

The Packet

Issue 86 Spring 2019.



Suggested Donation £1

Contact the Committee.

The committee meets on the second Monday of each month at the Coach & Horses, Victoria Road, Draycott, Derbyshire, DE72 3PS at 7:30pm. Thanks Mark and staff for provision of facilities.

Chairman and Trust Member: Eddy Case. Tel: 07523 896645.

Vice Chairman: David Savidge.

Secretary: Anne Madge.

Membership: Roger Ashmead, 172, Sancroft Road, Spondon, Derby DE21 7LD. Email: membership@derbycanal.org.uk.

Treasurer and Trust Member Chris Rees Fitzpatrick. Email: treasurer@derbycanal.org.uk

Working Parties: Eddy Case. Email: coordinator@derbycanal.org.uk

Editor: Doug Flack. Email: packet@derbycanal.org.uk.

Health & Safety/Trust Member David Savidge.
safety@derbycanal.org.uk

Social Media: Jackie Harding. Email: socialmedia@derbycanal.org.uk

Members: Keith Johnson, Eileen Holland, Andrew Baird, Gary Harding.

Front Cover Topping Out at the Cottages.

Contents.

Chairman's Report	1	Trust Report	2-11
Advertising Rates	12	Chaddesden Furniture and	
Model Trucks	14	Carpets	12-13
Give as you Live	14	Work Summary	15-23
Webmaster	24-26	GIN fest	27
From the Archives	28-29	Midland Chandlers	30
Chaddesden Furniture and Carpets	31		

Chairman's Update Spring, 2019.

Welcome to our edition number 86 of your Packet.

As usual a big shout goes out to the army of volunteers that now exceed 45 on our working parties and turn out on various Wednesdays/Fridays and Sundays and also at other times when we put the call out for help.

Credit to the wonderful committee that guide me in helping to run such a large family, also telling me when I am wrong or turning into a full time supervisor. Without the continued support of them all nothing would be done on the ground or behind the scenes with meetings, shows and events.

As you will pick up later in this edition, you will note the extent of the work on the Cottages to date – please keep an eye on our web page for details of an open day to showcase the work to date and future plans.

Sandiacre lock has been excavated after what seems an age, it is all fenced off but you can still see through into the lock. The lock will be a target for a WRG working party later in the year to help us restore it to order, meantime there is the little problem of cleaning the site up after so many years of neglect, please call down and have a look if you can.

Borrowash is again in the calendar for a WRG visit this summer to complete the lock restoration, and also some work towards Station Road where Keith and David have been uncovering the original walls. We receive a lot of support from the residents of Borrowash and Ockbrook, we are keen to support them as they go for gold in *Britain in Bloom*.

We have started work on the ground clearance at Spondon and by the time you read this we will have halted all tree and hedge cutting for the season.

Draycott in Water is still one of our big drives, the pledge is rapidly approaching the £100K target – dare I suggest a “stretched target” at all? Talking of fund raising, did you know a local Women's Institute raised over £400 last year from Giving as you Shop – worth considering when you all know how much we spend these days on line, check on our web page how to use it.

Trees and hedges have also been laid at Borrowash, Sandiacre and Draycott after some wonderful gifts from the Woodland Trust, this is in keeping with our aim to replace more than we remove.

Enjoy the summer and stay well. Regards, Eddy.

Restoration Developments at the Trust.

Firstly, I need to start on a sad note. The Chairman of our Trust, Steve Jeffery, passed away in late September after a prolonged fight with cancer. Steve has been involved with the Trust since its inception and we will miss him. Our condolences are extended to his wife Claudia and family.

Unfortunately, our founder and previous Chairman, Paul Turner, has also suffered a second heart attack and has wisely decided to reduce his many activities including those for the Trust. At our last Trustees meeting I was appointed as Chairman, and Paul as Vice Chairman, until the next AGM. I have increased my health insurance!

There has been some debate that the Trust operates remotely from you, the membership, who support us with subscriptions and effort. Paul and I are aiming to address this and the last Trustees meeting agreed a change in rules so that Trustee Directors and Officers appointments are approved by members' votes. We hope to have revised arrangements legally in place for our next AGM in July. Trustees recognise that there is already a great deal of overlap between the two organisations and at a time when we are making so much progress and so increasing our call on member volunteers we need to work as one to make real progress. It is our intention that members can ensure that all Trustee Directors perform effectively just as they would in a private company.

Development Group.

Fundraising.

We have now come to the end of our Fundraising Manager's contract. Laura really showed us a different way of approaching fundraising and provided great energy and enthusiasm to the role – as you will have seen in her crowdfunding and Facebook Live broadcasts. We hoped to separate fundraising from project management, but this has been difficult to achieve. To raise money for a project, the author of applications needs a very close knowledge of what can be delivered and how, so there was inevitably still considerable input from project managers.

Results from her contract have been:

- Crowdfunding for the Borrowash WRG works (£4k raised),
- Creating an overall funding/business plan for the whole restoration, with particular reference to the Derby section.
- Creating a supporter's base to underpin bids.

Laura also submitted several bids, but was unsuccessful. She leaves us with prepared applications which the development team will hone and submit, to fund the Draycott stretch of canal totalling £280k. Laura is available if we need her to complete these applications and any other work on a day-rate so her understanding will not be lost.

The Canal at Draycott.

We continue to edge closer to the pledge target of £100k, being only £4k short and as you can see above, we have started to apply for matched funding. Whilst we failed to obtain full funding in one application, we have now drawn up a short list of four applications to share the funds needed. One of these is *Sport England* as we will be delivering a good new facility for canoe and paddleboard use, and we are working with various local bodies to provide facilities that work with our needs. If successful in the bids we would be able to move on this during 2019. If we don't receive all we need we may consider a part solution to ensure we don't lose the momentum. The first section of water is so important to continue our momentum.



Planting at Draycott and this Spring 20 years after.

However, in anticipation of success we have lodged a planning application and are almost complete in receiving permission for the work. During the process we have had to tackle questions about wildlife, heritage and flood management and we expect a decision once agreement with Derbyshire Wildlife Trust is reached. Working with wildlife issues is always an issue, so we are considering establishing wildlife expertise within our Trust. It would save money and considerable time if we could design solutions ourselves that suit all interests and there is often the opportunity to attract funding for canal side wildlife projects.

The Draycott Canal Cottages.

The Cottages have been well supported by our volunteer base and we have found the numbers steadily increasing as the work is both interesting and varied with new skills being learned along the way. Whilst the volunteer time at the cottages have been substantial and now account for around 2,500 volunteer hours, this has not been at the expense of our other commitments as you'll see in more detail elsewhere. We are fortunate in that the more we achieve the more volunteers we attract, but more are always welcome whatever the interest or skill.



Progress has moved on apace. We have now completed all the roofs with many new timbers and new slates throughout and we've rebuilt 4 chimney stacks – all fitted out with period chimney pots found at local reclaim yards. The Scaffolding came down at the end of January and

volunteer led work has now moved inside to replace floors and reconfigure the layout. This is an interesting challenge as the three separate buildings that constitute the block do not have consistent floor heights, so we are having to modify floor levels and rebuild some floors to ensure Building Regulations are met. Our key man Scott has relished the challenges and has left us with a list of simple work to do while he visits Australia for an extended holiday. I think he's earned it.

We've seconded a local Structural Engineer to advise us and worked closely with Erewash BC building Control and they have been very helpful and constructive. The officer recently admitted he didn't think we'd make nearly so much progress as have done and he's so impressed with what we've done that he's entering us for an award!

Over the next few months we will also focus on bringing power and water to the site. This will enable us to work on laying pipes in the outside car parking area and provide a critical step forward in generating

a saleable house. We may even have some toilets! As we have to bring water 1km up the canal line and install a waste management plant under the car park, these are also significant costs.

The Society is also planning a further open day from 11am on the 31st of March for anyone who wants to see progress.

Fundraising on this project is going very well and we are nearing our target of loan funding. Current promises amount to £300k and we are now looking to find the last £100k. So if you'd like to help and earn a market rate of interest contact Chris Rees FitzPatrick at treasurer@derbycanal.org.uk for details. Repayment of any loans would be made from the proceeds of sale of the three cottages in around a year's time. Also if you have any ideas, experience or interest in the overall project please let me know at chair@derbycanal.org.uk.

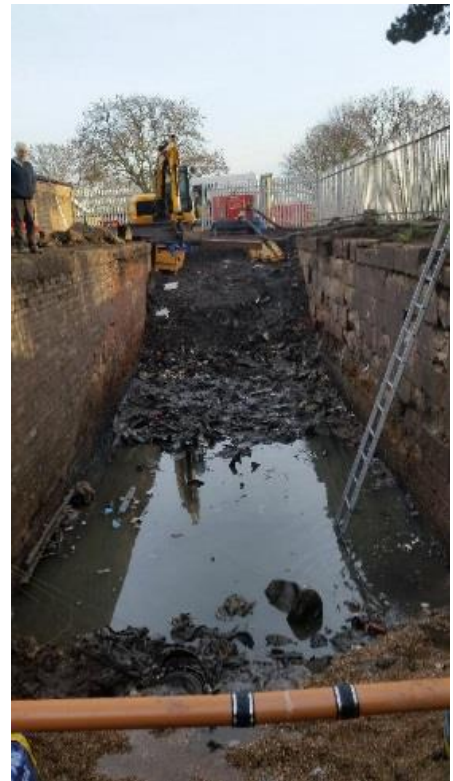
It is increasingly apparent that this physical progress shows we can deliver and this helps the Trust to gain assistance from Councils, CRT/IWA and corporate sponsors.

Sandiacre Lock Excavation.

At last we have started work at Sandiacre Lock! This is three years after the original planning application was agreed.



Sandiacre Bottom Lock 1960s and 2019.



In early February we were able to have a contractor on site to extract large quantities of land fill from the site. We now have a very large hole surrounded by a substantial palisade fence. During the process we discovered a small

connecting sewer running through the chamber about 2m above the invert. It was no match for a 13 tonne excavator, but fortunately Severn Trent (ST) have now effected a temporary repair. As it was not marked on any plans we believe it won't trouble our insurers.

I have to say that Dave Savidge and I who were on site for about two weeks every day found it a very stressful experience, but we were buoyed by the tremendous encouragement and interest we received from the public. There is a real desire to see the lock back again.



As you can see, one side is stone and the other is brick, presumably to save money.

To secure funding via S106 and a Rural Communities Grant from Erewash Borough we have committed to enhance the Sandiacre Lock Conservation Area. This means that Keith Johnson's team has and will continue to clean up the path and hedges and we will plan the lock repairs. An IWA Civil Engineer has checked the lock stability and given the all clear, subject to the possible delamination of an area of brick wall linings. More challenging will be the final clean down of the chamber (around the sewer pipe by the upper cill) as the water table (The Erewash Canal water level) is about 1.2m above the invert.

Next steps are to apply to re-route the known (and now recently discovered) sewers around the lock. Once we have the sewers redirected we can complete the excavation of the lower section and rebuild the wing walls to connect under the bridge to the Erewash. We await with trepidation the cost of the re-routeing, but at least we have now applied. Indeed, as a result of the broken pipe we have made contact with ST to discuss the whole route with a view to identifying all ST issues and incursions on the planned route.

(We found out many years ago that ST had no idea what they had along this stretch, and wanted to charge us the cost of finding out! Ed)

I would like to thank those that have made the work easier including the ErewashCPDA, who loaned us facilities at Sandiacre Lock Cottage, Howard Worth (IWA Civil Engineer) and George Rogers from the Cromford Canal, who has offered to put in a good word with WRG about a camp at the lock this year. Their expertise will be invaluable.

Derby City Developments.

Anyone local to Derby will have seen the pace of city centre developments quicken. Mike Wingfield has been working hard to promote the city centre development of the canal/river and we have now made some progress in attracting a potential operator of the Derby Arm. This has been achieved through judicious use of our video, which has again demonstrated our vision and pointed to opportunities to change the city by embracing water at its heart. This should provide a lever to make progress with the Derby Triangle developers. Any progress on this site could be massive. Indeed, we have recently seen that plans are afoot to move on the “Spondon Tip” old Celanese site which runs adjacent to the canal line on Megalaughton Lane close to the Triangle development.

Derwent Trip Boat.

Work has continued apace in developing a River Trip Boat for the Derwent between the Council House and Darley Abbey. Mike Wingfield has completed the design of an electric powered boat and co-ordinated inputs on design of activities and operations by students at Rolls Royce and the University. He is also now working with the innovation Centre at the University to develop a commentary App, which will provide another attraction without cost to us.



We have now approached a boatyard who are able to build us a boat in short order. Having worked through the costs we have been offered an increased grant of £70,000, which should fully fund a new boat, landing stage and charging points. To release funding we have to prove:

1. *Rights of Navigation* – we have two Acts of Parliament supporting this as well as recent boat traffic on the river.
2. *EA permit to use the river and embark passengers*. We have designed a non-invasive (and therefore hopefully acceptable) boarding platform by Exeter Bridge in the city centre opposite the Council House. The application has been in for 6 weeks and should soon be decided.
3. *Planning application to build the platform* – the submission is imminent having worked through an acceptable design. We will apparently also require a licence to build on Council owned land and the transfer of a very small section within the secure fencing to be erected. All this is in hand, and we hope the progress of all items will be completed by May. We could be operational in August?

The chosen boat builder is Tooley's of Banbury, whose design of their *Dancing Duck* is the basis for our own boat. They are returning to boat building after an absence and therefore have availability to build more quickly than the rest. It also makes a great story to connect up with the boatyard that assisted Tom Rolt all those years ago.

We also believe we have a facility to moor overnight at the local rowing club, which is more secure than the Exeter Bridge base. Ultimately we will aim to operate from the Silk Mill and tie in to the major refurbishment currently under way there and expected to be ready for summer, 2020.



Boats back at the Silk Mill is another great story that helps us to promote the wider cause.

Our Vision: A trip Boat and Narrowboats at the Silk Mill.

We have also found another volunteer, Liz, who was excited by the Sandiacre work and will now be planning the delivery and operational management of the boat. We will be looking to staff it with volunteers and would welcome anyone who could help. The boat will have capacity for 12 passengers only which makes it easier to administer and keeps us out of the demanding requirements of larger boats which operate under the Marine Coast Guard provisions. Training will of course be given and the key skills will be to handle the public and skipper a boat safely. Please send your details to riverprojects@derbycanal.org.uk

Spondon Development.

The development with Wheeldon Brothers has progressed well since the last Packet. We finally completed the purchase of 450m of canal path from Derby City Council in February for £1 plus legal fees. It took longer than expected, but we finally achieved it and it sets a precedent for the transfer of other land currently held by Derby City Council. This allows us to deliver our part of the deal to add to the existing 80m of canal path owned by Wheeldon to create a 300m section of “attenuation pond” – effectively 300m of canal. We also have the opportunity to extend this in due course. Having acquired the whole stretch to Anglers Lane, there is a further 200m over the requirement, which may be canalised at a later date.

(An Attenuation Pond is storage for water run-off from housing, Ed).



The agreement with Wheeldon is that we will remove trees etc., then they will dig trial trenches to our instruction to locate the canal line and enable us to determine how to restore the section. Then they will provide equipment and drivers to excavate the canal if we can remove the waste

(we have 18 months to do so). Having completed that in February we now have chainsaw teams on site to remove the hedge row and small trees between the canal path and site before the spring, when the Wildlife Act prevents the work being carried out. Trenches will be dug in mid-March and the site is expected to be completed within 24 months.

Again the impact of an integrated canal and housing development is a great advert for the future and we hope it will act as a template for other developers.

Breaston.

Paul Turner has also been progressing land acquisition from Sustrans at Breaston (between the M1 almost to Risley Lane in Breaston) which has been tentatively agreed at the original cost to Sustrans. Paul aims to persuade Rotary to clear the area and maintain it when acquired.



The M1 at Breaston. The canal ran roughly from where the white truck is to the viewpoint

Other Partners.

The Trust is also working hard to generate and support partnerships with the IWA (I'm involved with the Restoration Hub team) and with CRT (the new East Midlands Regional Director will visit to see what we are doing in March) as well as local Councils. With the progress above I believe we are being recognised as a pro-active group and therefore supported when we need help or advice. The local Derbyshire co-operation also continues strongly as we saw when we received support from ECPDA at Sandiacre Lock.

Thanks again to all those who have supported Trust activities in whatever capacity. The pace of our progress is determined by the level of support we receive.

Thank you, Chris.

The Derby and Sandiacre Canal Society.

Advertising rates for “The Packet” magazine at issue date: March, 2019.

The Derby and Sandiacre Canal, <derbycanal.org.uk>, magazine “The Packet”, contains news and updates about the Derby canal, its history and current work being carried out for restoration and maintenance of it. Most copies of this magazine are taken by people around Derby, Nottingham and the East Midlands generally but it is also taken nationally, some copies to Europe and a few even further afield. There are currently two issues per annum and some advertising space is currently still available.

Current rates for three issues of The Packet are:

- ¼ page; £24
- ½ page; £36
- Full page; £60
- Rear cover; £90

In addition to advertising in The Packet we also offer the facility to install a link from our website:

- Per annum; £50

All enquiries, contact Eddy via:

edwin_case@outlook.com, or 07523896645

Chaddesden Furniture & Carpets.

For many years Chaddesden Furniture & Carpets has supported us and it is way past the time we should have acknowledged this with many thanks.

They have placed an advert in The Packet ever since I started to produce it in the 1990s, despite my having recently either forgotten to insert it or missing it in proof reading!

My personal apologies.

The firm supply excellent furniture and carpets and include extras such as fitting and delivery for free (personal experience confirms this).

THINKING OF BUYING A CARPET????

THE LAST TIME YOU HAD A CARPET FITTED

Did the Fitters cut your
doors FREE OF
CHARGE
WE DO!

Did the fitters MOVE your
FURNITURE WITHOUT
CHARGE
if you could not manage
WE DO!

Did they TAKE YOUR
OLD CARPET UP if you
couldn't manage
WE DO!

WERE THEY ON TIME,
POLITE and BAG up all the
WASTE afterwards
WE DO!

Did they do a
GOOD JOB
WE DO!

Was the fitting STILL FREE
even on the cheapest
carpets and Vinyl
OURS IS!

Did the shop offer to
BIND any WASTE into
MATS & RUGS for you
WE DO !

If you weren't
SATISFIED in any way,
did the shop put any
problems right to your
satisfaction
WE DO!

**Furniture at below
City
Centre Prices**

**FREE
DELIVERY
on all items**

THESE ARE JUST A FEW REASONS WHY OUR FAMILY FIRM HAS BEEN
ESTABLISHED OVER 40 YEARS ON RECOMMENDATION ONLY.
**PLUS THE BEST ALL-IN PRICE WITHOUT INFERIOR UNDERLAY &
ACCESSORIES.**

FREE HOME ESTIMATE & SELECTION

Chaddesden Furniture & Carpets
637 NOTTINGHAM ROAD, CHADDESSEN, DERBY TEL: 01332 674638

Letter received from Norman Stainhorp

I purchased two of the model railway wagons from the Society some time ago and it occurred to me that some members may not have seen the wagons “operating” on a model railway layout. Here are two photographs of Derby Canal Co. wagons on the layout created by my friend, Andrew Mack, who is a retired high school art teacher and noted artist in Chester and the North West. One shows as bought and the other “weathered”

Thank you for an interesting magazine and details of the re-building of the cottages – one of which my wife may well put her name down for, as our daughter lives in nearby Spondon!

Norman.



Donations to the canal trust while you shop.

Amazon has created its own donation to charities link as you shop for things on line. As with 'Give as you live', you need to access the Amazon shop via a web site called www.smile.amazon.co.uk. When you first register you are asked to nominate your charity. You just type in the box The Derby and Sandiacre Canal Trust. When you reach the Amazon shop via the smile link you will see DSCT in the top banner. As with 'Give as you live' which takes you to a lot of other shops, 0.5% of your purchase will go to the Trust to help our restoration plans. So don't forget to add the smile link to your favourites'

The Derby Canal; Work Summary of 2018.

Introduction.

And it came to pass in the year of our Lord MMXVIII that the Children of the Derby Canal did inherit the earth, or part thereof, known as the Acres of Sand, and they did rejoice, for it was a land of plenty. And their great prophet Aaron Deesiadoff-Korshun spake warning words thus, “be careful what ye wish for, for this is a land of plenty, plenty of toil”. Then their part-time prophet and full-time used wagon dealer Day-Long O'nest spake thus, “rejoice, for great riches shall rain down from heaven when I discover the turning of bottles, cans and dog poo into gold”, for that harvest was inexhaustible. And the Children of the Derby Canal did not hold their breath but did instead set to toil.

Background.

So, yet another year has raced by for this project and seemingly even quicker than the previous one, or it may be just another one of the symptoms of me getting older in addition to prevaricating about the bush, rambling off on a tangent, veering off the subject and forgetting what I, um, yes. The activity during 2018 was at a pace even higher than the busy pace of 2017. Towards the end of 2017 we had predicted that the labour force that we had at that time would be insufficient to cope with an expected increased workload in 2018 if the project was to continue to make progress at all sites at the desired rate. As 2018 evolved, more sites become more active and we acquired more land, the maintenance for which we were then responsible, it became apparent that this prediction was an underestimate and so some rescheduling based on priorities was necessary.

Digging out 1995.



Time was when the Borrowash East site, and especially the bottom lock area, was virtually the only game in town so to speak and had the lion's share of the attention, but with work proper on the Cottages starting early in the year and becoming increasingly demanding of our labour resources, this of course affected progress at other sites. The acquisition of Sandiacre and Borrowash West meant that we were now responsible for the maintenance of considerably more land, (approximately double), which required that we stretch our available labour even further than it was stretched already. The immediate work demanded at Sandiacre for example introduced an extra item to our workload at the same time as the final preparation for the visit to Borrowash bottom lock from the WRG team and also when work at the Cottages was becoming well hectic.

Some of the tasks of these other sites that have recently emerged onto the program, involve more rigid project milestones due to having to take account of the limitations and availability of working with outside agencies, to stipulated maintenance timescales, budgetary constraints etc. that we do not have total control of, and although Borrowash East is no less important than it was, it has a project time frame imposed largely by ourselves and therefore its progress can be managed a little more flexibly. So in other words, if any site is going to suffer a priority shortage it'll be Borrowash East.

Fortunately, this extra workload was partly coped with by an increase in hours worked by existing active personnel, partly by an increase in active members and, to some extent, by established WP members becoming increasingly experienced at specific tasks and therefore working more effectively, efficiently and with minimal supervision.

Through 2018 there have been in excess of 200 formal Work Parties, (WPs), averaging out at more than four per week, comprising 78 at Borrowash East, at least 12 at the Draycott cut, over 100 at the Canal Cottages, and 19 at Sandiacre. So the effort expended in 2018 is more than double that of 2017. In addition, there have been the usual non-WP events such as equipment repair and maintenance, inspections, shows, meetings, both indoor and in the field etc. that we don't necessarily log our time for. Much of the effort last year was at the Cottages and Borrowash East with the Sandiacre work increasing after we took possession of it, and work on the Draycott stretch being a little busier than 2017.

Our labour is of course, finite and we can only do what we can manage. Ideally, naturally, we'd much prefer to have most of our time spent on restoration work because after all, that is the central goal of this project. However, there are all sorts of secondary and support tasks such as land and equipment maintenance, fund raising, shows, talks, etc. and the like which must be attended to. These need manpower. In order to make more effective use of our available labour in the near and middle future we intend to use more efficient methods and more powerful machines for land maintenance which will free labour for other tasks.

Site Activities.

Borrowash East 2018.

General.

The nature of the work at Borrowash East varied through the year. The first three-quarters of the year was mostly dedicated to bottom lock restoration work and the first half of that period mostly in preparation for the summer visit by the Waterways Recovery Group, (WRG), for major restoration work on the lock, while the last quarter of the year was mostly concerned with the clearance of some obstructive trees and planting their replacements. In addition there were the usual reserve tasks concerned with general maintenance and bed clearance all year.



Bottom (Shacklecross), Lock.

The weather during early 2018 was not as good as for the same period in 2017 with two WPs cancelled outright and another two that perhaps ought to have been, due to excessive rain and/or wind or too frosty for concrete and brickwork.

Occasionally in those winter

months, the preparation for the Wednesday WP became a hiding for nothing as it required that water in the lock be pumped out first thing on the Wednesday to make the work area accessible, but also, the lock and its upstream pound usually had to be pumped out on the preceding Tuesday, and sometimes even on the preceding Monday also, so that the lock was not constantly refilling from local ground water or from the upstream pound as fast as we could empty it on the Wednesday of the WP, otherwise we'd be there all that morning simply emptying the lock.

This meant scrutinising the week long weather forecast on the preceding Sunday to judge if this amount of preparation work would be worthwhile.

At about Easter the volumes of mortar and concrete used during the WP were reaching levels that were inconvenient for hand mixing so in early April a concrete mixer was employed. The arrival of more reliable weather allowed more than one WP day per week to be planned for to make up for any lost time and work backlog of the lock preparation and, by the springtime the pace of work became a little frantic so as to finish the necessary preparation before the WRG's visit in mid-summer.

The WRG visit over the last week of July was very productive. The end of the preceding week had scaffolding erected around the lower approach wing-walls, delivery of materials and various other final preparations. The Saturday was for the WRG team to journey to the area and be briefed



on site. Sunday was to start work proper and final preparations for the spider crane which arrived on Monday morning. From Monday to Friday reconstruction of the stonework around the lock area was in full swing with most of the paddle area rebuilt, the lower gate recesses topped-off with coping stones, the rebuilding of much of the lower approach north wall, the uncovering of much more of the north wall stonework downstream of the lower pound between the lock and the Ockbrook, and various other more minor jobs completed.

The work on the bottom lock continued after the WRG visit but obviously at slower pace than for the WRG week and in the last quarter of 2018 progress on rebuilding the bottom lock slowed considerably as much labour, and most importantly, the more experienced construction personnel, were diverted to the Canal Cottages, at Hopwell Road Draycott. If the lock had to lose labour then the winter time is the best time to lose it as frost and standing water is not great for construction, especially of locks.



Sub-section Clearance.

Should there be any surplus labour to that needed for lock work, or, in the event that conditions were unsuitable for lock work, then manpower was often directed to reserve tasks. One of these was to clear the bed of the lower half of the cut, (between the earth bridge and bottom lock), of objects such as bricks, bits of masonry, tree stumps, old bramble storks etc. as conveniently, such work is somewhat easier while the weather is wet and the bed soft. To this end I'd estimated that the WP should take half an hour to

remove about a dozen smaller tree stumps and a few other objects from that stretch, which, as it happened, turned out to be nearer three dozen stumps and a gross of other objects, which was heartily appreciated by the muddy, sweaty WP crew after three hours' work, so much so that each held aloft fingers in ones and twos just to help me recount the total after I ran out of fingers and toes with which to count on. I think. Exactly why some of them subsequently demanded an apology and to see my parent's marriage certificate was lost on me but anyway, this stretch of the bed was clear by mid-April so that from that time it could be maintained simply by mowing.

Trees.

The trees of the west end of the Borrowash East subsection near to Station Road were a problem. Those in the cut and on the offside bank were damaging the canal bed and shielding our neighbours from sunlight, while those on the nearside path were approaching the end of their lives, disturbing the path itself and potentially a danger to the whole bank on that side and therefore to the adjacent railway cutting. A potential safety issue. Ideally, these types of trees should not have been where they were, or to have been allowed to grow quite so large and so the decision was taken some time ago to replace them with a more apt type for that location but needed specialist intervention.



Before and after.

During 2018 we were offered a couple of periods of specialist tree felling help when it was a convenient to carry out tree work. The felling of these took place in three sessions over the latter half of 2018 although the removal of the resulting debris took many more sessions and was quite labour intensive. Replacement trees of a more appropriate sort were planted on the offside that should not grow to a size that will be quite so obstructive or damaging as those removed, either to the canal structure or to nearby resident's personal production of vitamin D. This area looks quite different from how it did, see pictures.

Balsam and Knotweed.

Contrary to my despairing thoughts expressed in Packet 84 of last winter about the seemingly constant and ineffective clearance of balsam along this subsection, during the whole of 2018 there seemed to be much less of it and so perhaps the balsam bashing exercises of 2017 and 2016 were more effective than I'd dared hope. However, being near to the railway line means that it'll be back but now that the cut is less cluttered it should be easier to identify and deal with. Japanese knot-weed seems to be confined to one small area and, thank heavens, very little of it remains, let's hope that it stays that way.

Sandiacre.

General.

Activity at Sandiacre early in 2018 was confined to tidying the bottom lock and bridge area at the junction with the Erewash canal because at that time the Sandiacre stretch was not our property and therefore we could not justify expending much labour working on it. Nevertheless early in the year the bottom lock area was cleared of piles of vegetation cuttings, stones and rubble, scrap metal and general rubbish. On reflection it was fortunate that this work was done when it was because

although we didn't know then, the excavation of that lock was approaching and would coincide with a very busy period for us.

The lack of work at Sandiacre all changed at about mid-year when we acquired the whole Sandiacre stretch of the canal line, from Lock Lane bridge to the M1 which meant that we also inherited the responsibility for the maintenance of it and, from about that time there has been increasing work for us along this subsection. Work started in early summer at the grassed area near Waterside Close which was so overgrown that it was in danger of becoming a safari park. Clearing that area made homeless three tribes of pygmies who had never even met each other, (I exaggerate, only two tribes). After that there was a general tidy and pruning from the bottom lock to Springfield Avenue with a sea of bindweed removed from the top lock area, smaller rotten trees removed and the cutting back of vegetation that was encroaching on the path. See Sandiacre pictures on pages 6 & 7.

Draycott Sub-section.

Early in 2018 was the finishing off of the hedges on both sides of this section and disposing of the cuttings. By April new fence posts were starting to be installed along the Derby Road boundary.



The Canal Cottages.

Work started to become more intense after Easter and another guaranteed day of the week was required to cope with the workload there. That week-day started out as a Thursday but soon Fridays were found to be more convenient for most and towards the latter third of 2018, Wednesdays, Fridays and Sundays were being worked here regularly mainly to finish the roof work by the year end.



Much of the work done in 2018 has been concerned with the basic structure of the main building so that the roof could be made weather tight. This entailed repairing or replacing some sections of the brickwork of the outer walls, especially at the south east corner, the

east gable and its chimney stack and some of the top sections of the outer walls, especially the southern side.

To repair the brickwork meant removing what was left of the wall plates, which meant disconnecting the rafters from them and supporting the roof off the outer walls, which meant lightening the roof, which meant removing all of the roof covering including the asbestos sheets in one roof area, which meant specialist asbestos removal contractors and scaffolding before we could start.

So to summarise, scaffolding up, asbestos off the roof and off site, slates off, rotten rafters out, roof structure supported, wall plates off, brickwork repaired, new wall plates on, new rafters and ridge board as and where required, felt and laths, new slates, flashing and guttering; simples!

Support Activities.

Kit Maintenance.

In early April it was realised that the concrete mixer which we had in store but hadn't run for some time was needed.

The mixer also raised another problem, transport, in that it was too big to

fit in anyone's car and even less desirable on a back seat than a mother in law, so we needed more people with a tow bar fitted. This was dealt with.

Operational.

The WP Crews.

The number of active members increased through the year by about 40%.

Work achieved.

The total number of man-hours in 2018 increased by over 100% on 2017.

Early 2019 and Outlook.

Sandiacre.

Work to excavate the bottom lock started in early February and is well advanced but has unearthed, (so to speak), some complications, most of which were predicted, one of which was not but nevertheless has already been taken care of. Now comes the detailed strategy to move forward.

Cottages.

Roofing work, including for the two western extensions, was complete early in the year and internal work on the dividing walls, ceilings and floors is now in progress. Work has also started on the land around the building.

Borrowash East.

With the obstructive trees felled in the Station Road area, any remaining stumps in the bed need to be dealt with starting from Station Road. Work on the bottom lock structure will continue at a faster pace.

Borrowash West.

This subsection will be tidied and maintained until a plan of its progress and a gap in the manpower budget is available.

Spondon.

Clearance work started in early 2019 and is continuing.

Summary.

2018 was another busy year and 2019 looks as if it will be even more so. However, more activity should mean more progress which is good.

Keef.

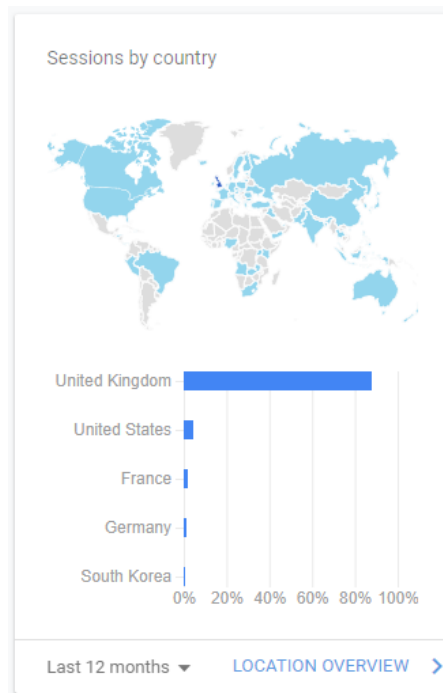
An Update from the Webmaster – Putting Data to better use.

It's been almost 18 months since we launched our revamped website, and I think everyone will agree (although I'm not very impartial) that it's looking great and provides clear access to all sorts of interesting history and updates about the Derby and Sandiacre Canal and all the progress we've been making.

Over the last year we've added a number of new webpages, with new or adjusted content, in an attempt to provide more varied and interesting information to our website visitors (which I hope, includes all of you reading this article!). There are now more photos and videos to look at than ever, and our calendar is bursting with activities over the summer for everyone to be involved with.

Alongside our new website, we've started to perform some analytics on our website, and it's really interesting to see how the general public visit and use our webpages. We hope to ultimately use this data to provide a better user experience for all our visitors. For example, for the last year (January, 2018 to January, 2019) we learnt the following information:

- **90% of our website visitors are based in the UK**, but we do have visitors from across the whole world; as far afield as the USA and South Korea! Therefore, whilst we should focus the majority of our activities in and around Derby, we should not forget we have supporters on every continent and make sure we provide website content that they can also view and enjoy.
- **We've had over 8,000 individual visitors to our website in the last year**, which is steady, but the number of multiple sessions is only 12,000 so most people have only visited the website once or twice over the last year. This tells us that whilst our



numbers are gradually growing we need more efforts in tempting new people to revisit the website to ensure they can learn about all the great work we are continuing to achieve.

- **Just over half of our website visitors do so via a desktop PC – the rest use a combination of mobile phones and tablets.** Therefore, we need to make sure that all of our content is equally accessible with all sorts of electronic devices, so that over the website visitors have the best experience possible each and every time they visit.
- **After the homepage, the route map and blog are our next most popular website pages, by a long way.** Just over 1,600 people have viewed our calendar, which means that not all our visitors will have a good appreciation of all the work we're doing, and the find out how they can become involved and better support us. We need to figure out how to promote and incentivise more people to be involved with our activities!

I hope this gives you an interesting insight as to how we're trying to use our website data to improve our user experience and ultimately aid in the promotion of our activities to aid the restoration of the Derby & Sandiacre Canal.

Please do continue to visit our website at

www.derbycanal.org.uk – the

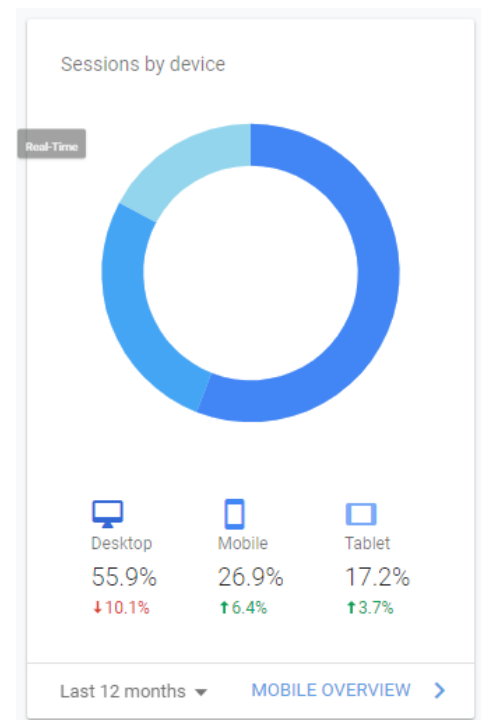
content is constantly being updated with all of the interesting progress we're making.



As always, if something isn't working or you'd like to see some specific website content on a particular area of interest, please get in touch with me at web@derbycanal.org.uk

Page	Pageviews	Page Value
/	8,382	\$0.00
/blog/	3,924	\$0.00
/the-route-map/	3,511	\$0.00
/events/	1,627	\$0.00
/the-derby-arm/	1,412	\$0.00
/draycott/	1,087	\$0.00
/restoration-progress-date/	963	\$0.00
/publications/	785	\$0.00
/borrowwash/	699	\$0.00
/sandiacre/	642	\$0.00

Last 12 months ▾ [PAGES REPORT >](#)



Proposed Culvert at Station Road, Borrowwash

GIN FESTIVAL

Saturday 29th June 2019.....

a day not to be missed!!

For the past two years I have run a small Gin Festival, with some success, to raise funds for the Derby and Sandiacre Canal Society. The sun has shone, the Gin has flowed, and much fun and enjoyment has been had by everyone who has attended.

Last year, people turned up with picnics and I introduced the '*Invent a New Gin Cocktail*' competition, which was hilarious....especially when the judging and voting was taking place. There was also a raffle with loads of donated fun prizes.

This year the fun begins at 2:30. So come along, bring a picnic, try over 20 Gins, (there will also be real ale for non gin drinkers), relax to the live music of *UNLIKELY FRIENDS*, while you invent the new gin cocktail of the year!

Tickets only £18 from Jacquie Birtles

e-mail: jackflapheaton@btinternet.com **Mobile:** 07837375390

See you there folks

From the Archives (2005).

(Since this article it has been decided that a lift is not required over the river but is needed to lift boats from the canal into a basin in order to lock down into the river Ed).

We talk a lot about the Derby Arm but for those who are wondering what it is and what it is for here is a summary:-

The Derby Arm.

You've heard the saying

Derbyshire Born
Derbyshire Bred
Strong i' th'arm
and Wick i' th'ead

Well, we think that we have an engineering genius **(the wick part)** on the committee in the form of Alec Dodd. He has come up with an idea for crossing the Derwent at Pride Park, the scale and ingenuity of which compare with the Falkirk Wheel, indeed some think that it is greater. **(The strong arm part).**

A new weir is a possibility but could risk flooding the new Pride Park development, including Derby County football ground! The canal levels are similar to the river so an aqueduct would block the river in flood. We could lock down into a new tunnel and back up again, but the cost of construction through the sealed contaminated ground in Pride Park and the pumping cost is likely to be prohibitive.

So far we have considered a Middlesbrough type transporter bridge for boats utilising a standard container crane, and also David Glue's idea of an hydraulic boat lift which consists of a vertical tower on each bank in which boats are raised and lowered to and from an interconnecting aqueduct, boat caissons balancing each other in each tower.

Alec's idea option is "The Derby Arm", a pair of counterbalanced swinging arms that lift a caisson complete with boat across the river.

The Derby Arm would need the east and south branches of the Derby canal each to finish in dry chambers either side of the river. To transport a boat, we start with a caisson full of water. This is sitting in one of these chambers and suspended from the counterbalanced arms. Lock gates on the end of the canal branch and on the caisson are opened. The water pushes the caisson against a seal in the dry chamber so it is secured when boats enter.

The lock gates are closed, the small volume of water between sets of gates is drained, freeing the suspended caisson.

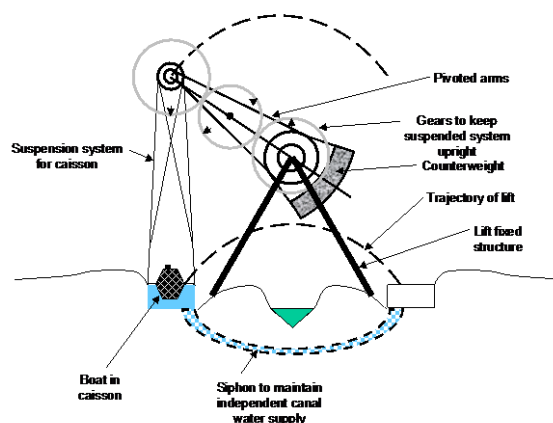
Now the spectators across the park will see the counterbalanced arms rotate lifting the caisson and boat 100 feet up and 200 feet across the river, like a medieval trebuchet.



Once across the river and sitting in the other dry chamber, the small gap between canal gates and caisson gates is

flooded with water, pushing the caisson onto the seal and locking it in the chamber. Both sets of gates are opened to let the boat back out. The occupants can recover from their flight while turning the boat round to continue their journey.

The Derby arm, if adopted, uses only low technology and will not obstruct the river in flood. It will be spectacularly large, just what is needed for a leisure attraction. It will also play a part in restoring the waterway link to one of the largest UK cities without access by boat. It is the subject of a Patent application.



The Derby Arm Canal Boat Transporter



For all your chandlery needs

EXPERT ADVICE | 4 RETAIL OUTLETS | PROMPT SERVICE

Why choose Midland Chandlers?

Midland Chandlers has been established for over 40 years and is the market leader in the supply of equipment for inland waterways craft



Real Shops

With Midland Chandlers you have the benefit of dealing with a long established company with four bricks and mortar shops and a large central distribution centre.

Expert Advice

We can provide expert advice gained from years of hands-on practical experience, many of our staff own boats themselves and some even live aboard.

Prompt Service

With substantial stocks and industry leading service levels, we aim to despatch all items in stock within 48 hours of payment to ensure you receive your order promptly.




Visit one of our stores today!


Visit any of our canal side showrooms, all offering free parking & canal side mooring.

Penkridge

 01785 712 437

 ST19 5RH

Braunston

 01788 891 401


 NN11 7HB

Preston Brook

 01928 751 800

 WA4 4BA

Willington

 01283 701 445

 DE65 6DW

Shop over 5,000 products online www.midlandchandlers.co.uk

THINKING OF BUYING A CARPET????

THE LAST TIME YOU HAD A CARPET FITTED

Did the Fitters cut your
doors FREE OF
CHARGE
WE DO!

Did the fitters MOVE your
FURNITURE WITHOUT
CHARGE
if you could not manage
WE DO!

Did they TAKE YOUR
OLD CARPET UP if you
couldn't manage
WE DO!

WERE THEY ON TIME,
POLITE and BAG up all the
WASTE afterwards
WE DO!

Did they do a
GOOD JOB
WE DO!

Was the fitting STILL FREE
even on the cheapest
carpets and Vinyl
OURS IS!

Did the shop offer to
BIND any WASTE into
MATS & RUGS for you
WE DO !

If you weren't
SATISFIED in any way,
did the shop put any
problems right to your
satisfaction
WE DO!

**Furniture at below
City
Centre Prices**

**FREE
DELIVERY
on all items**

THESE ARE JUST A FEW REASONS WHY OUR FAMILY FIRM HAS BEEN
ESTABLISHED OVER 40 YEARS ON RECOMMENDATION ONLY.
**PLUS THE BEST ALL-IN PRICE WITHOUT INFERIOR UNDERLAY &
ACCESSORIES.**

FREE HOME ESTIMATE & SELECTION

Chaddesden Furniture & Carpets

637 NOTTINGHAM ROAD, CHADDESSEN, DERBY TEL: 01332 674638