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Front Cover.

Centre Pages.

EDITOR'S CORNER.

Vacancies.

We are still looking for interested people to join our committee. So if you have a little more time to spare and want to help, contact Chris.

Not so Good News continued – It's Even Worse Now.

All boaters and boating organisations are alarmed at the depth of the cuts proposed for inland waterways navigation authority budgets following the announcement of British Waterways grant in aid for next year (2010/11).

IWA Launches Proposals for an Inland Waterways Conservancy.

IWA has unveiled its own proposals for a vision of the nation's inland waterways, following British Waterways' recently stated intentions to seek to move itself into the third sector, and Government's recent publication of a consultation on its own *Waterways for Everyone* document. Currently there are over 5,000km of navigable waterways in the ownership or control of over 30 navigation authorities, the two largest are the government funded and controlled agencies, British Waterways and the Environment Agency.

Speaking on behalf of IWA, Clive Henderson, national chairman said:

'We have had a long stated vision and aim for a National Waterways Conservancy, going back to the 1950s. Today we are launching a revised version of this vision to encourage wider public and stakeholder discussion, at a time when we feel that there is an opportunity to seek to widen the discussion on what is the right model for the sustainable governance of the inland waterways of this country.'

'Our vision is to encourage the formation of a larger, rationalised organisation, incorporating both British Waterways and Environment Agency managed waterways, together with the opportunity for other non-publicly funded navigations to join a national Inland Waterways Conservancy. It wouldn't be a case of a take-over by one organisation of another, but something completely new.'

He went on to say;

'The Inland Waterways Conservancy could offer a single licensing authority for navigation, and greater stakeholder input, it would almost certainly give greater economy of scale with a single headquarters, shared maintenance equipment, increased purchasing power for outsourcing of services and a flexible workforce. The use of volunteers, if suitably utilised, could also further reduce running costs. BW in its 2020 vision has already identified that a move to the

third sector will open up new funding possibilities; we believe these are even more likely for a Conservancy that has a larger role and scope.'

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.

Acknowledgements.

Thank you to The Moon Hotel, Spondon for the use of a room. Views expressed by individuals in The Packet are not necessarily those of the Society or Trust.

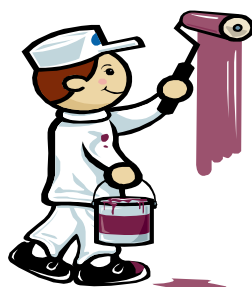
This edition was printed by Eight Days a Week Print Solutions.

Next Issue.

Please do remember to send all material for the next issue to Doug Flack no later than the middle of May, 2010.

For all your

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Hello from the Chair,

Membership.

Monthly Draw.

We held up the draw while we were checking through membership details, but you will see the current winners on page ----- Many thanks to all those who have re-subscribed or started subscribing on the monthly draw over the last few months.

Working Parties.

Unfortunately the very poor weather has prevented us from doing much but we should be working away on the hedgerows by the time you read this. Call Paul on 07733 346111 if you have time to spare to help us.

Social/Meetings.

Please contact the editor, Doug.

Update from the Trust.

Planning.

Funding.

Other News.

PARLIAMENTARIANS OF THE YEAR – BOB LAXTON MP AND MICHAEL FABRICANT MP

IWA has exceptionally made its 2010 inland waterways 'Parliamentarian of the Year' award jointly to both Bob Laxton MP and Michael Fabricant MP.

The award was made at a dinner at the House of Commons on Tuesday, 2 nd February. It was attended by Members of Parliament who have shown a keen interest in the waterways, and being the last annual dinner before the General

Election in 2010, gave IWA the opportunity to thank MPs, some of whom are standing down, for their efforts over this Parliament.

In presenting the awards, Clive Henderson, IWA national chairman, said:

“This year will see the end of the current Parliament so we looked really hard at a number of exceptional candidates for our Parliamentarian of the Year award.

In the end we just couldn’t split the difference between the two leading candidates so they both receive the award.

As the Member for Lichfield Michael Fabricant has been a long standing supporter of IWA and canals in general for many years. He is keenly committed to the re-opening of the Lichfield and Hatherton Canals and supporting the local trust, he has held well supported Adjournment Debates on waterways funding issues and believes in a cross party consensus on supporting our waterways.

The Member for Derby North, Bob Laxton, has been chairman of the All-Party Parliamentary Waterways Group since 2005, is President of the Derby and Sandiacre Canal Trust and is a regular contributor at Adjournment Debates on waterways issues. He has tabled more Early Day Motions on the waterways than any other MP.”

The announcement of the joint award met with widespread approval and congratulations from all those present.

Items for Sale.

Dick Broomfield has taken on the truck and has generously offered to make it available when we need it.

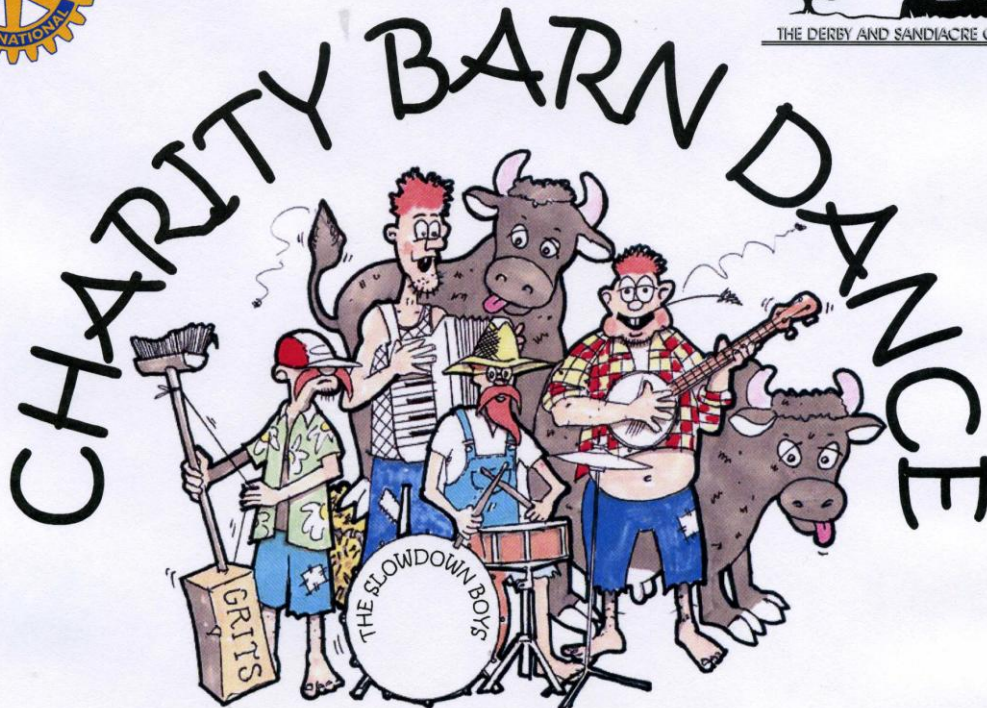
Update on Events.

Social activities.

ROTARY CLUB OF LONG EATON DAWNBREAKERS AND DERBY & SANDIACRE CANAL SOCIETY



PRESENT



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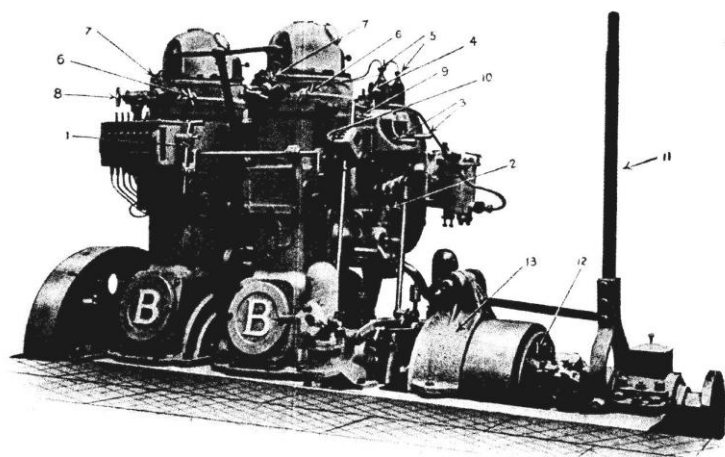
Tickets will need to be shown on the night to obtain entry and food

Tickets £10.00 (no concessions)

For more information Contact:

Simon Chaplin on: 07976 603612 or email: simonpchaplin@hotmail.com

Chris Madge on: 01629 823853 or chris@gowercroft.com



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If you are planning a new boat, or even some forward planning for the ultimate goal of the
Derby Canal!

Then you will need an engine. What is better than a well restored vintage engine. They look good, sound even better and are surprisingly economical. In my deep drafted tug the Kelvin J3 delivers 1 hours cruising per litre! So I am pleased to offer the following engines for DIY rebuilds. With my help and assistance at each stage it's an economic and enjoyable way to ownership of a proper engine.

Kelvin K4, 88bhp at 750rpm, idle at 160rpm. Formidable piece of Glasgow's finest, with power to spare and yet docile and controllable. Due to the efficient design it should still achieve the best part of 2 hours per gallon. Cruising at 4mph with perhaps 200rpm on the clock, and you can save on ballast!

There must be over a dozen K3 engines installed in narrowboats, will you be the first with a K4?

Kelvin K2, 22bhp at 1,000 rpm, tickover 225rpm. This electric start engine and gearbox comes with all the petrol starting kit. It needs a rebuild but J2s are like hens teeth, fewer than 30 engines are believed to survive.

Kelvin J4, 44bhp at 1,000rpm. Idle 225rpm. This engine comes with new cylinders, liners, pistons and all crankshaft bearings. Also new cylinder heads, valves, guides and springs. As close to a new Kelvin J as you can get.

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Please 'phone for a brochure or the Kelvin Register and Vintage Marine Club details.

National Narrowboat Tour or “Our Summer Cruise”. Part the Second.

After fulfilling our aim of eating a Chinese in Manchester, and having had a good rest, we started by hauling the boat along the quay to the water point under the railway bridge, first having to ask a couple of youngsters to remove their plastic dinghy which was in danger of being sunk by us. (They had no idea that they were in any danger from a 15 tonne boat). Round the corner into the sanitary station on the offside and back towards Warrington.

We passed Old Trafford football ground and then along the Leigh branch – over the Barton Swing Aqueduct, through Eccles and Worsley (very pretty) and then out into the countryside past the sites of many pits and on to Astley Green where we stopped for the rest of the day as it was so hot! The pub by the canal is excellent (can't remember the name). The following morning we set off early to avoid the heat of the day and went to Leigh to dip Eliza's toes in the Leeds & Liverpool, turned and made our way back to Worsley (shop) and Monton, round the corner to find that lo & behold, the Barton Tank was in operation, something I hadn't seen before, with the tug Kerne passing along the ship cut.

We then passed through the tank and attempted to moor by the Kellogg's factory but the towpath was too narrow, so we carried on to Longford to the Watch House Boat Club and asked if we could moor there for the night. No problem, the moorings are for visitors and we would be welcome to cheap beer in the club house at 8 o'clock - £1.80 a pint and good company. Plus “Take That” in concert for free from Old Trafford about 2 miles away but heard clearly on a warm, still evening.

The gearbox still had to be topped up every day.

Stopped at Agden sanitary station later in the day and finally at Grappenhall for the night under some trees for shade .

A word of warning here – never pass up the opportunity to use the facilities on the Bridgewater as they are few and far between, although I must say that an 8 hour boating day would see you from one end to the other.

The next day saw us pass through Moore (good shop and Post Office) and down the Runcorn Arm. Well, what a delight, if you are in the region don't miss the arm as it is very pretty, has no locks and an excellent Boat Club at the end where you can moor with permission. The Commodore lent us a gate key and we stayed one night. It takes about 1.1/2 hours each way. Permits for the Bridgewater last 7 days and are included in the BW Standard Canal & River Licence.

By this time our Porta-Potti was not only full but broken as well, so we stopped to buy a new one, but where to dispose of a broken, full one? I just hope that whoever emptied the skip was careful.

A short distance along brought us to a strange black and white structure that had been erected across the cut. Then it all fell into place, it was a lock! We hadn't seen one for a week, and then it was only a 6" difference but it still took the same amount of effort. Through 2 tunnels to Barnton Tunnel where a Mallard took the opportunity to surf our bow wave with her chicks all the way to the other end, we went down the lift and down the Weaver to Runcorn. All I can say is don't miss it – on one of the hottest days of the year we cruised along on what must be one of the most beautiful rivers in England via the manned ship locks. The chemical works at Runcorn aren't much cop but you don't have to stop there. Back to Frodsham for the night and then on to Dutton lock where the lock keeper told us to take it easy as Saltersford lock was out of action and that Acton Bridge would be the best place to stop.

The weather was still brilliant so we stopped next to the bridge for the day, awaiting news from the lock. BW were their usual helpful selves and kept us in touch by 'phone – repaired to the pub for dinner and more good beer. Rang the lock keeper at 8 am as instructed, to find all was well and the lock had been fixed. The locks are so big that all of the boats stranded could fit in so no waiting passage. The keeper told us that a bolt on one of the hydraulic rams had sheared, letting 8 gallons of fluid drain into the lock; fixing the bolt was the easy part, clearing up the mess the worst.

As the leak was worsening we decided not to go to Winsford on the Weaver as we didn't want to break down on the river, so we booked a passage on the lift at 14:30 (the only one available) and ambled to Anderton.

We had planned to take a break here and we found a mooring in Woodlands Marina for a couple of weeks whilst we went home to do the washing, ironing and sort the post out etc.

, Dave at the marina was very accommodating and charged a very reasonable £37 a week - not only that, his diesel was the cheapest anywhere on the trip by far and Propane was £2 a bottle cheaper.

After an uneventful trip home and back by train from Northwich we left the marina at about 11am after a water, rubbish and poo stop.

You're probably wondering about the gearbox, well.....a decision was made to stop at every marina/chandlery for heavier oil. We stopped a short distance away at Wincham Wharf and asked. A very helpful man who was fitting out a yacht on his driveway pointed me in the direction of North West Trucks just across the road. No problem he had 80/90 grade gear oil, a bit thick but it would

see us home, and 2 x 5litre cans were bought at £12.65 each. Some was duly poured into the gearbox with the result that not only did it stay there it quietened down the gearbox whine somewhat. The only problem was that the engine was leaking oil!

Unfortunately the weather had turned wet by now and we decided to moor just above Middlewich Big Lock for a couple of nights for a break, and started out on hire boat changeover day, with queues of boats awaiting passage up to Wardle lock. However, this paid dividends as a very generous lady who had just finished her holiday gave us surplus bog rolls, disinfectant, washing up liquid, milk and sugar for free whilst we were tied alongside her. As you can imagine, there were plenty of boats around so it didn't take long to go up to Wardle which is still looked after by the lady who lives in the cottage.

On to Venetian Marine for the night where we stopped at the picnic site then to Barbridge Junction where we were nearly rammed by a boat whose steerer was too busy talking to look through the bridge arch and by this time the weather had taken a turn for the worse and we stopped at Beeston Stone lock as we'd had enough of the rain. Bunbury staircase was easy as there was an experienced boater coming up so we were able to pass them on the flight.

The next day dawned bright and sunny and we had a pleasant run to Chester with the help of another boat on the flight and moored for a couple of nights at The shot tower, visiting a Thai restaurant next to us in the warehouse and doing the tourist trail in the city. This was canal that I'd never been on and I was looking forward to visiting Ellesmere Port Museum at the end of it.

Off to the staircase and, as we approached, we saw that a boat had just entered the top lock ready to descend, our luck was in, or so we thought...

Judy hopped off as I steered alongside and looked down the flight as you do, noticing that the paddles on the lower two locks were up. This meant of course that there would not be enough water in them. A discussion then took place as to why, with the other crew insisting that they were experienced boaters and knew what they were doing but by this time I was ready to back out and let them get on with it!

We eventually traversed the flight together but only after Judy had closed the paddles and let enough water through under our boats to fill the chambers to the correct level. The person who had set them had by this time stormed off insisting that he was right.

After a couple of hours Ellesmere Port loomed on the horizon.

What a disappointment. The 2 or 3 visitor moorings were occupied, the trip boat was on the water point and we gathered from the visitor centre that we had

to report to the office – could we find the office, could we heck as like. Apparently the office had closed and we had to report to the visitor centre (!) for a mooring permit for use in the bottom basin, this we did and proceeded down the locks. Well, talk about reaction, virtually everyone visiting that day turned out to watch as it is now a rare occurrence to see their use – still, they were in good order and were no problem, even though we were asked to fill the locks behind us for ‘Health & Safety Reasons’. We moored up close to the front of the hotel, which is situated on the island in the basin, with great difficulty as it was windy and the quay sides were chained off close to the edge. I took a walk round to the museum entrance to find out what facilities there are for boaters and this in itself was dodgy as there is no access from the basin/hotel to the museum, it is as if they ignore each other. The walk, by the way is along a very busy road, on a blind bend, with no footway.

The best description of the boaters’ facilities is minimal i.e. water if the trip boat is not there, rubbish disposal through an unmarked gate next to the visitors entrance and no showers or, worse, no Elsan disposal. This is at a National Waterways Museum. So if you plan a trip there by boat make sure you use the facilities at Chester basin before you do.

Our bog was nearly full when we arrived so what do you do, empty it into the basin, carry it through the hotel reception? The only way is to use the toilets in the museum but that is closed off to boaters. We solved it by carrying the cassette up some very slippery steps, which were officially closed, to the main part of the museum toilets, after having to move the boat to a very scruffy part of the basin, past the Colditz like barriers.

The basin by the way, is owned by the Local Authority and you have to pay to moor for more than one night.

I must say that although there are no concessions to boaters in the museum, it is worth going in, but it is a shame that boaters are marginalised and that the trip boat does not make use of the locks, which would be the highlight of a trip. We were again the centre of attention when we came back up.

An easy trip to Chester ensued and we moored up again at the shot tower, this time having a takeaway from an excellent Indian establishment on the bridge. They would have delivered to the boat if we had asked. The only problem we had was a fine mesh weed which clung to the prop and attracted bigger weeds which would not normally be a problem.

I suppose by now you are wondering about the oil leak?

By this time the gearbox had stopped using its oil up but the engine was losing some; we had enough engine oil for the time being if we kept an eye on it but there was still a long way to go and a potential 26 litres of oil to leak.....

Not a bad passage up the Chester flight via the water point on the off side where your boat blocks the lock when you fill up! Still there were no other boats in sight so it wasn't a problem. The weather had been dodgy for a couple of days and at about 2 o'clock the heavens opened and we ended up tied to a BW pan in the pouring rain, with thunder and lightning all around. Tied up for the night a couple of miles further on.

The following day dawned bright and crisp and our luck was in as we caught up with a boat being worked single handed by a very experienced boater and so made the flight easy – the only thing that slowed us down was Beeston Iron lock which is still single passage.

Now I know this is sad but I counted 130 boats on the linear moorings at Christleton and timed our passage at 30 minutes, needless to say it's a pain at 2 miles an hour passing them all – there is a new marina next door but I guess that the fees are too high, as it was almost empty. Tied up at Nantwich for the evening, had a meal in a pub and spent a good evening on the towpath with boaters regaling adventures on the cut; the following day Sunday so we decided to have a day off, with Sunday lunch at the Oddfellows pub.

In case I haven't already mentioned it, this was the week of heavy rains in the middle of last summer and because of the fierce bywashes on the Shroppie, we bounced our way up Audlem flight but there were plenty of boats about and also a young man who called himself a Lock Cobbler and had been given permission by BW to work the locks for a fee to make a living, and he reckoned that he made about £100 a week instead of being on the dole at £60 – he would rather work the locks than be idle and bored – good for him. Somewhere around this time Judy managed to find the source of the leak – it was from the outlet pipe on top of the oil pump.

Still loads of blanket weed on the prop and it took a 20 minute session first thing the next morning to clear it away before bouncing up Tyrley flight between the dual bywashes. Stopped at the top for water - not available, it wasn't last year – so carried on to Norbury Junction where we stopped for water etc. but also decided that if the leak could be repaired, this was the place. True enough, I walked over to the workshop and asked which brought the positive news that if we moored up in the yard they would have a look.

Well, we couldn't have asked for better service, what Dave the mechanic doesn't know about JP2s isn't worth knowing, after having a look he selected a suitable long reach spanner to loosen the top coupling and pipe from which the oil was bubbling. He cleaned the bits up in the workshop and pressure tested it, found a pinhole leak in the brazing material of the joint and asked the plumber to put a little brazing metal in it. Unfortunately it still leaked so he took it off again, had the joint stripped and remade, put it back on and Voila, problem solved. They were prepared to make up a complete fitting from scratch if it had

been necessary. After 3 hours work and disposal of the bilge oil at the yard, we went on our way only £70 lighter in the wallet – that's what I call service!

Later we heard that we were probably the last boat to reach Norbury before the embankment breach which stopped all traffic. Phew!!

By this time the weather had picked up and it made it possible to put up with a day boat dawdling along all over the place (a little advice to speed up a bit for steerage way was given as we passed) and to be patient with a cruiser which insisted on overtaking on a narrow stretch, only to moor a few yards up the cut.

It takes all sorts.

Off to Wheaton Aston for cheap fuel, but found it only marginally cheaper than some other places, stopped at Brewood for the night and pub to find virtually no oil in the bilges, hooray!

The next day took us to The Fox & Anchor for a birthday celebration for me but not without the usual fights for bridgeholes, particularly the one on the bend just before Coven Heath where a boat tried to pass us in the archway! i.e we were just entering slowly because of the blind bend when he came steaming round the bend too fast and had to throw it into reverse, only just avoiding a collision.

We're no angels but that was just too incautious. The bridge detector/exhaust splitter had, by the way, found another bridge at the entrance to Wolverhampton cutting.

By this time we had picked up some friends who live nearby who helped with the birthday bash and also with the Penkridge flight, providing an excellent meal at our Gailey stop.

Our crew left us at Penkridge and we carried on the next day to bridge 69 on the Trent & Mersey between Wolseley Bridge and Rugeley

Dates for Your Diary.

All **Committee Meetings** will take place at venues to be arranged.

NB Society Meetings are at the Moon Hotel, Station Road, Spondon on the fourth Tuesday of the month. n.b. this is not necessarily the last Tuesday, and there are none in August. October is the AGM.

We are to arranging speakers for next years' meetings in the mean time keep your eye on the website for up-to-date news.

If you know of any interesting speaker would you please let me know. Ed.
Packet 66 Spring, 2010.



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