

The Packet

Autumn 2010



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Front Cover. Nothing illustrates the Derby canal line more than this arial shot of Swarkestone Junction (just before the A50 was built).

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.

Planning Permission.

Although there is a paragraph on page 6, I think it's worthwhile looking at the comments on Derby City's Planning website, both for (77) and against (5). Most of the against are on technical grounds, not outright objections.

Thanks to all who contributed

Social Evening Venue.

It has been decided by a unanimous vote that we will be moving back to Gregory's at Spondon in the new year.

Dates for Your Diary.

Thanks to Eileen and Anne for arranging the Society meetings.

We have had some excellent meetings dealing with fruit and berry wine making (sampling would be more accurate), RSPB at Gregory's, which was very well attended despite the last minute venue change, and a fascinating talk by Maxwell Craven on Derby's history and especially the periods during which Derby was "developed". Thanks again to our speakers.

We had almost 50 attendees on our walk in Little Eaton to look at some of the historical remnants with a canal bias. It was an excellent evening that went on until the New Inn closed. Haven't had a chip butty like that for a while!

They are currently finalising the 2011 schedule, and dates for your diary are presently:

26th October AGM also at the Moon. We expect to have a final update on the planning application together with a speaker from the Trust

23rd November Wendy Freer is a renowned expert on Canal Boat People

25th January Chesterfield Canal with Geraint Coles

1st March TBA

29th March TBA

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.

Monthly Draw.

Draw winners:

August 10 th .	September 10 th .
1 st 1523 Nigel Pauli	1086 Philip Heathcote
2 nd 1605 Gary Beeby	1357 Paul Bartlett
3 rd 1447 William Savidge	1074 Michael Gladwell
October 10 th .	
1 st 1628 Nancy Harris	
2 nd 1689 Clive Smith	
3 rd 1333 Ian Prentice	

New member since July 10th:-

6 new Family– David Wharton, Mary Smith, Julian Hough, Peter Whitehead, David Cousin and Graham Coulton

1 new Life – Peter Rodgers

1 new Adult – Norman Cornwell

2 new SC – Tom & Gilliam Pullan

Fund Raising.

Our thanks to JD Narrowboats of Shardlow who donate the money from their boaters' library and a collection tin. A sum of £57 was recently given to us.

Membership.

I am also pleased to confirm that our numbers have increased by 10 since the last packet. No doubt this is due to attendance at events and the leaflets that have been printed up from the *Awards for All* grant.

When we attended the Barn Dance we were approached by a very helpful chap called Steve Gatt who runs Silk Screeners in Ilkeston. He has now produced the car stickers that you find enclosed with the Packet to put in your car, without charging us. It would be great if you could use them to display membership and show the politicians how many people locally are supporting the scheme.

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.



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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 November, 2010.

Planning Progress.

At the time of writing we have made substantial progress and dealt with objections/questions from many sources including, Environment Agency, British Waterways (regarding flooding and subsequent maintenance), Highways Agency (Raynesway) and a few developers. We had successfully negotiated these and were starting to become confident, when we received objections from Derbyshire Wildlife Trust and from Natural England. The essence of the objection is that we should undertake more detailed surveys around wildlife species and specifically roosting bats, crested newts, water voles and badgers. At such a late stage we were upset to receive these objections. However apparently they arose because a case had been heard only in June that threw out an outline planning application that had not undertaken a bat survey. The Planning authorities have therefore stated that granting of the permission (which had been pre-agreed not to need detailed surveys) would therefore be unsafe. They recommended completion of the surveys.

We and BWB have been in touch with a specialist company that is undertaking these surveys without delay. We therefore hope to have these substantially complete in the next four weeks, breeding seasons, etc allowing. Hopefully this will then allow permission to be granted.

It is particularly annoying that we have to undertake these expensive surveys (headline quote is £55,000), knowing that the restoration of the canal will enhance wildlife generally and these species specifically (as acknowledged by DWT) and that the studies will have an effective life of only two years and will therefore have to be repeated when building is proposed.

I think it will eventually be worth it.

News from the Trust.

There is a much more positive note from the Trust in that we have increased the number of directors and interested parties. We have added to the Board of Directors new MP Jessica Lee, Local Councillor Val Clare and Derbyshire County Councillor Wayne Major. We have also been in discussion with most of the new MPs to promote the cause with encouragement being received.

Several months ago we received a presentation from local architect Mike Wood, who drew up the plans for Spondon Tip's development. Since then Mike has been appointed to the Trust as official consultant and has been instrumental in getting general agreement from Derby City Council that we are eligible for S106 money. He has also helped to improve the prospects for sponsorship and support from local developers and businesses. Watch this space.

When we have planning permission this is what we will need to focus on next to put some of the canal into water.

As you can see we have an AGM imminent and are always looking out for people with an interest in our success. We have a very strong committee, but we would welcome any involvement or help that can be offered by any member. Please let a committee member know if you can help.

Interview with a Derby Canal Director.

Most of you who have seen the GF Tomlinson's logo will see three builders looking at a set of plans. What you may not realise is that the plans may be of the Derby Canal. GF Tomlinson set up his contracting business in 1896 and joined the canal board early in the 1900s. When it came to the 1960s his grandson Peter Tomlinson had assumed the director's mantle and when the canal was no longer commercially viable it fell to him to fill it in.

I had been invited to a neighbour's for drinks at Christmas and somehow the topic of the Derby Canal had been introduced. I asked whether anyone remembered the canal and quickly found out that Peter, who lives across the road, was the man who closed it down. There seemed a certain irony that the man trying to undo his work was living so close, but he seemed to bear me no ill will. Seizing the opportunity I was invited across at a later date to hear how he was involved. Peter's father had handed over the directorship to him in 1956 when he was 30. It was apparent that the canal was becoming a liability and the liability to keep it open was too great. The Long Bridge was looking very precarious and a flood washed away a proportion of it.



This seemed to accelerate the need to close the canal down and Peter was appointed to fill it in.

Peter admitted that this was quite unusual, but the canal company had decided to return the route to agricultural use so simple abandonment was rejected and Peter set about the cut and fill approach to filling it in. Bridges were removed or lowered where appropriate. They started in the open land around Draycott and worked eastwards, then came back and worked westwards through Borrowash and Spondon and then heading south. Agricultural areas were tackled first.

As we already know it isn't only prime agricultural soil that was used.

At Borrowash the lock cottage was bulldozed into the lock chamber after the gates had been removed. Peter recalls that drainage was an important consideration – a point well recognised when the rail mainline flooding at Draycott was only resolve by reinstating a ditch in place of the original canal.



The project took over five years to complete and at the end of that the company was dissolved and the land became the councils' responsibility.

Be assured though that we received his best wishes for a successful restoration and he did say that as far as he is concerned there was no nasty waste used as infill. *There was a proposal to leave water in the stretch from Draycott to Breaston as a sort of water park but nought came of it. Ed.*

IWA National Festival & Boat Show 2011

In 2011 The Inland Waterways Association will be holding their National Festival & Boat Show at Shobnall Fields, Burton on Trent, and will be held on the weekend of 29-31 July.

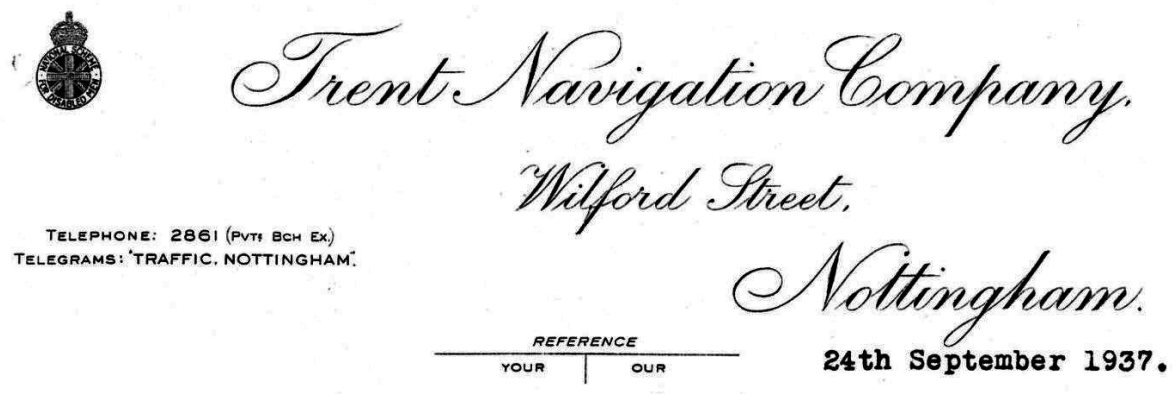
Trent & Mersey Canal, which runs through Burton-on-Trent, offers many of the visiting craft a wide choice of cruising routes. The area also has a significant number of restoration projects including plans to link the isolated section of the Ashby Canal at Moira to the rest of the waterways system at Snarestone. Work is in the early phases of bringing the Uttoxeter Canal back into water, and just a

few miles down the Trent and Mersey Canal is the start of the Derby Canal which will link Derby City and the Derbyshire Derwent to the Erewash Canal forming a circular cruising route with the Trent when complete, including both the Chesterfield and Cromford Canals who are also in need of support.

IWA aim to work with everyone in the local area, including community groups, navigation authorities, local businesses, schools, waterway societies and, of course, the council in whose area the Festival will be operating.



At the National in 2004.



Headed Notepaper from the Derby Canal Co's Archives.

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From the Chair.

It has been a busy summer since the last Packet with a lot of time spent on attending promotional events, raising funds, getting working parties organised and helping the Trust on planning issues.

Working Parties.

As you will remember we were successful in our bid to *Awards for All* and have funds for **Interpretation panels**. We have been costing up alternatives and now believe we may be able to get six panels in place of the expected three. We are busily working on the wording to go on them and part of the saving comes from our plans to install them ourselves. We may also have a few coppers to use to refurbish some of the existing, although it may be that the Councils (or maybe the fairies) have done this for us at Sandiacre and Bottom lock. The intention is to raise awareness of the path of the canal. We are hoping that these can be prepared and installed by Spring, 2011.

Paul has also been working to get additional **hedgelayers** in place. We have a massive task on our hands to get the hawthorn hedges back to their original state and the season for hedgelaying is now upon us. Paul has secured part funding from Spondon Neighbourhood to train new layers and we have some expertise on hand to deliver the training. Whilst Paul has the four volunteers needed I am sure he would welcome assistance even if it is for people to help by burning the offcuts. We are also exploring additional chain saw training for some members, but this is much more expensive to deal with.



Layed Hedge at Draycott.

We have also made some progress refurbishing the Society trailer. Thanks to free services from Stoneycross Garage in Spondon it has been made mechanically sound – new suspension, etc. We (Paul Birtles) are now looking at using it as a base to build a mobile narrowboat display for exhibitions. I'm sure it would receive greater recognition and help us to generate members.

Events.

Since the last Packet we have attended:-

1st May Lock Wheel at Swarkestone Lock.

This was very successful and raised over £300 in sales of merchandise, “donations” and a membership or two. We are indebted to Swarkestone Boat Club for the tea, coffee, biscuits and toilets provided during the day. In fact it was so good we decided to do it all again on 28th August, but the traffic had reduced and we only took around £100. Every little helps. It was a good day(s) out and very well supported by members and the Committee. Thanks to all those involved.

12th June Barn Dance at Ryehill Farm. This was a truly memorable event attended by over 200 people. The band was excellent and distracted us from the World Cup and the Rob Green goalkeeping error shown on the giant screen. The bar had to restock with beer half way into the evening probably as a result of the football. Not only did we get the car stickers and a new member from it, but we also made a profit of £300 on the raffle. Thanks are of course due to

- the contributors of prizes including:-
 - DJ services from Elizabeth Newton’s son,
 - 2 days decorating from Barry Boole
 - A carcase of venison from Gowercroft
 - Donations from local businesses such as Cathedral Quarter Hotel
- the ticket collectors, who were **most** persuasive sales ladies, and
- Ryehill Farm for the venue

We also have to thank our co- organisers Dawnbreakers Rotary of Long Eaton for a charity donation of £300 from their own profits.

Overall, it was a most enjoyable event, hopefully to be repeated next year with a greater attendance.

Fairs and Carnivals.

We have also displayed our wares at several local events during the summer. We have been to Spondon twice, including the Carnival on the 11th September, Stapleford Carnival on the 4th September and The Ockbrook and Borrowash Heritage Society also on the 11th September. Paul B and I are grateful for helpers on these dates (admittedly many of them related to Paul). We seemed to have an impact on those attending and even attracted a few members.

We were also able to attend the **Mercia Open Day at Willington on the 3rd of July**. We were keen to do this as we have been supported with sponsorship for the leaflets. We had a great deal of interest from the boat owning and local visitors, so well worth doing. We may also have attracted a few more sponsors, particularly Midland Chandlers to support our cause. Paul Shepherd is chasing them up. The only down side to this great weekend was that the winds on

Sunday were so strong we had to take down the marquee and evacuate the site. Even sandbags were insufficient.

Merchandise.

Special thanks are due to Paul Birtles, who has taken on reorganising the merchandise. We now have a great assortment of potential stocking fillers, jigsaws etc and are looking to restock the polo shirts/sweaters. The stall looks really interesting now and because we have been careful with the funds Paul has bought the merchandise on our behalf to be paid back as we sell it. Please take a look at the stall at our forthcoming AGM so that Paul can be repaid quickly.

Publicity.

Following suggestions from members we have also attempted to publicise our meetings more widely and we were able to get our meeting in Little Eaton onto Radio Derby, which a dramatic increase in numbers. I'm sure that this together with email address updates, website postings, Waterways World and Derby Telegraph will enable us to keep you better informed so that you can support us in larger numbers.

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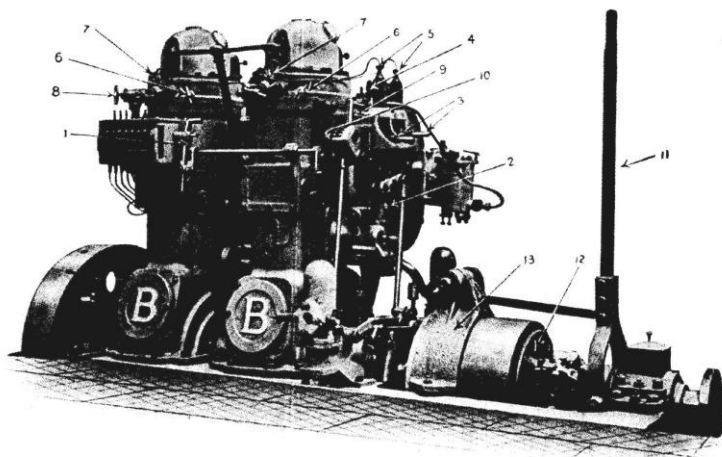


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you are planning a new boat, or even some forward planning for the ultimate goal of the
Derby Canal!

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.

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The Waterways Museum at Ellesmere Port.

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 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 for 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.

Excellent Moorings at Chester.

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.

From there we thought that it would be plain sailing home and after stopping for a while at Rugeley for shopping, and Ash Tree for water we finally moored on the corner of Fradley Junction and the Coventry You are allowed to moor there for 24 hours despite what the yard will tell you.

It then took us 9 hours to reach Willington (usually 6) but there were so many boats around that probably 3 hours were spent waiting at locks, mostly at Barton Turns where there was a long line of moored boats just before the lock which didn't help as we all had to leapfrog along the bank.

At Branston we decided to let 4 boats of drunken youths make a mess of coming up rather than try to help but, after stopping at Willington overnight, we picked a boat up at Swarkestone as a partner and had an easy run to home at Shardlow.

All in all a very interesting and enjoyable trip, with outstanding beer, food and service wherever we went.

2010's trip was entirely different, only the alternator broke!



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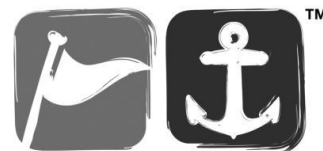
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