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EDITOR'S CORNER.

Advertising.

If you wish to advertise or, most importantly, know anyone that does, contact the Editor. Don't forget, there are 3 issues per year.

We are indebted to Interhire Power Tool service Ltd, (0115 9306382) of Park Road, Ilkeston, Derbys DE7 5DA for the free use of tools and plant on our Working Parties.

Merchandise.

Mike smith who wrote the original book on the Derby Canal has given us permission to revise the book and to publish the new, updated version. It should be ready in May.

Acknowledgements.

On pages 14-17 is an article on the future of our waterways reproduced from Pennine Link with the Huddersfield Canal Society's and author Alan Stopher's kind permission.

Views expressed by individuals in The Packet are not necessarily those of the Society or Trust.

This edition was printed by Eight Days a Week Print Solutions.

Next Issue.

Please do remember to send all material for the next issue to Doug Flack no later than the middle of May, 2012.

From the Chair. Welcome to the first issue of The Packet in 2012 – the year of the London Olympics. Let's hope for success both in sport and the availability of lottery funding.

Restoration Progress.

As we hoped the granting of planning permission has brought the restoration plans to the forefront of developers. Whilst we still find ourselves in the middle of an economic slowdown there seem to be some green shoots appearing and we have several reasons for optimism. You should read this in the knowledge that a few of the Trust members – better

qualified than me – think I am an optimist. When asked how long it will take I say 10 – 15 years but they think we should set ourselves for a 20 year programme. The most important fact for me is that people are now asking when it will happen not whether it will happen.

I believe our perspective must be to concentrate on our first section as that will be critical to the pace of restoration. The impact of the first section in water will be the wake up call that will make other sections easier, because more people will believe in our success – however long it takes.

David Hayes and Chris Rees Fitz Patrick have joined me, Mike Wood and David Hollingsworth and Paul Turner on the “Masterplan Development Committee”. David has taken on the difficult task of secretary producing the document drafts and ensuring contributions arrive on time. He deals with the document content later in this Packet so you have an idea how much work has been involved in putting this together. We have already sent a draft to potential funders and anticipate it will be a persuasive document as we move into restoration of sections.

While the Masterplan will provide a basis for discussions particularly supporting fundraising we have also been promoting the project in areas along the line moving towards development. Mike has been very active in promoting our interests around the Derwent crossing. Network Rail are looking to develop their land – the triangle bounded by the Wyvern, Pride Park Stadium and the railway line – and we hope they will consider the Derby Arm and visitor centre in their plans.

Furthermore you may have seen in the local press that the Technology Park being developed on Rolls Royce land in Sinfyn is moving forward again. We are discussing with developers and Derby City Council how access over the canal route in Chellaston can be achieved and are hopeful that we might meet a mutually beneficial compromise that moves us substantially closer to a stretch of canal. Fingers crossed.

We have also talked to the people restoring the Silk Mill (after its period of mothballing) and believe that we could work together to make the Silk Mill – The Engine as it will be known – a canal destination.

Web Site.

The Committee have decided that we need to upgrade our web presence. Doug and Chris have taken the lead with this armed with input from a Marketing team from Nottingham Trent University who have researched the look and content to maximise impact. It's a big project and well overdue. Anyone with any expertise and some time available would be most welcome.

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Volunteers.

Thank you to all who offered help after the last Packet. We were delighted with the strength and variety of the offers of help. For those of you who have not already been roped-in please give us a little more time to get organised. As you will see we have some digging coming up and plenty of scope for volunteers during the summer months. We have your details and will be in touch.

One area that we have considered is to appoint a number of community champions. These individuals would be asked to take responsibility for a stretch of canal and monitor its condition. Is there scope for housekeeping work, is there encroachment, are the interpretation panels in good shape, etc. Anyone happy to take this on please contact me and let me know your details and the stretch you are interested in.

Events.

We have looked at our planned programme of events for the summer and are planning the following to promote our cause:

Sat 5 th May	Spondon Community Spring Fair
Mon 7 th May	Breaston Gala
Sat 2 nd June	Swarkestone Lock Wheel
Sun 24 th June	The County Show
7/8 th July	Mercia Marina Open weekend

Participation and suggestions of speakers or topics are welcome. Please contact: **Chris Madge on 07827 946444 or Doug Flack on 01332 576037**

We will also organise public walks along sections of the canal during the summer to help to publicise the route, etc. and we are hoping to have a Saturday in Derby city centre with the boat and stall to canvas support. It will be a busy Spring/Summer and anyone that has any time to spare would be made most welcome.

Membership.

Thank you to the many members who renewed their support via the monthly draw. Recent winners were:

December	Alison Schwartz and David Carnforth
January	William Savidge and Gary Beeby
February	Tony Cashmore and Gordon Woolhouse

Our numbers have stalled a little over the winter so we will need to make another push to get interest and new members increasing again during the more prominent summer months.

Meetings.

I am pleased to announce that we continue to have tremendous support for the monthly meetings despite moving home a couple of times. Our AGM at The Moon was very difficult as it was held in a main bar. We had been gazumped by a weekly meeting group who wanted the hall and thought we'd try out their offer. We hadn't anticipated yet another change in landlords a week before the event that meant that previous promises went unkempt. I think we struggled through against the noise and the new landlords tried to help.

So we moved to Spondon Village Hall in November. We had a popular speaker line up, but the Grantham speakers couldn't make it and Mike Snaith from the IWA (Notts. and Derbys.) and our own Doug Flack stepped in to talk about changes to BW and photos of the old Derby. We had a tremendous turnout of around 50 members for a room that probably suited 30 and with doors open to allow for standing room we had to compete with Zumba and Come Dancing in the nearby main hall. Thanks to Anne and Eileen who made the refreshments and to those that crammed into the room.

So the new year saw another change – we moved to a new pub, the Wilmot Arms in Borrowash with a separate stand alone room and were entertained by Brian Stone speaking about the Civil war in Derbyshire. Comments received afterwards suggested it was well received and apparently the food and beer is very good. We've addressed problems on access (thanks to resident chippie Paul Birtles) and the heating and they've promised not to move the barrels while we are there.

Anne and Eileen have now completed the programme for the year, which is regularly updated on the website and includes:

24th April	The Arkwright Society by Ruth Jordon.
22nd May	Derby Beneath Our Feet by Derek Palmer.
26th June	Heritage Walk, Shardlow * including the museum - 7pm.
24th July	Wildlife of the Roadsides by Bill Grange.
25th Sept.	Plant Hunters by John Hawkins.
23rd Oct. AGM.	Slide Show of Old & New Pictures by Doug Flack.

27th Nov. History of the Plaster Pits by Fred Hinds.

22nd Jan. 2013. "Bits and Bobs" an intriguing evening with Bob Neill.

* Shardlow Walk - cars can be parked in the Clock Warehouse car park and the Pub has an entrance for disabled people and also a disabled toilet. The time of the walk is 7pm and costs £3 + 50p for tea and biscuits; the walk takes about 1 1/4 hours, with a maximum of 22 people, if there is an overflow they can stay in the centre and have a talk. There is a toilet in the Heritage Centre. Satnav DE72 2GA.

Contact Sheila Cook 01332 814104, 792334 or 792489 for more info on the Centre.

All begin at 8pm and the venue is The Wilmot Arms, 49, Derby Road, Borrowash on the old A52 on the Derby side of Borrowash centre. Please park near to the pub in car parks of the garage next door or the doctor's surgery 50 yards on the Derby side of the pub. Satnav DE72 3HA.

The calendar of meetings is designed to provide a topic of general interest. We welcome non members and charge £2 each to cover costs. The evening should be both enjoyable and informative with a short presentation on the topic listed above together with an opportunity to get a brief update on DSCS activities and events and possibly other canal developments.

Working Parties.

The autumn and winter is normally seen as a quiet time of the year, but not for our working party group. Paul provides details later in the Packet, so I'll just use this space to thank him and his team for the impact they've made and wish him luck with the major project to restore the Spondon Winding Hole scheduled for the Autumn. I'm sure he'll be looking for volunteers with big boots for that one.

Thanks for your support in the past and hopefully in the future.

Many thanks are due to Ian Pearson & Huw Morgan of manor Road, Borrowash for their outstanding work laying the hedge at Borrowash Top Lock. NetWork Rail were also impressed and made a point of personally thanking them.

Chris Madge.

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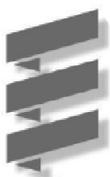


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Plans, Plans and More Plans.

The Masterplan or Restoration Plan.

No sooner had the Trust received outline planning permission than it was time to start planning again. In his report from the Chair, Chris Madge mentioned that I am editing a document, sometimes called the Masterplan, sometimes the Restoration Plan.

The objective of this plan is to identify all the work that needs doing to get the canal working again. Having identified what needs to be done, we can then work out in what sequence the numerous tasks should be tackled.

The members of the Masterplan Committee are writing contributions to the Plan which I then put together. As well as identifying what jobs need to be done and when, there will be contributions describing how we expect to fund the restoration, its costs, what the Trust and the Society have achieved up to now and how the work will progress on a section by section basis along the route of the canal. The document is now at its second draft stage.

The plan will be used to inform external bodies: potential partners, funding agencies and the like, of our readiness to start digging; it will also be used to monitor our progress towards making our outline planning permissions permanent.

The Derbyshire Infrastructure Plan

At its meeting on the 7th of February the Committee heard from Mike Snaith of the East Midlands IWA, about an opportunity to get our restoration project included in the Derbyshire Infrastructure Plan. Inclusion in this plan would show that the project is considered important to the county's development and may assist us in obtaining funding for some of our tasks.

It was agreed that we should put in a submission. Using much of the material in the Restoration Plan, a submission has been written; by the time you read this it should have arrived in Matlock by the deadline of 13 March. We await eagerly the County Council's decision about it including our project in its plan.

David Hayes,
Secretary.



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Working Parties Report.

The autumn and winter are busy times for us. We need to be hedging while the hedgerows are not growing and we've done well. We have had very good support for many of the active weekends and some hardy helpers have been continuing the work during the week. We now have finished the section west of Station Road, Borrowash. We have also made real progress on the Draycott stretch between Hopwell Road and Derby Road.

Half the hedge planted ten years ago had already been laid and we have laid half of the remaining section and cut back all that previously laid. All the previously laid hedge has been cut back again and the bank between the ditch and the hedge also cut back. We have put in a small bridge alongside the hedge so that Dick can now use the flail to keep the section maintained. I'm pleased to say that we have drawn positive comments from locals who have noticed what is going on and as a consequence we now have boards for the working parties to set up to advertise that it's the Canal Society that's doing the work.

I'd like to express the Society's gratitude to the following members who have put in many hours of work on these projects. Thank you to Scott, Ian, Mike and Keith. We also owe thanks to a local company – Interhire – who have been persuaded by Scott to offer hire equipment without charge. We have included an advert in the Packet in recognition. It's made matters much easier to have hedge-trimmers and the like. Thanks are also due to Signs Express who have provided 'A' boards for the Working Parties free of charge.

As we get towards the end of our season we are looking forward to next year. We would like to get something back in water and have looked at the winding hole by The Moon in Spondon as a good starting point. We have had discussions with Derby City Council (the landowners) who are pleased to sanction the work and we have cleared the way with Wildlife experts to know how we can clear out the area without disturbing any wildlife there. So it will be two episodes – clearing half at a time allowing a rest in between for flora and fauna to adjust and we hope that by Christmas we will have upgraded the current eyesore to something we can be proud of. Offers of help are welcomed for about October, 2012.

No particular skills are required and tools are provided but gloves, a hard hat and substantial footwear are advisable.

Please contact Paul Shepherd on 07733 346111 for details and location.

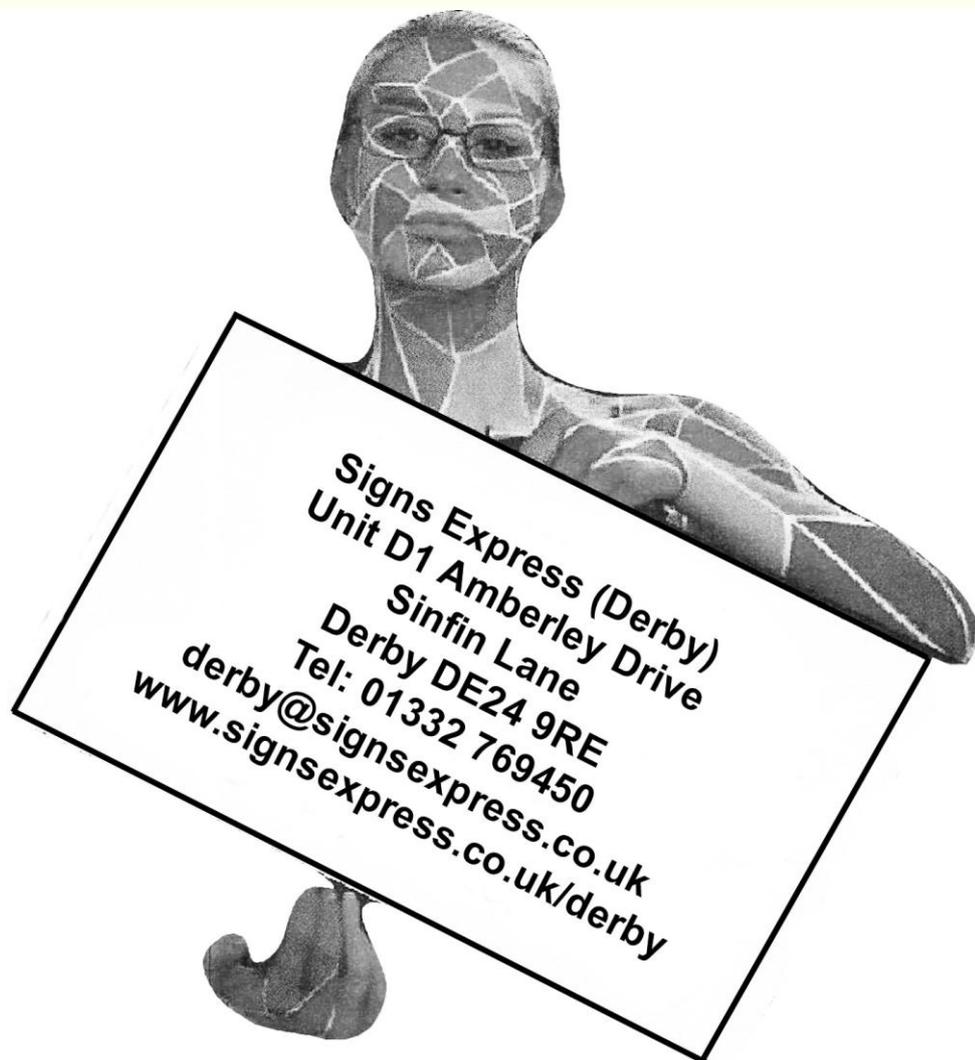
WORKING PARTY DATES FOR 2012 ARE:

April 1st, May 6th, June 3rd, July 1st Sept. 2nd.

10:00 until 15:00 or whatever you can spare.

I have put forward a project to restore the winding hole at Spondon, so I am looking for volunteers to work on this project on a regular basis to move it forward. I require a minimum of 12 people on each working group for this project to progress and if anyone is interested in becoming involved could you please let me know by the 12th of June on 07733 346111.

Paul Shepherd.



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The following is an article published in 'Pennine Link', the magazine of the Huddersfield Canal Society to whom we are grateful.

Waterways, A New Era – The Future Unfolds.

In September, Defra published its response to the 12 week consultation on the New Era for the Waterways. 168 organisations responded with a further 180 individual contributions made.

Given the weight of opinion from the waterways community, the summary of responses appeared to be rather thin and many of the key areas requiring further consideration were left in the hands of the Trustees. The main points worthy of mention are set out below.

A decisive majority of respondents supported the charity working to include other navigations, including Environment Agency navigations in the next Spending Review. British Waterways had already agreed to merge with the Waterways Trust which would bring the waterways museums back into the fold.

Trust obligations will, as a general rule, require that there is pedestrian access to the existing towpaths and that this access remains free of charge.

A revised draft 'charitable purpose' was set out which picked up some earlier omissions including an explicit reference to navigation and including the words 'commerce and industry' to address the movement of freight by water.

A majority of responses were concerned with the proposal for Local Waterway Partnerships based on BW's regional management structure. Unsurprisingly many respondents drew attention to the fact that truly 'local' engagement would need to include other smaller community level partnerships. The response from Defra indicated that it would be the role of these regional advisory panels to facilitate and promote specific engagement projects at a very local level. The document was silent on how this might be done. In recognition of the point made by respondents, the word 'Local' was dropped leaving them described as Waterway partnerships, There will be 13 of these including one for museums and one for the whole of Wales. Chairmen of these partnerships to be appointed by the Transition Appointments Committee. They should all now be in place. Standedge Visitor Centre is to be in the Museums Partnership.

The Council will be the Guardian of the long term values of the charity and it will be able to appoint and dismiss trustees. The initial composition is 35 including 13 Chairmen of the various partnerships and representatives of the various constituencies such as boaters, walkers, anglers, volunteers, donors, heritage, environmental and local government interests and employees. The aim is for fair representation from the various constituencies involved, with a view to progressing to 50% of the Council being elected, over time. Different constituencies would each elect their own representatives based on currently available databases of electors.

Regarding individual membership of the charity, the Trustees do not plan to have this for fund-raising purposes. Many respondents felt that the new charity should, as far as possible, engage with volunteers through existing local schemes and campaigns, as opposed to competing for the same audience. The response drew attention to the challenge of widening the source of volunteers beyond the core of waterways supporters. There would need to be an inclusive and flexible approach which 'aspires to engage the broadest possible cross-section of society'.

Regarding freight on the waterways, there were to be no changes to current classification or BW's maintenance duties for commercial waterways. However, there would be an amendment to the Transport Act, 1968 that would oblige the Secretary of State to take into account the charity's representations on affordability.

Funding was a major area of respondents concern. The response stated that the government funding contract would be negotiated with the Trustees in Autumn, 2011, and clear methods of measuring public benefits would form part of the discussions.

Canal & River Trust.



Canal & River Trust

The transition Trustees themselves are led by BW Chairman Tony Hales and he is joined by 2 Board members from BW, John Bridgeman (Deputy Chairman) and Nigel Hugill (Property), John Dodwell, who many will recognise as former Chairman of the Commercial Boat Operators Association, Simon Thurley (English

Heritage), together with three leading lights in the charitable sector: Lynne Berry (WRVS), Jane Cotton (Oxfam), and Tom Franklin (Ramblers). An announcement in October last year revealed that the new waterways charity would be called the Canal & River Trust (C&RT). The BW black and white bridge logo now includes a swan in place of the rushes.

At the same time the C&RT Transition Trustees issued a progress report on their work entitled 'First decisions, early thoughts and statements of intent'. It showed that much had been achieved in a short time and many of the issues and concerns coming out of the consultation were being worked upon. The following 2 quotations from the report indicate the level of understanding reached and the size of the task:

'Stakeholders are supportive of the new charity but their prime concerns are whether:

- It will be adequately funded.
- Local people and communities will be allowed to influence local activity.
- The much needed change across the waterway movement can be achieved within an acceptable time frame.

We still have to.....agree a funding package with Defra. This is the key to the success of C&RT. There is no point in setting up a charity with inadequate resources. We know what we need from government and we need to persuade them to increase their current offer of £39m pa for 10 years to a level that ensures C&RT is viable'.

The Transition Trustees have a challenging job and we wish them well.

The Transfer Order Consultation.

In September, 2011 Defra launched a new 6 week supplementary consultation on certain aspects of the proposed Transfer Order from BW to C&RT. Many of the issues were fine legal points requiring careful consideration. IWAC worked hard to respond to the points raised and added a number of observations of its own. The main points were:

Environmental Duties – IWAC noted that the waterways are so important to our natural environment in England and Wales that any reduction in the legal obligations laid on the biggest navigation authority would clearly be inappropriate. It therefore sought a clear declaration that the statutory environmental duties of the C&RT should not just relate to activity in its capacity as a navigation authority. A harbour authority and a statutory

undertaker but include all environmental aspects of its work.

Free Public Access – IWAC also picked up an apparent dilution of the commitment to secure free public access to all towpath and waterway paths. It therefore sought a clear undertaking from C&RT committing the charity to the principle and promotion of free access to all C&RT waterside paths, excepting only a narrow exemption for paths into attractions.

Changes to the Classification and Maintenance of Waterways – IWAC noted the Government's intention is to introduce an obligation for the Secretary of State to take into account the C&RT's representations on the affordability of any proposed changes to the classification or maintenance of its waterways.

There were concerns that this could be interpreted as introducing a viability opt-out that enables affordability for C&RT to override the public interest in maintaining a waterway to commercial or cruising standard. IWAC felt that it would be important to avoid a 'statutory proposer' role being used as an opt-out for stretches of waterway that are more expensive to maintain without potential for cross subsidy being explored. (This is a particular concern for the Huddersfield as it is a high maintenance waterway).

In response IWAC regretted that the important issues of classification and maintenance were being addressed in the Transfer Order before the Trustees have had a reasonable opportunity to decide on relevant policies relating to commercial waterways, remainder waterways and restoration. This represents a significant weakness in the decision making process.

In its conclusions IWAC said that it does not consider giving C&RT an enhanced 'statutory proposer' role adequately addresses the fundamental issues of classification and maintenance. Any proposals relating to individual waterway status required consideration of all aspects of public benefit, sustainability (social, environmental and financial), the desirability of cross-section subsidisation across the network, and should only follow systematic consultation with the relevant Waterway partnerships, local communities and users.

Freedom of Information – The consultation put forward 3 scenarios relating to the application or otherwise of the Freedom of Information Act to the new charity. BW as a public body has to comply with the provisions of the Act. On balance, IWAC considered that the compromise of bringing the C&RT within the scope of the Act only for the exercise of functions of a public nature, would achieve the necessary transparency and accountability without unduly burdening the charity.

It will be interesting to see what emerges when the final version of the Transfer Order is issued.

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A to Z of Vintage Marine Engines; Book TWO.

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The Trials and Tribulations of Boat Building.

During the Second World War O.V. Bulleid the C.M.E. of the Southern Railway offered the use of Eastleigh Workshops to build Assault Landing Craft, but then had to search his workforce for anyone with any knowledge of boats.

Bulleid almost sank in one of the boats at Southampton when it was being demonstrated and only just managed to find a crane in time to lift the boat out of the water. Bulleid challenged the foreman responsible and the following reply was forthcoming:

“Ah yes sir, I remember now, I’m terribly sorry. When we made the boat we filled it with water to make sure it didn’t leak. Then we had to get rid of the water so we drilled a rivet out. But I’m afraid we forgot to put the rivet back”

What happened to the foreman is not recorded.

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Slow Boat to London Part 2.

A kind neighbour took both of us back to our narrowboat at Northampton and we both continued on down the Grand Union through the Blisworth tunnel (over a mile long with water pouring from the roof like a fireman's hose.) Then around the edge of Milton Keynes, over the River Ouse aqueduct, Bletchley, onto Hemel Hempstead, where we were visited by a canal ministry consisting of the Salvation Army and also the Bishop of Hertford, who were very concerned about the growing community of residential boaters who are basically young people who could not afford to get on the housing ladder.

It is rumoured that British Waterways are likely to be charging a £1,000 per mooring during the period of next year's Olympics and all non-authorized boats would be shifted out, even as far North as Hempstead.

We went on through Uxbridge and on to Southall where you moor up for Tesco and then onto the Paddington Arm and Regents canal. We stayed over a week in Little Venice and Paddington basin. Here we met up with friends and relatives, visited the sights and took in some theatres and a prom. Wesley's chapel and museum on the City Road was visited.

We got on well in the East End and stayed a night in Hackney next to a real street market – (jellied eels, fish and chips and costermonger's barrows.) Jennifer did some washing in a launderette and fully expected Dot Cotton to appear. There was a pub at the end of the street just like The Old Vic.

We joined the River Lea via the Duckett's Cut, went up to Ware and Hertford. Then back past the Olympics stadium, exercising our rights to navigate the Limehouse cut, although work on a new access bridge for the Olympics meant waiting while they walked a huge raft plus crane out of the way making giant waves in the process- wished we hadn't come that way!

We berthed the night in Limehouse basin with boats waiting to go out on the Thames tideway. Walked into Bow and saw an art exhibition of paintings all by Charles Lutyens. (Great nephew of Edwin) The church was badly bombed in the war and was rebuilt c1955 and C.Lutyens was commissioned to produce an angel mosaic around the wall.

While looking at the paintings, one of them being a self portrait, we realized that the modest man who welcomed us at the door was none other than C.Lutyens.

Back towards Hackney we sailed into a private basin run by CHUG (Canals in Hackney Users Group.) We were invited to stay overnight at the co-operative run residential boat community complete with a large barge filled with earth creating a floating allotment. Although slightly bohemian they all worked for a living and residential boats were the only way they could afford to live in London. After that we sailed into St. Pancras boat club to leave the boat while we came home on the train for a week.

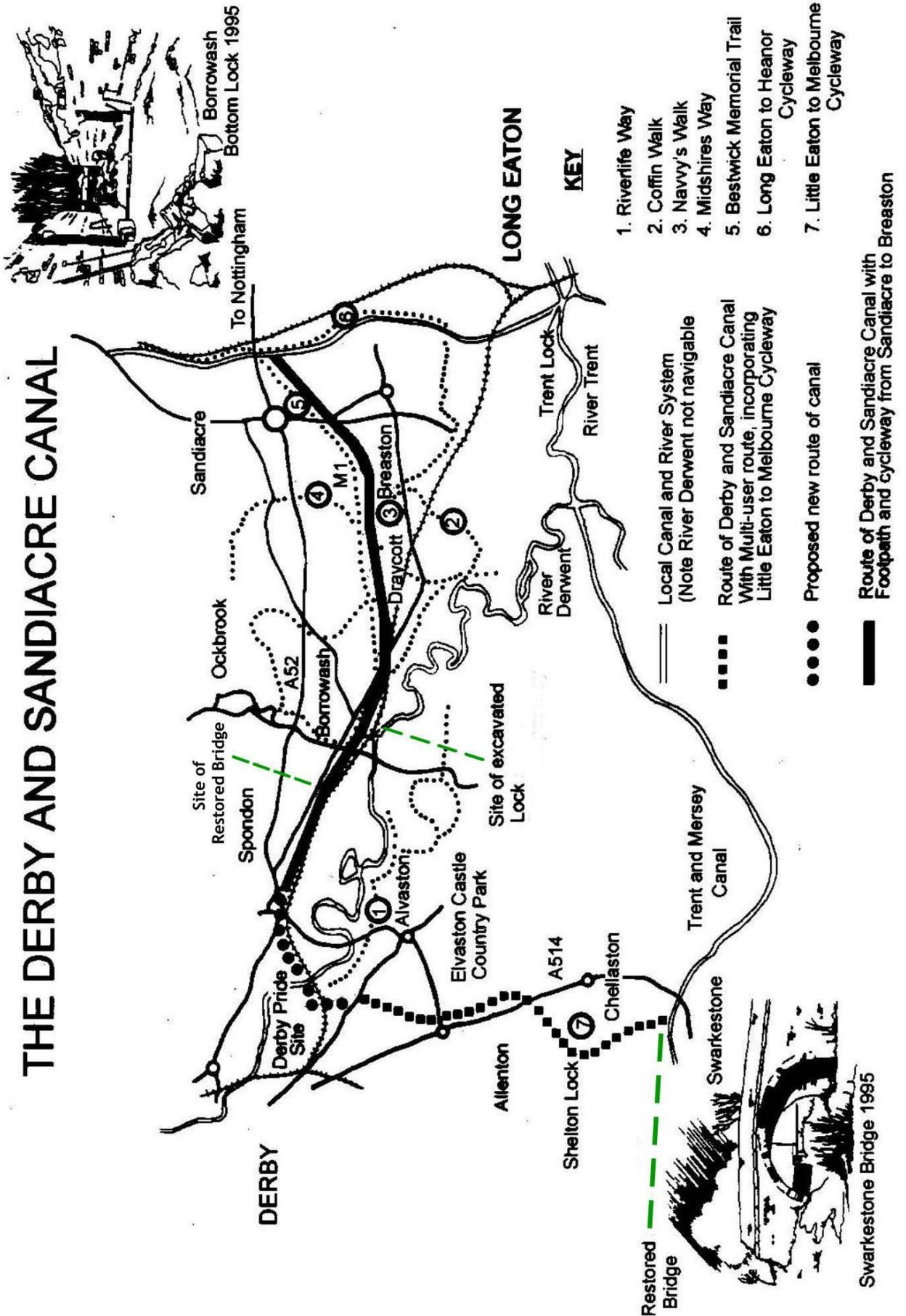
We returned to St. Pancras following the riots and found no sign of problems. We walked the few hundred yards to the boatyard with the noisy Eurostar on one side, whilst on the other an inner city nature reserve and the canal. That evening Suzanne Brown visited who now lives and works in the city. We had a short cruise followed by a meal aboard! (M&S pie, pots and runner beans from allotment). Next day friends from Catford joined us taking advantage of their Freedom passes (lucky beggars-thought the Gold card was quite good!)

We negotiated Camden locks (heaving as usual) towards Little Venice. Friend from Sevenoaks arrived. Weather still good! After that we set sail for home. Nearing Southall we encountered a closure caused by a bridge that had been burned by rioters and was enclosed in scaffolding with very little headroom. Lots of boats were moored up waiting, but the men working on the repairs suggested that we might be able to squeeze under, as we were a short boat. So we carefully inched forward and cleared the scaffolding by two inches. Then some of the remaining boats started to remove chimneys etc. from their roofs in order to try.

This section of canal has an approximate 25mile lock free section between London and Uxbridge which we achieved in one day. Next day saw us getting to Berkhamstead where we had fish and chips at a shop that we noted when coming in the other direction. Early next morning saw us visiting Berkhamstead Castle with hardly a soul to be seen. That evening we tied up in Leyton Buzzard on 3 stakes hammered into the bank as there were no proper bollards left. We spent the whole day in L/Buz having a trip on the narrow gauge steam railway that went out to the sand quarries. This was an amazing ride as we chuffed through housing estates and behind gardens. At each junction 2 enthusiasts leapt off and waving grimy red flags exhorted the traffic to come to a halt! They all did so must be used to these trains! (L/Buz is pure sand suitable for building and casting.)

David & Jen Glue.

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