

# *The Packet*

*Issue 92 Spring 2022*



Derby and Sandiacre Canal Trust

*Suggested Donation £1*

## Who Does What?

---

### Directors:

Chris Madge:	Chairman
Mike Wingfield:	Vice Chairman
Derek Troughton:	Treasurer
Chris Rees-Fitzpatrick:	Researcher
David Savidge:	Safety and Work Parties
Mike Snaith	
Paul Turner	
Val Clare	
Kevin Miller	
Maggie Throup MP	

### Co-opted Members:

Planning:	Duncan Inwood
Website:	Andrew Baird
Ecologist:	(Vacant)
Architect:	Mike Wood
Secretary:	Anne Madge
Fundraising:	(Vacant)
Marketing:	(Vacant)

### Trustees:

Chris Poulter:	Derby City Council
Gary Hickton:	Derbyshire County Council
Peter Watson:	South Derbyshire District Council
Tim Scott:	Erewash Borough Council
John Baylis BEM:	Inland Waterways Association

### Engineering Group:

David Savidge  
Chris Rees-Fitzpatrick  
Roger Ashmead  
Harry Tanser

### Membership:

Gary Harding

### Communications Group:

Andrew Baird:	Website
Anne Madge:	Social Media
Liz Gordon:	River Boat
Peter Warmingham:	Packet
Eileen Holland:	Meetings
Chris Madge:	Events

### Specific Projects:

Mike Wingfield:	Derby River
Paul Turner:	Breaston
Chris Madge:	Draycott
	Sandiacre
David Savidge:	Borrowash
	Spondon
Chris Rees-Fitzpatrick:	Chellaston

For company law purposes all directors listed above are also deemed to be trustees and where listed as trustees form the advisory committee.

## Front Cover

---

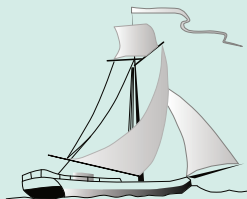
Aerial view of Swarkestone Junction - courtesy of Andy Savage

---

## Contents

---

<b>Who Does What?</b>	<b>1</b>
<b>Front Cover</b>	<b>1</b>
<b>Contents</b>	<b>2</b>
<b>Peter Warmingham - Your New Co-Editor</b>	<b>3</b>
<b>Chairman/Communications Report</b>	<b>4</b>
<b>The Derby River Boat</b>	<b>4</b>
<b>The Cottages</b>	<b>6</b>
<b>Sandiacre Bottom Lock</b>	<b>8</b>
<b>Draycott Canal</b>	<b>8</b>
<b>Working Parties</b>	<b>9</b>
<b>Riverside Study</b>	<b>9</b>
<b>Members' Meetings</b>	<b>10</b>
<b>Bennerley Viaduct Reopens After 50 Years</b>	<b>12</b>
<b>Parson's Bridge, Crewton - Ian Webb</b>	<b>13</b>
<b>Sunset over Shardlow</b>	<b>14</b>
<b>Clay Pipe find at Borrowash</b>	<b>15</b>
<b>The Basics of Canal Engineering - Roger Ashmead</b>	<b>15</b>
<b>Mapping out the Derby Canal - Andy Savage</b>	<b>20</b>
<b>Initial Investigations at Sandiacre Lock - Gary Harding</b>	<b>25</b>
<b>Would you like to help the Derby Canal Restoration?</b>	<b>29</b>
<b>Contacts</b>	<b>30</b>



## **Peter Warmingham - Your New Co-Editor**

---



Those of you with access to the monthly Chairman's Updates will have seen that I have volunteered to team up with Doug Flack to work on this magazine, with Doug focusing on what happened in the past and myself with what is happening now. Unlike Doug, who has a long association with the Derby Canal and knows it's history inside out, I am very much a newbie, having only joined the Trust late summer 2021, but am willing and eager to learn! The term 'Winding Hole' perplexed me for quite a while until it finally dawned that they were very necessary places where canal boats could turn round! Also that they are sometimes pronounced with a soft 'i' as in window - something you look through not wind up! That wasn't before I'd asked someone walking near to the Navigation Inn at Breaston and got a blank look back. Anyway, I've always been interested in how things work, and that is why I suggested to Roger that he write an article about how canals work. Gary has also written an article to update us about his initial investigations at Sandiacre Lower Lock. We are also thankful to Andy Savage for his article about his drone photography of the entire canal route and his mapping of the canal on Google Maps.

I was aware of all the many heritage railways bought back to life and run by volunteers up and down the country, but I am only just realising how many canal societies there are, also run by volunteers. With the rise in the popularity of waterways for leisure purposes, it is really good that canals are gradually being restored, and our historical heritage so preserved. I'm sure the popularity rise has been much helped by Tim and Pru's Great Canal Journeys which I much enjoyed - more recently by Robbie Cumming's Canal Boat Diaries.

My background is in engineering - I started my working life as a trade apprentice with Rolls-Royce at the Spadeadam Rocket Test Establishment in Cumbria (the Blue Streak rocket and its engines can be viewed at the Space Centre in Leicester), but for most of my 46 years I was an electronics engineer at Raynesway. In my final years before retiring in 2011, I was also a Company Report Editor, and it is that experience I hope to bring to The Packet.

I enjoy choral singing and I am an auditioned member of the Nottingham Chamber Singers (formerly the East of England Singers) and violinist Sarah Cresswell often plays in our orchestra when we need one.

If you have any news, stories or photos relating to the canal restoration project, please don't hesitate to email them to [packet@derbycanal.org.uk](mailto:packet@derbycanal.org.uk)

Peter



## Chairman/Communications Report

---

### The Derby River Boat

We continued to progress the project in December. Our objectives were to get a place to board passengers and to train volunteers. As far as the boarding



pontoon was concerned we had applied for EA permission. However, we had been notified that work on the river bed must

be restricted to two days between January and March, with no work then until mid June. This was to avoid upsetting the spawning of various fish in the river. I believed that the fish ladder installed with the hydro station just downstream had encouraged salmonoids up river so extending the spawning season. This would add to the already considerable cost of getting piling equipment into the river to undertake test drills of the river bed and then do the actual piling. We were therefore looking for any possible alternatives that would contain the cost and more importantly allow us to operate from spring as planned.

In the meantime training runs with the volunteer boatmen were planned to ensure we knew where to go, how to avoid other traffic and what to do in an emergency. We hoped to have completed these by Christmas. Those watching the river water levels would have noticed a variation of around a metre since launching and sometimes the rise was within a few days. We had already enhanced the jetty mooring with wooden piles to ensure the boat

couldn't ride over the jetty and given the fluctuation, the piles have been well tested. We hadn't anticipated the extent of silt deposits in high water, so we were learning all the time\*. Fortunately the trips will be running in earnest during the summer and the overnight mooring will be a lot further from Darley Weir, so issues should be easily manageable. We were also expecting a review of some onerous licensing conditions in the next month, which would help us operationally. It would certainly be easier on a canal.

The City of Culture bid was progressing with Derby winning through to the last eight and a decision expected in spring 2022. This will have a key impact on further use of the river for a marina and river lock.

By February we felt we'd made progress as we had agreed a new location for boarding the river boat.

The Council had offered a concrete hardstanding under Causey Bridge on the side opposite the Silk Mill. This has a few advantages to us. It will be easier for volunteers to access without having to go through a third party owner, and it



*Causey Bridge - awaiting conversion for boats*

---

*\*Historically deposition of silt has always been high and was once a source of revenue for the Canal Co. It is gritstone which makes sharp sand, ideal for building. - Ed*

can be made secure reasonably easily - just block off the sides of the bridge. Whilst there's reluctance to affect access for maintenance, the Council seem to think this is the better option. The major benefit for them is that it avoids the need for a boom upstream of Exeter Bridge, saving tens of thousands of pounds, and for us because we won't need a formal pontoon in the river - we can board from the bank/hardstanding. That will avoid us having to raise about £60k, whether via the Council or elsewhere, and means that the currently promised grant from the Council should cover our costs.

The other main benefit is that neither party will need to disturb the river bed, so we shouldn't be affected by the Environmental Authority (EA) restrictions. On the down side it meant we need a revised (but much simpler) formal application to the EA. ANY works within 8 metres of the river need a permit! The other positive was that the Council had formally adopted the project, so they will be providing access paths, power, etc. and as part of this they will handle planning. Perhaps the best outcome of this time consuming process is that we established a much better rapport with officers that will hold us in good stead for future, bigger developments. We are also making good progress with conditions of licensing and expect to see a more pragmatic and safer set of conditions.

As far as timing is concerned we were holding on to a spring launch, but the list of things to do meant it would probably only be the summer when we could get going fully. We recruited a new volunteer to help Mike on the technical/

electrical side. He's from Rolls-Royce Submarines, but working in the knowledge that it has to stay above the water! So we are taking advantage of the delays to review our charging options. While the solar panels are working well, we are holding off river training until we are sure we can get access to a recharge point downstream.

In March progress was being made on the new Causey Bridge mooring location. We expected to get EA approval which would allow us to submit



a planning application. Whilst the ground had been prepared it would still take about 8 weeks. Meantime we would be commissioning the electricity fast charge supply, which was also likely to take around 8 weeks. This meant we would be good to start at the end of May. At least the Cottages would be complete by then and we could focus on building works there (in conjunction with the Council, of course).

We monitored the boat and managed to free it of detritus sent down the river when it was in flood. It was safely back on the jetty and we were hoping there were no more flood waters imminent.

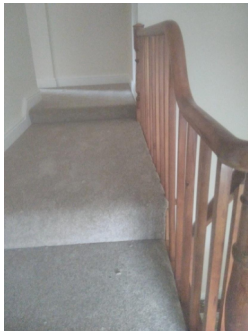
## The Cottages



of canal and at Borrowash east and west of Station Road.

This also included the planting of nearly a thousand trees and shrubs along the line after which they started to look at works further afield.

We then planned to do some work on tree management at Chellaston, but need local assistance to act as banksmen and keep the public safe. There was further work to undertake at Breaston on the newly acquired land and an adjacent plot. This included scrubbing out and path improvement. We also looked to getting ready at Sandiacre, when the works and costs were agreed with Severn Trent and the land recovered.



In December our first cottage was having carpets fitted ready for agent's photographs and offering for rental. We were pleased to acknowledge the help of

Chaddesden Carpets and Furniture in the supply and fitting of carpets at short notice. The second cottage was close behind with plans to finish off carpeting after Christmas.

Brian had completed landscaping under the trees and was planting hawthorn whips along the boundary with road and canal. With the block paving being laid in December we believed that renters would be keen to move in as soon as they were ready. Cottage No. 3



was awaiting the staining of stairs and completion of the kitchen fitting, so it wasn't far off completion. Having all three cottages heated made working through the cold spell much easier.

The café was plastered and painting well



advanced. We passed the sound test first time - Phew! The outside toilet block was tiled and awaiting sanitary fitting and door hanging. We had a gas connection, despite the mayhem of the gas market, so we waited for radiators to be fitted here also over the next month. In fact things were progressing so well we were anticipating holding our March meeting here.

By February our first cottage had been let so we expected the site to be occupied in a few weeks. The second was complete and the third due for letting in mid February.

More to the point the Trust had appointed a "preferred bidder" to operate the café, and he was expecting to open on 4th April. We had some work to do, but this consisted largely of staining floors, fitting the final doors, painting steps, final decoration of the outside toilets, final landscaping (some knee rails) and getting the floor covering in

occupied, so there was just the smallest, middle one to go. We thought our list of work was decreasing. We had a finite list to work to and it was encouraging to see it shrink steadily. I suspected we'd still be there until the end of April dealing with finishing touches, such as landscaping and planting, painting and site clearance and refurbishing the



museum/ storage rooms. The call went out for help and the response was very good as usual. We took down the Heras fencing and it made such a difference

to our morale as a real symbol of completion being in sight.

The café had progressed rapidly. We were able to get a special resin floor laid in late February and allowed early access to Garry and Joyce. They had proceeded with their kitchen and servery fit out and painted the rooms out in their chosen style. The tables and chairs looked very plush and they were working hard to get the work done to open in early April. It may slip a little from 4th April, but not by much. We were very impressed to see the coffee machine arrive. They have chosen the name "Canal Cottage Café" and we await the details of their grand opening with anticipation. We'd had so many questions from passers by that we



the café. Our nominated café managers are Garry and Joyce and it looks like it will be a family affair - just what we were looking for.

By mid March we had an offer on the largest cottage - No. 3 - and No. 1 was



thought it'd be standing room only. We wished them every success. They are obviously a hard working couple and have assistance from many family

members. Please support them if you can. We will be looking to work with them when we hold our meetings in the room upstairs.

## **Draycott Canal**

---

In March we had made little progress on the Draycott section. We had just received updated costs for the works and the impact of inflation has been felt as bentonite has increased substantially. We have also made some modifications to the drainage design and looked at some options to manage land drains. We made a decision to bring in an expert on hydrology to advise us before we proceed and await his verdict. After

that we needed to refine costs and fund any shortfall, which could be substantial. It was clear that this won't proceed in the summer so we called off the water vole trapping this spring. On top of this we were making little progress with Network Rail. They had offered a portion (about half) of what we thought is due so we may be engaging solicitors to fight our case. That won't be quick.

## **Sandiacre Bottom Lock**

---

In December further progress had been made with Severn Trent and we were awaiting further progress with a detailed plan and costings by their contractors. Once we had these we would be able to arrange working parties to reduce the cost of work undertaken by contractors. We were dealing with a land dispute with a neighbour who had encroached at the top of the lock, but this was going reasonably well and we hoped to have recovered the missing land in time for works to commence.

By February we had successfully negotiated the land dispute at the top of the lock. We were able to prevent the planned sale by the neighbour by registering our title challenge. The



result is that the owner accepted our offer to provide a new fence in the correct line and we

were happy to avoid legal fees. Hopefully our new neighbour will appreciate not only the fence, but the restored lock that is now more imminent.

We were still waiting a final quote from Severn Trent, but sorting out the land issue will help enormously to moderate their costs.

In March we moved on to plans for the sewer removal. Severn Trent had allowed us to undertake the surveys that were holding up their calculations. Dave Savidge had a list of works to undertake including a full CCTV survey of the pipes, surveys of the manholes, trial pits where we'd have new ones (including soil surveys) and the normal ecological survey. This should save us some money and allow us to survey the whole canal stretch to Longmoor Lane without extra cost and for future reference.

---

## Riverside Study

I'm pleased to say that the study on our proposed riverside developments has got off to a good start. Atkins have started their fact finding and expect to reach conclusions in a couple of months.

## Working Parties

In February a great deal of work had been completed at Chellaston. We were getting close to clearing the line between the A50 and Infinity Park Way (but of course leaving wildlife refuges along the edges). We had identified a few dangerous trees, which have since been felled together with a lot of the cracked willow growth in



the bed. This prepared the ground (quite literally) for discussions with developers to position the canal restoration as the answer to their drainage challenge.

In addition the teams had started work trimming back the newly acquired stretch between Breaston and the M1. It is always muddy there and redefining the path is a first step to further improvements when we can afford them. As if that's not enough we have also had a small presence at Sandiacre and Borrowash. The locals certainly know we are around and perhaps that's why we are seeing more support and volunteers.

In March I was delighted to report that the dangerous and ivy covered mess along the Chellaston canal stretch has

This has been funded via the City Council as part of their review of post Covid recovery and a focus on the "green and blue" in Derby.

now been tidied up by our team of chainsaw operators - Roger and Paul - and many helpers. Just when we thought we'd finished there was a casualty at the Infinity Park way end so there will be some last minute clearance.

The canal is now clearly visible and demonstrates much more clearly how the canal can impact on the nearby planned housing development. We have since had a positive initial meeting with the developers with a view to integrating the canal restoration into the housing development. We'll be having a follow up meeting in June to explore what it might look like.

We also had several days work at the newly acquired stretch between Breaston and the M1. It looks much clearer now and we have approached the Council for a share of funds they have for cycle and other paths with a view to laying MOT hardcore to make it easier to use in the winter.





At Borrowash things didn't go quite as planned, but we acquired unexpected assistance. The mobile extending working platform we hired to tackle some high branches on the way to Ulliker's Bridge decided to stay in the

mud shortly after being off-loaded at Station Road. Thanks go to Burrows for retrieving it from the mud without charge. Back to the drawing board on that one.

## Members' Meetings

In January I was sorry to report very poor attendance at our monthly meetings, with single figures at the December meeting. We didn't know why the attendance was poor so we invited feedback and reluctantly cancelled the talks in January and February.

Thank you to those members who took the time to tell us how we could improve attendance at members' meetings. You told us that:

- Covid was a factor - hopefully as spring approaches the issue should pass.
- The date didn't work for some - we've moved back to the old fourth Tuesdays timing.
- The venue was hard to get to - we've partially solved this by moving to the Cottages café, and for those who need a lift from the bus stop in Draycott centre we're hoping to offer lifts.
- The disruptions by pub staff in meetings was also not welcome, although the beer may have been - no beer at the cottages just yet, but you can bring your own!
- Publicity was poor - members wanted a variety of reminders and more (or less) notice. Our solution is to plan further forward (easing of Covid restrictions does help with

this) and to notify you in this update and the next Packet. We may even get the dates on the website.

With that in mind I am most grateful to our meetings organisers Eileen and Anne and hope you can join us on the following revised dates. Meetings start at 7.30pm, although details for the annual walk are to be advised nearer to the time.

**Tues 26th April:** Anne Featherstone - The Curious History of Sweeney Todd

**Tues 24th May:** Michael Crane, Stewart Craven - Beeston Lock Cottages

**Tues 28th June:** Rodney Hall - The coldest place on earth

**Tues 26th July:** Annual Walk - Current candidates are Chellaston or Derby (perhaps with a tour of the River boat?)



*Cottages Members' Meeting Room*

# 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.

*WindBlowers*  
FINE WIND INSTRUMENTS

Proudly Supported By

*Vandoren*<sup>®</sup>  
PARIS  
Vandoren Sponsorship  
Courtesy of Barnes & Mullins

 @blackwoodclarinetsnotts

 blackwoodclarinets.co.uk

## **Bennerley Viaduct Reopens After 50 Years**

---



*Photo by Jonathan Musson*

The following article appeared in Issue 43 Spring 2022 of EBC Today and is reproduced here with the editor's permission:

"Bennerley Viaduct has reopened as a route for walkers and cyclists - 54 years after closing to freight traffic and 58 years since the last passenger travelled across it. Crowds of people walked across the magnificent Iron Giant on its first opening weekend in January to celebrate the new life of the famous landmark. The iconic structure, owned by Railway Paths Ltd (RPL), has an international following after it became the only British site to be included on the World Monuments Fund Watch List in 2020.

The successful project to restore and re-purpose the viaduct has been a labour of love through a partnership between RPL and the Friends of Bennerley Viaduct, dedicated volunteers who formed in 2015 and have spent the last seven years working with local communities and the wider public to support and promote the scheme.

Work has included repair and restoration work on the Victorian

structure, the installation of a new full length deck and access for users. At the Ilkeston end a fully accessible ramp leads from the Erewash Canal towpath to the new deck. Access from the Aysworth side is currently steps. The friends plan to explore ways of creating a second ramp so that users of mobility scooters and wheelchairs can gain access from both ends.

Bennerley Viaduct is the longer of only two surviving wrought iron railway viaducts left in the country and is Grade II listed by Historic England.

The Friends will begin the next chapter in the Iron Giant's story this month after the group successfully gained a £250,000 grant from the National Heritage Lottery Fund.

Called 'Bridging the Gap', the new two-year project will develop the viaduct and its surrounding area as both a community asset and a visitor attraction. The Friends aim to reach a wider range of people and plans include offering training and learning opportunities to create a greater well-being effect.

The grant will allow the Friends to employ three staff - a Project Manager, a Heritage Engagement Officer and a Site Ranger. It will also help the group to manage the attraction and take on projects in the future, such as a fully accessible ramp at the eastern end and the construction of a visitor centre."

Bennerley Viaduct is an 8 to 9 mile walk from the canal cottages where our tea room will shortly be opening.

## Parson's Bridge, Crewton - Ian Webb

In an issue of the 'Alvaston Newsround' from the late 1980s there was an article from a Helen Jerram about her trip along the Derby Canal, from Parson's Bridge in Alvaston to Weston-on-Trent, in the early part of the 20<sup>th</sup> century, when the route would have been very rural.



1901 map  
Showing Parson's Bridge and the Mission  
Church

*"I had several horse drawn barge trips, along with other children, from Parson's to Western-on-Trent. These trips were an annual treat for regular attendance either at the Mission Sunday School on Brighton Road or 'Band of Hope' - I attended both. 'Band of Hope' flourished in my young days, its theme was to discourage us from the demon drink."*

She would have passed through both Shelton Lock and Fullen's Lock before joining the Trent and Mersey Canal at Swarkestone Lock and then travelling on all the way to Weston-on-Trent, and back.

Imagine being a child then and enjoying a summer's day sitting on a barge being pulled by a horse, enjoying a picnic and seeing all that wonderful countryside.



Parson's Bridge, so named as it was at the  
Saint Osmund's parish boundary.

Andy Savage, at [derbyphotos.co.uk](http://derbyphotos.co.uk), is a supporter of the DSCT and has produced some excellent aerial 360 photos in June 2021 along the canal route. There is footage from just north of Kiwi Park, where Parson's Bridge linked the



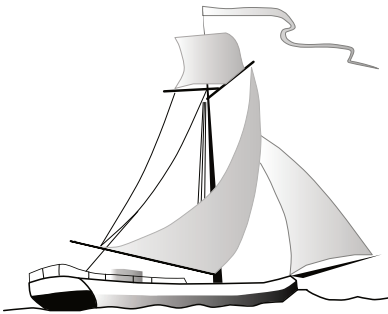
*Believed to be one of the trips, they were on narrowboats as barges rarely used the canal, passing through bridge No 1 at Swarkestone, roughly where the A50 bridge is now.*



footpath from Alvaston (Baker Street) to Osmaston Park (Ascot Drive). This can be found in [derbycanal.org.uk/alvaston/](http://derbycanal.org.uk/alvaston/)

Areas such as the Ascot Drive industrial estate, west of Alvaston, would naturally be able to reinvent themselves as sites for activities such as boat building, boat maintenance, livery design and secure mooring services.

How the area has changed in 100 years since Helen travelled along the Derby Canal.



DSCT Greenway  
Ascot Drive Industrial Area

## Sunset over Shardlow

This beautiful photograph of the Trent and Mersey Canal at Shardlow is reproduced with the permission of John Bennett who posts on the Derby Past and Present Facebook page. He only lives 10 minutes away from this scene and loves sunsets and sunrises!



@john.b

## Clay Pipe find at Borrowash

We are thankful to Ian Webb for the following information about an interesting find at Borrowash. He reports that following the recent excavations of Borrowash Bottom Lock, the local volunteers had carried on with some tidying up work. They came up with an interesting artefact, a clay pipe, found in the soil. Ian contacted the National Pipe Archive and their Chairman, Dr D A Higgins, came up with the following information:



the local volunteers had carried on with some tidying up work. They came up with an interesting artefact, a clay

pipe, found in the soil. Ian contacted the National Pipe Archive and their Chairman, Dr D A Higgins, came up with the following information:

*"This would have been the bowl from a short-stemmed or 'cutty' pipe, which were favoured by working people because the short, robust*

*stems were more likely to survive being slipped in a pocket when not in use. This particular design depicts a horse's hoof and was a novelty pipe, which would originally have*



*had the inscription "OOF PIPE" / Rd No 104830 on the sides of the stem.*

*I am not sure exactly who registered/made this design, but I think this*

*number would have been first registered in 1888. I have a complete*

*example of this design in my own collection and it has a clear varnished surface, which was known as a 'meerschaum wash'. This was applied to some cays to make them glossy and help them colour up like a meerschaum pipe when smoked. It is likely that your example would have had this finish originally too.*



*So you can say that this was an 'Oof Pipe' dating from c1888-1900, that would probably have had a varnished surface originally."*

Ian suggests that the pipe be made available to view at the canal museum to be opened at the Canal Cottages.

*We found clay pipe bowls in Bottom Lock in the '90s, plus paddle gear. - Ed*

## The Basics of Canal Engineering - Roger Ashmead

So, just how does a canal work, why doesn't the water leak away, how does it get fed with water and why does a canal need locks? All questions I've been asked by a newcomer to answer, so here goes.

The concept of a canal was to provide an easier means of transporting heavy goods over long distances. In the late

1700s this was very difficult due to the appalling state of the roads in the UK. On the tracks that existed at the time one horse and a cart could pull about one ton, with long journey times. The answer was to use a boat due - the frictional resistance of a boat in water is so low that a horse could then pull 25-30 tons. It could also pull it much further so that goods could be delivered to distant



places with much shorter journey times.

The canal engineers of the day - Benjamin Outram for the Derby Canal - were contracted to survey suitable routes for canals all over the country. Many follow contours in the land so minimising the number of locks or tunnels. The general disadvantage of that approach was the increased distance and curvy nature of the canal so produced. For example, look at the Oxford Canal. But the alternative was tunnelling which was, and remains, an expensive process fraught with problems such as going through rock which was time consuming, soft ground prone to subsidence, or water ingress from above that could flood or collapse the tunnel roof before it could be lined. Therefore it was, and still is, usually used as a means of last resort.

Canals have been built in various sizes. For example, the Huddersfield Narrow averages around 30ft of water wide and the Derby Canal is around 40 feet of water wide or the Trent & Mersey around 40ft of water wide but has narrow locks after Stenson as the company was short of money. Wider canals have locks large enough for wider boats - 14ft wide in the case of the Derby Canal. The locks also vary in size as they were built to suit the boats available in the local area - the locks in the Derby Canal can accept one wide boat, or two narrow boats, up to 72ft long. Narrower canals, such as the Huddersfield Narrow or the Oxford, can only accept one narrow boat in each lock. Others such as the Huddersfield Broad will only accept a wide boat up to 57ft long, so if you want to boat the Standedge tunnel in

your own boat you might just have to do it both ways if it is over 57ft long!

The ground was critical to the success of holding in the water. A clay soil was much preferred, however even that may, in most cases, have been lined with a foot of puddle clay so as to minimise water loss. Water volume was at a premium due to competition from water mills. The Derby Canal was originally 5ft deep and will, for the main part, be so again as it is rebuilt. Other, narrower canals could have been 4ft deep. The cut, as it is often called, was commonly a 45 degree slope from each side and flat bottomed. For a 5ft deep canal 6ft of ground would be dug out by navvies with a long handled spade. The earth was wheelbarrowed out of the cut up wooden ramps. Then 1ft foot of puddle clay would be brought in and often trampled by a herd of cows to remove air pockets.

Around locks, mooring points, bridges, aqueducts, wharves, etc. vertical side walls were built so as to allow the boats to moor close to the bank. This meant that blocks of stone had to be quarried and brought to site by horse and cart - or along the canal by boat once a length of water was available. The water line of the canal was lined with stone blocks to help prevent the wash of the boats eroding away the bank, as was the Derby Canal. Today, in many places, small zinc coated steel pilings are used for the same reason and often to restore the eroded bank/tow path.

Sooner or later, the canal would have to transfer to a different level and this is where the lock come into use. Locks with

mitred, or V gates, were invented by Leonardo da Vinci in 1487. The lock enabled a controlled passage from one level to another, unlike the flash locks previously used on rivers since 50 BC in China. A flash lock literally used a sudden release of water, perhaps at a small weir, to wash the boat downstream - a risky proposition with a cargo aboard.

The locks in use today have gear controlled paddles at each end and mitred gates to hold back the water. In essence, it's like filling a bath. The bottom gate paddles represent the plug, and the top ground, or gate, paddles represent the taps. Going up, if the lock is empty, the boat is floated in and the gates closed. After checking that the bottom paddles are shut, the ground paddles are opened to fill the lock and up floats the boat. The above procedure is reversed to go down.

The lock uses a set amount of water per boat, leakage notwithstanding, so it was reasonably easy to work out how much water was required to maintain a level in the canal. The locks generally have a by-wash to allow excess water to bypass the lock and prevent the lock doors over-topping.

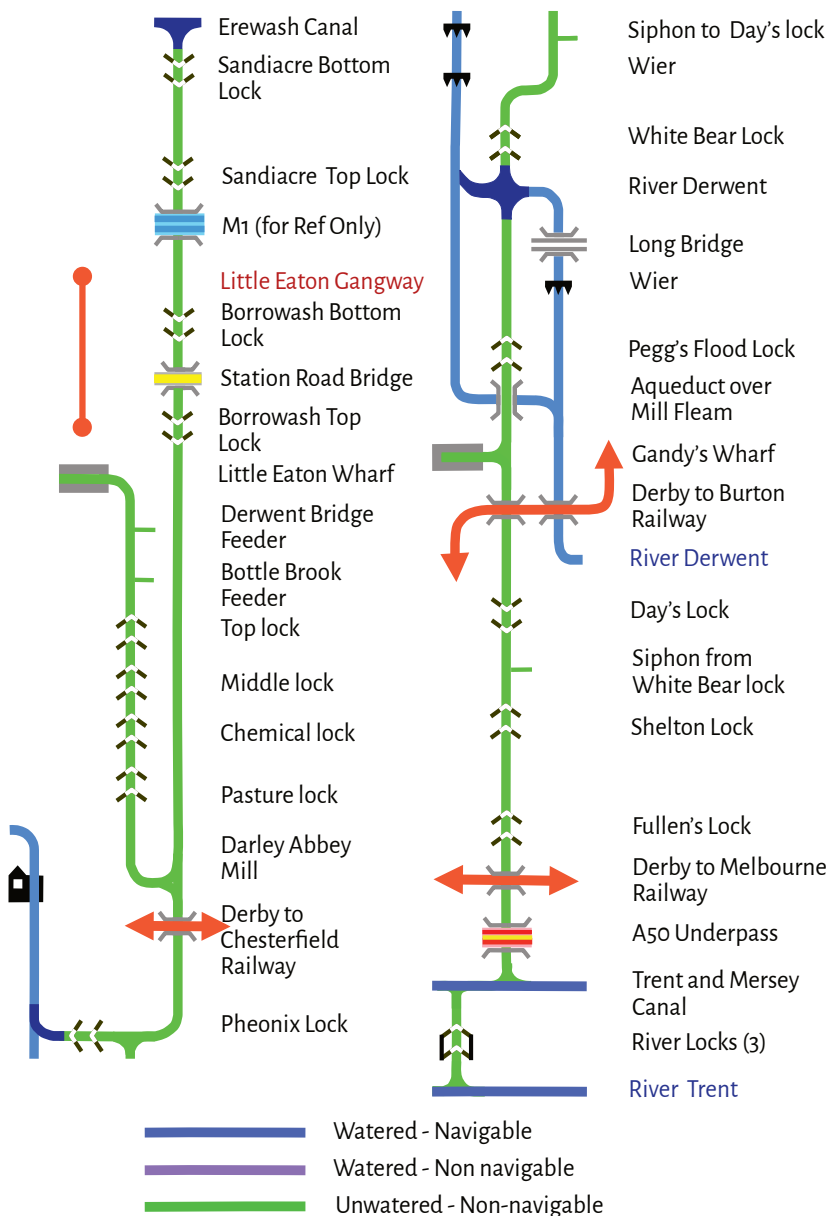
Every canal needs a water supply and there are really only two sources - rivers or specially constructed reservoirs with a sluice controlled feeder channel to the canal. Back in the 1700s there were plenty of water powered mills on the rivers. Along came the canal builders and they wanted some of the river water to fill and maintain their canal levels so there was serious competition

for the river water. It was at a premium, especially in the summer, and still is as many canal reservoirs were handed over to the water authorities when the canals fell into disuse in the 1950s, and are therefore no longer available to canals such the Rochdale when they are restored. The rivers similarly are controlled by the Environment Agency, for example, so as to prevent excessive abstraction.

Wherever possible a gravity system was used to fill and maintain the level. A weir would be built in a river at a suitable point upstream and a sluice used to feed the canal. This system was used for the Derby Canal with a first feeder point from the Derwent at Duffield Bridge and a second at Bottle Brook - see diagram. The water came into the system at Little Eaton, then down through four locks to Derby. From there it could feed both the eastern Sandiacre section and the western Derby one.

For the Sandiacre section the water flowed east through four locks to the Erewash Canal from the junction situated near to where Pentagon Vauxhall is today. The Derby, section was fed by a syphon pipe running under the main weir in the centre of Derby, so feeding the opposite side that ran though four locks to the Trent and Mersey Canal at Swarkestone.

Not all canals were so fed. The Rochdale used reservoirs constructed high up on the moors and others, such as the Cromford, lifted water from the river to the canal by a pump. This latter method will be the means of filling the



Derby Canal when it is rebuilt, with a take off point by the river crossing at Alveston. Water volumes were often short in places such as the summit level of the Kennet and Avon Canal or the Rochdale Canal. There back-pumping systems were used to keep the upper levels full. Back-pumping is regularly in use in many places along the canal system today and will also be used on the Derby Canal so as to minimise river abstraction.

What else is needed? Drain points are needed for maintenance. These can be found along all canals - they are invariably locked to prevent accidental, or wilful, draining of the canal. Stop board points are built into features such as bridges, or at the top or bottom of the locks, to enable the remainder of the canal to remain watered while a stretch, or lock, is maintained. Boards are dropped in and wedged down to create a temporary dam sealed with lumps of clay. On long pounds cofferdams can be constructed to enable the same effect, albeit more problematically as they have to be dug out again afterwards.

Overflow points are provided in case of depth variation due to ingress of storm water. These usually overflow into existing streams along the canal length and the Derby Canal had several of these also returning water to the river system.

Along the way there would be fixed, lift or swing bridges. The Leeds and Liverpool Canal has many of the fixed type while the Oxford Canal has many lift and swing bridges. Anyone who owns a boat, or has taken a canal holiday will be familiar with these. Boater operated, they often provide

gongoozling opportunities for both locals and visitors alike. They can be very difficult to move in some cases due to wear and corrosion in the bearings. Alternatively, the latter day larger ones are often electro/hydraulically moved. The plans for the Derby Canal involve at least two hydraulic lift bridges and several foot, or vehicle, swing bridges depending on location and weight requirements.

There are also boat lifts such as the Anderton in Cheshire or the Falkirk Wheel in central Scotland. These take the place of up to six locks. They require mechanical and/or hydraulic maintenance but save massively on water use. In times past there were features such as the inclined plane at Foxton where caissons were used to transfer boats from the top to the bottom so by-passing ten locks. This was powered by a steam engine at the top of the hill. The principle of lifting a boat in a caisson remains a viable concept and is the proposed method for the Derby Arm to lift boats from the Derby Canal down to the Derwent level when the Derby Canal is rebuilt.

Aqueducts exist on many canals to bridge a variety of obstructions. One of the most famous is the Pontcysyllte Aqueduct on the Llangollen Canal that takes the canal, 120ft up, across the valley for about half a mile. It has no railings on the off side - not a place to pilot your boat if you fear heights! The Derby had an aqueduct over what is now the Mill Fleam and was one of the first cast iron aqueducts in the world - see diagram.

The the tops of the girders of

Nottingham Road bridge over the junction with the Little Eaton Branch can still be seen at the side of the road leading into Pentagon Vauxhall. The aqueduct was one of the first cast iron aqueducts in the world and was unique in that it had Markeaton Brook flowing under it and Cattle Market Road over the top. One piece was saved but scrapped sometime later.



Finally, culverts such as Cuttle Brook, Spondon Bourne, Ockbrook Culvert and Hopwell Road, just four of many that carry stream/brook water under the Derby Canal. Most were torn out by the local authorities when the canal was finally abandoned because there was then no canal company workforce to keep them clear with the risk that water could build up behind them causing flooding. The one at Hopwell Road was accounted for by digging a large ditch from Hopwell Road to Derby Road to a new drain under the

railway. They will have to be rebuilt/re-engineered by the Trust during the restoration.

So, there you have it, a potted version of how a canal works. There are, it is fair to say, many variations! There are a wealth of canals in the Midlands to explore including the Trent and Mersey, Soar Navigation, Cromford, Erewash, Nottingham, Grantham, Birmingham to name a few. Along the way take note the variations in lock gear design, the locks themselves variously in brick and stone, a multitude of bridge designs etc and the routes either contour, or levelled using embankments such as the main line through Birmingham etc. So much to enjoy.

The accompanying diagrammatic representation of the Derby Canal as it was constructed is based on that in Wikipedia. Along the Little Eaton branch there is a short length of the cut remaining near the roundabout south of the village and the wharf warehouse still exists there now as part of a site of industrial units.

## Mapping out the Derby Canal - Andy Savage



I'm a keen photographer, Specialist Google Street View contributor, Level 7 Google Local Guide, drone pilot and keen historian. For six months starting in spring last year I spent a few hundred hours of my own time on a big mapping project

to help the promotion of the Derby Canal restoration. I thought I would share the story of my project.

In 2011 I created a custom Google map of the entire original route of the Derby Canal network for my website [www.derbyphotos.co.uk](http://www.derbyphotos.co.uk), but I accidentally deleted it last year. Technology has improved much since then so I thought it would be good to recreate the map and go even further with this project using the specialist

photography equipment I now own. I have traced out all the original route of the Derby Canal in blue overlayed on Google maps. As you zoom in using the mouse wheel and drag it around, you will notice various icons along the route - these are bridges, locks and links to my 360° photos taken at ground level and up to 400ft above ground.

So if you're interested in discovering exactly where the Derby Canal used to run, check out my interactive Derby Canal map. I have marked every single lock, bridge etc. I have a large and ever-growing collection of 360° photographs along the route allowing you to look in all directions.

My interactive map can be found at [www.derbyphotos.co.uk/features/derbycanal/maps/](http://www.derbyphotos.co.uk/features/derbycanal/maps/) and a video guide on how to navigate around my map at <https://tinyurl.com/derbycanal05>

I have been able to accurately mark out the original route by using a great website that overlays old maps onto modern Google Maps, either side by side or with a sliding fader. This website is run by the National Library of Scotland and can be found at <https://maps.nls.uk/geo/explore/>

For example, using this website, I have a 1992-1914 map on the left and modern satellite view on the right, the mouse cursor will move on both maps simultaneously:



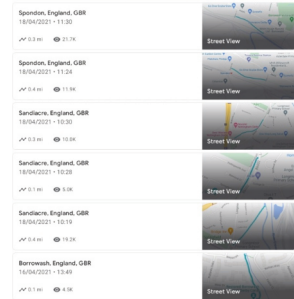
As I had a large area to map out, I used two computers each with large screens. I marked out the custom route on one while moving the map on the other. By fading between the old and new maps I could transfer my location data onto the other computer to create the map. It took about four hours to mark out the canal route and then many hours since adding items such as all the bridges, locks, winding holes, wharfs, canal buildings and then all my 360° photo spheres onto it.

Most of the former Derby Canal route was not on Google Street View - a lot of it is now cycle paths. I thought it would really help if I used my 360° camera to survey the entire route for Google Street View so that people could take a virtual walk along the old canal route. This would help promote the work that the Canal Trust has done on the route with regard to restoration and help visualise where it ran. My survey is also useful for cyclists, horse riders and walkers as they can now see these paths.

I have surveyed 10.42 miles of the route, that's 3.9 miles from Swarkestone junction to Pride Park and 6.5 miles between Sandiacre junction and Spondon. There is a 670 metre section just east of Borrowash where there are four fields that I need to survey to complete the entire 3.9 mile route east to Sandiacre lock. The section between Wilmorton and Spondon through Derby City Centre has been built over so is more difficult to survey than the rest of the route. I may have to make do with 360° photographs taken at 400ft.

As of March 2022, my 360° photographs have been viewed 414,784 times - it's great to know that my photographs are being viewed around the world. I have taken over 3,900 360° photographs over the 17Km of the route I have surveyed and I can see full viewer statistics for





each canal section surveyed.

Google Street View is a way of virtually walking a route using interactive 360 degree photographs

which are linked together. You access this online using Google Maps: [www.google.co.uk/maps](http://www.google.co.uk/maps).

Personally I find it better to turn on Satellite view by clicking on the Layers button (bottom left of map) and selecting Satellite. For an easy to follow guide on how to use Google Street View to walk the Derby Canal watch my video here : <https://tinyurl.com/derbycanal03>

Zoom in (using your mouse scroll wheel or search for the location) then tap the orange peg man (bottom right of map) and lots of blue lines and blue spots will appear. You can now simply click on the line or on a blue spot and it will show you a 360° photograph of that location at the time I took the photograph. Alternatively click and drag the orange peg man and



drop him onto a blue line or blue spot. In the example alongside, the orange peg man is about to be dropped onto the blue line of the canal near Ullicker's Bridge, Borrowwash.

Google Street View shows up as a continuous blue line overlaid on Google

Maps - it allows you to walk along a route by clicking on the white arrows on the floor in 3 metre jumps, you can also use the cursor keys to do this. Google Street view is best viewed using a computer but it does work on a smartphone too - install the free Google maps App for the best experience. Using the App, you must tap on the arrows to move along the route. In the example below of walking along the Derby Canal using my streetview survey, click on the white arrows to move forward in that direction



In order to survey the route I have walked a lot of miles over the months. It was a case of parking somewhere, walking the route with my 360° camera on a stick capturing my 360° footage, walking back to the car to get the drone so I could fly the route, then back to the car and move to the next section. Lots of sections around Draycott and Breaston have no roads to park on, so it involved long walks to get those bits captured.

I'm an approved Specialist Google Street View contributor. I don't drive a car around; instead I survey unique locations and one-off events and places that nobody else does. I don't work for Google - all of my work I do for free to help promote things and help people view the area.

I have been taking 360° photographs for Google maps for a few years now. As of today, they have been viewed by

38.77 million people around the world so it's great to have pretty much the entire route of the former Derby Canal included in my collection of 198,233 360° photographs.

As well as Google Street View walking routes I have also captured lots of single 360° photographs in certain places, these are known as "Photo Spheres" and show up on Google maps as a single blue dot, I have taken quite a lot of those along the canal route including some very unique ones under bridges and in the canal bed itself. These are also on my custom map indicated with "360" icons.

I then realised I could create high resolution aerial 360° Photo Spheres using my drone as well - I achieved this by using my drone to take 26 photographs in a sphere from a fixed position and then stitched them together to produce a high-resolution photograph 400 foot in the air above the canal route.

My drone view from Sandiacre junction looking south west :



These photographs are extremely useful as they allow you to clearly see where the canal used to run. Even in areas where the original route has been obliterated by modern farming for the last 50 years you can still clearly see the path by the different foliage growing due to increased moisture from the

puddle clay used, retaining extra moisture.

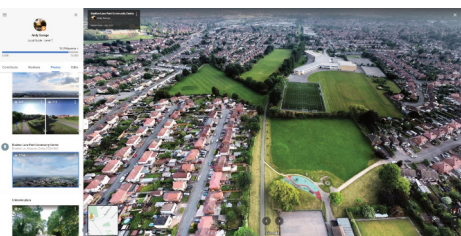
The photograph on the front cover of this issue of The Packet is taken from one of my many 400ft 360° photographs - I took this in May 2021 over Swarkestone junction where the Derby Canal used to connect with the Trent and Mersey Canal, you can see the Derby branch heading off under the accommodation bridge and off towards Chellaston under the A50 road bridge. You can view this 360° photograph for yourself at: <https://tinyurl.com/derbycanal01>

I have even done some of these drone photo spheres at lower levels such as actually inside the canal lock chamber at Borrowash bottom lock which gives you a view that's not possible to get in any other way.

Below is one of my 400 foot high 360° views over the canal. This is a view over Spondon with a 240 metre section of the canal in water next to the new Wheeldon Brothers' estate.



Here is another of my 400 foot high 360° views over the canal. This is a view of the section between Boulton Lane and Bracken's Lane.



As well as the Google streetview surveys I thought it would be useful to capture the route from the air using my drone. I have flown the route from Sandiacre to Spondon and the section from Swarkestone to near Pride Park, these are all available on my YouTube channel in sections. During my flights I try and maintain the route of the canal in the centre of my view.

Here is a screen shot from my drone footage from the Harvey Road to London Road section, approaching the section where the canal used to go under London Road (A6), with St Osmund's Church on the left:



I met so many lovely people over the months while I was out flying the route, lots interested in what I was doing and loads with stories who remember the Derby Canal in dereliction. Also, I found flying the route very interesting and offered up lots of challenges along the way such as keeping away from railway lines, pylons and birds.

Early one morning, filming the section between Boulton Lane and Bracken's Lane there was a swift that seemed to take great interest in the drone so had to land it and come back another day.

I have published all my videos on YouTube - most of them are recorded in 4K quality and look amazing when viewed on a large television or LED projector. If you have a large smart TV,

launch your YouTube application and search for @comedyhunter Derby Canal to view them.

The other (simpler) way of viewing them on a smart TV is to view the video on your YouTube App on your smartphone then tap on the cast icon (top right of video) and select either AirPlay, Bluetooth or link with TV code, depending on what your TV supports. Of course, you can watch the videos on any internet connected device even a smartphone but due to the small screen you won't be able to see all the details quite as well.

The great thing about the videos is that because I've filmed them from about 250 ft in the air it's so much clearer to see the old route even in places where the original route has been partly built over. Even if you're not interested in the old canal route you will enjoy my cinematic flights across the city with the varying landscape unfolding below, it's great trying to see if you recognise the locations and streets below. I find the video flights really mesmerising as you see things you don't normally get to see at ground level. There are a few sections of my flights where I have flown under bridges and even through the restored lock chamber at Borrowash.

As well as my drone flights, I have some fading then and now videos which I have made, these show an old scene such as Shelton Lock from 1910 and then I fade it to the current view. Because I take great effort over making sure the two views line up perfectly it means you can see what has changed in this time period, I intend to make a lot more of these when I get chance. These 'Then and Now' videos are also included in my Derby Canal video playlist so you don't need to go searching for them.

If you enjoy my videos then please do click the like button, subscribe, and send my video links to friends or post on Facebook and Twitter to help spread the word. My Derby Canal video playlist: <https://tinyurl.com/derbycanal02>

So what started out as just recreating my map ballooned into a very large project taking several months. It was a great project to work on, helping promote the restoration of the Derby Canal. I intend to carry on with my mapping project until I have completed the entire Derby Canal route including the Little Eaton branch. Obviously, there are large parts in the Centre of Derby that I won't be able to survey as they are built over, and things such as Long Bridge over the river Derwent have been demolished.

Once the better weather returns, I might map out the Little Eaton branch of the Derby Canal. I also intend to do some more of my 400ft high 360° photographs over the sections of the canal between Wilmorton and Spondon. I will re-survey the Draycott cottages again, so we have historical streetview data of it's progress.

As sections of the Derby Canal are restored, I can re-survey the route, so the photography is current while also retaining the historical photography, as a viewer you do this by clicking on the clock symbol on the street view viewer, this then lets you select a different year to view.

Once the river boat Outram is up and running I will probably do some 360° photographs inside that and maybe some drone footage of it navigating down the Derwent so keep an eye out for that on my YouTube channel.

To keep up to date with my Derby Canal mapping project, you can follow me on Twitter and subscribe to my YouTube channel.

My accurate interactive Derby Canal Map of the original route can be viewed here : <http://www.derbyphotos.co.uk/features/derbycanal/maps/>

My YouTube playlist of Derby Canal videos, flights, and 'Then and Nows' can be viewed here : <https://tinyurl.com/derbycanal02>

I hope you found my article of interest and are now going online to have a virtual walk around various bits of the old Derby Canal route and sit back and enjoy my many drone flights along the route of the canal on my YouTube channel. Please feel free to share the links to my videos and maps to anyone you think would enjoy them and post on your social media platforms.

---

## **Initial Investigations at Sandiacre Lock - Gary Harding**

---

The Trust first started work on Sandiacre Bottom Lock in February 2019 with the partial excavation and removal of soil from the lock chamber.

It was already known that substantial engineering work would be needed to progress the complete restoration of the lock. At some point a sewer has been

---



laid along the canal line from Cockayne's Bridge to Lock Lane. When this sewer



*Section Through Chamber Wall*

reaches the lock, it passes behind the south wall of the lock chamber and then turns at an angle passing through the wing walls at the eastern end of the lock close to Lock Lane Bridge. A further, smaller, sewer also cuts through the lock at its

western end close to the cill and joins up with the main sewer. The only way to solve this problem is to reroute the sewer and to divert it behind the north side of the lock.



*Upper Gate Recess and Ground Paddle Area*

As anyone who has been to the lock will know, there is not a lot of space and not much room between the lock and the boundary of neighbouring properties. Because the Trust has not been able to find any plans of the

lock construction or of its dimensions it was not even sure if there was room to lay a sewer pipe behind the lock.

It was decided to carry out a small-scale investigation of the north side of the lock to ascertain its dimensions, method of

construction and the state of preservation. Work commenced in summer 2020 but was only completed in summer 2021 due to Covid restrictions.

It was originally planned to pump out the water from the partially excavated chamber and erect sectional scaffolding over the smaller sewer pipe near the cill. This would be used as a platform to dig out the original sewer trench where it cut through the chamber wall thus giving a cross section. However even with two pumps working in tandem we were not able to pump enough water out of the chamber to enable us to erect the scaffolding. We therefore turned to Plan B and dug the trench from above after ensuring the sewer pipe was adequately protected from falling debris. To make matters more interesting there was a tree stump and root system entangled in the wall and across the trench we were digging.



*Stump Removal (Before)*

The chamber wall is not constructed of brick, but is instead made up of a stone rubble core with brick facing and that the brick is not original to the lock. It is possible that this wall originally had a stone facing similar to the wall on the south side but at some point this was replaced. The good news with this wall is that it is vertical and does not step back or get wider towards the bottom, as had been feared.

**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**



After a lot of effort and a few choice words, the tree roots were carefully disentangled from the wall and the stump was removed using a Tirfor winch.



*Cill and Ground Paddle Area*

This exposed some of the large stonework associated with the upper lock gates, small trenches were dug both here and at the area of the lower gates to ascertain their dimensions.

Finally, a trench was put in by the ground paddle above the cill to check its condition. The stonework here is in very good condition and mostly intact. Some of the missing stone has been pushed into the lock and is retrievable. We had a brief look at the corresponding stonework on the south side of the lock and here much of the stonework appears to survive to nearly towpath level but does not seem to be in as good a condition.

There is room to put a sewer behind the

north side of the lock although it will be a bit of a squeeze. The stonework around the ground paddle areas is in better condition than was thought. The north side chamber wall will need dismantling and rebuilding. The amount of damage to the east of the lock remains unknown until the rest of the chamber is excavated.



*Stump Removal (After)*

At the time of writing (January 2022) the Trust is in active dialogue with Severn Trent Water who have appointed Amey as sub-contractors. Amey are in the process of completing a full survey and a plan of works along with costings so that the sewer diversion can begin.

Once the sewer diversion has been completed, the real task of restoring the lock can begin with plenty of work for our volunteers.

## Update from Chesterfield Canal Trust - Rod Auton

---

People often think that January and February is a quiet time for us. Our shop at Hollingwood Hub is open virtually every day, our Work Party meets twice a week and there is the occasional charter cruise, but it's not like the summer.

However, as every DSCT member will know, there is lots of work going on behind the scenes. Boats are being serviced, trip schedules are being arranged, grant applications are being

made, politicians are being lobbied, membership subs. are paid etc.

Our Work Party has just started its latest project - Re-watering Renishaw. A stretch of canal was restored in 2009 with monies from the new housing estate built on the old Renishaw



Ironworks, but, with no water feed, it has turned into a grotty ditch, unloved by the locals. We intend to fix the

problems and extend the restored section to make 1,000 metres in total. If all goes well, this will link up to the major restoration, done by contractors, to the Chesterfield Borough boundary which is just to the south, giving an extra 2½ miles of canal by the end of 2024.

As is always the case, lots could go wrong, but we are doing our best to ensure all goes smoothly. As I write this, we are preparing for a public meeting in

Renishaw to explain our plans to the residents and hopefully to pick up some new volunteers.

Our other new venture is water sports hire. We have installed a large container behind Hollingwood Hub and plan to start hiring paddleboards and kayaks in



April. This is completely new territory for us, so we will start quietly at weekends. Once all is going

smoothly, we will ramp up our marketing and expand into the week.

Two years ago, seeing a paddleboard on the canal was a big event; now they are probably more common than canoes. In early January, there was a rally with 22 paddle boarders heading up the canal from Hollingwood Hub to Tapton - a magnificent sight.

## Would you like to help the Derby Canal Restoration?

Would you like to help the Trust?

Can you spare a couple of hours per month?

Do you know someone that could?

The Trust needs help in the following areas:

**Bridges:** Are you a civil or structural engineer (whether currently, retired or a trainee/student) with knowledge of road bridge design and/or construction? If so, the Trust's engineering team would

really appreciate some specialist knowledge and assistance.

If you are interested, then please contact Chris Rees-Fitzpatrick on 07757 979271 or by email at [research@derbycanal.org.uk](mailto:research@derbycanal.org.uk) to discuss further.

**Fundraising:** The Trust is currently looking at fundraising for various restoration projects including works at Sandiacre, Derby and Chellaston. Whilst we have skills with regard to the technical side of the applications could

you help with the administration or adding a marketing or sales spin to the applications to make them more appealing to funders? Some help is also needed sifting through the myriad of funders that exist to find suitable ones we can apply to. Whilst no previous fundraising experience is needed, but if you have some that would be a bonus.

If you are interested, please contact Chris Rees-Fitzpatrick as above to discuss further.

**Ecology:** Do you have a fascination with flora and fauna, do you want to help rejuvenate the biodiversity of the canal route? Can you get involved with surveys and monitoring? We are looking to plan our restorations to improve wildlife for all, so whether you simply have an interest or you have any ecology qualifications you would be more than welcome.

If you are interested, then please contact Chris Madge on 07827 946444 or by email at [chair@derbycanal.org.uk](mailto:chair@derbycanal.org.uk) to discuss further.

**Marketing:** Do you have marketing skills (whether currently employed in this field, retired or a trainee/student)? If so, the Trust's Communications Group would welcome input as to how we may develop a wider audience to our activities. As a volunteer in this area, you would support our existing website, social media and Packet volunteers.

If you are interested, then please contact Chris Madge as above to discuss further.

**General Admin or Secretarial Support:** Do you have office based experience and familiarity with software such as Excel, Word, or dealing with accounts or archiving. Could you take on projects to get us better organised? If so give Chris Madge a call.

In all the above cases experience and knowledge is very helpful, but the key criteria is a desire to change our communities for the better. The amount of time spent will be set by your availability, but the salary is non-existent!

## Contacts

### **Chairman - Chris Madge**

[chair@derbycanal.org.uk](mailto:chair@derbycanal.org.uk)

### **Vice Chair - Mike Wingfield**

[riverprojects@derbycanal.org.uk](mailto:riverprojects@derbycanal.org.uk)

### **Secretary & Social Media - Anne Madge**

[socialmedia@derbycanal.org.uk](mailto:socialmedia@derbycanal.org.uk)

### **Membership - Gary Harding**

3, Kingsmuir Drive, Mickleover, Derby  
DE3 0PP  
[membership@derbycanal.org.uk](mailto:membership@derbycanal.org.uk)

### **Working Parties - David Savidge**

[co-ordinator@derbycanal.org.uk](mailto:co-ordinator@derbycanal.org.uk)

### **Packet - Peter Warmingham**

[packet@derbycanal.org.uk](mailto:packet@derbycanal.org.uk)

### **Health & Safety - David Savidge**

[safety@derbycanal.org.uk](mailto:safety@derbycanal.org.uk)

### **Treasurer - Derek Troughton**

[treasurer@derbycanal.org.uk](mailto:treasurer@derbycanal.org.uk)

## Commercial Estate Agency Serving The East Midlands



CPA and Associates Ltd offer an experienced and common sense approach to Commercial Estate Agency.

We provide a tailor-made service in lettings, management, acquisitions and disposals. Whether you are a tenant seeking new premises or a landlord hoping to rent or sell your commercial property, we can help.

Registered Office: Castledine House, 5-9 Heanor Road,  
Ilkeston, Derbyshire, DE7 8DY

t: 0115 697 8888 | m: 07769 69 40 47 | e: [daniel@cpa-a.co.uk](mailto:daniel@cpa-a.co.uk)  
| w: [cpa-a.co.uk](http://cpa-a.co.uk)

Directors: D J Hawkins & K Brown  
Registered in England, Company Number 10720692