

# *The Packet*

*Issue 88 Spring 2020.*



*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.

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### **Front Cover: The Trip Boat.**

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**Chairman's Report.** As you are aware from the press and TV coverage the Corona virus has pretty much shut down every activity in the country so, for the time being, the monthly meetings are suspended and other canal meetings will be held on Skype, or similar platforms. Currently the meetings for March and April are cancelled but this situation may well be modified by Government decree as to when the pubs can re-open.

There is an exception to the shut down and that is the regular working parties that the committee have considered to be acceptable given it is, cottages excepted, an outdoors activity and each worker is separated by work space from another. The choice is yours as to whether you attend or not and the committee respect your decision if at present you stay at home.

We will put out more bulletins as things become clearer but we hope to be back holding meetings in the pub again by September.

It's been a busy 6 months. Here's a round-up of the activities.

### **Sandiacre.**

At Sandiacre David and a small team have been down to the bottom lock to tidy the area up and we will be continuing the upkeep of our land on that stretch, the picture shows the lock at present. Work is being planned to clear the water and also landscape the groundwork in the coming Spring.

Some of you may also have heard that the Chair of the Trust, Chris Madge, was on the local BBC news at the time, with very positive coverage.

This is the lock as it stands at the moment. There is a lot of work to do around this lock as the north wall is bulging and will need investigation and repair in due course.



There are the sewers that have to be moved. One runs across the lock chamber on the line of the ground water fill chambers and was discovered during the dig out. Severn Trent knew nothing of it. Unfortunately, this has also gone through the lock walls as well so plans are being made up to remove the offending sewer and repair the affected structures. In addition, there is another larger sewer that runs across the canal between the lock eastern end and the bridge. This too will have to be moved. These are the subject of ongoing discussions with Severn Trent.

Once the sewers are dealt with then the lock itself can be repaired. At the top of the lock the southern side has been destroyed, so a complete rebuilding is required there. The bottom end of the lock needs a lot of repair too, so the WRG and our volunteers will have a couple of fruitful years' work as a minimum.

Then finally, with all that done the underside of the bridge can be cleared out and the parapet replaced, so opening the way to the Derby & Sandiacre Canal at its eastern end once more.

**The Cottages** – please see the separate report on page 12 & 13.

### **Borrowash.**

The next step will be to relocate sewers and our Engineering Group are in negotiations to obtain permissions to do so.

However, in the meantime the problem sewer at the eastern end of the lock has been overflowing during the recent flooding so the path that led down to the bridge is currently closed. I could put a picture of sewage flooding out but I'll spare you that sight, it's not very nice.



As part of the future plans Roger is designing a culvert for the Ockbrook so the canal can pass over the top as it was originally. The proposed new canal channel will be a wide-boat wide i.e. 5m of water as it will lead into a section that will incorporate a swing bridge to allow access to the playing fields south of the lock. In addition, the canal has eventually to pass the sewage pump house further along so this section will be approximately 200m long so as not to require the moving of too many pipes.

### **Spondon.**

Wheeldon brothers carried out trial dig in November to ascertain the position of the bank edges. 60m of canal bed was then dug out with the spoil being removed to their site. The County Archaeologist insisted that we employ a registered archaeologist to supervise the excavation and record anything of interest that was found. During the first of these excavations all that has been found so far is earth, bricks, rubble, an old motorbike, a metal

drum of dubious origin but nothing of archaeological interest. Care has been taken to leave the original clay lining in place so saving considerably on restoration cost.

We therefore have another 240m of canal to be dug out yet, however the 60m will act as rain water storage/run off collection from the housing estate in the short and long term. Whether it will remain in water consistently over a full year remains to be seen and, initially it will only be 2ft deep, however members could put small boats on it for recreation in it if it does!

Thanks to Peter Ball for supplying the photograph Wheeldon Brothers have also created the multi-user track alongside the canal too so the boggy, narrow section East of this section has now been removed as far as the Wimpey houses.



### **Shows and Events for 2020.**

2020 was proposed to be a strong year to get our message across and recruit more members, sponsorship and help. The first of these was a presentation by Chris Madge and Gary Harding to the IWA on 19<sup>th</sup> February.

We will have the trip boat, the cottages finished and a proposed week of work led by the WRG at Borrowash. All this and other things mean that we should be the news for 2020 in the local area. It does however remain to be seen what effect the current Corona virus outbreak has on these aspirations.

### **Great British Spring Clean.**

We have received a message from the Neighbourhood Officer for the Spondon Ward regarding the Great British Spring Clean. If you've not been involved before, it is an opportunity for communities, partners and organisations to come together to brighten/tidy up an area. This year it is running from the 20<sup>th</sup> March – 13<sup>th</sup> April.

The section that has been highlighted is that which runs from the rear of Hobson Drive, down towards the railway station. The date set for the Spondon event is Tuesday 24<sup>th</sup> March, with a time of 9am – 3pm, (which is subject to change)

More details can be obtained from **Lorraine Dryden**, Normanton and Spondon Neighbourhood Partnership Officer, Community Safety and Integration Service, Public Protection and Streetpride, Communities and Place Directorate, Derby City Council, Corporation Street, Derby DE1 2FS | Tel: 01332 642686 | Minicom 640666, Text Relay 18001 01332 293111, Mobile 07812 301828.

*(At the time of writing I'm unable to say whether this is still taking place. Ed)*



Please let me know of anything you think may be suitable for the Society to attend along with dates. If you want to help in your local area then we also invite you to contact us by telephone, text, letter or website at [contact@derbycanal.org.uk](mailto:contact@derbycanal.org.uk).

Spring has now arrived the first lawn mower has been spotted and the hedges are starting to turn green. This of course means no more hedge cutting or tree management, unless of course it is urgently needed.



The picture on the left shows the excellent work carried out over the winter on the Draycott stretch by our growing band of helpers.

We have also been busy back at Borrowash, finally getting work under progress on replacing the sleepers at the edge of the footpath near Station Road. This work has been seriously delayed due to all the wet weather we have had this year. If anyone tells you that railway sleepers are not heavy, please invite them down to Borrowash to help us move some more. *(when I worked on the track in the '60s it took 4 burly men with sleeper nips to lift one – Ed).*



The rest of the edge will be completed and some of the actual footpath will be re-laid to create the better surface users have asked for.

Talking of helpers, we are thinking ahead to a launch date for our trip boat of the River Derwent, we will advise you as soon as it is confirmed.

Do you know, or indeed are you a children's entertainer or face painter? It would be great for the launch party to keep the little ones amused, please get in touch if you can help.

Finally, this picture shows some of the windows going in at the cottages. Once we are fully water-tight we can move on to the internal fitting and the rest of the external work.

Notifications for the amended planning application have again been posted at Draycott, so we should be able to report more news next time.



### **Engineering the Canal - Roger Ashmead.**

So how about some Engineering? There is after all a lot of it to do along the line and the Engineering team of David Savidge, Chris Rees Fitzpatrick and Roger Ashmead are now established along with two others. Patrick Swainson who has previously provided valuable feedback on suggested designs, and soil stability expert Dr. Neil Dixon who is also willing to cast his eye over designs where embankments and such need to be re-established. The

objective of the team is to come up with the basic design options for each location along the canal line that needs a bridge, culvert, lock, aqueduct etc. Then to present the various options to the Development Committee and Trust for direction and approval prior to building.

**Sewers.** These are a popular topic for discussion because the canal line has been utilised by ST as an easy option to run pipes in, and across, in several places along the line. David Savidge has been leading this one and we currently have applications in place with ST to move sewers at both Borrowash and Sandiacre. The one at Borrowash will move the sewer from the south bank to the north bank ridding the canal line of two crossing points. The one at Sandiacre focusses initially on clearing the lock of two sewers, one large that was known about and one small, discovered as the digger went through it, during the dig out. There is a third consideration of a stretch of sewer closer to Cockayne's bridge but moving that is dependent on other factors and does not affect the current applications.

Both the aforementioned sewers present their own challenges the first of which being that ST want video surveys of the current sewers carrying out because they don't actually know exactly where they run, or what condition they are in! And yes, we have to arrange and pay for that. After that there is a design phase prior to formal planning application and installation of the new sewers. There seems also to be a multitude of layers of sub-contracting within this process with each sub-contracting layer adding their 10% bumping up the price accordingly. So, not easy but there is progress but it won't come cheap.

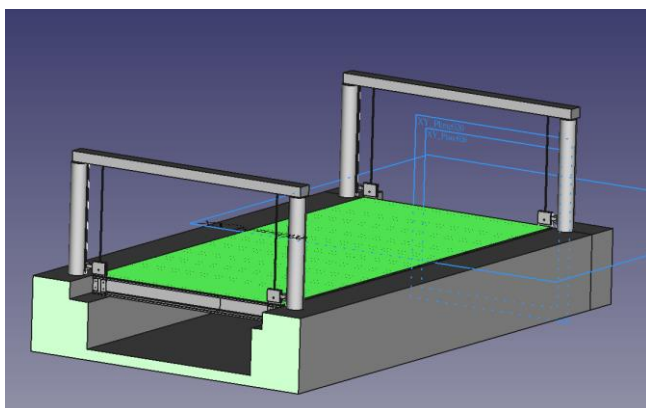
### **Cockayne's and other Bridges.**

After the van fire the temporary under-pinning of the bridge is now complete and the multi-use path diversion is in place. I have used this with the bike and it is quite acceptable. It leads to the east of the bridge down a cul-de-sac and back onto the line. However, the diversion ends up on the off-side of the canal line so it is not suitable for the long term assuming the canal stays at its original level. The issue then is one of what water level to choose and this is compounded by there now being a road to the North of the bridge that wasn't there in 1913, such that there currently isn't room to manoeuvre a boat under the bridge given that there is only 14m from the face of the bridge to the road. A full length wide boat needs 22m. So, the canal line would require the road to be moved 8m North, or almost it's full width, to put back the line as it was, or something else is required.

So, now what? It comes down to options once again and these are very much tied into discussions with Erewash Borough Council and Highways as to what their policy will be towards Springfield Avenue, Bostocks Lane and the possible new M1 J24B that Chris Rees Fitzpatrick is looking after. For example, to be able to close the current access of Springfield avenue onto Longmoor Lane but still maintain reasonable access to the housing estate there is a suggestion to put a roundabout just east of Cockayne's Bridge.

To enable that to happen the canal would have to be at a lower level than originally just to improve the line of sight on the approach to the roundabout, i.e. the water level at 39m AOD not using Sandiacre Top Lock other than an entry to a cutting or tunnel culvert. Were that to happen then the canal would pass under the road in a culvert and, due to the space limitations North of the bridge, at the same time a small re-alignment could be considered so that the boats could navigate through. The canal would then lock up alongside Longmoor Lane to either 40 or 41m AOD depending on the decision of what happens at Bostocks Lane. Were the latter to be closed to the main traffic flow then a static bridge becomes feasible, if not then a lower canal level may be better such as 40m AOD. And we're not finished yet because the new M1 J24B, if approved, also has to be considered so that the canal passes under that at a suitable level too. As can be seen the Trust has its hands full on that stretch.

Further along then, Risley Lane and Hopwell Road, to mention just two, will both need lift bridges, both full road width, so a deck approximately 13m x 6m would be required to carry the road and two footpaths leaving a 5m canal channel beneath. A design keeping the operating system, such as hydraulic rams, above ground is being considered to avoid corrosion and maintenance access problems long-term. A model I have started is shown below. Of course, this a long way from completion, and might yet prove to be a non-starter but things have to start somewhere. The good news is, there is plenty of room for such a structure at both locations – and indeed at other locations along the line too. The objective is a common structure and operating system for cost purposes. I have located one company that does a 4-ram, balanced lifting system to prevent the deck getting stuck so that is one option for the ultimate control of a system. (<https://www.gaodetec.com/anchor-equipment-and-tools/synchronous-control-hydraulic-jack.html>) You can watch this space, as they say, for future updates as this develops into a final solution.



***How a lift bridge will look at Risley Lane, Breaston.***

### **Brooks and Streams.**

Three come straight to mind on the eastern leg of the canal, two of which I have looked at in terms of measurement and one only in terms of what is there now.

**Golden Brook** is currently a 1.5m diameter pipe crossing under the canal line. This one shows signs that it was backing up water behind it during the recent heavy rainfall so it will have to be considered for an increase in size when the canal is to be re-instated. There is the complication of a farm access drive alongside that has to be considered too that might require a bridge to cross both the canal and the brook unless the farm access can be permitted to go along a farm track to the North.

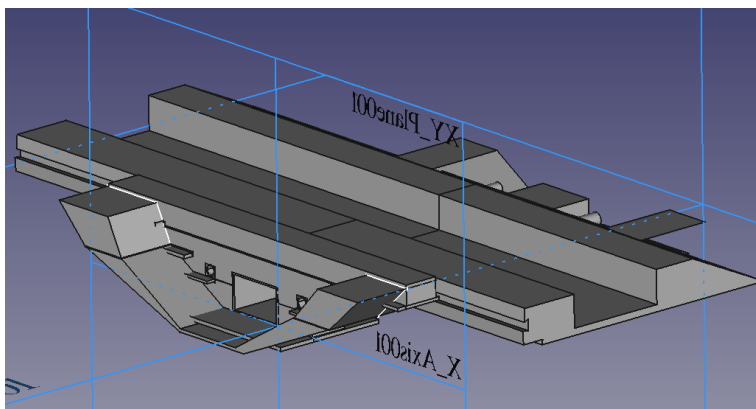
### **The Ock Brook at Fosse Close.**

You might think this one would be easy, re-establish what was there originally but this is not possible. Firstly, the original culvert for the brook, at approximately 3m<sup>2</sup> area, is considered to be too small for the water flow at worst flood conditions. And secondly there is the complication of the sewer issue at that point which run near enough down the centre of the original canal line leading to a pump house further along to the East. It is required to create a 5m wide channel for the canal close to the south side of the canal line so as to allow for the sewer and the pump house and so reduce the cost of putting the canal back. The canal can squeeze past at the pump house so long as it stays at 5m width. So, a square sided channel is proposed that will lead from the holding pool outside the lock, initially to a bridge for access to the playing fields. The latter may need to be single sided Bascule type to avoid



any issues with the sewer. The Brook crossing will need a wall at its southern face and you can see the sort of thing that might be considered below.

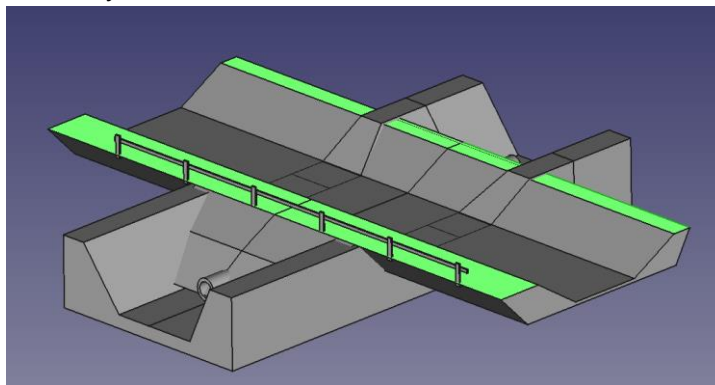
As can be seen, these structures aren't small it's around 6m tall, 25m long N to S and 17m wide E to W. There is some cost saving here in that it is far cheaper to use an all earth infill and embankment behind the wall than build a north wall as well. There is plenty of earth in the canal line to create that. Gabions would be used to create the



vertical wall of the canal channel and a Bentonite liner to keep the water in. The brook culvert would be quite wide and 5m<sup>2</sup> flow area to ensure the canal is never the flow restriction as the brook heads for the Derwent. There is an additional requirement I have recently been made aware of to protect the remaining archaeological features that may exist. What a pity such enlightened folk weren't in place in the late 1970s, we might have had a lot less to do. At the Ock Brook the bottom of the original brick culvert is still there so the design could morph towards levelling the brickwork either side then topping the original culvert with a concrete arch and putting an additional smaller culvert alongside it to increase the flow area. That isn't considered in the picture above and will have to be considered at a future date. The eagle eyed amongst you might spot two wildlife tubes either side of the culvert. Whether these are really required at this point, given the close proximity of the Fosse Close bridge, is a matter for discussion at the time of presentation to the planning department.

### **Spondon Bourne.**

Situated on the Derby City to Erewash Boundary this one is a smaller affair. The flow rate to be considered is lower than at Ockbrook and there is no need to have the canal channel close to the south side of the canal so it is possible to recreate the canal utilising a 100% earth embankment with a pipe for the Bourne. As such this would be relatively cheap and, dare I say, comparatively, easy to do. Again, the embankment can be created from canal infill possibly like this:



- It would still be only 1 wide-boat wide for navigation but two narrow boats could cross at the same time. It is hoped that the above will form part of the applications for planning permission for these locations. Of course, there is an awful lot more to do but it is progress towards having a fully designed and approved canal so that funding opportunities can be identified and pursued.

If anyone is interested, I need an artist to paint an artists' impression of the final installations as, apparently, the planning departments like that sort of thing. Let me know if you can do this please as my artistic skills are sadly lacking. Any other comments and suggestions on the models are welcome though my modelling skills aren't yet that brilliant so there may be a limit on what I can show in them!!

*Roger Ashmead, for the Engineering Team.*



### **The Derby River Boat – Mike Wingfield.**

The Derby River Boat will be launched on the river Derwent in spring 2020 by the Derby & Sandiacre Canal Trust. After the launch, the river boat service will run each year between Spring and Autumn taking 12 passengers at a time on regular trips up and down the river. The project has been warmly welcomed across the city by members of the public and business leaders. The ticket sales made by the boat will be reinvested back into the boat itself (initially) and also the canal restoration.



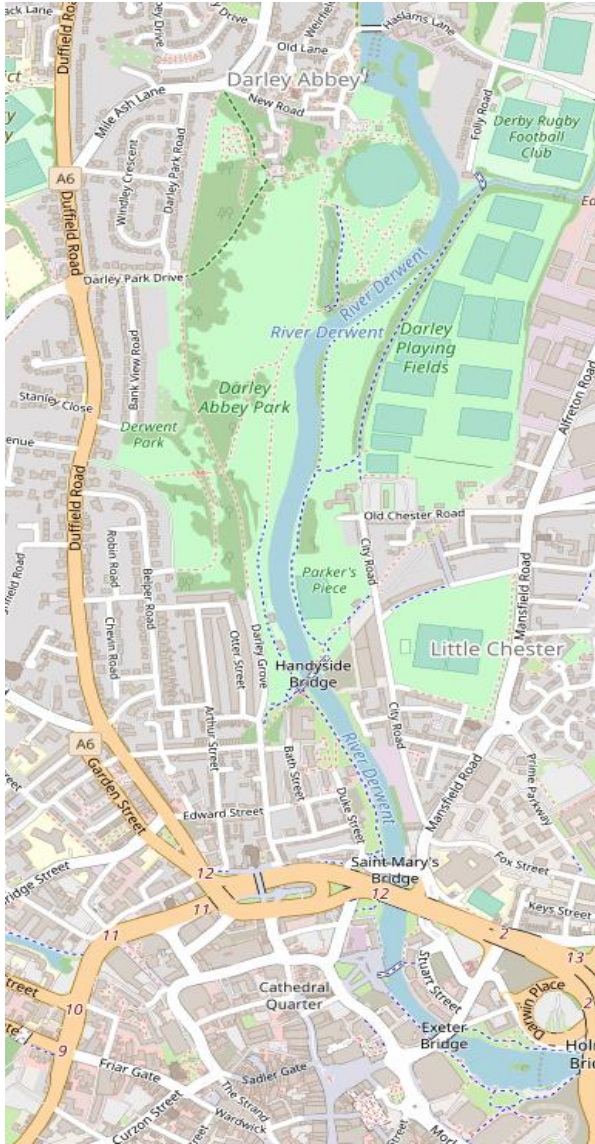
Passengers will board the boat at Exeter Bridge before setting off on a 45 minute return trip up the river to Darley Abbey. An electric lift will allow passengers in wheel chairs to use the boat. Initially there will only be one boarding / disembarking point but this could be expanded. Customers using the boat will be able to listen to an audio commentary on the way up the river which is crammed with facts about Derby's fascinating history and its exciting plans for the future. There will be on board refreshments and educational entertainment for children of all ages.

Over a years' worth of design work has gone into the boat and great attention has been made to making the boat as environmentally friendly as possible. The boat's propulsion system is fully electric with the batteries being partially charged using on board solar panels. The Trust hopes that this will inspire local people to adopt electric vehicles. However, its green credentials don't stop there, Rolls-Royce trainees are busily working on putting together a robot for clearing plastic from the river (the first of its kind in the UK and the second in the world) which will be deployed from the boat and operated by our younger passengers as a STEM educational tool.

The Trust aims to improve the customer offering year after year adding new features each season. In year 2 or 3 the Trust would like to install a river lock into the weir outside the council house, this will allow boats to travel between the city centre and Pride Park (the site of the potential Derby Arm Boat Lift and the connection to the Derby and Sandiacre Canal).

Construction of the boat started in mid-October, 2019, starting with the formation of the metal hull. The boat is 50ft long and slightly wider than a normal narrowboat, with a beam of 8'6". The metal work is now complete and the we're currently working on installing the insulation, putting in internal bulkheads and installing the drive and electrical system. We've had a good response to our appeal for crew members but we're still on the lookout for more volunteers to join the crew. If you are interested in being part of this project (either helping construct the boat/boarding platform or being part of the crew roster) please get in touch via [info@derbycanal.org.uk](mailto:info@derbycanal.org.uk).

If you'd like regular updates you can also follow us on Twitter @derbyriverboat to get news of the boat construction and the project generally. We are also running a "name the boat competition" which we'd love you and your families to get involved in, to take part visit our website... <https://www.derbycanal.org.uk/derby-river-boat-naming-competition/>



### The Trip Boat.

This is the route of the new passenger boat, we'll pick up passengers from a boarding point just downstream of Exeter Bridge next to the Brewery Tap, and sail up the river past the Silk Mill. By mid-2020 the Silk Mill will be opening as the UK Museum of Making. The boat will continue up the river through the beautiful Darley Park and turn around at Darley Abbey Mill.





# BLACKWOOD CLARINETS

INNOVATIVE CLARINET ENSEMBLE BASED IN THE EAST MIDLANDS



Blackwood is an ensemble of clarinetists drawn from bands and orchestras of the East Midlands. The players join together to showcase this most versatile of wind instruments. Over the last five years Blackwood has developed from a small group of friends to become a true choir, from the piccolo clarinet to the booming contra bass.

Blackwood enjoys sponsorship from both Windblowers, Nottingham's specialist retailer, and, courtesy of Barnes and Mullins Ltd, Vandoren, the world renowned French reed and mouthpiece maker.

In 2019 the group left the U.K. for the first time, performing 3 concerts in the Marina Alta, Costa Blanca area of Spain.

The ensemble regularly play in support of good causes, most recently the Children's Bereavement Centre, a charity based in Newark.

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### **The Tractor.**

A most useful piece of kit that has been acquired is the tractor. It is of course a bit slow to move about the place but its pace sort of relates to that of a canal boat! Since its arrival in March it has quietly seen ever increasing usage.

Initially the problem was insurance and that took a month to sort out. Then it required a driver/s i.e. Keith had to learn to drive it & then train others. The preference for drivers was given to those who are already active working party members who were willing to not only drive the tractor but also willing to clean it down after use. So, apologies to those not chosen so far but the unit needs TLC as well as to be driven.

The tractor came with two pieces of additional kit namely the flail for the mowing operations and the chipper to use instead of bonfires, especially in areas where a bonfire is not permitted e.g. within the Derby City boundary or, to be more neighbourly, close to housing.



Keith has shouldered the bulk of the driving duties to date outranking the others by a factor of around 20 but this will doubtless change as time goes by. We have 7 drivers at present including Keith so step forward, Mrs Cresswell, Mrs Madge and Messrs Ball, Case, Savidge and Sewell and take some of the load off Keith.

The flail was put one side for the winter and the chipper/shredder installed and that will be the case until the hedging season is finished at the end of March.

The chipper needed commissioning and was carried out by Keith (who else?). It is a powerful piece of kit. It'll chip 3 in diameter branches with no trouble whatsoever. Does anyone want some wood chip mulching? The piles of chips produced are quite large. Bring a big bag when you come for a working party or come to say hello!

In November the committee decided to also commit to buying a tipping trailer for the beast to further its usefulness, though this hasn't arrived yet.

And best of all at the AGM an anonymous donor stepped forward to sponsor the fuel for the tractor. That deserves a special mention and a massive vote of thanks as it will keep operations going very nicely given that in the 6 months (to November) that we've owned it the consumption is 263 litres, (or £368 @ £1.40 a litre).

### **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](http://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'

**Update on Draycott Canal Cottages Build - Jan, 2020 – Chris Madge.**

**Summary.**

Overall progress has accelerated in pace since the last report. Volunteer labour continues on three mornings each week. Since the last report we have organised the volunteers into “Cottages” and “Gardening” groups. By encouraging a set team of 6-8 people we have provided planning and trained individuals so speeding up the completion of work. We have also attracted three new volunteers who have added to our regular attendee numbers. Despite this we have taken the decision to outsource the brick pointing work that had previously been planned for volunteers as it became apparent that this would take much longer than anticipated.

Since the last report we have also bought in services that have installed the connections for gas and electricity, dug a 70m deep water supply borehole and installed the waste management system under the “car park”. Due to regulations and complexity we had no choice with the first three and we wanted to ensure we had warranties on the latter. In total these have exceeded budget, but are still within the contingency. Contractors have been used also for concreting floors and for digging out the ditch. The ditch has been dredged to remove the likelihood of flooding prior to the canal being installed and the culvert has been increased in size to increase the capacity so as to minimise possible flooding later. That has resulted in an increase in expenditure but still within expectations. We now plan to use contractors to oversee and authorise installation of electricity, gas, plumbing and heating and to undertake skim plastering and this will give us a good chance of selling the first cottage in June.

**Progress to Date.**

The status at the end of January means we have now completed all groundworks around drains with the exceptions of those for the, yet to be built, toilets and additional land drains in the car park. We have installed both storm and foul drains for the main building and outhouses and linked these to the waste management system. We have enhanced our original plan and included pumps and a chamber to collect outflows from the storm drains and foul after processing so that this is pumped initially into the ditch and later into the new canal as a feed. We have Environment Agency (EA) approval to do this.

As the autumn hit, we found that water was not leaving the site quickly enough and so we have dredged the ditch for 400m along the canal line to ensure that the site drains effectively (as it will do once the canal is in place). There is a short section still remaining where we had to stop to allow the kennels to relocate their water feed and now await dry weather to complete this task. We were also able to remove considerable levels of spoil and tree stumps from the site to create a reasonably flat area.

The need to accommodate equipment for the borehole meant we have had to reconstruct the “museum” outhouses, which are now structurally complete awaiting floors, slates and doors.

Within the main building we now have underpinned all internal dividing walls, installed concrete floors throughout the ground floor and installed timber joist upper floors throughout (although we will retain and repair the original concrete floors in the main building commercial section). We have taken advice from a structural surveyor and installed steels to support overhanging upper floors between cottages 1 and 2. We have also installed tie bars through the building to ensure structural integrity. All window openings and pointing has been completed in readiness for windows to be installed in February.

The supply of utilities means we now have power on site, which aids further progress.

## Commercial Estate Agency serving the East Midlands



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### **Planning Permission.**

We have submitted plans for planning permission and, before Christmas, dealt with the issues raised by initial consultations. This caused some delay as we were required to undertake a heritage report on the property assessing its historic value. This was unfortunate especially as the previous planning permission allowed the current building to be demolished. We now have a report, which has provided more heritage context and will be useful in the museum, but which cost us £775 and several months of delay. We are pressing to gain approval by the end of February so that further progress is not held up.

### **The Next Steps.**

Our immediate plans are to complete the following in the next few months:

- Install all 39 windows to the properties.
- Install CCTV security (contractor).
- Inject a damp-proof course throughout (contractor).
- Complete the culvert/ditch and extend the perimeter fence to enclose the full area.
- Install a “workers’ latrine”. We will install a WC and basin in cottage 3 bathroom to provide facilities on site for volunteers and others.
- Close off the door ways to secure the building.
- Replace landings with floorboards rather than concrete floors.
- First fix wiring and plumbing the cottages starting at No 1 and working to No 2.
- Build the toilet block – we have CRT apprentices organised to complete the brickwork in March/April at no cost. We will need to build the foundations before they arrive. It is crucial that planning permission allows us to do this.

Our overall aim is to have the first cottage available for sale in June so that loan monies can start to be paid back. The first sale will be used to buy the property from Chris Madge, who bought it on the understanding that the Trust will buy it from him with a deadline of the end of June. The other cottages will follow quickly thereafter.



### **Overall Financial Expectations.**

Updated costings suggest we are still within budget of £600k including interest. We will look at undertaking an updated valuation of cottages for sale in a few months’ time, but are confident that we can realise more than the £600k net sales value required.

We also have loans available to us to meet the further costs to make the first sale.

We have attracted increasing interest in our activities as people see the project nearing completion. We already have a list of interested parties for the cottages sales and rental/operation of the café. Therefore, overall, the cottages will have been a valuable restoration activity with respect to retaining the only the second building directly related to the canal that remains standing. The predictions indicated it will also produce a reasonable excess to help further the restoration progress.

**Creating the borehole:** restoration activity with respect to retaining the only the second building directly related to the canal that remains standing. The predictions indicated it will also produce a reasonable excess to help further the restoration progress.



***Creating the Borehole.***

***New Floor Joists.***



***Before and After.***

### **The Derby & Sandiacre Canal Restoration Project - the Early Days.**

*Edited notes from Paul Turner's talk to the Derby & Sandiacre Canal Society's AGM on Monday 4<sup>th</sup> November, 2019.*

This is all ancient history, long before Canal Cottages were acquired, before Steve Jeffrey was Chairman of the Trust, before we had a Development Committee and even before Chris Madge arrived on the scene. I ran these notes past Alan Jeffreys and Heather Howe, both of whom may I thank because they had remembered things I hadn't and vice versa. My apologies to anyone that I may have missed or for any errors or omissions; these are totally random memories from over 20 years ago.

Back in 1992, the Rotary Club of Long Eaton started an Environment Committee after a talk from Janet Honey from the recently set up Erewash Groundwork Trust. From that committee, Rotary and EGWT started "GLadE" (Green Long Eaton & District) which held public meetings in Long Eaton, Breaston and Sawley at which the question was asked "what local environmental improvements you would like to see?" The subject of the sad demise of the Derby Canal was mentioned at all three.

From those very early days Rotary has been very supportive quietly in the background. Steve Jeffrey and I were from Long Eaton Rotary, Alan Jeffreys from Wollaton Park and Geoff Collett from Derby Mercia plus a number of Rotarians have been/are members, and donors personally or through the assorted Rotary Clubs who have had talks from us.

My late friend Chris Theobald ("Mr Voiceover Man"/PR and promotions at Radio Trent) started a media training company and asked me to try out their first course. We were given two minutes notice to think up a subject on which we would like to be interrogated and/or which we wanted to promote. Off the top of my head, remembering the GLadE meetings, I said "the restoration of the Derby Canal" – and made it all up. The radio journalist clearly had less idea than I, but I convinced him. Stories of how I remember falling in at Breaston as a kid when fishing, cycling over the hump backed bridge outside the Navvy, and seeing the entrance to the Derby Canal from a scout holiday on a narrow boat in the 1960s, seemed to add credibility to the story. Coincidentally I was then invited to attend a meeting of the VBRA (the Vehicle Builders & Repairers Association) by a friend who runs a vehicle repair business in Long Eaton - Flints for Dints (Tag line – "We meet by accident"). The talk was given by the South Derbyshire Training & Enterprise Council and was about grants for businesses. At the end I was a bit cheeky and asked them if they would give me a grant to start a Canal Company to dig out the D&S. A few bemused looks and quiet discussions in a huddle, and they said "yes, come in and talk to us".

Panic stations! Now I had to do something and actually find out what I was wanting to restore. I dug out the Ordnance Survey map of the area, and my wife Pam took to me to various locations along the line and I walked the whole route in stages, taking notes. I found Borrowash Bottom Lock just as a little Irishman with small brain and a big digger started to rip it apart – we had harsh words, but he ploughed on. In fairness, Redrow Homes later saw the error of their ways and were very supportive, digging the lock out again and making the land over to us.

***Redrow Digging out for us in 1995.***



The SDTEC agreed to provide me with a helper and £2,000 for a Feasibility Study. My assistant was Raj Sahota; she was an amazing organiser but even after she left the project after a couple of years she still could not work out how canal locks worked and that the canal went up to Derby from both the south and east. Raj immediately got in touch with the IWA and Mike Handford appeared to instruct on how to set up a canal project. Mike enlisted Roy Sutton, Hon Engineer to the IWA, and he and I set about surveying the entire route, trying to work out where all the utility services had been laid across the line. Sewers, gas mains, fibre optics, electricity and street lighting circuits all had to be set out in a detailed plan of the route. It rapidly became clear that the old line into Derby from Raynesway to the Council House, across the river and then south via Deadman's Lane to Wilmorton was out of the question so we worked up the route you now see, being along the side of the railway across the river to the A6. This alignment formed the basis of the Feasibility Study which basically said "It can be restored. It's pretty flat, only 6 locks, and no tunnels. The benefits to Derby are huge especially as it's the largest city not on the UK canal network! And the pay back is faster than a motorway". It was published under the auspices of the IWA and it's all there, economic benefits, land ownership, water supply, the route, structures, utilities etc. When WS Atkins did the subsequent "professional" version they freely admitted that we got it right; most of that original report is still valid today.

Whilst the study work was going on, and it took a few months, Raj, Mike and I were working on how to launch this project, and at the same time my friend Chris was working up a full audio-visual presentation. This whole process, the study and event planning took over the whole Summer of '93.



We invited representatives from as many potential stakeholders as we could think of to showcase the project at Derby Silk Mill on 3<sup>rd</sup> December, 1993. Councillors and officers from the four Local Authorities, MPs, MEPs, the movers and shakers from Derby and surrounding area, local community groups, professional bodies etc. The presentation was well received; so far so good but at the pub afterwards I started to become aware of some politics. Apparently, a director of WS Atkins had been privately invited to attend which upset some of the more politically correct. Subsequently I was summoned to appear before the IWA Restoration committee to explain myself for allowing him to be there – I had no idea who he was! But thank goodness Jim Saunders was there because he and WS Atkins in due course provided a huge amount of advice, far more than the various project fees they got. And Jim and the director based in South Wales came to several meetings with Local Authorities. The late Jim was made an Honorary member of the Canal Society, and rightly so.

We had initial funding, we had done the launch, garnered lots of verbal support and glowing words, and we had the Derby & Sandiacre Canal Company with a few grand in the bank but where to go now? There were clearly two priorities. Firstly, we had to form a Society to welcome on board the public who were suddenly getting interested, and secondly, we had to get the Local Authorities fully involved and lastly to get wider political and community acceptance of the scheme.

The first meetings of the Canal Society were held in the upstairs room of the Chequers at Breaston in early 1994, and then it got a bit frantic! Lots happened all at once so I may have some of this out of order, because the Society took on a life of its own as a separate group from those of us who were working on getting a charity set up, which was urgent and vital because:

- a. The Local Authorities wanted a formal legal body to deal with especially if we wanted them to be represented on the management board, and to hand over the former canal land that they owned.
- b. We need charity status for grant application purposes and for audit certification.
- c. We needed a legal body to hold in trust any land that we would acquire, in addition to the Council land, for the canal restoration.
- d. We could get Gift Aid tax back from the Taxman on members subscriptions.

In those days it was very difficult to set up a charity so we followed the Hereford & Gloucester but it still took over a year to form a company limited by guarantee, with a set of statutory rules (Memorandum & Articles) which satisfied the Charities Commissioners. Fortunately for us, Steve Jeffrey had persuaded David Duckett from Bakewells Solicitors to join the self-appointed committee.

The early life of the Trust included convincing the Local Authorities to support us and this included bus trips to see the Montgomery Canal and a boat cruise around Gas Street Basin in Birmingham. The first run was organised by WS Atkins who were supervising the re-building of a section of the "Monty" and the second sponsored by RailTrack! It was interesting to note that at the start of each day the Councillors and Officers kept referring to "your" canal and after lunch it was "their" canal with everyone trying to outdo each other on their support. Total cross-party support!

The real big one was that we had to get the route protected from "adverse development" in the three "Local Plans"; this took a huge amount of time effort and lobbying, but Derby City was the key. I must acknowledge the support and advice that we had from Rob Salmon especially for our appearance before a Government Planning Inspector at a Local Plan Enquiry. We had a "throw away" option to run the canal along the north bank of the Derwent where the railway yards used to be into the City, but the Inspector did agree to the route we now have, despite some serious objections from one developer.

With Erewash Borough we were always “pushing on an open door”; they knew the benefits of canal restoration from the Erewash Canal, and we got our first Local Authority grant from them. Pete Wigglesworth had a spare £2,000 left in one of his budgets for environmental projects and we got it.

We worked hard to get a culvert or underpass built for the canal as the plans for the A50 Derby Southern Bypass appeared. We managed to get Edwina Curry to come and walk the route with us, and what an entertaining afternoon that proved to be. She was so keen to help that she arranged for us to go with her to meet the Minister of Transport. He was clearly frightened of her, and without even consulting the assorted civil servants who were in attendance he suggested that if we could raise £100,000 in ten days, he would ensure that a culvert was put in. Not a chance. I believe that we were last canal scheme to be built over.

At this time, we negotiated with Russ Godwin to buy the embankment section of the canal from the A50 to Cuttle Brook. The funding proved difficult and I should mention at this point that we had a very quiet, low profile benefactor who bailed us out on several occasions; I would like to acknowledge the significant support from David Gould.



We did a conducted tour of the southern section for Margaret Beckett who was convinced that the canal did not go through her constituency. She was hijacked at several locations. Mark Todd MP (Labour) for South Derbyshire was waiting for her as she got out of her state car (with armed security), then she was engaged in conversation by one of our team about Yorkshire Forward an economic promotional group which she had personally help set up, only to discover that he, who she was lecturing, was in fact Ian White, a director of Yorkshire Forward and also a director of British Waterways, and then Philip Whitehead MEP for Derbyshire was waiting for her as reached Derby. She had the good grace to surrender and proved very helpful.

Alan Jeffreys and I spent a huge amount of time working on a bid to the Millennium Fund for the Golden Mile being the restoration of the canal from the Erewash to the Navigation at Breaston, but sadly to no avail.

We went to numerous business and community events such as a Derby Community Service event where we discovered that there was rabid opposition to the canal scheme from the fishing lobby. It was a very uncomfortable event because a militant disabled lady in a wheel chair took over at every possible opportunity until she was told in no uncertain terms mid-afternoon to “shut the hell up”; she did a huge amount of damage to the disabled access rights campaigning.

And Steve, being in business in Derby and actively involved in various organisations promoting Derby, got us a number of introductions to the movers and shakers. What didn't help our case was that the Chief Executive of Derby City Council was rather “anti” whilst almost everyone else was very supportive.

And the endless slide shows and talks. Initially the slides (that's before PowerPoint!) were taken at ground level but we did splash out and hired a helicopter and photographer to get proper overhead shots. Several proved to be very illuminating where the new soil showed up where the canal had been filled in. For example, at Hopwell Road the winding hole is very

clear from the air. The first talk I gave was to Erewash P&DA and should have taken an hour or so. It took over three hours because of continuous interruptions, as many wandered off on nostalgic tours! And finally, I asked them if they remembered Francis Turner Engineer & Surveyor of the Long Eaton Urban District Council; the room erupted. He had produced a scheme to fill in the Erewash Canal and convert it into a road linking Ilkeston and Long Eaton; there was much jumping up and down! I got to the door, confessed that he was my late father, and left quickly! We got wind of a scheme to install a drainage pipe to stop the railway flooding at Draycott.

Jeff Howe and I took Angela Knight MP for Erewash for a guided tour of the project from Borrowash to Sandiacre, and at the end she sat on a lock beam at Sandiacre (having had her press photo taken with me and Jeff), and said that she hadn't seen a single thing that warranted £millions being spent to restore. Following a high speed lecture about economic benefits especially to the Erewash Canal Corridor she "got it" and immediately leapt into action and agreed to contact the Chairman of RailTrack, basically clinched the deal to dig the ditch - and it saved them a lot of money! Let's be clear, it was our idea to dig the ditch at Draycott not theirs and it took a huge amount of time and patience to finally persuade the farmer to sell us the land! Alan was our paid project manager for two years, running the Draycott Flood Alleviation Scheme.



The Directors gave personal Guarantees to secure a £100,000 overdraft to get the scheme going. WS Atkins project managed, NM Construction did the digging with Aaron Plant – local jobs for local companies. As soon they started, we found that there were no plans for the Derby Road bridge foundations, which had started moving inwards at the base. Within hours Derbyshire County found the plans proving that the foundations were very shallow, and we had to put in huge jacks to push it back, hence the very big concrete sections

underneath. The depth might bemuse. One of the original plans was for the canal to be restored at a lower level than original so we could get under Bostocks Lane, Risley Lane, and Hopwell Road avoiding humpback bridges but the later increased cost of removing infill to landfill and the obvious downside of a canal in long cutting, plus rules on road speeds had changed, meant we can go back to the original levels (although hold that thought for Sandiacre Top lock to the M1).

And then they were going to put a road across the canal line at Wilmorton to the new housing estate but thankfully we managed to raise the £100k to install a culvert under the road. You won't see it because it's now covered up (Derby City agreed to maintain it at their cost) awaiting restoration but that has saved the scheme over £1m to install later. Various directors and members again stood as personal guarantors for the overdraft, and we got away with a bargain.



We went to numerous meetings of the Northern Canals Association, getting advice and promoting the Derby Canal. There were plans for Pride Park which was in the running for the Millennium Experience running against the NEC and the Dome which would have incorporated the Canal, but London was always going to win.



We also worked hard to get the Derby Canal listed as a major UK project with the then newly formed Waterways Trust. The late Roger Hanbury of TWT was always most helpful even if he didn't magic up any money for us but he did raise our national profile.

We launched the Canal Society at the Chequers at Breaston. I was Chairman initially, but it became obvious that it was going to be too much to do both roles, so we had two Vice Chairmen to spread the workload. Jeff Howe took over from me as Chairman; Vice Chairman South was Derek Walker and Alan was VC Sandiacre. And Paul Birtles did a long stretch subsequently as Vice Chairman. Derek Walker succeeded Jeff Howe who withdrew because of work commitments and then Judy Flack took over – more of Judy later.

The Society were busy too, again in no particular order:

With the permission of Russ Godwin, we undertook a lot of jungle bashing at the section from Swarkestone Boat Club up to Cuttle Brook, and I think that was the first project that WRG were involved in. This was before the A50 appeared. I have vivid memories of meeting Judy Flack for the first time – she was leading visitors around the dig, regaling them with the story of the canal and waving an artificial daffodil over her head to make certain that they all followed her.

The volunteers were busy restoring the entrance bridge at Swarkestone Boat Club under the very eagle eye of South Derbyshire planning (got to have exactly the right mortar mix etc) and Ullicker's Bridge at Borrowwash over the Derbyshire County land there.



***Swarkestone and  
Ullicker's  
Bridges.***



The Society ran several series of public meetings at many locations along the route. I think that it is fair to say that the only two difficulties encountered. One meeting at Spondon was infiltrated by the directors of Looms Scrapyard who asked lots of very difficult questions and Paul Birtles nearly had a stand-up fight with several locals about whether the link from Longmoor Road to Springfield should be closed or not.

What with public meetings, stands at shows etc., we also had our own folk band Tumblehome. Namely Jeff & Heather Howe plus me as the backing group, promoting the project at every opportunity at numerous events and raising a bit of cash too!

Heather, having read these notes, emailed: "I remember endless feasibility studies, meeting with various councillors, MPs etc. Numerous Lottery funding applications and promises of funding that never came to be no matter how hard you all worked at them!! Also, great things were expected as we turned the Millennium I seem to remember!!"

There are a number of funny things have happened along the way, including the Edwina walk, TV outtakes, Heritage Lottery suggestions, Tumblehome gigs and how we first met Sustrans, but these will have to wait for another occasion.

Bottom line - I am Society member No 1 coz I was the idiot who put his head above the parapet, Mike Handford No 2, and No 3 is Pam my wife. We must not forget all the others (wives, Significant Domestic Others, relatives, friends and neighbours) who have quietly supported this obsession that we have. Heather Howe is here, but unfortunately Claudia

Jeffreys (Trust Secretary for some years) can't be, but she too supported the scheme from the start.

So why my interest? I'm not a boater, my sport is dinghy sailing. By the way, power gives way to sail, unless you are super tanker. I remembered the Derby Canal when in water (but not navigable – I'm not that old!) and when we bought a farm in Breaston back in 1985 we wanted a moat to stop the trespassers. It's all got a bit out hand.

Paul Turner.

### **An Update from our Webmaster Andrew Baird – Putting Data to better use.**

It's been just over 2 years 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 Canal and all the progress we've been making. Note there has been some revamp of the pages over the Christmas Holiday to fully update them.

Over the two years, 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 for everyone to get involved with.

Along-side our 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, 2019 to December, 2019) we learnt the following information:

- **About 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, Russia and Australia! 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 9,000 individual visitors to our website in the last year**, a 20% increase on the previous year. This is steady, but the number of multiple sessions is only 14,000 so most people have only visited the website once or twice over the last year. This tells us that whilst our numbers are gradually increasing we need more effort in encouraging new people to revisit the website to ensure they can learn about all the great work we are continuing to achieve.

- **Just under half of our website visitors do so via a desktop PC – the rest use a combination of mobile phones and tablets.** We've had a big surge of visitors using mobiles (+70%) and tablets (+21%) for access over the last year. Therefore, we need to make sure that all of our content is equally accessible with all sorts of electronic devices, so that over website visitors have the best experience possible each and every time they visit.

**After the homepage (8,258 visits), the blog (5,105 visits) and route map (3,654 visits) are our next most popular website pages, by a long way.** Just under 1,500 people have viewed our calendar, which means that not all our visitors will receive a good appreciation of all the work we're doing, or find out how they can be involved and better support us. We need to figure out how to promote and incentivise more people to involve themselves in 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](http://www.derbycanal.org.uk) – the content is constantly being updated with all of the interesting progress we're making.

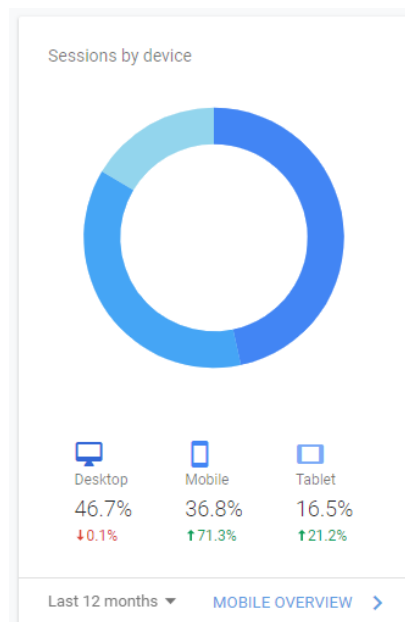
As always, if something isn't working or you'd like to see some specific website content on a particular area of interest, please get in touch with me at [web@derbycanal.org.uk](mailto:web@derbycanal.org.uk)

### **Social Meeting dates for 2020.**

March 26 <sup>th</sup>	Ian Morgan	The Fossdyke.
April 28 <sup>th</sup>	Eric Boulton	The Ecclesbourne Valley Railway (A Remarkable Story).
May 26 <sup>th</sup>	Stephen Flanders	Terror from the Skies.
June 23 <sup>rd</sup>	Canal Society Walk	TBA.
July 28 <sup>th</sup>	TBA.	
August	No meeting.	
September	Brian Stone	Bonnie Prince Charlie and the Scottish Army in Derby.
October	AGM – TBA	
November	Helen Saunders	The Story of Whislewood.

### **Membership Matters.**

As some of you may already know I took over from Roger as Membership Secretary last November at the society AGM. The past few months have been a steep learning curve as I have tried to master the intricacies of spread sheets and to reconcile bank statements. I would like to thank both Roger and Chris, our Treasurer, for their help and patience during the transition period.



Page	Pageviews	Page Value
/	8,258	\$0.00
/blog/	5,105	\$0.00
/the-route-map/	3,654	\$0.00
/events/	1,459	\$0.00
/the-derby-arm/	1,196	\$0.00
/sandiacre/	1,089	\$0.00
/restoration-progress-date/	981	\$0.00
/draycott/	903	\$0.00
/borrowwash/	757	\$0.00
/publications/	596	\$0.00

Last 12 months ▾ PAGES REPORT >



In terms of membership numbers we remain around the 700 member mark and have done so for the past couple of years. Every month we lose a few for various reasons but also gain a few, overall our membership numbers have been static.

Since taking over this post I have had time to reflect on the role of membership secretary and the expectations that come with it. Obviously I am responsible for maintaining the database, updating members' details, sending out renewal letters, and all the other administrative duties that come with the post. I am also mindful of the need for complying with the relevant data protection regulations.

Another key role that I want to carry out is to put in place a strategy for increasing our membership numbers. We must all be aware that a large and active membership not only brings in a revenue stream, but it also and just as importantly gives us more influence with the local authorities and with grant funding bodies.

I look enviously at some of our near neighbours in the restoration world, most have more members than we do. For example, The Friends of the Cromford Canal have around 900 members and the Lichfield and Hatherton have nearly 1900. Both canals are similar to us in that both have large areas that have been infilled and both have major engineering problems that will require large sums of money. I can see no reason why the Derby and Sandiacre Canal Society cannot aspire to these canals in terms of membership.

To be able to increase numbers the Committee will need help and in the short term this is where you, the membership, can play a part. I am asking if it would be possible for each of you to spend a small amount of time recommending or encouraging a friend or family member to join us or to at least visit our website and see the amount of progress we are making.

The restoration is picking up momentum. It would be wonderful if this was reflected in an increased membership. On a final note, the committee is aiming to attend more shows and events this year to raise our profile and to attract more members. If anybody knows of a local event that we could attend would they let either myself or Eddy our Chairman know. Better still come along and give a helping hand as well.

### **Membership.**

There are several types of membership available – Annual or Friend. Annual membership, for new members, is £15 with a joint, or family, membership a snip at £20. Life membership is £200. Payment is by any means from cash to BACS & everything in between. Friend membership is paid monthly by standing order and starts at £2/month but any number above that may be specified. Existing members could switch between the two if they so wish, just contact the membership secretary and it can be arranged.

There is also the Group and Corporate memberships. The former pays £25/annum and Corporate groups who would pay £50/annum. We have 5 of the former but none of the latter.

As ever a few more memberships would always be good and we also offer the gift membership for £20 so why not consider that for a friend or family member when stuck for a present idea, it represents great value for the year including the book the Heritage of the Derby Canal and free entry to two monthly meetings.

Thank you for your continued support.

Gary Harding, Membership Secretary.

### **The Derby and Sandiacre Canal Society.**

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

Current rates for three issues of The Packet are:

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

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- Per annum; £50

All enquiries, contact Eddy via:

edwin\_case@outlook.com, or 07523896645

### **The River Thames.**

Most of our friends remember that we used to own a boat.

One of our trips was down the whole length of the Thames, going via the Oxford canal and linking into the Thames by the Dukes cut that took us onto the river above Oxford. We went through and visited many places. Starting at Oxford and Abingdon, then Reading, where we moored up just off of the Thames under the walls of Reading Prison, with the words of Oscar Wilde’s Ballad of Reading Jail written out right around the perimeter railings.

Then through Marlowe, Weybridge, Maidenhead, stopping briefly at Eton. Another brief stop at Runnymede Island. We paid for mooring at Windsor which included use of the swimming pool. This meant we were able to have a good bath and clean up without using all the boat’s water supply! Next stop was outside Hampton Court on the moorings where the royal barge would have anchored in the past. Eventually we went through Teddington lock, having waited for the right tide and then past Richmond and Kew arriving at Brentford Lock at high tide to join the Grand Union Canal for our journey back home.

I will recall one incident: While approaching Henley one late afternoon we had to wait because it coincided with the regatta, eventually being allowed through the rowing straight. Arriving at the next lock, which was a notorious bottle neck. We tied up in the queue waiting our turn, when a posh Thames launch (All varnished mahogany and chrome fittings) was looking for somewhere to tie up. We invited them to tie up to us in tandem, and then as the queue moved up I would haul the 2 boats forward. (It is surprising how much weight you can move on water.) While doing this, there was a bit of banter between us and we found out that they were a corporate party and one member was a businessman from Sandiacre.

The table on the front deck was covered in a white starched linen tablecloth. Then suddenly it was laid out with polished silverware, wine glasses and champagne bucket followed by the party ladies in their dresses followed by the men in suits and bow ties. I asked the question. “Are you one of these floating gin palaces we hear about?” This was followed by guffaws and chortles. Then we were asked would we like a drop of wine? We replied “Yes but we had only got mugs – no wine glasses.” That was OK they said just fill up your mugs and passed over the bottle from which we gave ourselves a generous helping. As we passed the remaining half bottle back it was obvious this wasn’t the Tesco £10 a bottle stuff and the helmsman at the other end of their boat whispered £100 per bottle. This wine was the best we had ever tasted!

David Glue.

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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](http://www.midlandchandlers.co.uk)

**Coach and Horses Draycott; Local Pub and Restaurant.**



Come on down to your friendly local Village pub that supports the Canal. Why not visit and experience our new restaurant menu - traditional pub classics, children's menu, Sunday lunch and our new special curry tapas menu! Our new pudding menu features a range of local Bluebells Dairy Ice Cream.

We will be available for Christmas parties and bookings with our exclusive Christmas menu.  
Private parties are also available upon request.

For our full menu and contact / booking details visit [www.thecoachdraycott.co.uk](http://www.thecoachdraycott.co.uk)

***20% discount on your first visit when you present this voucher to obtain our discount loyalty card.***

**20% discount when  
presented to obtain a  
discount card with your  
first purchase.**

Also available for outside catering, BBQs and buffets. Visit [www.buffetsandbarbeques.co.uk](http://www.buffetsandbarbeques.co.uk) for more information, or ask Chris at the Coach & Horses during restaurant opening hours.

**Pub opening hours:**

Monday: 4pm-7pm  
Tues, Weds, Thursday: 4pm-11pm  
Friday: 3pm-11pm  
Saturday: 12pm-11.30pm  
Sunday: 12pm-11pm

Restaurant reservations are recommended and can be made through the web site or by calling 01332 874636.

**Restaurant opening hours:**

Thursday: 5pm-9pm  
Friday: 5pm-9pm  
Saturday: 5pm-9pm  
Sunday: 12pm-3pm

Coach & Horses Pub, Victoria Road, Draycott, Derbyshire DE72 3PS.