

THE **PORTAL**

THE JOURNAL OF
THE FRIENDS OF THE
CROMFORD CANAL



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CONTENTS

Editorial	2
A Letter from the DEFRA Minister	3
Chairman's Notes	4
Charitable Incorporated Organisation	4
Cromford Canal Partnership Meeting	5
Michael and Carole Golds.....	6
Heritage Calendar.....	9
Leaward Pump Steaming Dates	9
News From The North.....	10
Easy Funding	11
Shardlow Garden Railway Open Day	12
Celebrating Cromford.....	16
<i>Birdswood</i> Update.....	18
<i>Birdswood</i> Crew Appeal.....	20
<i>Birdswood</i> Customer Letters.....	20
Helping The Heroes Continues.....	23
Transcribers wanted	23
<i>Nellie</i> - More Information.....	24
Des Greenwood Obituary	25
Matthew's Cromford Canal Walks No.6	26
Waterway Recovery Group at Lock 4	28
Webmaster's Report	29
Letters to the Editor.....	30
Membership Matters	32
Special General Meeting.....	33
Members' Social meetings.....	33



FRONT COVER: John Cooke driving his steam locomotive *Bernstein* with a two coach train out of the Basin East siding on his garden railway at the very successful FCC fundraising event at Shardlow. See page 12.

BACK COVER: A fine group of FCC ladies at the Celebrating Cromford Event at Cromford Wharf. In ascending order - Beryl, Val and Vix. See page 16.

Photos: Editor

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. 50

By now you will have noticed that there has been a change to your *Portal*. This is the fiftieth edition and I thought this would be a good time to move on to using full colour. In the past I have always dismissed this idea, thinking that the extra cost was not justified and the FCC funds should be used for other more important things. However, several other canal societies are now going on to colour, causing me to take a fresh look at the possibilities. I found that the cost, surprisingly, has come down. Like everything else nowadays, technology has revolutionised the printing industry and I now find that it is possible to have a full colour magazine for no more than we have been paying for black and white. So here is the result. I will be very interested to hear what members think of it.

The fact that this is Portal Number 50 also gives food for thought. At first sight, many people would think that the Cromford Canal has not really changed much since the FCC was formed in 2002, and this is true of much of the length. On the other hand, very significant progress has been achieved in some parts. This is particularly true at the Cromford end with *Birdswood* now really getting established. There was a time when I was regretting having suggested the idea of buying *Birdswood*, but thanks to a lot of hard work by an increasing number of volunteers, we are beginning to realise what we all thought was the very good potential of a trip boat operation at Cromford, although the lack of depth of water in places is still causing concern.

There has also been some, albeit small, progress on other parts of the canal. Work parties have rebuilt a large part of the gauging narrows at Sawmills and a lot of towpath surfacing has been done. Also, as I write this, a very welcome two week Waterway Recovery Group work camp is in progress at Lock 4. See a preliminary report on page 28. Hopefully it is the start of a lot of work on the Ironville Locks. There have also been improvements below the flight at the junction with Portland Basin, see page 31, and there are plans afoot to reinstate Lawn Bridge here which used to cross the canal between Jacksdale and Codnor Park.

When I visited the WRG site at Lock 4, Matthew Rogers was hard at work sorting out the logistics and leading by example with the practical work. Matthew has recently resigned as chairman of FCC because, unlike most of the committee, he is in (very) full time employment and the pressure was getting too much. I am very pleased to say he will continue to support the FCC with his civil engineering knowledge.

Finally, remember that all FCC members are entitled to a £1 discount on their fare for a trip on *Birdswood*. Book yours now - 07552 055455

The press date for the Autumn 2014 issue will be September 8th



DEFRA MINISTER TAKES A TRIP ON *BIRDWOOD*

The FCC was proud to welcome Dan Rogerson MP, Minister for Environment, Food and Rural Affairs on board *Birdswood* for a short horsedrawn trip on April 8th. The minister was pleased to see that the DEFRA grant which partly financed *Birdswood* had been put to good use by supporting the local economy and adding a new tourist attraction.

We were delighted and greatly encouraged to receive his letter of thanks and support which is reproduced below.





ACTING CHAIRMAN'S NOTES

by John Baylis BEM



As some of you are aware, Matthew Rogers has had to resign as Chairman of the Friends of the Cromford Canal for personal reasons in that he felt he couldn't give sufficient time to the FCC whilst in an exacting full time employment. First of all I would like to thank Matthew for his services as Chairman and to report that he has agreed to continue with his works on the engineering and restoration side of the FCC. I have agreed to the Trustees' request to take over as Chairman in the short term until a suitable replacement can be found.

For those of you at the Annual General Meeting, I reported on the progress towards forming the FCC into a Charitable Incorporated Organisation, see also below. I hope that in the near future we may be able to report more progress. At the AGM several members mentioned the operation of *Birdswood* and its financial reporting; we have been obtaining advice from several organisations on its financial and safety aspects and are taking account of their suggestions. It is their view that we should continue to operate *Birdswood* largely as at present but have suggested a number of improvements in reporting and organisation. We are also looking at the employment of a full time person to manage the trip boat operation as was required in the Defra's Rural Development Programme for England Award towards the purchase of the boat.

I recently attended a meeting of the Derbyshire County Council Cromford Canal Partnership (see next page) and I felt that there was growing support within the Council to progress the work and aims of the FCC. The FCC has been getting solid support from DCC with respect to the operation of *Birdswood* and I hope that there may be similar support in other areas particularly to progress the restoration of the Smotherfly site and the northern end of the Pinxton Branch.

CHARITABLE INCORPORATED ORGANISATION

Considering the purchase of a passenger boat and the possibilities of land acquisition during restoration in 2011, the FCC Trustees requested solicitors to investigate the change to a Limited Company. The value of a Limited Company is that it puts a maximum cost per member in the case of winding-up the organisation, but it involves stringent rules with respect of the annual submission to Companies House in addition to the present annual submission to the Charity Commission. Ellis Fermor of Derby started to do this as part of its charity "freebie" for that year. However, the Charities Acts 2011 & 2012 have provided an alternative as a Charitable Incorporated Organisation. The CIO retains all submissions to the Charity Commission, sets a limit on the liability of members, and is more suitable for charities with a relatively small, in Companies House terms, annual turnover. This is now being pursued using the draft Constitution from the Charity Commission website.

At the Annual General Meeting in April the meeting agreed that the maximum liability of members should be £5. Most of the new Constitution is from the model published



by the Charity Commission on the internet and the Trustees are presently looking at a draft which incorporates the most appropriate parts of the Charity Commission Model and the relevant parts of the present Friends of the Cromford Canal Constitution. When this is complete it is the Trustees intention to submit this to the Charity Commission and to make it available to the membership; as the draft is about 30 pages this will hopefully be via the FCC Website. It is most likely that the Charity Commission will request changes to our draft and so there may well be a second draft available to the members which will require a Special General Meeting, to hear members points of view and to approve the final draft to the Charity Commission.

This may well take many months and I would like to assure the membership that they will be kept informed through *Portal* and asked to approve the final submission to the Charity Commission.

CROMFORD CANAL PARTNERSHIP - JULY 18TH 2014

Howard Smith and myself attended this Cromford Canal Partnership meeting with Derbyshire County Council in Matlock. Among the others were Councillor Irene Ratcliffe in the Chair, Rick Jillings and Susan White from DCC, Amber Valley BC, Bolsover DC and Natural England. The new Chief Executive from Derbyshire Wildlife Trust did not make it nor Canal & River Trust; several members were not present. However, in spite of the poorer than usual attendance I thought it might be a fruitful meeting.

The FCC report on Smotherfly was well received and Susan White has been doing some investigations; it would seem that The Forest Project does not want to talk to anybody. That being said DCC are keen to progress the restoration on Rights of Way grounds as this has more legal teeth and Susan is taking this up with the DCC Solicitors Department. Following some discussion she felt that the FCC might progress the costs of restoration using Jimmy Balls or Fitzwise, who have done some restoration on the Chesterfield Canal following its opencast coal projects, possibly funded by grant(s). Bolsover DC was also keen to progress restoration and the obvious benefits to Pinxton.

There was a brief discussion on the possible failure of Shire Developments to start the opencast coal extraction at Langley Mill. The Amber Valley rep was keen to see some progress at Ironville, but from her comments on this and Bullbridge she was not well informed by AVBC Planning. Susan White is aware of what the Rights of Way are doing with respect to Network Rail and would be pleased to see the comments of Steve Parish and work with him. (susan.white@derbyshire.gov.uk). They felt that another Planning Application might be in the offing for the Stevensons site, but the removal of the reservoir might be required as part of the decontamination of the site.

My re-write of the Canoeing Code of Practice was well received and Susan will be contacting the British Canoe Union before bringing this back to the quarterly DCC/FCC meeting with John Barker. Susan is also updating the ecology study and will request John Barker for some weed samples in order to progress their possible active removal. There was a brief discussion on the progress of *Birdswood* which will be followed up at the DCC/FCC meeting. We also discussed access by emergency vehicles down to High Peak Wharf, and despite being signed as a private road DCC have authorisation for emergency vehicles to the Wharf Shop and workshop.

I discussed Brown's Bridge with Rick Jillings and he is going back to the DCC Engineers, one of whom is retiring, with a report on the work the ECP&DA did for British Waterways on Langley Mill swing bridge. In view of Rick's comments I didn't bring this up at the meeting; however, Howard and myself have a meeting with one of the DCC account holders at Langley Mill in August.

John Baylis



MICHAEL and CAROLE GOLDS

by John Baylis

(Uncredited photos from Michael Golds Collection)

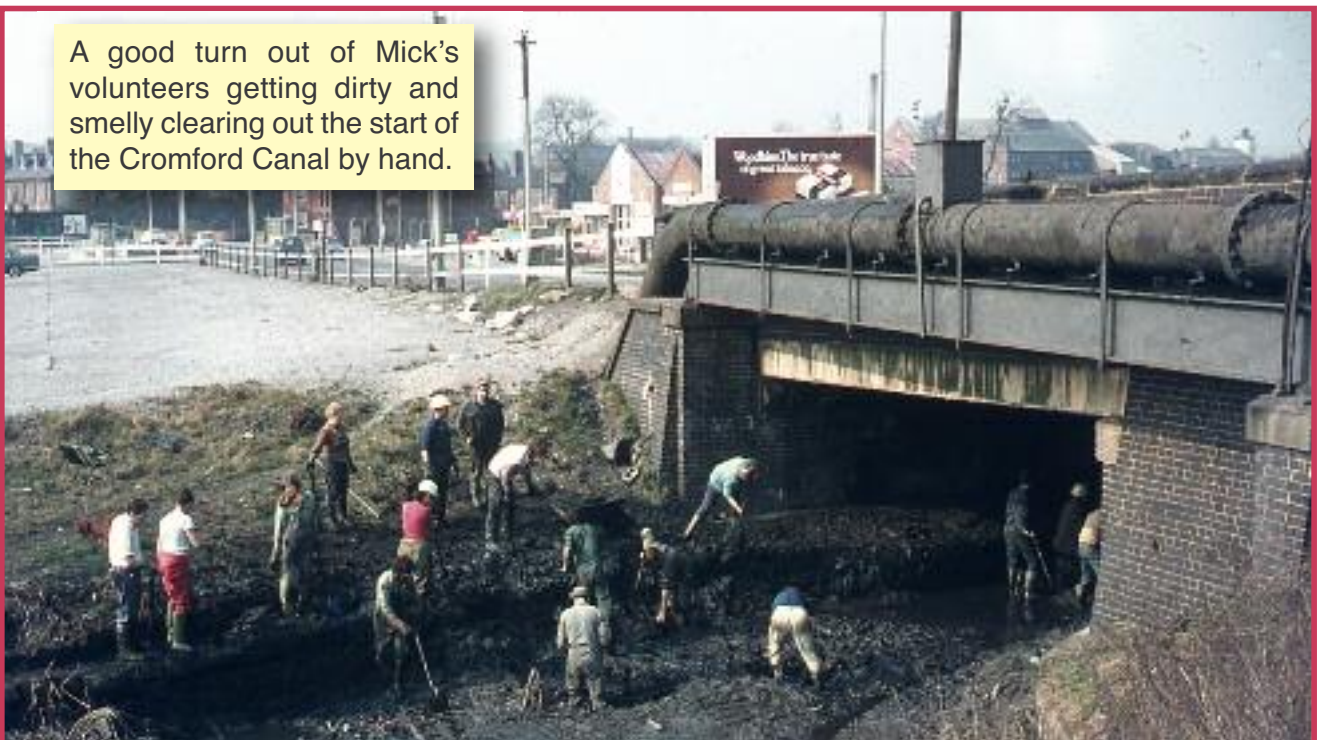
In May, Michael Golds (always known as Mick, apart from by his family) retired as Working Party Organiser of the Erewash Canal Preservation & Development Association, a position he had held since 1971.

Following school in Ilkeston just after the Second World War, Mick served his apprenticeship as a bricklayer, following which he worked on a number of local projects such as the chimney at Ratcliffe-on-Soar Power Station and some of the bridges on the M1 Motorway in Leicestershire and Derbyshire. During this time he met and married Carole and they lived at first in a caravan at Diseworth. They became interested in boating through borrowing a friend's cruiser and shortly moved into a new house near Potters Lock on the Erewash Canal in Ilkeston, where they still live.

The Erewash Canal was one of the waterways suggested for closure under the Transport Act 1968 and in order to oppose the abandonment of navigation the ECP&DA was formed that same year with a number of anglers, boaters and the Midlands Branch of the Inland Waterways Association. One of the ECP&DA's first projects was to oppose the demolition by British Waterways of Sandiacre Lock Cottages. The local authority stopped the demolition and BW suggested that if they wanted the cottage they should maintain it. Mick and Carole often walked along the canal and one weekend they met some of the ECP&DA volunteers on the towpath. The original ECP&DA Working Party Organiser had advertised in the local press for a builder to take charge of the work on Sandiacre Lock Cottage. Mick was the ideal man for this job and before long took over as Working Party Organiser. The proximity of the canal persuaded them to buy a narrow boat and if they could keep the canal open it would provide a mooring almost at the bottom of the garden. *Electra* was purchased in 1971 and fitted out by Mick and Carole, has since been lengthened twice, visited most canals in the country and still cruises the system extensively.

Also in 1971, Russ Godwin, then the secretary of the ECP&DA, took Mick on a visit to Langley Mill and suggested that what was required there was a more attractive terminus to provide a safe haven and mooring and encourage visiting boats. The ECP&DA

A good turn out of Mick's volunteers getting dirty and smelly clearing out the start of the Cromford Canal by hand.





Mick (right) has always had a very hands-on approach to being work party organiser. Here, with the help of the late Walter Maine, he is levering a large coping stone back into place. Carole is supervising.

decided that the best way forward was to restore Langley Bridge Lock where the Cromford Canal had an end on connection with the Erewash Canal and to restore the Great Northern Basin of the Nottingham Canal just above the lock. Mick with his know-how and contacts was also ideal for this project, acquiring concrete blocks and other materials from various local sources. Mick and Carole have always been very sociable and encouraged a large group of enthusiastic volunteers to join in. The lock was cleaned out and re-gated, the GNB dredged out and the swing bridge repaired, all for a cost of under £1,800 and was re-opened in May 1973.

After this, Mick was one of the small group of the original volunteers who formed Langley Mill Boat Company. This led to the progressive extension of the navigable length of the Cromford Canal above Langley Bridge Lock and the building of the dry dock and mooring facilities. Over the past few years Mick has led the ECP&DA in further work to extend the Cromford Canal as part of the restoration of a proposed opencast coal site.

Since 1973 Mick has held almost weekly work parties at Langley Mill to look after the lock, moorings and bridge which were only leased from British Waterways and to help in extending the Cromford Canal. The ECP&DA has established a firm presence at Langley Mill with a well stocked workshop and tool stores. With advice from various BW heritage managers Mick has organised continued work on Sandiacre Lock Cottages and in 2013 the ECP&DA was highly commended for its work under the Canal & River Trust Waterways Renaissance Awards. The other local heritage projects were the restoration of the Nottingham Canal Toll Office and the installation of back pumping round Langley Bridge Lock including restoration of the redundant Langley Sewage Pumping Station.

Not content with the work at Langley Mill following the restoration of the Basin, Mick started taking the ECP&DA on away working parties; such as the Droitwich and Basingstoke WRG Big Digs. Graham Palmer (founder of WRG) was aware of Mick's prowess as a bricklayer and Mick worked on a number of the Wilmcote Locks and



by-washes during the 1970s Stratford Blitzes. In 1981 when I was looking after the Frankton Locks restoration for Graham Palmer, Mick started to bring the ECP&DA working parties there when we largely rebuilt the walls on locks 1-3; the bricklaying being aided by Sheffield IWA and the Trent & Mersey Canal Society. Graham's view of Mick's bricklaying was that "his hands went like butterflies wings". Some of the final away work on the Montgomery was brickwork on some of the Aston locks and the rebuilding of Cobblers Lock on the River Slea.

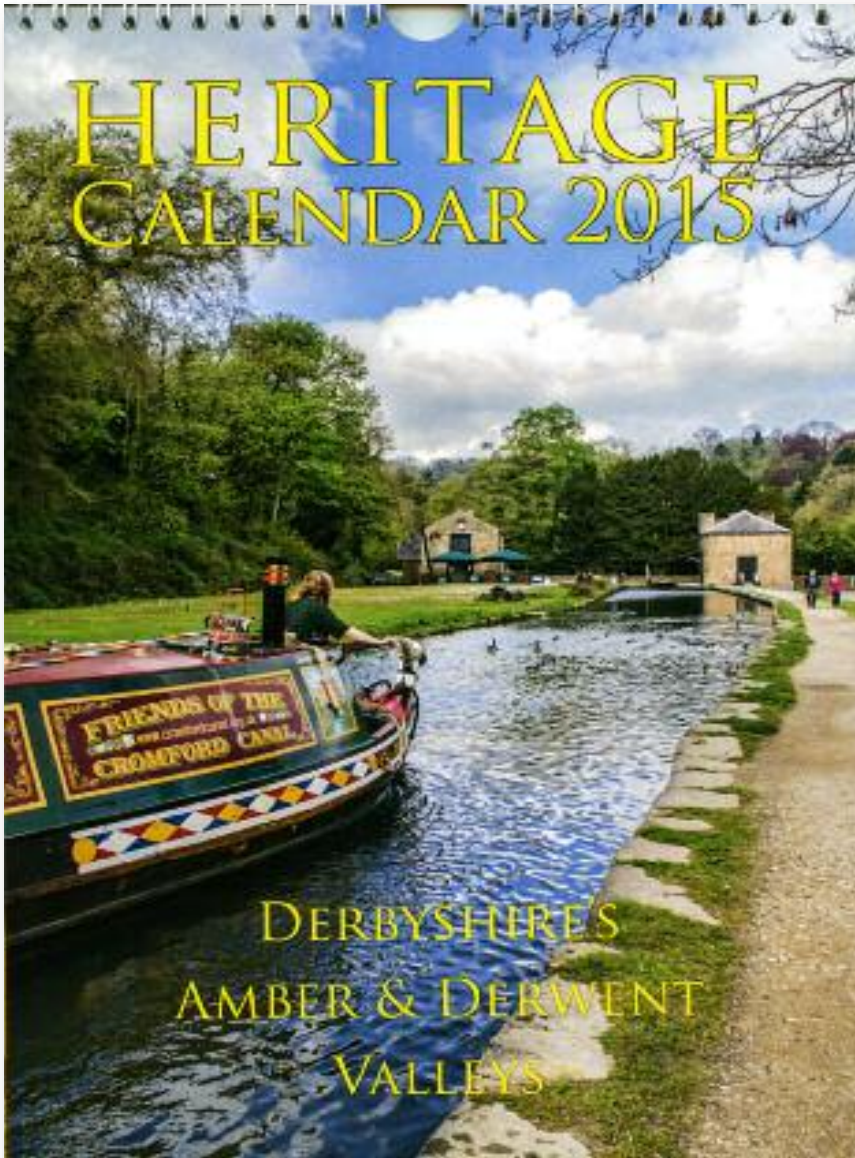
Mick decided to finish working for others as part of "a two and one gang" and in about 1995 he started working for himself and Carole was his labourer. In this period, as well as doing walls and extensions for their friends, they also rebuilt Dixon's Lock on the Chesterfield Canal, re-built the parapets on two accommodation bridges on the Derby Canal and worked for BW. In 2013 Mick and Carole were awarded the Richard Bird Medal for services to the Inland Waterways Association (pictured below) and in September this year they celebrate their Golden Wedding. Mick has done a great job over the years but his expertise will not be totally lost as he will continue to monitor the work at Sandiacre cottages.

[I would like to add that it is no exaggeration to say that the fact that the Erewash Canal is open today is largely due to Mick and Carole's ability to encourage and organise a good work force of volunteers who carried out the Langley Mill restoration project. It is also true that the Friends of the Cromford Canal would never have been formed if the ECP&DA had not been successful at Langley Mill.

I know that one of Mick's big regrets is that he has not been able to fulfil his ambition to see the first half mile of the Cromford Canal up to Lock 13 restored before he retired. This has been delayed by false hopes of a marina development on the back of proposed opencast coal workings, which we are still waiting for - Ed.]



Julie Arnold



The Calendar shown on the left has been produced by the Ripley & District Heritage Trust to support local organisations who are concerned about this area's rich heritage. It is A4 size with a month to each page featuring different aspects of the local heritage scene. The FCC has provided archive photographs for three of the pages and as you can see, *Birdswood* is featured on the cover.

It is now available from our sales stall for £4.50 or can be posted to you for £5.75. Sales department contact details are inside the front cover.

On the subject of the FCC Sales Department, many of you will know that Eric and Beryl Singleton have been running a tombola alongside the main sales stall at various events for quite a while. This has been so successful that they are now running out of suitable prizes. Any donations of unwanted items would be most welcome.

LEAWOOD PUMP 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).

Why not book a ride down to the Pump House on *Birdswood*?

Call 07552 055455

MONTH	SAT	SUN	MON	PERIOD
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 - April to July 2014

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

Volunteer work parties - DCC is grateful to the Friends for regular practical work parties, these are now taking place fortnightly on Tuesdays. If you feel you could offer assistance to maintaining and improving the canal please contact the Countryside Service or the FCC work party organiser. *[John Barker has very kindly taken on this task at the moment. Your support will be very welcome. Contact details inside front cover - Ed.]* Volunteers have helped to clear invasive Himalayan Balsam from the canal banks and canal weed that has hampered *Birdswood's* navigation. Silt traps have also been cleared along the canal. DCC is also grateful to FCC for the up and coming Waterways Recovery Group residential work parties. DCC has been able to arrange for free accommodation at the Wharf Shed residential centre at High Peak Junction.

The Amber Valley Conservation Volunteers from the Parkwood Day Centre are currently rebuilding sections of the canal bank. Sections have been eroded by dogs. Dogs that swim in the canal disturb wildlife including nesting birds but as they climb back out of the canal, the combination of dripping water and wet claws tear the soft banks and the towpath soon erodes back. So while we welcome dogs, if you have one do please keep it under close control and out of the water.

Tree Felling - A felling licence and Conservation Area consent has been sought, hopefully if agreed tree management will take place to the south of Leashaw Farm and near Thurlowbooth Farm, Whatstandwell over the next 2 years. The picture below shows a previous tree felling contract on the offside of the canal adjacent to the Pisani Works.



Editor



Leak Repairs - With a canal that is over 200 years old and cut into a steep hillside there is always a lot of management to do. There is an on-going problem of leaks near Whatstandwell. We have successfully clay puddled and sealed 2 leaks in this area but there are more. One of these is in an area where there are water voles present so a repair will have to wait until the end of the breeding season. A leak close to Lawn Bridge at Cromford Meadows has also been repaired.

Towpath improvements - A section of towpath from High Peak Junction to Cromford is to be resurfaced this autumn. Unfortunately this will mean that the towpath will need to be closed to the public for safety reasons while the work takes place.

Events - The Countryside Service Events programme for 2014 is available; it includes the operating dates for Leawood Pump and Middleton Top Engine house along with a number of heritage walks. There is a High Peak Junction Railway workshop open day on 2nd August where we are encouraging visitors to take a trip down to the workshops on *Birdswood*, discover the history of the Cromford and High Peak Railway and take the opportunity to try your hand on the old forge. On Weds July 30th and Aug 6th, 5 to 12 year olds have the opportunity to take part in an Adventure Journey for the Young Explorer, canoeing on the canal, rock scrambling and shelter building. Booking is required, details are available from: <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.
Derbyshire County Council Countryside Service**

GIVING TO THE FCC

by John Guyler

I wish to make all members of the FCC aware of fund raising schemes through buying on the internet. Other canal societies use this system of fund raising to great effect, the Chesterfield Canal Trust have raised a considerable sum of money through members buying through easyfundraising.org.uk and one of our own members recently raised over £20 for the FCC through a purchase on www.giveasyoulive.com

The FCC is registered with two schemes, www.easyfundraising.org.uk and www.everyclick.com incorporating www.giveasyoulive.com and when purchases are made through the connection of these web sites, the retailer then pays a fee for accessing the web site, this is then fed back directly into the account of the FCC as a percentage of the purchase. All the major retailers, some holiday companies, Ebay, Travelodge etc. are contracted to these sites.

All transactions made with the retailer are with the retailer directly and not with the funding website. Any defect or fault with the goods purchased are the sole responsibility of the merchant from whom you purchased the product. This is a normal online transaction except to collect the reward it must be done through the **give as you live** web site or the **easyfundraising** to activate the donation. To gain donations on all purchases, click on the retailer's website before each purchase.

For an individual to register, just click on the web site of your choice and away you go, register **The Friends of the Cromford Canal** as the recipient charity, also remember to access Gift Aid, which increases the donation. Registered participants can see a record of their individual donations, when they log on the web site they are registered with.

With the large membership that is the Friends of the Cromford Canal we can hopefully bring in a significant amount of funding on a regular timescale. As one person commented its "money for doing nothing", that's the way I like it.



SHARDLOW RAILWAY OPEN DAY AND GARDEN PARTY

words and pictures by the Editor

On Saturday July 5th, our members John and Sheila Cooke very kindly opened their canal-side garden at Shardlow and 7.25 inch gauge railway for a fund raising event in support of the FCC. It is a lovely setting alongside the Trent and Mersey Canal, including a private mooring basin which was dredged and restored from a derelict condition by John and his many canal volunteer friends from the Erewash and others some years ago. The railway layout, again built by John and his friends, encircles the house and covers all of the large garden and has been extended several times. It now includes a branch which passes around the basin on to the land of his neighbour Trevor Scott who is a skilled engineer who built much of the railway equipment including two steam locomotives.

We were all worried about the weather which had been rather wet beforehand, but on the day the early rain cleared up and the afternoon was warm and sunny. There were three steam locos and an electric tram running around the well organised layout and each trip included shunting along both sides of the basin, changing direction and using a different loco for the second stage. The first loco was then turned using the turntable at the end of the basin, all of which added to the entertainment.

As well as taking unlimited the train rides, visitors were able to browse around the FCC sales, tombola and bric a brac stalls and then indulge in tea and cakes etc. Matthew Rogers was kept busy with his barbecue which was very popular.



Elias with a two coach train crossing the drive and front lawn with the FCC display trailer in attendance.



ABOVE: *Bernstein* waiting at the station to change passengers whilst driver Osborn poses again.

BELOW: *Edward* with another load of bemused passengers pulls through the former coalhouse and around the front drive.





ABOVE: *Elias* on the turntable at the end of the basin branch being swung round...

BELOW: ..and then shunted around the train to return to the main line. The mooring basin is on the right and the junction with the Trent and Mersey Canal on the left.





ABOVE: The FCC sales staff have been to many different places over the years, but never had a train running through the tent before.

BELOW: Apart from the visiting locomotives, we also welcomed this very fine model of a Foden steam lorry and John Boucher's intriguing hot air engine driven fan.



Altogether, this was a very pleasant afternoon with a traditional garden party atmosphere as well as being successful from a fund raising point of view. It was well attended not only by locals but quite a number of narrow gauge railway enthusiasts came from places as far away as the south coast and Lancashire.

Thanks are due to the good turn out of FCC members who helped with the setting up and running of the stalls, manning the car park and the garden entrance etc., although the attendance of members as customers was rather disappointing.

Thanks especially to John and Sheila for generously making this event possible.



CELEBRATING CROMFORD BOAT PULL COMPETITIONS

by Nic Barfield

The Friends of the Cromford Canal put on a day of activities centred on *Birdswood* and the Wharf on Saturday 21st June to support Cromford's annual village carnival, 'Celebrating Cromford 2014'. The day dawned bright, and with clearance from DCC and the free loan of the Gothic Warehouse from the Arkwright Society, the stage was set for some serious community engagement.

Events in the Gothic Warehouse comprised our excellent photo exhibition plus a digital projection slide show, the sales stall, the Singleton's famous tombola, a demonstration of roses and castles painting, and watercolours by local artist Wallace Spence. Out on the Wharf, a gazebo sheltered the Milltown Strutters folk group from the hot June sun.

Birdswood provided the focus for the two competitive narrow boat pulling competitions – the Pull-A-Thon to High Peak Junction and the solo Iron Man Challenge from Lawn Bridge back to the Wharf.

The first, a team relay with only two people on the rope at any one time, kicked off with only two of the local Boat Inn's nominated team of six (Kaleb Taylor, Martin West, Richard Holmes, Alex Green, Charles Greenwald and Taylor Fanton). As the official start time of 11 o'clock passed, only Charles (who's from Texas) and Taylor (from Canada) were there to represent their side. No sign of the other players... so we waited, and then started with just the two North Americans hauling. Their 'can do' attitude demonstrated what made their nations great (in the words of one: "Sh*t, let's go – we gotta job to do!"), and they set off at a steady pace, finding a rhythm quickly and getting well beyond Lawn Bridge before their team-mates arrived to take their turns. Urged on by loyal supporters and a three-legged terrier, they chalked up a good time of 32 minutes and 44 seconds, comparing well



Charles Greenwald (left) and Taylor Fanton about to set off from Cromford Wharf towing *Birdswood* on the Pull-A-Thon.

Editor



with boat-horse Chelsea's time over the same distance. However they were sweating rather more than Chelsea when they reached their goal!

After *Birdswood* had gone down to the Leawood Pump winding hole under motor power, the second team from Cromford's Greyhound Hotel took up the challenge on the return leg. They started with seven men (Dan Burton, Matt Barfield, Jack Webster, Oliver Nicholson, Ronnie West, Joe Blackwell and our own Daniel Harrison, who is a part-time barman at the pub) as opposed to the Boat Inn's six. And their entire team was all there at the start, which gave them an advantage. However, someone pointed out that they were pulling against the (very slight) flow, so the teams were probably evenly matched. It certainly looked that way, with little to separate the two sides' times at the half-way stage. Only after Railway Narrows did the Greyhound start to pull ahead, looking noticeably fresher than their opponents had done in the closing stages. After a spurt towards the finish, they took the honours with a time of 31 minutes and 41 seconds – just 63 seconds faster than the Boat Inn!

In the Iron Man Challenge, Taylor Fanton pulled first after an hour's rest from his exertions in the Boat Inn team. He pulled *Birdswood* smoothly and unhurriedly away from Lawn Bridge, making every step count. Matt Barfield, who was still recovering from his efforts on behalf of the Greyhound an hour earlier, strained every muscle to beat Taylor's pace-setting figure of just over 8 minutes. His bravura attempt almost succeeded and his time was only seconds behind the Canadian's.



Congratulations to all who took part, and many thanks to sponsors Lorraine and Dave Mountford of the Boat Inn for the £100 prize for the Pull-A-Thon, to FCC for an attractive print of Cromford Wharf as the Iron Man prize, and to John Haynes of Cromford for providing the challenge trophy which was awarded to the Greyhound's team, and which will be contested again next year!



BIRDSWOOD UPDATE

a progress report

from Mike Kelley
Boat Operations Manager

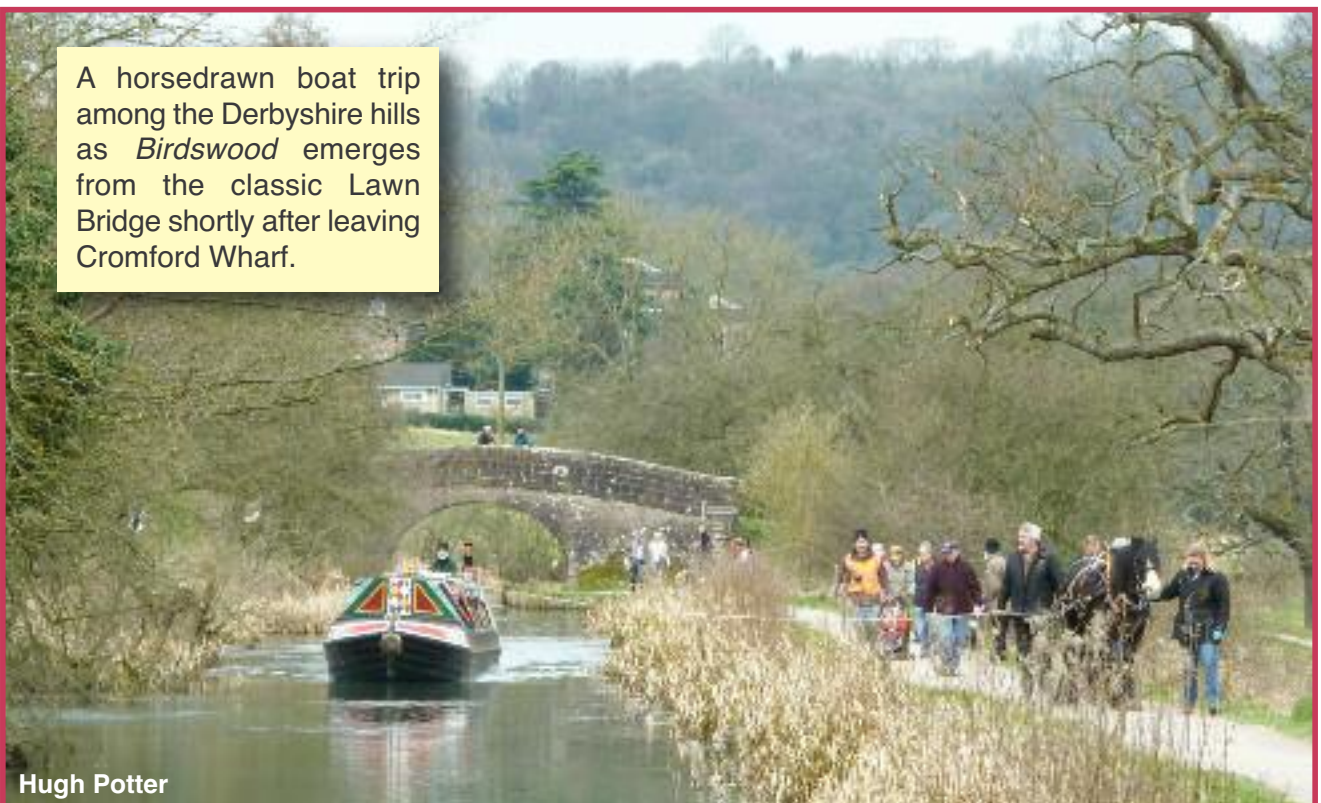


SHEER MAGIC

It was an evening in June, long and warm. The horse, Chelsea, gently pulled our narrow boat, *Birdswood*, along the beautiful and historic Cromford Canal. Locally there had been a conference of Wildlife Trusts, including Derbyshire Wildlife Trust and they had hired the boat for an evening's cruise. In fact so many wanted to enjoy this unique pleasure that we were required to run two single trips; loading the first passengers at Cromford Wharf, offloading them at Leawood Wharf where the second party came on board, ready to return to Cromford. The wild flowers were blooming, many water birds were nesting, with fresh chicks getting close attention from their mothers, and all around was a profusion of green; ninety shades of green.

The peace and quiet of this tranquil canal was simply nothing short of sheer magic. I felt privileged; very privileged; to be at the tiller of this wonderful boat, as she silently rippled through the water, with hardly a disturbance in the canal as she gracefully floated by. I was privileged because so many people had worked so long and so hard, freely donating their time and money for this to happen. It was truly a moment to treasure. True this canal is a bit shallow! Even so, through the skill of the boat masters they are able

A horsedrawn boat trip among the Derbyshire hills as *Birdswood* emerges from the classic Lawn Bridge shortly after leaving Cromford Wharf.



Hugh Potter



to know where the deeper sections of water are; which conversely is not often in the middle of the canal. So Chelsea simply plodded along the towpath, gracefully accepting the admiration of all who passed by. There are so few places in the country where the public can experience the pleasure of a horse-drawn boat. In fact the 'Horse Boating Society' (<http://www.horseboating.org.uk/>) shows only five other places in the country where this is currently happening.

The horse days are special occasions mostly linked to when the steam pump at Leawood is open. Dates for the remainder of 2014 are:

Sat 2nd & Sun 3rd August
Sat 4th & Sun 5th October

Sun 24th & Mon 25th August
Sat 1st & Sun 2nd November

In addition, as on this occasion, groups can charter the horse whenever they may wish to do so. On all other occasions *Birdswood* is operated under electrical propulsion.

The fame of this boat trip, whether by horse or by power, is spreading. People are coming from all over the country to take this pleasure cruise. How do we know? Well for each ticket issued there is a stub which is ripped off and on this stub is recorded, among other things, the first part of the passenger's postcode; this way we can prove that our customers come from the whole of Britain. They come from not only the UK, but the world as well, from Singapore to Sydney and Canada to Christchurch (New Zealand). Yes the public is coming. Have you booked your place yet?

So please give thanks to all those hard working committee members and boat crew volunteers who are all helping to make this sleeping beauty of a canal wake up. And not forgetting the help and support we have received from Derbyshire County Council and DEFRA. Thank you all.

We are still looking for more crew volunteers; remember such moments of sheer magic cannot happen without the dedication and support of those who can, and do, love to help. **Your** support will be much appreciated.



After turning round outside Leawood Pumphouse, *Birdswood* passes the Wharf Shed as Chelsea gets into her stride for the return journey.

Hugh Potter



BIRDSWOOD APPEAL

from Vix Wilding
Boat Administrator



FUN FOR ALL AGES!

Birdswood's profile is growing as a public attraction and the charter bookings have increased, meaning we are sometimes getting the boat out 5/6 days a week. The links between the local businesses and our services are becoming stronger and we are each using each other to promote our schedules and events.

Schools have been coming forward to access our specially designed education packages and linking partnerships with the Education Officer at the Arkwright Society has enabled us to provide a whole day's entertainment around the Mills and Wharf. This has in turn increased our interest from other families in the area.

It's for this reason that we are crying out for new people to consider becoming crew members. The majority of our present crew had no boating experience before joining the team but many are now trained in the skills required to operate a passenger boat safely and confidently and most importantly in a professional manner. There are so many roles involved, from talking to customers, serving teas and coffees, walking the tow path and opening the swing bridge. All training is provided and you even get your own Crew Member T-shirt.

IT NEED ONLY BE A DAY A MONTH!

We have several ladies on the team now and a few husband and wife members who like to have the pleasure of being on duty together. Outside of the normal boat roles there are cleaning parties and general maintenance to be done. Not forgetting the social aspect, we do try and all meet regularly and I for one have made some great friends.

Also, this job becomes a real pleasure when you receive letters like this from satisfied customers:

Hello Vix,

A big thank you to you and the crew on Birdswood on Thursday evening for our W.I. trip. Everybody I have spoken to has told me how much they enjoyed themselves and how relaxing the trip had been.

I would like to add a special thanks to you for the tea and coffee and your help with everything including the photo shots with the pole.

Your personality just made the evening extra special. Hope to see you again during the boating season.

Dawn Marsh Ambergate W.I.

Come and take a trip and a tour yourself to find out more. If you yourself are interested or may know of a friend or family member please pass on my contact details.

Vix Wilding 07552 055455
or email bookings@cromfordcanal.info



MORE SATISFIED CUSTOMERS

I have also reproduced below a letter Vix has received from Katherine Western following a recent *Birdswood* charter trip - Ed.

Dear Vix

Thank you so much again for a wonderful day yesterday. Everybody had a great time and my dad was delighted! We cannot thank you and the team enough for everything you did to make people feel so comfortable and relaxed; especially me at the start!

It was just wonderful to be accompanied by Chelsea, the Shire horse and her family. It added a whole dimension to the experience and was appreciated very much. I know you did not order the weather but weren't we lucky? The timing was almost immaculate. No one could quite believe our good fortune.

So all in all, I think the day was excellent and my dad enjoyed it very much indeed. Today he has gone in for tests on his heart, so we are all keeping our fingers crossed for him. At least he has some happy images he can reflect on as he lies on the hospital couch...

In any case Vix, we will be recommending this idea to any of the friends who were not on the boat with us - and those that were are already abuzz with ideas. Please thank everyone who played a part in creating such a magical canal boat experience.

All the best,

Katherine

Vix explains:

The trip was for Katherine's Dad's 79th Birthday. His health is failing and he was due for a barrage of tests the next day and a prolonged stay in hospital. Katherine wanted to honour her Dad and make this a wonderful trip. She came to the Wharf early and set up decorations and a ploughman's lunch! See my photo. I supplied a table across the back of the seats. There was also champagne for all her guests and wines and beers etc to follow. I arranged the finer details and we kept Chelsea hidden till the last minute as this was the extra surprise.



Birdswood is becoming very popular for charter trips. Book your celebration now! - Ed.



MORE NICE FEEDBACK ON *BIRDSWOOD*

The Birdswood operation has really got into its stride in the last three months. Thanks to a good number of people coming forward to train as crew (although more are always needed) and the enthusiastic organising by Vix Wilding, the boat is getting very busy. We always knew there was a good potential for re-introducing a trip boat at Cromford and it is now starting to prove us right. Below is a sample of recent letters received from passengers. This is what makes all the problems worthwhile. - Ed.

Hi Hugh

I just wanted to say thank you very much to you, Ian and the rest of the crew and to Friends of Cromford Canal for the boat trip yesterday.

I thought it was a brilliant trip and really appreciate all the time you all put in to get the boat ready and your commentary on the trip. All the comments and feedback I got from everyone I spoke to after the trip were about how much they enjoyed themselves, which I am not at all surprised about that, but I wanted to pass that on.

It was a really successful evening, and hopefully all the volunteers will now be promoting the boat trip to everyone they meet and speak to.

Thanks again for a great evening.

Kind Regards

Sukie Khaira

Development Coordinator

Derwent Valley Mills World Heritage Site

I would just like to thank your boat crew for the excellent trip which the members of Derby Photographic Society enjoyed on Sunday. I would also like to thank Vicky for her help in making the booking, but she is not on your contact list. The fact that Leawood pumping station was in steam was an extra bonus. I suppose I ought to add the horse, who gave us such a smooth journey, I hope it was well fed, as it was certainly well watered on the way back!

Kind regards,

Ken Walters, President Derby Photographic Society.

Dear Matthew and Mike,

Kath and I went on a Birdswood trip this afternoon with my son and our two young grand daughters.

It was absolutely brilliant. The boat is wonderful, I love the seating arrangement and the cabin is amazing. The wildlife was great, so many Little Grebes and Coots with their young and on their nests. The crew were incredibly pleasant and helpful. All in all we had a great afternoon out, which included a lovely meal at the cafe.

I know that it has been a lot of seriously hard, and often frustrating, work - not least the mess that DCC left you - but you have done a wonderful job. It must be such a relief that the winter work at the pump house has paid off and now you can wind the boat.

Hearty congratulations to one and all.

Keep smiling!

Rod & Kath Auton

Chesterfield Canal Trustees (and Friends of the Cromford!).

BOOK YOUR TRIP NOW - 07552 055455



HELPING THE HEROES CONTINUES

by Hugh Potter

In *Portal* No 47 we reported on the efforts of Doug Hamilton-Cox in walking the entire canal system to raise funds for 'Help the Heroes'. At that time, heavy rain caused him to curtail his intended walk from Langley Mill to Cromford at Ambergate, but he returned in May to complete the walk. And guess what: he brought the rain back with him!

On this occasion he was accompanied by FCC Archivist and Ambergate resident Hugh Potter for the two hour walk which included the full length of the Leawood Arm en route. At Cromford it was the day of *Birdswood's* MCA inspection and so he was able to pose on board to prove that he made it! See below.

There is more information on his progress at www.dougwalking.co.uk



TRANSCRIBERS WANTED

Courtesy of Barry Argent, FCC has had long-awaited access to an attic full of material rescued from former British Waterways offices. Our Archivist has thus been able to photograph over 1,400 documents relating to work on the Cromford Canal in the mid 20th century. He is now looking for volunteers to help him transcribe these from digital picture to word-processing or spread-sheet files. If anyone would like to help in this important project that will throw light on the more recent history of our canal, please contact Hugh Potter (details inside front cover).



NELLIE ON THE CROMFORD CANAL

by Hugh Potter



For several years now the FCC Archive has had a photograph of a pleasure boat at Hag Tunnel, between Bullbridge and Ambergate, which was dated 1912, (shown above). We had not been able to find out any more about it, and at that date Butterley Tunnel would have been closed so we assumed that the boat must have been launched into the canal west of the tunnel.

Then just recently, out of the blue, came a second picture of this very same boat (shown opposite) with better provenance claiming to be at “Dinah-o-the-Hole”. The name and field-wall pattern indicates this to be Calladine Wide Hole, which is all of 500 yards on the Cromford side of where the first picture was taken.

The photograph, which has been kindly donated to FCC by Belinda Heathcote, was accompanied by a brief log that gives the date as 1895 and tells us that the boat was called *Nellie* (although the original headed notepaper is printed with ‘Yacht Daisy’) and was owned by Frederick Brown. The cruise covered 1,004 miles including 650 locks, 24 tunnels, 20 aqueducts, 39 rivers and canals and passed through 24 counties from Hampshire through Derbyshire to Yorkshire. The young ‘lad’ on board was the father of the lady who sent it to us, one Arthur William Hutchinson Borrás. So this suggests that the boat had indeed navigated the Cromford Canal from the main waterway system as part of this cruise, including passage of Butterley Tunnel.

Mrs Heathcote says: “I have no idea who Frederick Brown was but believe he made a decision to navigate as many of the rivers and canals of England and Wales that he could, and needed a dogsbody so took my father along. At that time my father was at the TS Mercury at Hamble, Southampton so it is likely that Frederick came from that area. As I remember the story, this man was seriously interested in the state of the navigable



canals and rivers – and was on a sort of private scientific/technical expedition.”

For some reason it appears that the photograph and log were posted to The Times on 22nd August 1956, but there is no covering correspondence, only the envelope that it was sent in. Unfortunately, The Times from around that time does not reveal anything.

If any readers can shed any light on these two photographs or this previously unknown national voyage, please contact Portal’s Editor.

DES GREENWOOD

I am sorry to have to convey the sad news that FCC member Des Greenwood died suddenly in May. Des was in his early 70s. He collapsed on the sea front at Skegness whilst visiting his daughter and did not recover.

Des was well known and respected in the Butterley Company, for whom he worked as an electrician for many years. He became fascinated in local history and in particular the story of the Butterley Tunnel that ran beneath the works, and the various shafts that led down to it. He was the author of the informative and well researched book *Portal to Portal* which is a regular seller on the FCC sales stand, and remains the only published history of the tunnel.

He had a large collection of historic photographs of the canal and the surrounding area, and his family has very kindly donated three albums of these photographs to the FCC. The family also requested that donations at the funeral went to the FCC, and we are grateful to Des’s family and friends for the very generous donation of £269.21.

He had a second book, based on the writings of his father-in-law Les Mason, in the pipeline. Les had worked on the boats carrying coal between Hartshay and Cromford, and I hope that his son Tony will pick up this almost finished project, as it is the only recorded story I know of how the boats actually operated.

Hugh Potter



MATTHEW'S GOSPEL ON CANAL WALKS - No.6

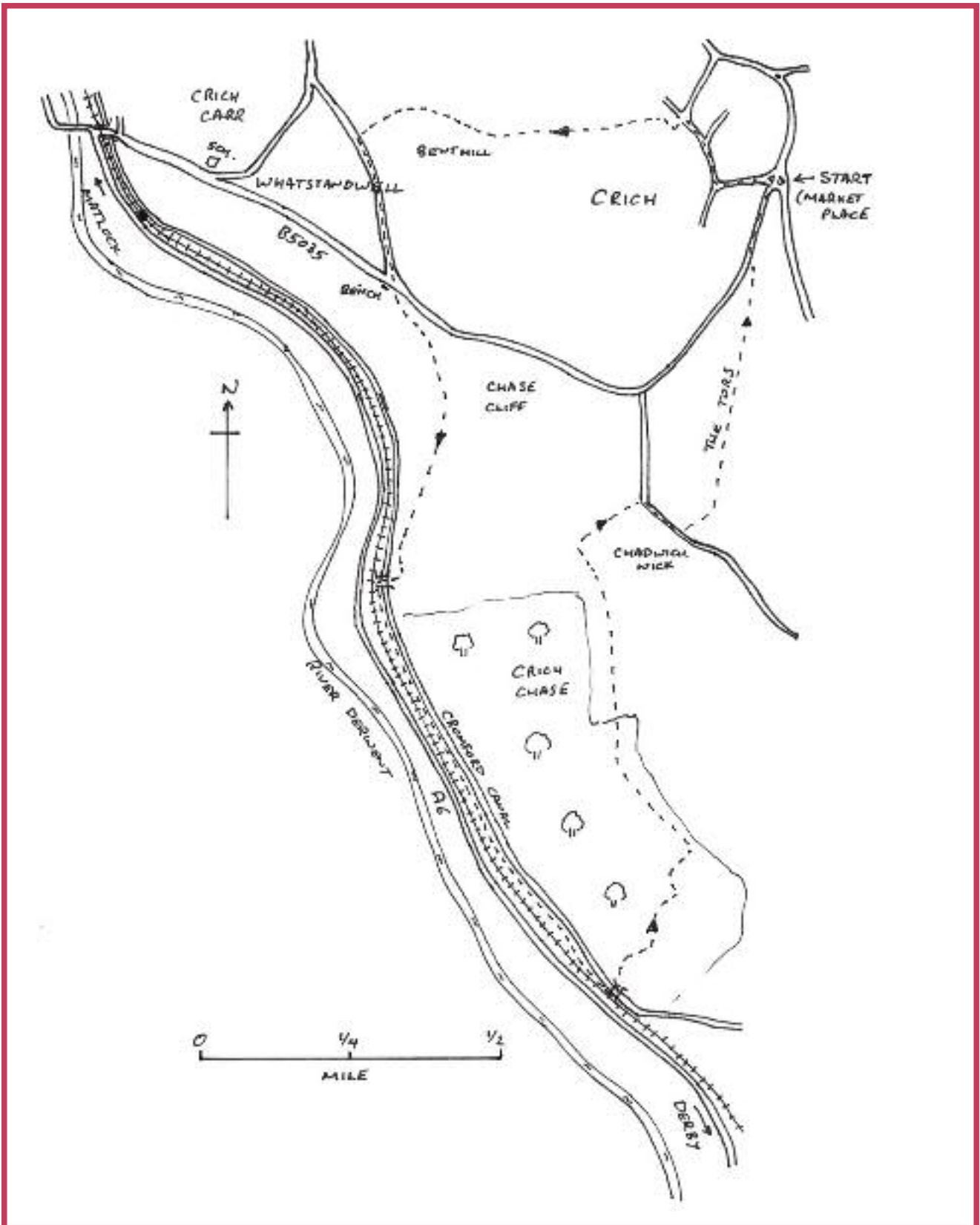
by Matthew Rogers



No 6 in our series of walks and we explore the area around Crich. The walk is mainly on paths and tracks and includes quite a steep climb up through Crich Chase. There are numerous variations on this that I do with my dog Jaffa most weeks that would make the walk shorter but I think this is the best combination with fine views.

This walk starts from Crich Market Place GR 350 542 and can be followed on OS 1:25,000 Explorer Map OL24 (Just!). See map opposite. The walk is about 4.5 miles long and is not suitable for pushchairs in places.

1. Leave the market place with your back to the shops and follow signs for the Glebe along Market Place and bearing right onto Coasthill. Bear left as the road forks and as the road ends take the footpath on your left (Stones Lane) which starts as a track and soon becomes a footpath after a couple of 90 degree turns.
2. As you emerge from the wooded path by the phone mast keep straight ahead on a well-defined path heading towards the farm buildings, keeping them on your left. As you get to the farm you cross a small track and take the steps opposite down to Top Lane, Whatstandwell. Turn left and follow the road to the T-junction.
3. Cross the road by the bench and continue down the track through the woods where you will emerge by the canal. Cross the bridge and turn left to follow the canal (on your left!) for approximately 1 mile.
4. At Grattens Bridge take the path off to the right, cross over the bridge and through the wooden gate keeping the boundary wall on your right. Signpost – Chadwick Nick 1 mile. Note the spring in the wall as you go through the gate. The path rises up into Crich Chase woods. In bad weather this path can become a small stream and there is a path off to your left that re-joins about 150m further up. The path through the woods is well-defined and you should ignore any paths going off either left or right.
5. After about $\frac{3}{4}$ mile you leave the woods with open fields on your right and distant views of Crich Stand. At the stile turn right up to Chadwick Nick Lane. Turn right onto the lane for 100m and then take the footpath on your left through the metal field gate and to the top of the field where the path bears left to keep to the boundary wall on your right.
6. Known as the “Tors” this is a delightful path with fabulous views across the Derwent valley below. After approx. 500m (and about 3 stiles / boundaries) the path splits 3 ways. You should continue ahead through a stone squeezer along a narrow path with trees on your left and a stone wall on your right. The path emerges onto the road opposite the fire station. Take a chance to read about Crich Railways and Jubilee.
7. Turn right on the road and head downhill back into Crich



We are having a "THANK YOU" party for all FCC volunteers, either committee members, boat crew or work party teams who have helped the FCC in the last year.

The event will take place on Friday 5th September 2014 starting at 6.00pm at the Gothic Warehouse, Cromford. Hot food and soft drinks will be provided.

Partners and children are invited, but we do need numbers for catering, so can you let Vix or myself know as soon as possible. Kind regards John Barker



WRG AT LOCK 4

by the Editor

When this issue was about to go to press, the Waterway Recovery Group was just starting a two week Work Camp at Lock 4 under the leadership of Matthew and George Rogers. The aim is to fully excavate the lock chamber to determine its condition and to take accurate measurements. This job first entails building a sandbag dam and installing pipes to carry the water through the chamber so that the work can be carried out in relatively dry conditions.

I was able to visit the site on Sunday 20th July to check on the initial work and found that a good start had been made, see below. A full report will be in the Autumn issue.



ABOVE: The wrgies taking a break after filling many sandbags and installing them to create a dam above the lock chamber.
BELOW: The first pipes fitted into the dam. Extra lengths will be installed through the full length of the lock to keep the chamber dry.





WEBMASTER'S REPORT

from George Rogers

In my report earlier this year I asked for volunteers to take over the routine maintenance of the website, and I am very grateful to those who responded. I am currently in the process of writing instructions on how to keep the news, events and information pages up to date and they will hopefully be ready for use soon. In the interim I have handed over the maintenance of the boat section.

My primary reason for doing this was to free up more time to do what I most enjoy about the website - development. However, the pressures of the rest of my life are not allowing me the time to do even that, and so I have decided to relinquish the webmaster role in its entirety. Whilst I firmly believe in the restoration of the Cromford Canal, I think that my services are better employed as an engineer, which combined with my increasing engagement with WRG mean that something, somewhere, has to give.

So, that means we are looking for someone to take over. Taking out the work soon to be done by the other volunteers, what does the webmaster role entail?

1. Email management - this is probably the largest part of what I do at present. In order to cut spam and to ease communication, we have a number of mailing lists for members and the individual committees. There are also all the forwarders (e.g. web@cromfordcanal.info). Each of these throw up regular moderator requests for unrecognised source emails, overloading and other such issues that have to be dealt with. The lists themselves need managing to ensure the right people are getting emails and old members have been deleted. I'm currently changing the system to one much improved, but there's still work to be done. Setting up new email forwarders and mailing lists can be time consuming but is relatively simple (it really depends on how many variations on spelling you try to catch)

2. The admin - relatively simple but somewhere along the line everything needs to be paid for and details updated.

3. Creating the content - even with other volunteers creating the content, I have to make sure they have somewhere to put it. That includes all the new pages, photo albums and menus. This is relatively easy with specialist software but is a bit more difficult if you are working direct in the source code.

4. Development - I have a lot of ideas stored up for things I would like to improve - and I'm happy to share and offer advice.

If you're interested in taking on the role, please get in touch to discuss further. I hope that the website can remain a central part of the work of the FCC and wish every luck and fulfilment to whoever takes it on next.



LETTERS TO THE EDITOR

Dear sir

Attending the AGM I found the Trent Nottingham University presentation afterwards very interesting.

However, on reflection, I believe it would have been more beneficial and productive if the project had focused on putting the 4 miles / 6.4 kilometres of canal from Langley Mill to Golden Valley back into water.

The project would have taken into account the protection and enhancement of the amenities at Codnor Park Reservoir whilst maintaining the original line of the canal, restoring the Reservoir back to its original configuration, reopening a short length of the Pinxton Branch (alongside the Reservoir) for moorings and a turning point, replacing the "Iron Bridge", the restoration of the Portland Basin as a small Marina and another turning point and any other salient points that would restore this section of the canal to its former glory or am I to assume that, as there has been very little interest shown with regard to this section of canal, there are problems at the Langley Mill end to which the members are not party to.

I visited the Falkirk Wheel in May and for the benefit of the members I would like to recount some of the details from the Falkirk Wheel booklet.

The rejoining of the Forth and Clyde Canal with the Union Canal involved the repair and reconstruction of bridges, locks, aqueducts, the cutting of new sections of canal, developing new marinas, digging a new canal tunnel and building the Falkirk Wheel. All this was achieved in three years, the work started in 1999 and the 114 kilometres / 68.4 miles of canal was opened by the Queen in 2002.

Working through the Lottery funded Millenium Commission, fund raising started in 1994 and eventually a total of £84.5 million was raised, but by the time the money was on the table the five year reconstruction timetable had to be achieved in three years. And it was. John Chambers, Jacksdale, (Life Member)

The above letter was seen by Martyn Taylor-Cockayne who wrote to add the following:

Hi John,

I concur with the observations you have made as I too would like more action and at least 'a plan' put into the frame for putting the lower section, or southern section, back into water.

For the record the Lawn Bridge Project at Jacksdale is well advanced now and just this evening we met up with a company called URS. They have been contracted by DCC to carry out a heritage scoping exercise of the area and to make recommendations as to the bridge, footpaths/bridle ways etc. for full planning consideration. DCC have put up £50k and Ashfield Rural have put in £16k for all the preliminary planning, reports, etc. ready for full planning permission and completion of the project by 2016 latest. This will include regrading the paths around the aqueduct bridge and some restoration of the canal embankments in the immediate vicinity. JACKSDALE and CODNOR PARK are doing their bit, but there is a problem!

Whenever I ask what is happening to this stretch of canal between Jacksdale and Langley Mill I am constantly told that FCC have limited resources, financial and man-power and that it is up to local groups to get involved and make a difference. We are making a difference, but we lack a plan to work to. There is no framework of reference as to what we need to do to get the canal back into water. We have no 'vision' of what people want, no engineering plans to guide us, in short we have nothing as I keep saying, to work to.

How many local councils have the FCC sat down with and worked out how we can



re-introduce the canal back in water in the Local Plan for instance? All councils have a legal obligation to produce a Local Plan under the Localism Act. Where does the canal feature in these plans and can someone tell us what they are?

Within these plans these councils are duty bound to build lots and lots of houses. Any reason why we can't substitute these estates for marinas? This would help our aims and provide alternate living accommodation (affordable too) and also provide the wonderful recreational facility a waterway brings to an area. There are so many positives to be had with just a little belief and vision. C'mon, what's the plan???

Best regards,

Martyn Taylor-Cockayne,

JACHS Chairman, Codnor Castle Trustee and FCC member.

Gentlemen

Thank you for your letters. It is always nice to receive feedback from members.

Please be assured that the FCC committee are very aware that the length of canal from Langley Mill to Golden Valley is of vital importance. It has always been our policy to campaign for all of the canal to be restored and connected to the national waterway network. I myself, as a boater, would have no interest in the FCC if this was not the case.

Mike Harrison, Editor

PORTLAND BASIN JUNCTION BRIDGE

The picture below was also sent in by Martyn Taylor-Cockayne and shows the entrance to Portland Basin or Jacksdale Arm. This bridge was getting very overgrown and hardly visible in the undergrowth but thanks to the efforts of Derbyshire Wildlife Trust it has now come back into view. Its a pity about the damage to the fine stone parapet which has been 'temporarily' repaired with tubular steel fencing for some years. Hopefully the entrance will be dredged at some stage and the coping stones recovered and refitted. So this is a positive sign of progress on this section. Another will be the two week Waterway Recovery Group visit to clean out and inspect Lock 4 which was ongoing as we went to press. See the preliminary report on page 28.





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

Hello again to all our Members. I hope you are enjoying this warm weather, although I must admit it is a bit too hot for me at some times. Much more pleasant for those of you who are able to escape on your boat! It is good to see that *Birdswood* is being kept busy. If you live within visiting distance but haven't had a trip yet, do come along, it is well worth while and something quite unique.

It was also good to see many of you at the AGM in April. We are having our usual break from our Social Evenings for July and August, but we will start again on 15 September with what I understand is a very entertaining talk by Doug Bradbury, who was a Farrier and will tell us about shoeing the horses and ponies used to pull narrow boats. Also at that meeting we will be having a short Extraordinary General Meeting (see details opposite) which might sound rather boring but is very important for the Friends, so I hope that as many of you as possible will make the effort to attend.

In October we will have a talk by Martyn Taylor-Cockayne, who will be telling us about William Jessop – the Man. In November we will have something totally different with a talk by Colin Bower on his experiences as a Liaison Officer on a Cruise ship. From what I have seen of his web site, this will be a hilarious evening. We are hoping to have a return visit of the Beeston Big Band on 8 December. The last time they played for us it was a great evening of music and entertainment. Details are still to be finalised, but put the date in you diary now. All our meetings are at the Church Hall at Ironville starting at 7.30, admission £2, (apart from the Christmas meeting).

We must thank Mr and Mrs John Cooke for opening their canal side garden and railway for the Friends on 5 July. Unfortunately I was not able to get there until all the fun was over, but it was a very good day and I know lots of Members enjoyed themselves, and Mr and Mrs Cooke's generosity has added significantly to the FCC funds.

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

Mr W Fowkes, Alfreton

Mr D J Harrison, Cromford

Mrs P Fleet, Sutton in Ashfield

Ms S Deane, Belper

Mr & Mrs A Lloyd, Ripley

Heanor and District Local History Society

Mr W Osborne & Ms M Carp, Nottingham

Mr & Mrs M Sutton, Alfreton

Ms S Burkinshaw, Ashbourne

Mr D B Oxtoby, Derby

Mr & Mrs C Wilding, Cromford

Mr & Mrs M E Anson, Nottingham

Mr & Mrs S Leaver, Matlock

Mrs K E Watts, Matlock

Mr S Dodds, Derby

Mr & Mrs D Rooster, Matlock

Mr D Bell, Nottingham



SPECIAL GENERAL MEETING

Notice is hereby given that a Special General Meeting of the Friends of the Cromford Canal will be held on Monday, September 15th 2014 at the Church Hall, Ironville, commencing at 7.30pm.

AGENDA

There will be only one item on the agenda which is:-

That the Friends of the Cromford Canal Constitution Clause S (2) shall be changed to the following :- “There shall be a quorum when at least five per cent of the number of members of the Charity for the time being or ten members of the Charity, whichever is greater, are present at the meeting.”

In recent years the membership of the Friends of the Cromford Canal has spread to other parts of the country and to overseas, and a greater proportion of these members do not attend the monthly meetings in Ironville. It has been noticed that the Annual General Meeting is close to becoming inquorate and the Constitution does not give directions on how to proceed. With the need to have a Special General Meeting(s) for the change to a Charitable Incorporated Organisation, the Trustees decided that the membership should be asked to reduce the quorum at General meetings from “one tenth” to “five per cent” “of the membership. If this meeting is inquorate it will be adjourned immediately and re-convened on October 20th, at the same time and place; and the provisions of the draft CIO Constitution shall be used: “11. 5) (e) If a quorum is not present within 15 minutes of the start time of the adjourned meeting, the member or members present at the meeting constitute a quorum.”

John Baylis BEM, Executive Secretary

If you have noticed that this date, venue and time are the same as the September social meeting, do not worry. The idea is to complete the above business in the first five minutes before the social meeting starts. - Ed.

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 remainder of 2014

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

- **September 15th** - A Farrier's Life - Doug Bradbury
- **October 20th** - William Jessop - The Man - Martyn Taylor-Cockane
- **November 17th** - My Farcical Career as Liason Officer on a Cruise Ship - Colin Bower
- **December 8th** - Christmas Social - Beeston Big Band

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