultation on the future of Aqueduct Cottage, handed out questionnaires requesting they be filled in and returned by 13th May. Peter Stone advised it was essential that members fill in the form.

Hugh encouraged everyone to keep looking for historical matter about the canal.

### **c) Webmaster Report**

Having given his apologies, George Rogers had provided a report which was read out by Matt Rogers. George's aim throughout the year had been to keep news and events as up to date as possible. However, there had also been some changes to the website. Details of FCC speakers had been added to the site, also the FCC constitution. A mailing list had been set up for members who wish to receive the *Portal* by email. This currently has about 20 members. The infrastructure for the new trip boat section has been set up, and this will launch shortly before the boat does. This will include historical information about the boat and also 'tales of the volunteers' - basically diaries from some of the people involved detailing the training and preparation they've had to do. There will also be photo records of all the work being done to get *Birdswood* ready for launch.

Plans for next year include a new map which will be interactive and link to other information across the site, e.g. current photos, restoration proposals and archives. Also planned is a members' area with greater content, particularly for archives. This area will also have discussion forums for members to discuss all aspects of the canal and restoration (these forums replacing the current yahoo email group). There will be a few infrastructure tweaks to help keep the website up to date and will automatically send out email notifications of events and news items. The FCC may join 'twitter'.

George requested that if anyone had ideas and would like to become involved in any way (e.g. beta testers for new sections, content author, chief photographer and reporter at events etc) then he should be contacted.

Away from the website George recorded his thanks to all of the people in the Waterway Recovery Group who had worked on the canal in the last 12 months; two weeks of canal camps working on the Derwentside Weir and two weekends working at Sawmills. Between them they have contributed some 2500 hours of voluntary labour on the canal.

### **d) Sales report**

Eric Singleton reported an increase in sales despite the current economic climate. Pat Morriss said this was commendable. The sales team now represent the FCC at the monthly Heanor Church indoor market helping to increase revenue. In addition it also increases publicity and the profile of the FCC. Eric thanked all those who helped on the tombola stall at the November 2012 Discovery Days.

## **10. Any Other Business**

In response to a question from the floor, Hugh Potter advised he had attended a meeting of the Ripley Town Heritage Action Group.

The meeting closed at 20.30 hours



## PIES, PEAS and the RED LION BAND

by the Editor



Dave Ratner

Its that time of year again and the Christmas Social at Ironville Church Hall once again included a visit from the Red Lion Folk Band and a Pie and Pea Supper.

This is the third year we have held an event of this sort and it was again successful. The band brought along their own caller who managed to encourage members to take to the floor and join in with the ceilidh.

The excellent pies and peas were organised by our membership secretary Yvonne assisted by several of the stalwart FCC ladies in the kitchen and together with the gravy, mint sauce and tea or coffee made a very enjoyable meal. There was also the usual licensed bar and raffle which all helped to result in a very pleasant evening.

Having said that, some felt it was perhaps time to try something different for next year, so if any members have any ideas for the next Christmas Social, your committee will be pleased to receive any suggestions.





# BIRDSWOOD SANTA SPECIALS

by Beryl Singleton (Birdswood Crew and Santa's Helper) and Nic Barfield

After being asked so many times about the possibility of doing a Santa Special, we decided to try it. We got in touch with Santa and when he said he was available on the dates we required we went ahead.

The first trip was on Sunday December 8th which unfortunately was not the success it could have been due to the publicity not quite being what we had hoped, nevertheless it was a learning curve and, as the teacher would have said, 'must do better next time'.

The next trip was on Wednesday December 11th and it was the one arranged for the whole of Cromford C of E Primary School by our member Nic Barfield who now takes up the story:



Nic Barfield

A happy collection of customers about to embark at Cromford Wharf

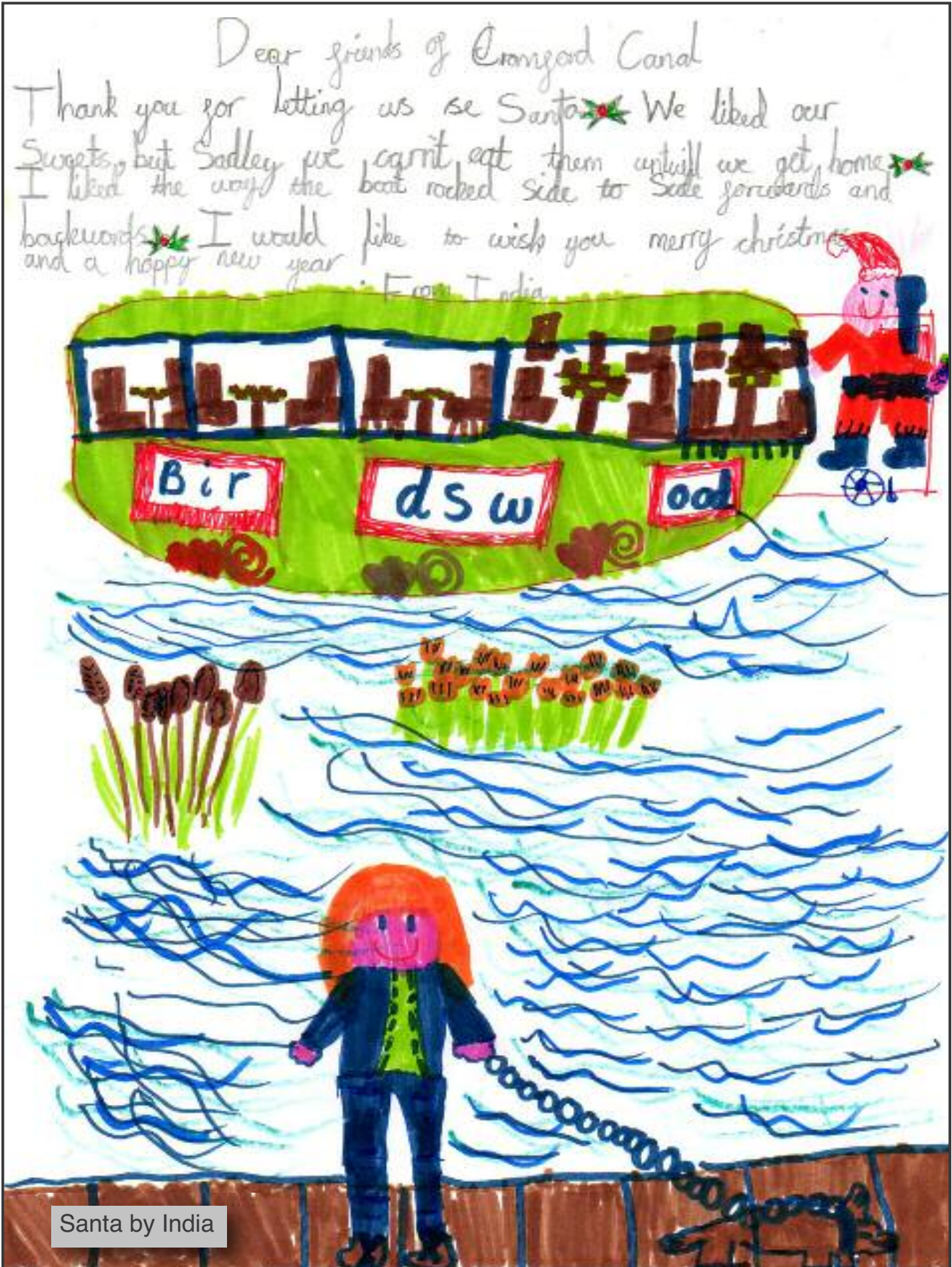
Christmas came early for the children of Cromford C of E Primary School. On the morning of Wednesday 11th December - two whole weeks before the magical day - a 'crocodile' of children and staff walked down from the village to Cromford Wharf and embarked on *Birdswood* for an educational cruise. The boat had been decked out with Christmas decorations and really looked the part.

The children's excitement and enthusiasm were clear: most had never been aboard a canal boat before and didn't know what to expect. FCC's schools liaison officer Judy Berry, and boatmaster Eric Singleton welcomed them aboard, then Judy used her teacher's skills to command their full attention and delivered a short narrative on the history of the Cromford Canal plus some detail about *Birdswood*.





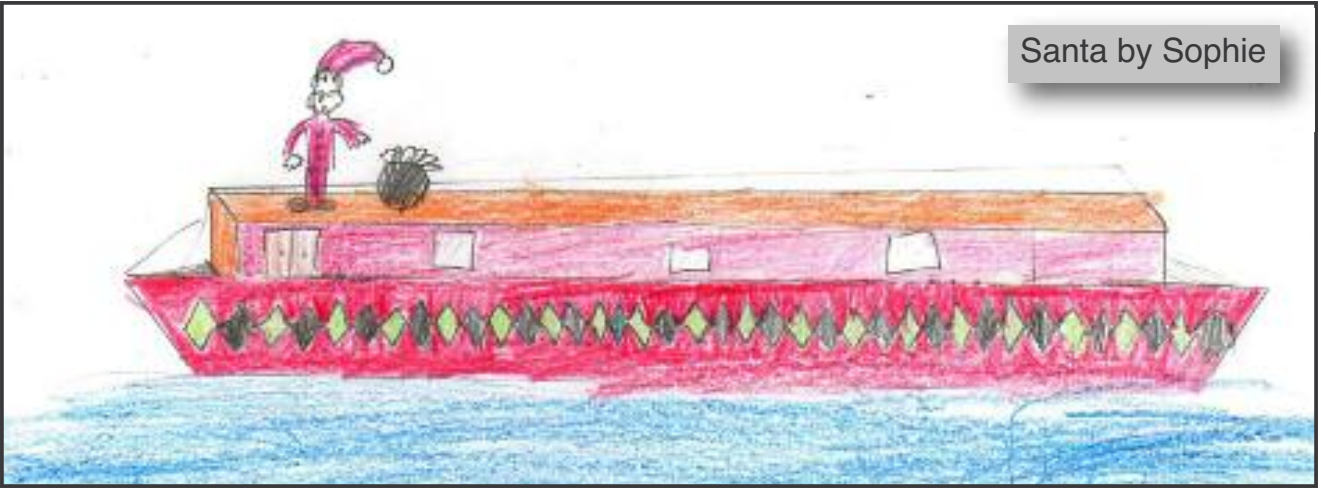
With the 'work' over, a group of children was taken to the boatman's cabin. Word quickly rippled down the boat that SANTA was aboard and that he had SWEETS for them! Every child got to see Santa in his special Christmas cabin and received a gift. The lovely 'thank you' letters sent by the children after the event mentioned sweets just as much as the educational aspects of the trip! See below and overleaf.



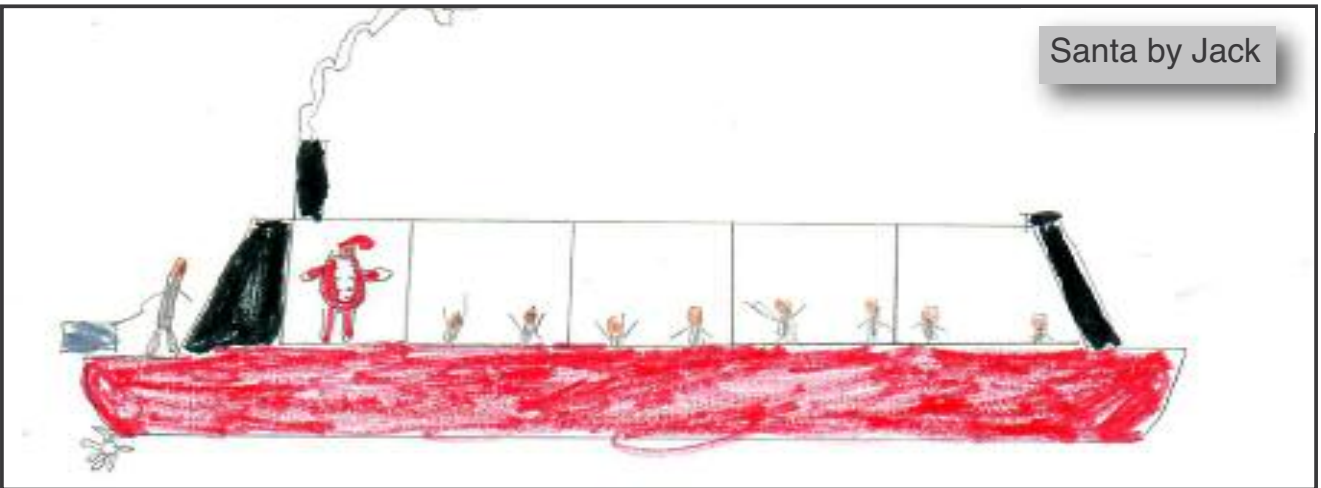




Santa by Sophie



Santa by Jack



Apart from the man in red and the presents, high spots were Judy's commentary, the Arkwrights' boat house, going under Lawn Bridge, and the unusual experience of travelling so close to the water. *Birdswood* itself and the waterborne wildlife also got a lot of mentions.

Liz Foster, head teacher, wrote: "Thank you for a fantastic trip on the canal boat. The children (and staff!) had a great time and really enjoyed it. I've had lots of really positive feedback from the parents too! Thank you also for organising Santa to be there and the gifts he gave." She also enclosed illustrated 'thank you' letters from almost every child.

This enjoyable outing points the way for a successful programme of schools cruises that should encourage young people to engage with our unique industrial heritage and to form a connection with canals that might stay with some of them for life. Thanks to everyone who helped make it happen:

The children and staff of Cromford Primary; the volunteer crew (Eric, Beryl, Wayne and Wendy); Judy and Nic for organising the trip; and David and Gill Hirst for enabling the man in red with the white beard to give the children a seasonal surprise! Beryl also adds:

It was really enjoyable for us as well as the children. They had no idea that Santa was to be on board and the look on their faces when they found out more than made up for our disappointment with the first trip. We had them singing and smiling for the trip beyond Lawn Bridge and back I think it safe to say they all thoroughly enjoyed the experience.

We would like to say a big thank you to Mr & Mrs Claus and their helpers, also the children were very well behaved and they all said thank you as they got off the boat.

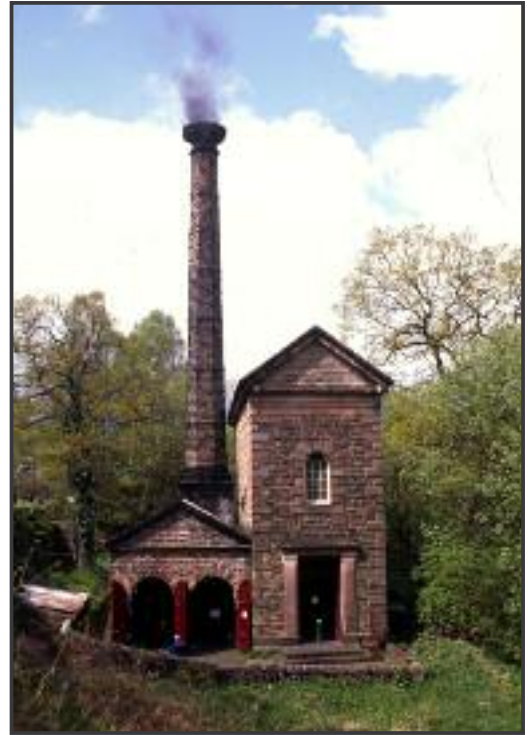
They are a credit to their teachers and parents.



# LEAWOOD PUMP OUTLET

by Ian Yates

The New Year has arrived and another steaming season will soon be approaching. The boilers are all drained down and we are in the process of removing various parts for the boiler inspection which will take place in March. The boilers are at present out of ticket which expired in November but to enable a steam test to be carried out within one month of the inspection this has been deferred, with the agreement of the boiler inspector, otherwise we would have been steaming at Christmas. Some repairs to the washout plugs on boiler 43 are due to be carried out in the meantime by Israel Newton so hopefully all the tests and inspections can be done together. In the engine house the rope seal on the pump is now in need of replacement, we managed to



get to the end of the season but it is leaking rather badly, members of the public are not too keen to have an impromptu cold shower. Enquiries regarding coal supplies will soon have to be made to find out how much it will cost this year.

The wood for replacing the panels on the boat is now ordered and is due to arrive in February so we are gearing up to get the work done. The floor has also rotted which we discovered when John went through it on the last but one coaling. This is also being replaced. It is also intended to make a removable frame to cover the back of the boat to prevent the Little Grebes from nesting in there again. It may be nice for them but it's very inconvenient for us. *[Ian is talking about The Duchess, which is the boat used to carry the coal for the boilers across the canal from the Wharf Shed at High Peak Junction to the towpath adjacent to the Pumping Station, which has no road access - Ed.]*

This year's steaming dates are below. Please note the first two are rather close together with Easter being so late.

## STEAMING DATES 2014

The engine will be in motion from noon to 5pm on each of the following days  
(except Discovery Weekend - 11am to 4pm).

MONTH	SAT	SUN	MON	PERIOD
APRIL		20th	21st	Easter
MAY		4th	5th	May Bank Holiday
JUNE	7th	8th		First Weekend
JULY		6th		First Sunday
AUGUST	2nd	3rd		First Weekend
		24th	25th	August Bank Holiday
OCTOBER	4th	5th		First Weekend
NOVEMBER	1st	2nd		Discovery Weekend





# NEWS FROM THE NORTH

## Cromford Canal - Cromford to Ambergate

### Update - January 2014

from Rick Jillings - Assistant Area Manager  
Derbyshire County Council Countryside Service

#### **Birdswood**

*Birdswood* is proving to be an asset for the canal and brings the waterway to life for public enjoyment, interpreting its heritage and offering a close up view of the canal's wildlife. Derbyshire County Council is aware that the canal channel is still shallow in a number of areas and this is causing problems for navigation. With the canal being a Site of Special Scientific Interest the dredging was restricted to a 4m channel. This is the management that is consented by Natural England in the canal's management plan. Whilst this has ensured the canal margins have not been disturbed there has unfortunately been some slumping of some of the remaining silt. Whilst the central channel was dredged to 1.2m, some sections have less than 0.7m depth now. To compensate for this slumping the canal water level has been adjusted and raised slightly. With this higher level several structural weak spots and areas where the canal can leak are being monitored very closely.

#### **Volunteer work parties**

Thanks go to volunteers from FCC who have carried out channel clearance work and work to remove loose weed, sticks and debris in the canal around High Peak Junction. During the winter there have been regular weekly work parties. Any new volunteers would be very welcome. [See pages 26-27 - Ed.]

#### **Towpath improvements**

Work was completed in November to span the outflow opposite Leawood Pump. Old railway sleepers were replaced with a structure that can accommodate a larger loading.

Work is underway to resurface the towpath from Gregory tunnel northwards towards High Peak Junction. Unfortunately the towpath will be closed until the end of February during this work. A diversion is in place linking with paths around Holloway, the route is steep in places and is not suitable for pushchairs, wheel chairs or bikes. Once completed, 5 miles of towpath will be in good condition and will be suitable for pushchairs and wheelchairs all the way from Ambergate to Cromford. It is hoped that funding may be found in the future to dry out the puddles between Cromford to High Peak Junction.

#### **Leak Repairs**

There is still an on-going problem near Whatstandwell requiring a short section of canal to be drained down in late January while a repair scheme can be implemented. A clay bund will be extended under the bridge abutment where dye tests have indicated a leak. Repairs are also planned for Crich Chase, where a section of bank near Ranch Corner subsided in the autumn, caused by a leak.

#### **Tree Felling**

DCC Countryside Service staff, along with volunteers have carried out tree felling work along the canal from High Peak Junction towards Cromford. The canal is heavily shaded in sections and some trees are damaging the canal structure, growing out of dry stone walling. This work should improve the setting of the canal by reducing leaf drop and the increased light will encourage plants along the canal margins. The stacked logs and brushwood will provide habitat for birds, insects and fungi. Branches close to the waters edge have been retained to encourage bird nesting in locations where the nest shouldn't be disturbed by *Birdswood* or canoes.



## Cromford Mill Paddle

DCC contracted Beighton Construction to restore to working order the paddle gear on two sluices within the Arkwright's Cromford Mill Yard. The paddles are required to work to regulate waters between Cromford Mill, Cromford Canal and culverts connected to the River Derwent. The paddle gear is to be repaired in like for like materials and manner due to their history and location. The paddle mechanism has now been completed at the Horseshoe weir but there is still work at the Middle weir.



## Events

The Countryside Service Events Programme for 2014 will be available shortly, it includes the operating dates for Leawood Pump and Middleton Top Engine House along with a number of heritage walks.

<http://www.derbyshire.gov.uk/leisure/countryside/events/default.asp>

**For further information please feel free to contact me at  
Middleton Top Visitor Centre on 01629 823204**





## KEEPING THE CHANNEL OPEN

*As many readers will know, the FCC trip boat *Birdswood* has been having problems with lack of depth and a large amount of weed in the canal, making it impossible to achieve its full potential, by reducing both the speed of the boat and the number of passengers which can be carried. The long term solution to his situation is dredging to the specification originally laid down by Derbyshire County Council, but in the meantime we are faced with trying to ensure that the boat trips can still operate as efficiently as possible. This has called for a practical approach and our publicity officer John Barker has been organising working parties to remove weeds and branches from the canal, both floating and submerged. John has sent in the following report:*

With regular trips being suspended for the winter period it was imperative that we try to clear the surface weed and branches from the canal. We decided with DCC permission to hire their aluminium boat and life jackets and armed with lawn rakes we removed nearly all the top weed from the swing bridge to the winding hole.

We started this task in early November working with our own volunteers, total number of hours so far exceeds 240 and about 12 boat loads of heavy weed and sticks have been removed. During this period we have brought *Birdswood* down through the swing bridge and turned her in the winding hole. This exercise has helped us in solving problem areas like the swing bridge which had to be dragged with kebs which helped to give depth to the channel. The winding hole is still causing us problems when turning the boat. On the Pump House side there are shallow rocks where we keep going aground on a solid surface. We have asked the Belper Diving Club for assistance with a survey of this area and have arranged for their divers to report on this problem in late January.







About to unload another collection of weed, having moved the boat up through the swingbridge.

John Guyler

I would like to thank our regular helpers John Guyler, David Tinkler, Eric Singleton, John Sparham and Malcolm Lake who have worked very hard to help keep *Birdswood* on the move. With there being little prospect of any more dredging in the near future, this work is vital if we are to have a successful season of trips with the boat in 2014.

**We are still looking for helpers.**

**If you are interested please give me a ring on 07860 632837.**



Fallen branches were also cleared from the canal, and boated to the 'unloading wharf' in the same way.

John Guyler





## MATTHEW'S GOSPEL ON CANAL WALKS - No.4

by Matthew Rogers



This is our 4th in a new series of walks and we explore the area around Brinsley, Aldercar and Stoneyford. The walk is mainly on paths and tracks and at the time of writing this was very muddy in places (although it had been raining for 5 days!). When I was planning this I was distracted by the name of a farm en route – Gin Farm. Was this a distillery? No. The name is taken from a mining gin: a drum and framework carrying pulleys, by which the ore and waste were raised from a shallow pit.

This walk starts from the car park at Brinsley Headstocks off the A608 GR465 485 and can be followed on OS 1:25,000 Explorer Map 260. The walk is about 4.5 miles long and is not suitable for pushchairs in places. Don't forget your binoculars as you will be passing two nature reserves.

1. Leave the car park, cross the road and bear left. In 30m take the Public Bridleway signposted for Aldercar and Stoney Lane. Follow this path for 1 mile when you will pass through a wooden gate and turn left onto Stoney Lane for 200m.
2. Take public footpath signposted Brinsley Hall and Jacksdale keeping the field boundary on your left. You are now on the line of the Cromford canal. Also on your left is Aldercar Western Meadows Nature Reserve operated by Nottinghamshire Wildlife Trust. Keep straight on at the next two boundaries ignoring paths off to the right.
3. Bear left with the path (between some wooden post and rail fencing) and cross the River Erewash by a footbridge (see below). If you look carefully just upstream you can see the former aqueduct abutments below the water line.

Footbridge on the site of the of the brick aqueduct which carried the Cromford Canal over the River Erewash



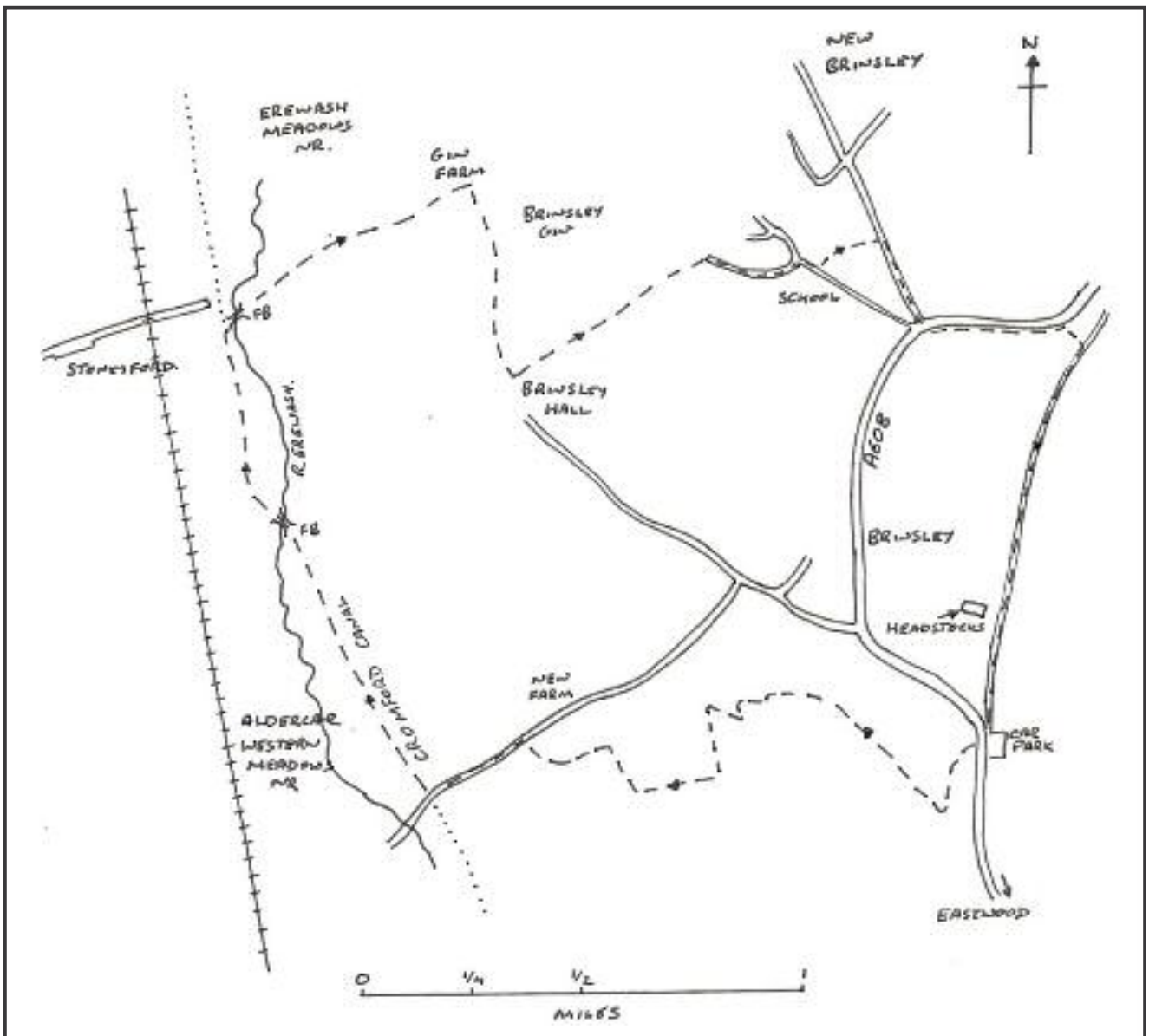
Val Roberts



4. The path heads centrally through the next two fields by double stiles sited firstly to the left and then to the right of the metal field gates. After the 2nd set of stiles we leave the line of the canal and bear right to cross the footbridge and follow the left hand fork to Brinsley Gin. On your left we now have Erewash Meadows Nature Reserve, this time operated by Derbyshire Wildlife Trust. The path soon becomes a stone track crossing an old railway line.

5. At the road junction at Gin Farm turn right signposted Old Brinsley on a tarmac track for 400m. Just before Brinsley Hall, where there is a lot of farm equipment parked, take the footpath on the left to Brinsley and follow a wide track. As the track ends continue straight ahead across a small field to a wooden stile. Turn right onto the road passing the school on your right.

6. At Moor Road turn right and in 30m take footpath opposite. As you emerge onto the road do not cross but turn right to the junction with the A608. Using the pedestrian crossing cross the road and turn left for 400m. Just after the illuminated speed warning sign on the bend take the footpath opposite number 39A. Go under the old railway line and immediately turn right up the steps. As you join the line turn left signposted Brinsley Headstocks and follow the track back to the car park. You may wish to take a small detour just before you get back to take a closer look at the headstocks in the field on your right. Well Done!







## LETTERS TO THE EDITOR

*Following on from Hugh Potter's article in the last Portal regarding the feeder arm of the canal at Cromford once being longer, the following was received from Nic Barfield.*

Supporting Doreen Buxton's assertion, the 'garden' behind the Mill Manager's House has definitely been quarried - a quarry face is still visible immediately to the E of the line of the Matlock-Belper toll road (itself newly constructed at the date of Benjamin Pidcock's application in 1819) which runs parallel to the boundaries of land parcels 592 and 593 on the 1841 Tithe Map.

There is also evidence of quarrying to the N of Building 24 (Arkwright Soc terminology), the former stable block (of unknown date) to the Mill Manager's House.

However, considering maximum possible footprint and contours, any quarry in this area really can't have been very large. One has to wonder whether it would have merited the considerable investment of £250 to connect it to the canal, although obviously the feeder arm was navigable as far as the tight left turn to come parallel to Mill Lane, and was constructed between the date of Mr Pidcock's application and 1824 (the date of the warehouse). But there again, those basin-like features either side of a 'bridge' carrying Rock House's drive do look a lot like small wharves...

Incidentally, not all the water coming down the feeder arm originates from the mill, although this is often stated as the case. There is a small grating (left side of drive facing uphill) just below the point where the private drive to Rock House narrows to the SSW of the Mill Manager's House. This seems to be above a watercourse running down the slope from the direction of the A6 - some 6-8 feet above the level of any possible outfall from the mill.

Regards Nic

*The following was received addressed to both the Chairman and myself:*

Hi Matthew and Mike,

I have read the latest issue of the *Portal* magazine and was as pleased as punch for everyone at the FCC and especially for all those who have worked so hard on *Birdswood* (which I visited while it was in dock being worked on). The news from the north of the canal is very positive indeed.

However, not all in the Canal Garden is rosy as well you know and things down here in the south at Jacksdale are pretty desperate. I spoke briefly with you (Matthew) and Steve Mulholland at the Butterley Railway Station on Saturday during the Jessop 200 meeting about what is happening/being planned for 'down water'. It was good to hear a general outline regarding the lock system at Ironville and the Eastern Portal, but I have grave concerns for the canal further down at Jacksdale and down water to the old Black Bridge site where the canal peters out into the Brinsley Flash.

Its all well and good planning for work on the locks and portal, but in the time it will take to do this, let alone raise the necessary funding, you will have lost another precious 1/2 mile of Canal. I estimate it will take 4 to 5 years (assuming you can get the funding) to carry out your intentions on the locks and portal area and by that time this end of the Canal will have completely dried up and been filled in.

I would urge you give this part of the canal your top priority. The canal was at its widest at this point and clearance by the work parties last year revealed a wharf area that is worth investigating further. In short we need to install a weir at the end where Black Bridge once stood (where the canal now peters away) to put this section back into water.



It also needs a serious dredge and all the reeds etc. removing. Its totally choked (as Steve Mulholland will confirm) whereas the locks at Ironville etc. are still in reasonable condition and the weirs ensure a level of water is maintained, so you could easily revisit them in the very near future.

We have also (Jacksdale and Ironville/Codnor Park residents) campaigned tirelessly for the re-installation of Lawn Bridge across the canal to form a much needed Community Link. I am pleased to inform you that D.C.C is looking to put it into the Local Transport Plan (LTP) and that this is now well advanced. We have had to overcome massive obstacles from 'certain political quarters' to get it this far, so a little support in lifting the canal in this area would not only tie in very nicely, but would be very welcome news. Imagine what a new bridge and a wonderfully re-instated bit of canal could do for our Community area, the canal as a whole and the publicity that would be forthcoming.

You could actually use this LTP as a 'piggy back' to obtain the necessary funding for this canal section and in terms of time taken, engineering considerations and obtaining the funding for this section, this is potentially a quick win scenario. Then you use the reinstated bridge and restored lower canal section described, to piggy back onto the next phase of funding for Ironville and on up to the Eastern Portal? Just an idea.

Please consider my appeal, come and visit the site (I would be glad to show you around) and consider the advantages of tackling this section first.

Best regards,

Martyn Taylor-Cockayne, JACHS Chairman.

PS If you can get this into water, you would only need to go another 150 yards down water or so and you could link up with the old Codnor Park wharf, which is still in water when it rains.

*Our chairman Matthew Rogers replies:*

There has been a lot of emphasis on the northern section as this provides us with a major revenue stream to promote the regeneration of the canal. Without money our hands are tied. As I mentioned at the weekend there are initial discussions ongoing regarding the works around the Ironville locks as the next major area of focus. Your proposals will be considered by the engineering team who will be drawing up a list of the interested stakeholders. By working in conjunction with them we can move things forward but it must be noted that the FCC on its own will not restore the canal. We are only the catalyst to bring about the regeneration.

I look forward to greater support from the people of Jacksdale encouraged by groups like yourself.

Matthew

*I would also like to add my comment as follows:*

I am sorry if you feel that your part of the canal is perhaps being forgotten in all the excitement about *Birdswood*. The boat has certainly taken up much of the volunteer time in the last few months, and has occupied a lot of space in *Portal*. However, I agree that the Jacksdale section below the Codnor Park Locks and indeed the locks themselves are a very important and worthwhile project.

Please be assured that I for one have always supported the ultimate aim of the FCC which is the restoration of the whole of the canal and the long term plan is to connect the Cromford Canal to the rest of the waterways system. At the moment, all the news is at the Cromford end, but the idea of this is to attract attention to the FCC and to raise funds from which the whole of the canal will benefit.

Editor





## MEMBERSHIP MATTERS

A good way to help the FCC is to recruit new members. Just to remind you, the membership rates are shown below. Also, anyone who is a UK taxpayer can use Gift Aid to increase the value of their subscription by 28 pence in the pound. Application forms are on the FCC website or contact Yvonne.

Individual: £7.00 Life: £110.00

Couples: £10.00 Life: £165.00

Corporate Business: £35.00

Corporate Charity: £17.00



from  
Yvonne Shattower

A Happy New Year to all our Members.

Let us hope that 2014 is a successful year for the Friends.

Dave Ratner, our new Social Secretary has been busy arranging a full programme of talks at Ironville Church Hall for the coming year, see the table on the opposite page for the period up to April. The first is on 20th January, when Bill Devitt will tell us of his experiences during his 'Fifty Years a Railwayman', then on 17th February we have a talk by Tim Castledine on the 'Great Wall of Butterley' and 17th March will see the long awaited talk by Alexa Stott on the A1 steam locomotive, the 'Tornado', the first to be built in this country for very many years. Let's hope that the weather problems we encountered the first time this speaker was booked do not recur. We are then into April, when we have our AGM on the 28th; note that this is not our usual meeting night as the third Monday is Easter Monday. You will find a full report on last year's AGM in this magazine, see centre pages. Please make sure you have your copy of the magazine with you when you come to the AGM as separate copies of the reports will not be available at the meeting.

In June 2012, we raised the Membership fees to £7 single and £10 for a couple, and most of you paying by Standing Order were kind enough to return the forms sent to you at the time. However, a significant number are still being paid at the old rate. If you pay by Standing Order, please make sure that the amount is correct. If your payment is due in the next few months, you will find a reminder in with this magazine. I know it is only £1 difference, but this is the cost of sending you two issues of the *Portal*!

Recently, (in connection with the Standing Orders) I have tried to contact several members by E mail, but have had many failures as the addresses no longer exist. If you change any of your details, including E mail addresses, please let me know so that I can keep the records up to date. My contact details are inside the front cover.

### **We give a warm welcome to the following new members who have joined us since the last edition of *The Portal***

Mr C P Broome, Matlock

Mr & Mrs J Mills, Alfreton

Mr & Mrs W Draycott, Mansfield

Mr & Mrs E Monk, Ripley

Mr & Mrs D Wright, Gainsborough

Dr D Spencer & Mrs J Duckworth, Belper

Mrs A Caulton-Jones & Mr B Caulton, Ripley

Mr H Minshull, Alfreton

Mrs P Mangwana, Matlock

Mr P H Fox, Matlock

Mr & Mrs P Castle, Belper

Mrs S Hill, Sheffield



## Acknowledgements

Gail Turner, who is the Local Councillor for Selston, has very kindly decided to make a donation of £300 to the FCC. This is to go towards the training costs of crew for *Birdswood*. Thank you very much!

## Appeal One

One of the most important activities of the FCC committee is to encourage publicity, but quite often there is an article or picture in the local press which some of us are unaware of. Our archivist Hugh Potter is particularly keen to keep and maintain a collection of anything which is published about the canal or the Friends' activities. To this end, he is asking all members to keep a look out for anything relevant in the press. He will be pleased to receive any cuttings by post or by hand at any FCC meetings, or indeed scanned and sent by email. Please include details of which paper and the date. Hugh's contact details are on the inside front cover.

## Appeal Two

The FCC need an unpaid volunteer to undertake its Gift Aid administrative work. Someone with knowledge of the Gift Aid Scheme and data base administration would be ideal. If you are interested and could help, please contact Judy Berry on 07511 658 509.

## Advertisement

The Membership Secretary has the following to dispose of for postage and donation to the Friends. Contact Yvonne Tel 0115 946 4479 or [membership@cromfordcanal.org.uk](mailto:membership@cromfordcanal.org.uk)

Pair of 'Loveson' leather walking boots and long socks. Size 9. Only worn a few times. Probably a bit heavy by today's standards, but good sturdy footwear. Not steel toe capped, but I can vouch for the fact that they will take the weight of a New Forest pony without damaging the foot inside them!

## Advance Notice

### **SHARDLOW GARDEN PARTY and RAILWAY OPEN DAY**

**Saturday July 5th from 1.00pm to 7pm.**

**at 14 Millfield, off Wilne Lane, Shardlow, DE72 2HD**

Our members John and Sheila Cooke have very kindly offered to hold an FCC fund raising event at their canalside garden at Shardlow. Admission £3, children free. Train rides around the large garden including steam locomotives, barbecue run by our chairman Matthew Rogers, tea, coffee, cakes etc. FCC stalls and displays.

**Make note of the date now. Full details in the next issue.**

## **FORTHCOMING MEMBERS' SOCIAL MEETINGS**

The Friends of the Cromford Canal welcome everyone to their Social Meetings, held on the **Third Monday of the Month at Ironville Church Hall at 7.30pm.**

The following are scheduled for the winter period.

There is a bar, tea/coffee and raffle available at all meetings. Admission is £2

- **February 17th** - THE GREAT WALL OF BUTTERLEY - An examination of the Butterley Furnaces - Tim Castledine
- **March 17th** - STEAM LOCOMOTIVE A1 TORNADO - Alexa Stott
- **April 28th** - **ANNUAL GENERAL MEETING** (free admission) See page 15.

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