

# *The Packet*

*Issue 81*

*Summer 2016.*

*Suggested Donation £1*



## **Contact the Committee.**

The committee meets on the second Monday of each month at The Coach and Horses, Victoria Road, Draycott, DE72 3PS, 7.30pm. Thanks to Mark and staff for provision of facilities. Feel free to attend as ANY help or interest is always welcomed.

- Chairman:** Chris Madge.  
62, Broadway, Duffield, Derbyshire, DE56 4BU.  
**Email:**chair@derbycanal.org.uk  
**Tel:**01332 840502; 07827 946444
- Vice Chairman** Eddy Case.  
**Tel:**07523 896645
- Secretary:** Anne Madge.
- Membership:** Roger Ashmead.  
172, Sancroft Road, Spondon, Derby, DE21 7LD.  
**Email:**membership@derbycanal.org.uk
- Treasurer:** Chris Rees FitzPatrick.  
**Email:**treasurer@derbycanal.org.uk
- Working Parties:** Eddy Case.  
**Email:**coordinator@derbycanal.org.uk  
**Tel:**07523 896645
- Editors:** Mark Gilliver and Doug Flack.  
**Email:**packet@derbycanal.org.uk
- Members:** David Savidge, Keith Johnson, Keith Taylor, Paul Birtles, Eileen Holland.

**Full details of the committee can be found on our website**  
**[www.derbycanal.org.uk](http://www.derbycanal.org.uk)**

Chris Madge and Chris Rees FitzPatrick are also directors of the Trust and can be contacted on the above details.

*Cover photo shows the start of new work at Borrowash.*



# **Your Canal Needs YOU!!!**

## **Our shopping list includes**

Borrowash Phase 1	£20,000
Draycott Golden Mile 2017	£350,000
Pride Park railway crossing 2018	£1,000,000 +
Borrowash Station Road bridge 2020	£80,000

There are more projects behind these and all will need funds to be raised.

We need help now to push forward with these projects and start to raise serious funding. One grant leads to another, which encourages businesses to be interested. One successful stretch encourages the public and other bodies to get more involved. Gradually we can build up to the funding levels needed and we've already made a good start.

How can you help?

- ☐ We need volunteers with time to type up grant funding applications.
- ☐ We need anyone with building experience or with access to heavy plant and equipment.
- ☐ We need businesses who want to help the community and get in to a major project early.
- ☐ We need energetic people who can help us to change the landscape.
- ☐ We need people who can promote our activities.

Anyone and everyone can make a difference.

We appreciate your membership over the past years, but if you want it done

**WE NEED YOU!**



## Words From The Chair.

Welcome to the Summer 2016 edition of the Packet. Our plan is for the Packet to be with you when you return from your holidays ready to enthuse you to even greater support during the Autumn. As you'll see below there are plenty of areas where we'll need your support, particularly in our working parties as we get back to open season for hedgelaying and look to get closer to a stretch in water.

### Development Group

The development group continues to press on with a number of projects and so we are pleased to have been joined by Paul Bayliss, who will help us with marketing the restoration. Paul agreed to help us in June and has already taken on a brief to present the Derby Arm development for inclusion in the DCC Vibrant City Framework. Paul's business life has been spent in providing Marketing services and he also spent many years as Labour Leader on Derby City Council prior to Ranjit Banwait. I'm sure this experience will be invaluable and it's good to have him on our side.

### Water Supply

We have an abstraction licence! After many delays I'm pleased to report that we have received the new licence from the Environment Agency. Strangely we have yet to receive a first bill and we are waiting for this so we have something to ask for relief from. As with the licence I'm sure it will get to us eventually and we'll then ask our MP for help. Water has always been a matter of great importance. Doug has unearthed a letter from the archives!



*Following my article in the last Packet, this is a transcript of a letter regarding water supplies at Spondon to Leach, Neale & Co., now the site of Loom's Scrapyard. The figures in brackets show the difference in value from 1916 to 1939 and the present day value would be £3,212,000!*

#### IMPERIAL CHEMICAL INDUSTRIES LIMITED

DERBY CANAL COMPANY  
Geo. R. Eddowes, 34, IRONGATE,  
Clerk. DERBY.

13th September, 1939.

Dear Sirs,  
My Committee have had under consideration the amount of water taken out of their Canal at Spondon by you and instruct me to call your attention to the following facts:-

Under the Agreement made between this Company and yourselves dated the 30th August 1906 (which expired on the 31st March 1916) you were granted the right to take water through 13 pipes of the following dimensions viz. 3 - 3 inch, 7 - 2 inch, 1 - 1 inch and 2 - 1 inch.

The total capacity flow of these pipes (by gravitation under a head of 2 feet and an estimated length of 500 feet for each pipe) would (we are advised) be 215,000 gallons per 24 hours and the annual payment to be made for water taken through them was, under the Agreement, to be £50. (£4,600)

Since the date of the Agreement you have continued to take water from the Canal through pipes some of which are not the pipes specified in the Agreement. On your own admission the number of pipes from the Canal to your works is 14 and the dimensions of those stated by you to be in use are as follows:- 2 - 6 inch, 6 - 4 inch and 2 - 2 inch. The total capacity flow of these pipes by gravitation under a head of 2 feet and an estimated length of 500 feet for each pipe would (we are advised) be 934,560 gallons per 24 hours, for the privilege of taking which you are still paying only £500 (£46,000) per annum. It is understood, however, that a considerable quantity, if not the whole, of the later is taken by suction, in which case the capacity flow would be increased to an unknown extent.

This Company is receiving from another source a minimum payment of £500 per annum for a maximum flow of 300,000 gallons per 24 hours. As, on your admission, you are taking between 200,000 and 500,000 gallons of water per 24 hours a fair commensurate payment to be made by you would be at least £583 (£53,500) per annum.

My Committee are extremely astonished that a Company of your standing should have taken advantage of them by increasing the number and size of the pipes without notifying them in any way. You state in your letter of the 26th July last that this Company has had general knowledge of this fact all along. My Committee strenuously deny this and wish you to know that it was only accidentally brought to the notice of their Manager a few months ago.

Under the circumstances outlined above my Committee have no alternative but to give you notice terminating the present arrangement on the 31st March next and requiring you to remove all the pipes from the bed, towing path and bank of the Canal before that date, and I am to ask you to treat this letter as such notice.

I am instructed to say that any negotiations for a fresh Agreement can only be entertained on the basis of the water being taken by meter in future, and a considerable lump sum payment being made by your Company in respect of the unauthorized abstraction of water in past years.

My Committee are of the opinion that the unauthorised abstraction of water by you (which may have amounted to 719,650 gallons per 24 hours) is largely responsible for the difficulties of transport of which you have from time to time complained.

Yours very truly,

(Sgd) Geo. R. Eddowes.

Leach, Neal & Co. Ltd.,  
Spondon,  
near Derby.

## Sandiacre Lock Excavation

As you will recall from the last Packet we have been moving slowly towards the excavation of the Sandiacre Lock Chamber. We have now had instruction from the Environment Agency that the hazardous spoil needs to be removed from site and disposed of in an appropriate waste site. Whilst we had hoped to bury it again under the canal line we weren't totally surprised that we had to play it safe.

The hazardous material contained levels of Zinc, Copper and white Asbestos. All of the hazardous samples were found at the bottom of the lock – below 2.6m – and almost all towards the downstream end of the lock. You will recall that the County Council had registered it as a land fill site and we believe put an old mill into it. With the levels only just over the safe limits and the location buried deep at the bottom of a lock it gives us hope that the rest of the canal line at Sandiacre should be clean.

Given this challenge we have found a friendly expert on waste, who is helping us to tender for the works and will take on the control role during the works. Given that it is hazardous waste we obviously cannot get volunteers involved. As I write this we are awaiting quotes for the work. Once we have them we can complete the grant applications, method statements, etc. and get the funds. We will go back to HLF as originally suggested, but are also looking at using some of the landfill grants available. A touch of irony there perhaps?

Given the pace to date we are still hoping for a 2016 project, but it is getting increasingly tight.

### **Derbyshire County Council Developments**

We have now been informed that the Council has approved the transfer of the two stretches of route in Derbyshire ownership, located from Lock Lane to Bostocks Lane in Sandiacre and from Station Road, Borrowash going west to the Spondon Bourne. We await the work to be completed by their Legal and Estate teams to effect the transfer. When this goes through we will be able to take on the maintenance of these sections and be able to show off the canal line to best effect.

### **Derby City Council**

As reported last time we awaited the outcome of the local elections as our key Councillor supporter and long time Trust director stood for re-election in Alvaston. Unfortunately he lost his seat to UKIP, who I don't think are aware of us – as yet. He has committed to remain on the Trust and will obviously continue to have some influence in Derby – not least working with Paul Bayliss – but we will be particularly keen to progress matters when we meet with Martin Rawson. Martin is Deputy Leader and in charge of Regeneration on the City Council.

During the last three months Mike Wood has continued to develop plans for the city and Pride Park. Whilst we still wait for the “negotiation” on payment for road infrastructure between the Council and developers to reach agreement, we have continued to get our ideas firmed up and presented to the consultants working on development plans for the Council.

Mike and I were able to meet the Deputy Chief Executive, Christine Durrant, at DCC and her colleague and director, Tim Clegg, in charge of the city development along North Riverside. This was a very positive meeting with ideas being exchanged and a clear understanding of the opportunities offered by the canal, the Arm and a river link to the city.

We were contemplating putting together a European Bid for funding; all we needed was another European member. Given the imminent Brexit we believe this is now not worth pursuing despite the fact that funding may be available until 2020. It is our view that other boat lifts in Europe are unlikely to join a project with a majority of UK members. We will be closing this off, although aiming to maintain the contacts we have built up with the two UK parties at Anderton and Falkirk. We also have some excellent work on an eco friendly energy generation facility in the Derwent that we expect to influence our discussions with the developer on the Derby Triangle and possibly beyond.

On a more positive note we have stepped up our push on the Derby Arm. When a few of us attended the CRT/IWA sponsored annual conference in Birmingham in late April we came into contact with a consulting group called Peter Brett. They were getting a new waterway to the centre of Maidenhead under way with much ingenuity and innovation and working with the local authority. They had also been involved with the Falkirk Wheel and latterly the Kelpies. So we thought a boat lift in the centre of a city should be ideal for them.

We met the principal director on his way back from the Grantham Canal, where they are also engaged. Having discussed the project with them we agreed to formulate a plan to progress the Derby Arm in the city. We now have a proposal to build up the case and check the likely costs and outcomes so that we can push the project forward with the relevant parties in Derby. The Trust has recently approved the first two stages of the approach so we can look forward to delivery progressively over the next 12 months or so.

We are still progressing the drone enabled video flight up the Derwent, although to undertake the flight we need to get agreement from all parties within 50 metres of the flight path and this is proving time consuming. The Trust believes this up to date presentation aided by a marketing professional and backed by Peter Brett as consulting engineers brings a professional and hopefully convincing approach to the project. And of course we can still work with inputs from other professionals such as the University to deliver supporting studies and analysis.

## Network Rail Developments

We were recently entertained by Stuart Smith from Midland Railway at Butterley, who still retains contacts with Network Rail after his retirement. He was able to update us on many of the plans for electrification of the main line to London. This is particularly of interest to us as we follow the line closely along the east/west section and cross it in Pride Park.

We understand that there will need to be closures of the station and main line for about 11 weeks, scheduled for 2018 to allow major works to realign the platforms, station and approach lines. We are now looking at how we can get this to work to our advantage – if the line is closed we may be able to create the culvert under the line by a cut and cover approach which will save us a great deal of time and money. The challenge is that there's not long to get organised, but as we were originally told it would need five years this could be a massive step forward on the single most difficult element of the restoration.

There will also be an opportunity to lift the bridge under Station Road, Borrowash when Network Rail lift the adjacent railway bridge in 2020. This would open up the possibility of an extended run from Borrowash to Spondon.

## Developing Broader Contacts

Mike Wingfield is now confident that **Rolls Royce**, his employer, will commit to providing students to help us to build a fully functional model of the Arm for display in the city and possibly other science based projects during 2017. To keep **Rolls Royce** involved is an additional boost for us over and above the many employees that help us in their own name.

We are also in conseration with the new Vice Chancellor at the **University of Derby** to see how we can cooperate in future. So far we have provided basic projects for their students, but we hope this can lead on to more tangible assistance over time.





## **Working Parties**

We now have offers from a number of different organisations offering help with our ground work. These include local scout groups, local residents, staff from Celanese and other volunteer groups. As you'll see later we are building our member working parties, which will also help us to manage other interested groups on various projects already identified, including the Spondon reclamation work between the winding hole at Spondon to Spondon Bourne. Eddy is going a magnificent job on raising our profile and numbers on the increasing number of projects.

In addition to the Trust directed work above we are trying to push forward in two other areas. This has come about as we have gradually strengthened the team and the new members push forward their own ideas and get the restoration bug!

David Savage (our H&S guru) has taken the lead on moving Draycott forward for us as he writes later in the Packet. We know we have a part completed project in a well supported area that could become an opportunity for an early win of some scale and David (with his small team) is doing his utmost to get it moving.

Roger Ashmead has also volunteered to take on a specific project close to his heart. Roger writes later about plans to bring Borrowash back to a canal. You'll already see some of the impact of Roger's plans being carried out by working party volunteers. It's worth a look!

## **Publicity**

As we suspected we have had to order a further 10,000 leaflets, so we can continue spreading the word. If you find somewhere you think would benefit from a stock of leaflets in a display stand please let us know.

The website continues to be developed and I'm delighted to let you know that through Chris RFP's persuasion we now have a much improved map on our website and as we go to press we have discovered a fly through of the old route created in Google. If we can get the rights to it we will load it on the website.

Emma is now back to work full time and more, but is still working on our website, twitter, and facebook. I understand that when we announced the water abstraction licence we hit 7,000 contacts. Now that's a success.

## **Society News**

### **Events**

We have visited a few events since the last Packet and have continued to spread the word. Thanks to those of you who came to say hello, get an update and wish us well.

**Breaston Gala. Monday 2<sup>nd</sup> May** Whilst the weather was not the best our tent provided a great place to dodge the showers and we were able to talk to quite a few people and sign up a few new members.

**Hayworth Park in Sandiacre. Saturday 4<sup>th</sup> June.** We had a great welcome to this smaller event, sold some merchandise and caught up with our local MP – again. It's a great event for dog sitting, as we found when our son's dog won second in show.

**Spirit of Chellaston Saturday 18<sup>th</sup> June.** This was another event in not so great weather. Given that the County Show was cancelled perhaps we shouldn't complain about the weather and the public was not put off by the undertakers either side. I think a fair bit of the success was due to John Dyson's fancy dress costume and some home made jam!

**Spondon Day Saturday 25<sup>th</sup> June.** We had a very productive day (inside the hall) on another overcast day with a great deal of interest and merchandise sales. Thanks David Hayes and Roger.

**Barn Dance in Spondon** I'm sorry to report that we had to cancel the barn dance due to lack of support, our apologies are extended to anyone that was looking forward to it.

**Trent Lock Carnival Sat 13<sup>th</sup>/Sun 14<sup>th</sup> August.** This was sponsored by CRT and by the Erewash Society and attending with our boards, boat and merchandise to spread the word.

**Swarkestone Lock Sun 28<sup>th</sup> August** Thanks for the support of Swarkestone Boat Club and members for a sunny and profitable day

**Events still to come include:**

**Breaston Navigation Sun 25th September**

**Nottingham Canal Fest Sat 1st October**

## Monthly Meeting Programme

If you have missed the monthly meetings you have missed a treat.

We've been entertained by Rosemary Gibson from the Grantham Canal telling us about latest progress and Stuart Smith, who told us about Notable Railway Accidents and the electrification plans at Derby.

We also went on a very wet, but enjoyable walk with David Hayes around the Sandiacre end of our canal. As usual we were treated to a well researched and rehearsed walk, but I'm glad I wore my wellies!

Our programme going forward includes:

27<sup>th</sup> Sept      John Williamson – Boating in Burgundy

25<sup>th</sup> Oct        AGM

22<sup>nd</sup> Nov        Ian Bowley The Derby as it used to be.

I'm pleased to say that attendances at the Wilmot Arms in Borrowash (8pm on the fourth Tuesday each month) are increasing, but there's room for more.

Thanks again to Anne and Eileen for the organisation of the monthly meetings. They are currently organising next year's programme and I am sure would welcome suggestions of speakers or topics you'd like to hear about.

You will see that the AGM is approaching, so please consider helping us on the committee. We already have a strong group so you could ease in gently. We are looking especially for some secretarial support and someone with a flair for merchandise, but we'd welcome you whatever you have to offer.

The number of you that have offered to take the Packet electronically is still growing and it therefore helps us to cut the bills. It's particularly helpful if you have traditionally received your Packet by post as that has the most impact on our costs. Again please let me know if you want to be added to the list of electronic recipients on [chair@derbycanal.org.uk](mailto:chair@derbycanal.org.uk)

We also sent out the local distribution packets without envelopes to save the cost of envelopes and of course the effort of stuffing those envelopes. I'd be interested to know whether this worked for you or if any issues were caused. As I know you will appreciate we are keen to focus our efforts on the physical work we do and as with most organisations the effort is spread between a very enthusiastic committee, with limited numbers. The AGM is fast approaching and we will be looking for new members who can help particularly with administration such as secretary or speaker finding. If you've got an aptitude for this sort of thing please let us know as any time you could spare would be a big help.

As always if you have any comments (good or bad) or suggestions regarding the Packet please send these or any contributions/articles to [packet@derbycanal.org.uk](mailto:packet@derbycanal.org.uk)

**SUPPORT US AND HELP RAISE  
MORE FUNDS TODAY**

**JUST BY SHOPPING ONLINE**

**Did you know...**  
Thousands of stores will donate to us a percentage of every pound  
you spend online when you shop through  
[www.giveasyoulive.com/join/derbycanal](http://www.giveasyoulive.com/join/derbycanal)

**On mobile & desktop**  
You can now shop via the Website, by installing the desktop  
Shopping Bar and on the go with the new Mobile App.

**Shop now  
on mobile &  
desktop**



## Finally

So now you've read how so many people on our committee and working parties are making a real effort to get water into the canal – into **your** canal.

Now **you** need to decide whether you are going to put down the Packet and turn on the TV or do something to change our city and villages forever for the better and help us again.

So how can you help? We need

- ☐ Secretarial skills for grant applications
- ☐ Engineering, building or bricklaying skills
- ☐ Business and private sponsorship of money or services/equipment.
- ☐ Sales and marketing people to write our publicity
- ☐ Project managers to plan our projects
- ☐ Gardeners to plant whips, cut grass and light bonfires
- ☐ IT experts to help with social media, website and video pitches

In fact we need virtually any and every skill. If you can help with our current workload then existing people can be released. Imagine the effort needed to get this Packet to you and how it takes up time that could otherwise be spent on restoration.

And please don't think you are too old or too infirm, as there's lots of work that's not physical. If you are still working and don't have much time we value any time you can offer and perhaps the contacts you may have. We have jobs that can be done from home or in groups.

And if you can't provide us with your time then investigate Give as you Live opposite and earn us a few pennies every time you shop online. Look out for this logo

**PLEASE we value everything, but your indifference.**

Thanks for your continued support.

Chris

## **Give as you Live**

In the past few additions we have just included the Give as you Live advert. In this addition we want to provide some more detail. Give as you Live is a web-based product that allows supporters to turn a percentage of every pound spent online into a free donation for their chosen charity.

Thousands of online stores, offering millions of products, will donate a percentage of each purchase to any cause a supporter selects. It costs the supporter nothing to Give as you Live as the stores donate the money, on average, 2.5% of each purchase, not the supporter.

Shoppers can either use Give as you Live through their online store or they can install Give as you Live on desktop, tablet and mobile and shop directly with their favourite stores.

To date the Trust's 40 registered supporters have raised over £325 for the Trust; more supporters will give the Trust more income.

Many of us are now shopping online, whether to have goods delivered or for "click and collect" which allows you to make sure that the shop has what you want before you leave the house. As a recent example I was doing some work at home I needed something from Screwfix so to ensure it was to hand before heading to Ascot Drive I made the "click and collect" purchase online for just £4.31, the item was ready to be collected in five minutes and the next day confirmation arrived from Give as you Live that Screwfix had donated 6p. While that doesn't sound a lot over time such small purchases and the occasional larger one mount up for the benefit of the Trust.

When looking to shop online I do now look for the Give as you Live icon before choosing the retailer. I also try to remember that for some retailers such as Amazon and John Lewis you have to click the Amazon or John Lewis link on the Give as you Live website first.

If you shop online, no matter how infrequently please join us on Give as you Live and install Give as you Live at [www.giveasyoulive.com/join/derbycanal](http://www.giveasyoulive.com/join/derbycanal) or see the link on our website.

Additional options:

If you are looking to change your electricity or gas supplier after you have joined Give as you Live go to their Give as you Switch comparison site.

If you use Yahoo as your preferred search engine then why not use it via [www.everyclick.com/derbycanal](http://www.everyclick.com/derbycanal) and 1p will be donated for every web search you make.

And remember using Give as you Live will not cost you a penny more.

## My Garden

Well what a start to the summer. We managed to get a bit straight in the garden in mid June before we jetted off for our annual holiday to sunny climes.

The beetroot was sown ,the dwarf beans planted out and the leeks put in tidy rows.

The dwarf broad beans sown 9 inches apart to support each other when growing.

Runner beans and outdoor tomatoes we planted in our new raised 2ft by 16ft bed we constructed in early spring. Grandson even managed to sow a packet of spring onion at the front edge of the raised bed.

So off we went on holiday and what did the weather do here? Rain for 14 days!!!

So when we came home 2 weeks later what did we see? Every single beetroot seed had germinated, the dwarf beans had settled in nicely next to the leeks, the dwarf broad beans had bushed out and were 18 inches tall supporting each other, and the lawn had grown so much I had to cut it twice, once on a very high cut and again a bit lower to get it looking good again.

13 pears hung on the fairly new conference pear tree. We couldn't believe our eyes .

So the beginning of August we are harvesting some fabulous veg, the spring onions grandson sowed have been very tasty,the carrots in the front planter are a medium size, (if grandson will let them grow, he loves them scrubbed and raw)

And we accepted a kind offer of a small second hand freezer to keep excess produce for the winter months.

The Lucifer montbrecia is 5ft tall and a picture, the hawthorn hedge we cut back earlier this year has thickened up nicely ,and we have acquired some cracked willow to make a small 3 ft high fence to go across the bottom of the now tidy hedge.

So despite the awful rain ( when we were away in sunny climes) and then the fabulous heat wave in July , my garden is OK.



## **Finding the right narrowboat**

There's so many options and all seem to offer some of what I wanted. The ideal list was :very low maintenance, low mileage, never raced or rallied and cheap.

Forget all of these, and start again with what do I want from a boat. The main reason is a distraction from life, fit for my purpose, a little or as much work as I want. A toy for my wife and I to get away with the dog, just to relax whether we left the mooring or not.

We looked at several buckets around the 40ft size, rusted and well used for the most. I realised that the majority of boats for sale were older folk who had used the boat until they were less able then left them for a considerable time before then trying to sell them hence the condition. These boats were still at top dollar prices as no one believes their boat had lost any value.

I looked at new build but again not finding the right spec and the indifference of boat builders to my requirements left me deflated.

What I could do with is a stainless steel boat, or a marine grade aluminium boat. Better still a combination of the two.

Hello Sea Otter, marine grade aluminium narrow boat built in Gods own county Derbyshire. Now to find one to buy second hand , new ones starting at £70k was a bit strong for messing about with. We found the only one for sale at Saul, with a narrow boat friend we went to see it and bought it within 20 mins and no survey. What's the survey going to tell me - hull thickness, they don't rust. Being 31ft the sea otter can be trailered so when she came out onto the trailer a check was made to ensure no crash damage underneath. Only 1/4 ton of mussels clinging on.

3.5 tons plus a self venting "ballast" stabiliser hollow hull tube, a unique way of adding weight 1.5 tons and stability. All materials are either marine grade aluminium or stainless steel.

Anodes- only on the prop which is insulated from the shaft and boat, the fanciest galvanic isolater fitted and a one hundred year guarantee on the hull.

Paint work is sprayed and baked in an autoclave oven.

The fit out is of the highest spec, and some very clever engineering solutions.



Nanni blue engine with 300 hours on, smooth as silk.

The boat was six years old when I got her but looked brand new.

I've added bits and bats most supplied by the factory, some I did myself such as trace heating - no need to drain down and winterise.

I got the factory to manufacture an aluminium folding front cratch frame which can be folded back on itself and the folds onto the roof, brilliant design.

Flexible 2mm walk on solar panels on the roof, all detachable in a few seconds, make it efficient as well.

The light weight compared to a steely is significant and having a shallow draught makes her tricky in the wind. The upside is she can be push and pulled without much effort. All in all she's No Hassle.





[www.derbycanal.org.uk](http://www.derbycanal.org.uk)

## ***WE'RE DIGGING BACK TO DERBY***



Our parties are really working!! Come and join the party.

I left you last time when we were planning to move the team to Borrowwash to help the local residents who have adopted the stretch in their back yard.

Time moves on, a lot of work has been done on the Station Road end to drop a lot of dangerous trees. We left these at the side of the canal, cut up into manageable logs, left some signs up stating what we were doing and received donations of over £70.00 via our web page for these.

We have also continued our work at the Draycott stretch, keeping things tidy, keeping the Knotweed under control and general maintenance in the area. This included a lot of Balsam bashing, hard work under a warm sun.

The Borrowwash project means that we have now cleared the bottom lock, we will keep this clear and move up the line to Station Road, all the time covering ground that has been cleared to ensure that it never returns to the overgrown state it is in at present.

Plans are in place for the dig out of Sandiacre Bottom Lock, more work at Draycott and Spondon, so I need more help! Working party numbers continue to climb with new faces joining us every month so we are launching a mid-week working party to meet every other Wednesday. This will focus on the re-launch of the Borrowwash project; launch date will be 24 August – full details are on our web page and will be in the local press .

If you are considering helping us to restore the canal to its former glory, pop along to a working party and spend some time with us to see how you feel, all we ask that you enjoy yourself.

Eddy

Email: [coordinator@derbycanal.org.uk](mailto:coordinator@derbycanal.org.uk)

## **Working Wednesdays**

Monday shopping, Tuesday Golf, Wednesday working on restoring the canal, Thursday day off, Friday/Saturday/Sunday family days.

How does this sound to you?

Have you got spare time on a Wednesday to help restore the Derby and Sandiacre Canal back to its former glory?

We are launching a mid-week working party to get you out of the house, meet new people, get some exercise and do some good for the local community.

Work will involve scrub clearing, general tidy up of the canal stretch, grass cutting and more, and by getting maintenance work done during the week we can concentrate on restoration work at weekends.

All work is supervised, we always have a trained first aider on site, and equipment is supplied, all you need is a smile, bring a flask or water, stout shoes and gloves. Some of our Sunday team bring their own hand held non mechanical cutters and/or a rake as these are always useful. And of course please join us as a member (£8 p.a.), you'll be fully covered by our insurance.

Full details are on our web page; [www.derbycanal.org.uk](http://www.derbycanal.org.uk) to join as a member and to register your interest.

We are proposing to launch our first "Working Wednesday" on the 24th August located at Borrowash bottom lock to continue the ground clearance that we have started this year, we will be meeting at 09.30 and working until around lunch time (or earlier if fatigue sets in). Any time you can spare is a real help.

We look forward to seeing you.



## Website Canal Route Map

For a long time we have been concerned about the quality of the map of the route of the canal on our website. Historically we have just had a high level schematic representation of the route and nothing like the Google maps we have become used to.

We have been investigating how to improve the website's map offering. For some time Ordnance Survey have provided free mapping data and whilst there are free software packages available to customise maps the couple of us that have tried have struggled to make them work!

Almost at the point of investigating the cost of commissioning a cartographer I was approached at the CRT Canal Conference last April by Paul Balmer of Waterways Routes. Paul retails a number of maps, guides and DVDs for navigable canals on his website [www.waterwayroutes.co.uk](http://www.waterwayroutes.co.uk) which you may find of interest.

Additionally Paul provides a series of free maps of restoration projects. Over the past three months Paul has made a number of tweaks to his Derby Canal map and this can now be viewed as a link from our website [www.derbycanal.org.uk/the-route](http://www.derbycanal.org.uk/the-route) by clicking the large green button at the bottom of the page. This will take you to the website of Waterways Routes where you can choose between two formats to view the map which is available as printable PDFs or Memory-Map's QCT format for use on computers, Androids and iPhones/iPads with real-time tracking (like sat-nav) on GPS enabled devices. The Derby Canal map is contained in a grouping with the Cromford, Nottingham and Nutbrook Canals and in the PDF version can be found on pages 9 to 14.

A small extract of the new map is shown below.

At last we have a decent map to view. Please provide any feedback on the map to Chris ReesFitzPatrick at [treasurer@derbycanal.org.uk](mailto:treasurer@derbycanal.org.uk)





## **The Restoration – Back into Water – Part 1 – Roger Ashmead**

The two questions everyone asks when we are present at shows or working parties is when is the water coming back and when are you going to start digging? Well folks this is your invitation to help us to really make a start. We have around 40 different structures large & small that are required to enable the canal line to return and that is without the 11 miles of digging, so, all those who put down their skill as brick layer, dumper truck driver etc., etc., if you are still able it's time to come out and really help us put a stretch back into water. This will demonstrate to the larger funding sources that we are a serious project. Having also been co-opted into the Development Group I can also say that there is a lot of work going on in the background to get land access, for example, and putting the Canal into the Derby City Council Plan and such like.

There are several evaluation projects underway at present including the lock dig out at Sandiacre and an evaluation of the Draycott ditch with a view to making that into canal bed. But substantially they are projects for mechanised diggers. What I am proposing below will have to be done partly by mechanical means but substantially by the volunteers themselves to put the stretch from Station Road in Borrowash, to the bottom lock, and then the short stretch below the lock into water. It goes without saying it's a lot of work so please don't get the idea that I'm making it sound too easy below!

Here's the plan – pretty much, but not necessarily, in order.

1) Clear the canal bed from station road to the bottom lock.

Here it is in mid-June 2016, it's mainly reed growth.



2) 300m from Station Road there is a covered pipe. There needs to be a new link pipe at this point to allow water to connect from either side as the current one is blocked. Even this would be temporary until we could construct a more permanent bridge prior to navigation.

3) Cut down the remaining trees in the bed of the canal and plug. It took several working parties to clear the 20+ trees cut down by Chris Madge earlier this year. There remain several times as many to be dealt with, large and small, especially from the cut itself and the towpath side. So we need a good effort over several months to cut and clear these. Plus we are to request the assistance of the WRG (Waterways Recovery Group) to deal with the large trees on the tow-path side near Station Road.

4) Obtain a source of puddling clay. Not a huge amount but better ready to use once any large tree stumps are pulled out. Have we a member with local knowledge of this material? Else I'm told a current source is Northumberland & that sounds expensive! Please let me know if so.

5) Pull out stumps and plug the holes with clay to repair the clay liner where pierced. Perhaps anyone who was involved in the previous clearing out of the canal bed in the 1990's could advise me as well as to the condition of the clay liner at that time. I would have thought it was generally good because there is no evidence of wetting of the railway cutting wall and there has been quite a lot of water in the canal during the damp summer.

6) Reconstruct the displaced stones of the gate paddle areas of the bottom lock. We've uncovered, measured and numbered these recently with a view to their reassembly soon. We have to organise a safe method of lifting them back into position and replace any that have been lost. We have to lower the water level by 300mm in this section to enable the canal to go more easily under Station Road at a later date. With no by-wash apparent this is a case of making lower gates so the water overflows into the lock at 1.22m deep – or 4'.

7) Remove the existing fences, clear the lock area and install a new fence along the top edge of the lock. As can be seen below the lock areas are overgrown. Installing new fences closer to the restored lock will allow the areas to be used & just as importantly easily accessed for mowing. This principle is used to good effect on the Grantham.

8) Repair the lock to full functional condition. Here is the lock as it was in mid-June 2016. It's was in a sorry state. It's a lot better now since there have been a couple of working parties there though you have to come & see for yourself to really appreciate the effort put in by all concerned. Until the end of July the water level in the lock was hampering progress. A bit of summer would be nice.



There remains to remove substantial overgrowth – especially saplings.

The bottom gate openings are about 2ft lower than they need to be and are incomplete so they need clearing ready for rebuilding. The lower part of the wall in these areas is also in poor condition with loose bricks apparent. The exact method of rebuilding has to be agreed but bricking is probably easiest. There are also additional fallen stones in the lock.

The gate opening quadrants need replacement at ground level this therefore this requires clearance, preparation and a building of pads especially at the bottom end of the lock.

9) Install temporary lock gates and paddles so the section above the lock can hold water.

10) Severn Trent to move their pipe that crosses the canal in three places, to the other side of the canal.

11) Possibly a lock bridge at the bottom of the lock wide enough for walking, bikes, pushchairs and mobility scooters. I have an outline plan for this that is being drawn up just in case. Nothing too fancy but substantially prefabricated, brought in pieces & assembled on site.

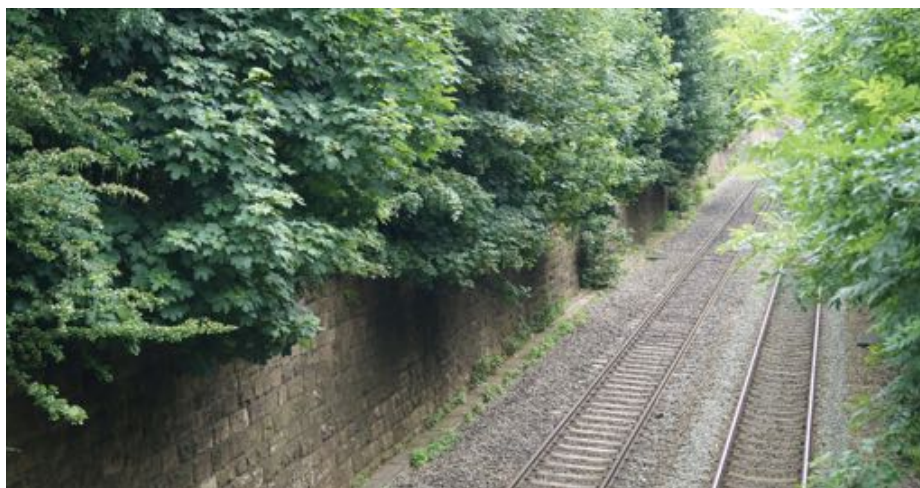
12) Divert the Sustrans cycle path across the new bridge.

13) Dig out the existing cycle path & clear the cut beyond.

14) Place a new culvert for the Ock so the canal can go over the top of it.

15) Fill the canal section during the winter rainy season & check it holds water sufficiently to not disrupt the railway.

We have a letter from the railway asset manager making it very clear that if we disrupt the railway they will not be best pleased. Given the importance of the national rail network that is hardly surprising. That said there has been up to 2ft of water in the canal recently & the railway cutting wall is bone dry, so it is not likely to be a problem.



Water supply is of course a problem and taking from the Ock would have to be agreed with the Environment Agency. Keith Johnson, Sara and I carried out a simple survey using a tape measure, tripod & spirit level with a laser to estimate the height of the weir in the Ock Brook relative to the lower & upper canal levels. Our assessment is that it could directly feed the lower level but not the upper. Therefore filling the upper section to Station road needs a pump, pipes and a power supply.

In the Ock the weir entrance currently looks like this. There is currently no sign of any mechanism at ground level & the entrance is clearly thoroughly silted. I've been told it was just for a works on the site but the weir remains a possible useful feature. (& I need some waders, it was 1" to the top of my wellies to get this picture!)

So, even if it were only the lock itself and a short section at the



of

bottom in water it would be way better than nothing. What do you say? We need assistance in all areas including manual. We need access to materials (new or used) to help make some lock-gates? All sorts materials get scrapped everyday so you never know. For instance (call me

a non-traditional heathen) I'm thinking steel to make lock gates here similar to those I've seen on other waterways. I admit steel wouldn't be traditional but it would look good at this point in time and could be lifted out & scrapped for money at a later date when nice wooden ones are available. Also bricks, blocks and girders for foot bridges – we have quite a lot of those to construct along the canal. Therefore if you know directly, or have a friend in that line of work please ask them & let us know soon!

So, when will the water return? It's down to us, let's get cracking.

Working parties organiser is Eddy, [coordinator@derbycanal.org.uk](mailto:coordinator@derbycanal.org.uk), drop him a line!



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## The Route of the Derby Canal 4

From The Navigation Inn at Breaston the line runs behind the factories and houses on Longmoor Lane and approaches the M1 and will share the motorway bridge with the Lane, whereas the original line ran slightly north of this point. The old line can still be traced using the hedgerow.



After turning sharp left the old line is regained and will go under Bostocks Lane to Cockayne's Bridge, down through Sandiacre Top and bottom locks joining the Erewash Canal at the junction.

The arial photo shows the original line from bottom right curving left with the hedgerow and continuing to top left past the M1. The new line will run straight to the M1 bridge and immediately left to the old line..



Using the Erewash and Trent & Mersey canals, a 25 mile, 15/16 lock cruising ring will be formed. Ideal for a week-end cruise and putting Derby well and truly on the waterways map.

I will feature more arial photos in future editions.

Doug Flack

## **Draycott back to water**

Earlier this year, we found out that we had soil contamination problems with the proposed lock excavation at Sandiacre Bottom Lock. With this in mind, we discussed other areas of the canal that we could turn our attention to. As some work had already been done at Draycott to create a drainage ditch to protect the railway line below from flooding, what would be required to actually transform this section to the correct profile and put water back into it?

About the same time, we had a call from a civil engineering company from Chesterfield, who had help the Chesterfield Canal and Derbyshire County Council construct the new Staveley basin in Chesterfield. After some discussions, we have asked them to prepare a quotation for re-profiling and re-lining of the stretch of canal from Hopwell Road to the Derby Road bridge in Draycott.

The basic outline for the quotation is to produce a canal profile, which will hold water, for the 1-mile section. Allow for 2 mooring points, one each end on the section for future visitor moorings, and a boat slipway at the Hopwell Road end for trailboats, etc. We have asked them to allow for a dam between the concrete Derby Road bridge and the spring water supply at that end of the canal. The spring give us a water supply to the canal with the dam fitted with an overflow point to the drain that was installed to take the water away and prevent flooding of the railway track at a lower level. With the overall instruction to make it 'as cheap as possible'.

To assess what is required, they have carried out some state of the art surveying, using a airborne drone. The drone was flown at a height of 60 metres above the ground along this section of canal and created a 3D image of the ground by use of stereoscopic photographs of the ground. This will enable them to establish how much soil needs to be removed and where it could be put, hopefully, on site.

From the various options that they will give us, we can work out what work the volunteer groups can do and what work the contractor needs to do. It will give us a basis to apply for grant application and also give us targets for fund raising and sponsorship.

So we look forward to getting a part of the canal back in water, other than rainwater, and boats back on the canal route.

David Savidge

## **Wine on the canals**

As I've previously written articles on wine for the local wine club I attend, it was suggested that I could write a piece for 'The Packet' about wine on the canals. However, I've found it difficult to find information about the transportation of wine on the canals of England.

There are some passing references in various publications about wine being part of various loads on the fly boats that ferried goods around the country, but none specifically about wine.

In speaking to an old established wine merchant in Shrewsbury, wine was delivered to them by boat in barrels. Whether the wine was delivered by canal or river is not known. Tanners of Shrewsbury were founded in 1872 by the then Captain William Tanner after a working life at sea. Unfortunately, all their records were lost during the war, when the paper was recycled for the war effort. However, the current chairman, James Tanner, remembers being told that the wine was delivered to their warehouse in barrels, as this was lighter than glass bottles.

Up to 1860 it was illegal to sell wine by the bottle, as every bottle could be a different shape and size. Wine merchants would receive wine in barrels and either sell a barrel on to large houses or illegally decant it into their own bottle. Water could have been added to the bottle to increase the profit of an unscrupulous wine merchant. Some wealthy landowner would have their own bottles, sometimes with the family crest embossed on the bottle, that would be sent to the wine merchants for filling. But after 1821, when Ricketts of Bristol received a patent for a machine that would make identical bottles, the standard 750ml wine bottle was born.

Charles Hadfield also makes passing comments on the transportation of wine, beer and spirits in his book 'The Canal Age'. When the canal companies also owned the boats that transported the goods, the lock keepers were employed, not only to ensure the locks worked and canals clear for passage, but also to report any drunken boatman. This was particularly important if the boats' cargo included beer, spirits or wine. One such incident was reported – 'That the complaint against George Cowlinshaw be dismissed on condition of his making an apology for his incivility to the Collector's Wife at Beeston Meadow Lock'.

Lock keepers were also warned against taking bribes from boatman to overlook certain actions. Particularly, if there was coal as the load on the boat, not to rake the canal for any coal that may have 'accidentally' fallen into the water.

Cargo was often left uncovered or just a simple tarpaulin covering to keep the weather out. This allowed any unscrupulous boatmen to help themselves to the cargo and replace the missing goods. Some sugar and flour sacks were found containing sand to make up the weight, and brandy, wine or beer barrels topped up with water. To try and stop the thefts some boats had the fixed storage areas, for the goods that may go missing, with the access limited to a small hatch with a lock or chains and padlocks with a special key. Some padlocks were even sewn into bags to show if they had been tampered with.

As with all goods transported by canal boat, the expansion of the railway system put an end to its work. This has now been overtaken by road transport, but a few special occasions have seen beer return to the canal system, which I will cover, in the next article.

David Savidge





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