

# ☞ CLOGS & GANSEY ☞

*Newsletter of the Leeds & Liverpool Canal Society*

*No. 30 Autumn 2012*



***Kennet*** at Saltaire for the unloading of the sample wool bales for the Campaign for Wool on 11<sup>th</sup> October. Harry Belshaw and Cris Shave pose with members from the Campaign for Wool and a group of schoolchildren.

## ***January Social***

On Saturday 12<sup>th</sup> January, we will be holding a social event at the ***Inn on the Wharf*** in Burnley. It will be an informal get-together, starting at 6 pm with a full buffet at around 7 pm. Hopefully, it will be a little like our successful evening meeting at Radio Lancashire a couple of years ago, with time to meet and chat with other members.

There will be a slide show of recent pictures of the canal and ***Kennet*** on a loop, so more something to look at when you feel like it, rather than a formal talk, and there could well be a quiz and raffle. Let the committee know if you have any other ideas. The cost will be £10-00, and we need to know numbers by the 5<sup>th</sup> January. There is an application form with this newsletter, so please book and come along for what should be a pleasant evening.

# *Society News*

## *Contacting the Society*

We now have two dedicated email addresses for contacting the Society. Although this might not be quite so immediate as contacting individual committee members, it will hopefully ensure that any queries get to the right person or that they can be distributed to others in the committee with a particular interest.

For Society queries, the email address is:

leeds.liverpool.canal.soc@gmail.com

And for **Kennet** queries:

friendsofkennet@gmail.com.

## *Society Events and an Events Officer*

We have not had many events recently because of the time and effort that has been put into **Kennet**. There will always be more work to do there, but we do need someone to arrange other events to promote the Society, allowing members to meet socially. The job should not be too onerous, and would allow you to be imaginative.

Ideas for next year include a visit to the new wool sorting facility in Bradford to give a bit more background to our work with the **Campaign for Wool**. We could repeat the day out by train we did in 2009, but perhaps using a Manchester Metro ticket, rather than in West Yorkshire. Is anyone good with timetables? We could also do with a couple of walks in Lancashire this summer, as **Kennet** will be the centre for our events in Yorkshire next year. It is getting increasingly difficult for me to organise walks, given my arthritis, so we are looking for someone to take over this side of the events.

Should we be working with other groups when it comes to holding evening events, given that numbers attending are declining for almost everyone? Should we buy a home cinema DVD projector so that we can have standard talks which anyone can give? What do you think?

## *Clogs & Gansey, Email communications, and Finance*

As with many voluntary societies, our finances will be hit quite hard by the increase in postal charges. For this reason, we will be sending out **Clogs & Gansey** by email to all those for whom we have an email address. If you would like a hard copy, please send an email after you have received the digital copy, but bear in mind that at the moment I produce the newsletter free of charge, and that otherwise it would cost around £1-40 to deliver one copy of each edition. I can envisage that in the future there may be two types of membership, one for those with email, and one for those who do not have an internet connection.

Any money saved would be used to support our activities. Obviously, we need solid finances for **Kennet**, but we also promote the canal and its heritage in other ways.

## *Kennet*

There is a report on **Kennet** activity on page 5. Just to note that volunteers are always welcome, so contact Harold on 01535 630597, or by email at friendsofkennet@gmail.com. **Work parties at Greenberfield are on 10 November, 8 December and 12 January** - with more to follow.

## ***Planning applications***

The proposal to build a large housing estate above Bingley Five-rise is on-going. Your President spoke at the inquiry in Bradford arranged to hear objections to the proposed 400+ houses which the developers want to build. The result of the inquiry has not been made public yet.

The proposed redevelopment of the wharf at Stockbridge has been approved. The planning authority has ignored local objections, and those of the Society, where we pointed out the difficulties that will develop regarding mooring here once the houses have been built.

## ***Promoting the Society***

We now have a portable market stall for use on the towpath alongside ***Kennet***. It will also mean that we can promote the Society at other events, but this does mean we need volunteers to staff the stall. The back of the stand will feature a map of the canal with photos, and we already have a DVD player to show videos or a presentation about ***Kennet***. We have some items for sale, but this really needs someone to co-ordinate stock and to reconcile money. Could anyone help with this?

## ***Schools' Resource Box***

A message from Gaye Gerrard regarding Learning Resources. Before we spend ***Kennet***'s limited financial resources to stock our ***Kennet*** Kabinet of Kuriosities (A beautiful wicker basket has been purchased for the purpose, reflecting the basket boatmen used for carrying their food) would members like to look at the list below. If you have any of the following and would be happy to donate them to the Learning Resources please would you let me know before I begin to buy. Old kettle, Teapot, Horse brasses, Chimney chain, Boatwoman's bonnet, Windlass (L&LC type?), Handcuff key, Small example of a fender, and anything else canal-related which you think might be of particular interest to children. Bring them along to any ***Kennet*** event.

## ***Events and Happenings***

### ***Saltire Story Project***

Rob Martin is involved with Multi-Story Water, an interactive research project that, during 2012, has been exploring people's relationships with the waterways in the Shipley-Baildon area. On the weekend of September 21st-23rd, they presented three, inter-locking theatrical tours around the River Aire and Leeds & Liverpool Canal, based on the ideas and stories they've gathered. Each one invites people to look imaginatively at these watery locations — by reconsidering past events, present circumstances, and possible futures.

### ***Burnley Red Wheel***

The Transport Trust has been erecting Red Wheels around the country, with the one at Bingley reported in the last Clogs & Gansey. A further one was unveiled under Burnley Aqueduct on May 28<sup>th</sup>. Almost 50 'Red Wheels' have been erected around the country, of which 17 commemorate waterway sites, as follows:

Anderton Boat Lift, Bingley 'Five-Rise' Locks, Braunston Canal Village, Bugsworth Basin & Peak Forest Tramway, Burnley Canal Embankment, Caen Hill Lock Flight, Dudley Canal Tunnels, Edstone Aqueduct, Ellesmere Port Dock, Foxton Locks & Inclined Plane, Gas Street



Basin, Hatton Lock Flight, Pontcysyllte Aqueduct, Shardlow Canal Port, Standedge Tunnel, Stourport Basins, Whaley Bridge Wharf ... with more 'in the pipeline'. Any further suggestions for ones on the L&LC?

On the left is the unveiling at Burnley in May.

***Gift Aid***

Committee member David Morley has made progress with the preparation of the gift aid claims. The current position looks like a possible claim of approx. £900 in total for the last 4 years, and this is analysed in more detail below.

He has not reviewed the current year as this is still in progress, and suggests we wait for now, and prepare the current year only after we have made the first claims and received our first Gift Aid amounts from HMRC.

***Background***

Harold Bond gave him the signed gift aid declaration forms and some electronic files, Mike Hustler gave him a copy of the membership records, and Cris Shave passed on some paying in book records.

***Amount of Claim***

On the basis that we can claim for the years starting 2007-08, David believes we can claim approx. £900, as detailed in the amounts below.

**Membership** (including some donations)

2007-08	£87.38
2008-09	£87.38
2009-10	£176.37
2010-11	£294.25
<b>Total</b>	<b>£645.38</b>

**Donations from *Friends of Kennet***

2009-10	£128.75
2010-11	£129.25
<b>Total</b>	<b>£258.00</b>

Gift Aid increases the value of donations to charities by allowing them to reclaim basic rate tax. At present, the Society can claim gift aid at 25% on subscriptions and donations, so for a single annual membership of £10.00, we could claim an additional £2.50.

*There are many members who have not sent gift aid declarations to us, so we can't claim gift aid for their subscriptions and donations. If you have not sent in a gift aid declaration and wish to do so, we have a simple form for you to sign and return to us, so please contact the Membership Secretary or any committee member for details.*

## ***Progress with Kennet***

***Kennet*** was relaunched on 23rd June at Burscough after much hard work by the stalwart group of volunteers. What a Weekend! It started on the Friday with putting the final touches to the inside with much rain that threatened to spoil the celebrations. This saw the finishing of the displays using material developed and assembled by Mike Clarke. This starts the development of ***Kennet's*** learning programme and our goal of being an *Interactive Museum* by the end of 2014. Fortunately the weather was kind during Saturday, our celebration day. The Wigan Ukulele Band played on the towpath as guests and visitors arrived in the sunshine. After the arrival of the Civic Party, introductions by the Town Crier and speeches by Ian Ashcroft, Deputy Mayor of West Lancs, Geoff Lawson and Freda, our *Chair-mum*, a bottle of finest ***Kennet*** Beer (samples still available on board) was broken over ***Kennet's*** bow. Our guests were then invited aboard to see her new look and enjoy refreshments. In the afternoon ***Kennet*** was open to the public for the weekend with some 800 visitors. On the Monday morning Burscough Primary School visited ***Kennet***, a very good introduction as to what we can achieve with schools.

Since then, we have travelled to Preston, for the Riversway Festival, into Liverpool for a visit to Salthouse Dock, opened to the public at Lock 6 on the Wigan flight for an event organised by The Wildlife Trust for Lancashire, Manchester and North Merseyside, then on to Burnley for the Canal Festival, returning to Clayton-le-Moors for an event organised by the Hyndburn Heritage Group. Higherlands Lock, Gargrave was the next site, with ***Kennet*** being used for a C&RT arts event with a poet. The local school visited in the morning, with adults attending in the afternoon. The following day we opened to the general public, with a guided walk following ***Kennet*** down the final locks on the way to Skipton.

Since then, we have been at the C&RT schools week at Bingley, delivered the wool bales to Salthouse, and ***Kennet*** has returned to Greenberfield after stopping at Skipton.



***Kennet*** in Salthouse Dock, Liverpool.

## ***A letter to the Leeds Liverpool Canal Society from Mark Freear***

J.A.M.E.S (Joint Activities and Motor Education Services)

Unit 2B, Lower Ground Floor, Shipley Wharf (Canal Side), Wharf Street, Shipley, West Yorkshire, BD18 2DW

17<sup>th</sup> April 2012

Dear Mike Clarke

I am writing to inform the members of the Leeds & Liverpool Canal Society of some good partnership work carried out by J.A.M.E.S and British Waterways. This consisted of a training week during which volunteers and workers from both organisations participated in building approximately 21 metres of dry stone wall at the bottom of Cut Lane near Rishton (towpath side going towards Rishton).

We had a great start to the week, commencing 16<sup>th</sup> January 2012, being bright but cold. We started with a Health and Safety induction which was held by Matt, a BW Volunteer Coordinator, and then Tom and Tom, the professional Dry Stone Wall Trainers, gave us a basic understanding of how they wanted the wall to look once completed. We then demolished what was remaining of the wall. The Tom's then set up line bands to give us the basic contours of the wall and we managed to lay a foundation course with two layers of stone on top, with supervision and timely advice from the Tom's.

Tuesday was very much like Monday as far as the weather was concerned, bright and sunny but very cold, canal was frozen. There were only one or two stones lost, over night, due to vandalism, evidenced by holes in the ice. Work on the wall progressed well, several more courses being laid.

Wednesday the weather turned, raining most of the day, undaunted work carried on. We managed to get the rest of the wall up to the point where we were ready to put coping stones on.

Thursday was another very wet day. We managed to still get the coping stones on, as well as identifying another small section of wall that needed repair. This was started by Alex, Peter and Howard.

Friday was the wettest start, everybody was working together to finish the wall, which we did.

The team from J.A.M.E.S consisted of, Kevin Metcalfe, General Operations Manager, Mark Freear, Alex Flecknell and Peter Forrest, Project Workers, Howard Tomlinson, Volunteer Coordinator and John Wheater and Michael Call, young people who attend the project.

The team from British Waterways consisted of, Matt Taylor, Volunteer Coordinator, Matt, BW staff and Tom and Tom, Dry Stone Wall Experts.

A big thank you to the British Waterways team for putting the training course together, with hospitality. The same to the two Toms for their patience, eye for detail and knowledge as dry stone wallers.

I would like to say a personal thank you to all the J.A.M.E.S crew for an excellent weeks work, we must have moved many tons of stone throughout the week. Well done to all.

Yours faithfully

Mark Freear (Wye)

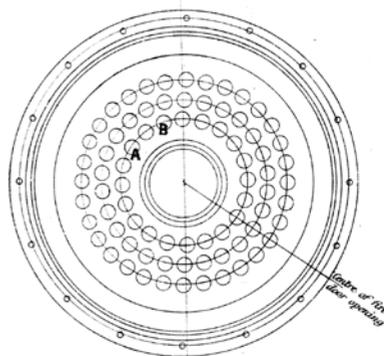
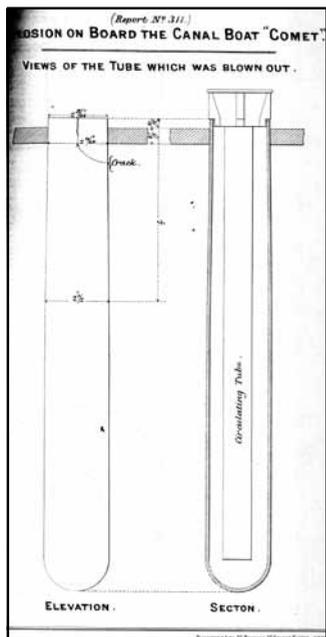
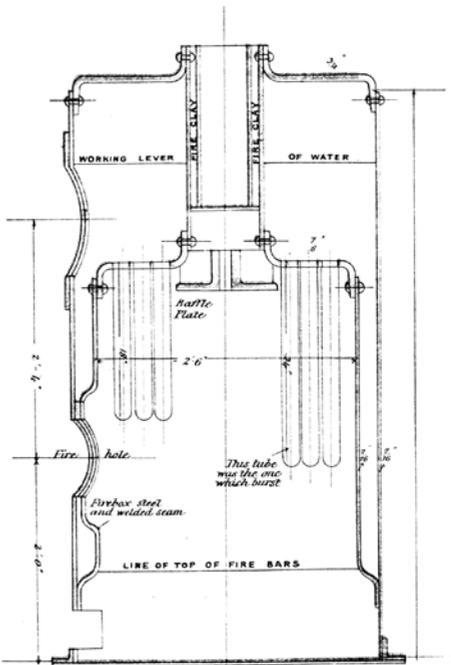
J.A.M.E.S Project Worker

## *L&LC Steamer Boilers* EXPLOSION OF A STEEL BOILER ON BOARD THE STEAM BARGE "SUN."

There were four fatal accidents on L&LC steamers in the 1880s and 1890s, with government reports published on all of them. They give an insight into the design of boilers on L&LC boats, which were of the Field tube type, built by Hough's near Wigan.

On Field tube boilers, water tubes with domed ends hung down into the firebox, with a smaller tube hanging vertically down the centre. The water touching the outer fire tube became hot and rose up into the main water chamber, being replaced by cooler water descending through the central tube. Field tube boilers were designed to be fast and efficient at raising steam, and were often used on steam fire engines, where lots of steam had to be raised quickly.

On canal boats, a problem was the dirty canal water used by the boilers, with sediment collecting at the bottom of the tubes. This could cause overheating and tube failure. To overcome this problem, the L&LC provided



filters, a long box with intermediate plates and filled with sponges, through which the water feed passed. The boilers also had to be cleaned regularly.

There were other reasons for the boilers exploding, with one failing after a wooden bung had been fitted after a tube started to leak. Surprisingly, it seems that the boatmen often had to do their own repairs to boilers, though they were not the only ones to make mistakes.

## ***Queries and Correspondence***

Can anyone help with the following queries? I have responded already, but hopefully someone may have further details. Is anyone interested in looking after genealogical questions?

Barry Kippax, (email: [barryandmo@hotmail.co.uk](mailto:barryandmo@hotmail.co.uk)) writes:

*Could you please help me to find information about my grandfather who was a canal-bank ranger in the Burnley - Foulridge area of East-Lancashire in the early 20th century. I only found out this information recently as my mother [his daughter] died when I was only a year old, and I never had any contact with my maternal relatives. My grandfather Rennie Farnell was born in Blacko, and worked as a labourer in his early years on the canal, on the census in 1911 he lived in Burnley and was described as a canal-bank ranger. He died in 1932 in Colne, and on his death certificate he was still employed as a canal-bank ranger. I have an aunt in Australia who is 96 years of age and tells me that he once lived in a lock-keepers cottage in Foulridge, but as yet I have been unable to confirm this. Perhaps you could point me in the right direction, my granddad died whilst still employed on the canal at a house in Chatham street in Colne.*

Heather Thomas ([hmthomas2@aol.com](mailto:hmthomas2@aol.com)) writes:

*I am trying to find more information about Thompson Slingsby and his son David Slingsby who were boatmen in the 1800s. They were my great great and great great great grandfather. If you have any ideas where I may find more information then I would be grateful. I have their census and birth records but am looking for info about their work on the canal.*

Editor's note: As far as I know, the Slingsbys were boatmen based in Shipley.

Brian Eames ([brian.eames1@btinternet.com](mailto:brian.eames1@btinternet.com)) writes:

*I'm researching a George Roe who was a canal contractor and worked on the L&L canal sometime between 1795-1801. I have three references taken from three of his childrens baptism entries that the family were living in Habergham Eaves during this period. I also have an anonymous obituary to his son John which states that his father George, 'was at work on the L&L Canal in 1796 and was described as a yeoman in a later contract'.*

*I have a copy of your book and refering to your chronology of the L&L Canal and at this time work was taking place at Burnley and the Foulridge Tunnel. Burnley incidentally is the parish where two of his three children were baptised. The other one in Colne.*

*Would you happen to have come across George Roe or could suggest where the documents may be? George and his son John also contracted work on the Wilts & Berks Canal and The Regents Canal.*

Editor's note, I replied: George Roe was one of the contractors for Foulridge Tunnel, having 37 diggers at work in 1796, the largest of the two contractors. In 1801 he was described in the canal minutes as a yeoman of Burnley, and was working at Hawbank quarry, which is in Skipton. I can't find any further mention on the L&LC, but he seems to have been working on the Gloucester & Sharpness Canal in 1817. There were other men called Roe who worked on the Coventry Canal around 1770. All the above comes from research done by a friend into canal contractors mentioned in canal minutes in the National Archive in London. It is unlikely that there would be any other sources which could produce anything useful without a great deal of luck. The G&SC archive may be a possible source, and I think it is in Gloucester RO.

## Boat **Darwen**

Hywel Thomas (hthomas076@aol.com) writes:

*Not sure if you remember me, I spoke to you a couple of months ago re **Darwen**, the L&L short boat. Glad to report that I have now finally bought the boat from Paddy and Sandra Lee. It will need a lot of hull repairs and these works are currently being undertaken in the Meuse and Sambre boatyard in Namur. Once this work has finished I am going to bring the boat back to the UK to use mainly on the Thames and the Grand Union/Regents canal. Thanks for the introduction to the Murrells, they have been very helpful. They have advised me to contact Tim Wood their ex business partner, his company, Wood Hall & Heward, own **Clitheroe**. The aim at the moment is to find someone who can be entrusted with the large amount of up-dating work that is needed, any suggestions you may have would be very helpful.*

Editor's note: News of **A39**, recently a floating cafe at Sheffield, has also been sent, suggesting that it had been sold to people in London, though I did see her tied up at Goole earlier this year. **Medlock**, formerly **A41**, has also been sold recently, and **Nidd** was up for sale in France. It would be useful if an un up-to-date list of ex-L&LC boats could be compiled. Wood Hall & Heward also operate **Everton** (which is **Everton** and which is **Farnworth** became confused when they were owned by the Caddicks Bootle Barge Company) and Tim Wood owns **Derwent** as well.

Trevor Roberts (trevor.roberts@canalconnections.com) writes re **Oddy Lock House**:

*I spoke with you in relation to Oddy Lock House and to keep you up to speed. I have spoken with John Battle (former MP) and I have arranged a meeting with him to discuss an action plan to develop a consortium to <acquire> Oddy lock House. The intention is to develop its use for community benefit.- perhaps heritage centre. I have obviously taken note of your comments in relation to the disposal of lock keepers cottages by BW and will use them within my arguments but any further information / advice / potential use would be appreciated.*

*The house has been withdrawn from auction pending Charity Commission process but I do not know at the moment whether that is a potential appeal procedure to prevent further disposals.*

Editor's note: I did complain to BW at the highest level when Greenberfield Lock Cottage was sold, in part because lock cottages are ideal for canal-related community groups and should not be sold off. Certainly, the new Canal & River Trust would have more scope for local involvement had BW not sold off so many similar buildings.

Nick Holt (nickholt@live.com) writes:

*I hope you don't mind me contacting you with this query, but I'm currently researching the varied history of our converted BCN day boat BCN 18686 - **Eileen** from 1903. Whilst we've been able to uncover a lot of information about her early and later life, the middle period is proving more illusive, however there is one interesting trail I'd like to explore, an internet search on 'Beeston Castle Cruisers' where 18686 was purchased in the late 1960, delivered up a new line of enquiry, an e-book by Cyril J Wood, 'Canalscape Book 1. 1960-1982' that contains the following quote: ... Sidney did build other boats. . . the 'Seagull' was one of them but was sold after a few years in the hire fleet. On one occasion, he bought a sixty foot Leeds & Liverpool 'Ice Boat' hull and brought it back from Skipton on the Leeds & Liverpool Canal, powered by a 'Seagull Century' outboard motor.*

*He planned to fit an engine, counter stern and cabin and add it to the rest of his fleet. Unfortunately, the conversion never took place and the hull ended up being sold to a private buyer. Judy Vedmore who'd purchased the 18686 from Beeston Castle Cruisers has also stated that 18686/**Eileen** had been used as an ice breaker. Would you be able to confirm whether or not BCN craft were cut down to 62 ft and used as an inexpensive supplement or replacement for one of the original wooden, V-section purpose-built L&L ice boats?*

Editor's note: I replied that I could not see why an ice breaker would have been brought from Birmingham as, in D&IWE days (I assume that would be when), they came under different offices. The L&LC had plenty of its own unpowered ice breakers, and new ones were built in the 1950s. Several of the steam tugs were also designed to be used as ice breakers as well. The engineer based at Skipton did have a variety of small launches over the years, the best known one being **Alexandra**, the hull now being at Ellesmere Port. I see it as much more likely that it was some form of launch hull which was sold, though I can't be definite.

### **Volunteering**

Simon Hammond emailed the Society in August re 'Care of the Leeds Liverpool Canal'.

*Dear Leeds & Liverpool Canal Society,*

*My wife and I have owned and lived on our narrowboat **Blue Heron** for the past 9 years. Our permanent moorings are at Apperley Bridge, Bradford. To be honest, although we love this canal, we have taken it for granted. We have moaned privately about the state of leaking locks etc but have not bothered to get involved. This year we have taken our boat to London for the Olympics, a three month cruise of a life time. What has struck us was the level of volunteer involvement on other canals and the care of locks and towpaths.*





*As I write this we are trying to make our way home but there is yet another stoppage on Wigan flight, yet more make-do repairs to ageing locks. So we have decided to get involved, to be a part of the solution not just moaning about the problem. We will volunteer to Canals and River Trust and do our bit locally. Having read some of your website we wondered if the LLCS actively lobby the waterways trusts for more investment and improvements ?*

*We will endeavour to support the LLCS and be a part of the preservation of this heritage for another generation.*

*Simon & Pat Hammond - moored at Northwich trying to get home.*

Simon's letter does raise the problem of our relationship with the C&RT now that we are both looking for volunteers. How should this move forward, given that some people would prefer to do voluntary work close to their home, while opportunities with the Society tend to involve travelling. There will be a place for both organisations, but it will involve closer cooperation. As someone who has worked both as a professional and a volunteer on heritage projects, I personally feel that it is up to professionals to work with volunteers, and it is they who should provide the necessary background support. There are some people within C&RT who are positive about volunteers, but others have not yet taken up the challenges and opportunities.

**Kennet** provides an excellent platform for promoting volunteering, and space has been offered for C&RT to advertise the possible areas where they would welcome volunteers. However, both we and they need to make better arrangements for this. The Society and **Kennet** are run

by volunteers who already give large amounts of their time. They are not just sitting around waiting for work, but are already actively involved in promoting the use of the canal and its conservation. It would be difficult to extend our work without more volunteers coming forward for specific jobs.

What do members think about volunteering and how it can be promoted and encouraged? We always need more volunteers for **Kennet** and Society events. How can this be integrated into the wider demand for volunteers on the canal? Please write in with your comments or suggestions for better ways of coordinating such work.

### **Society Stall**

The Society now has a market stall which can be used at events, either alongside **Kennet** of independently. It provides a good area for meeting the public which is reasonably dry in wet weather. There is room for selling our booklets and towpath guides, as well as distributing other information. Volunteers are always needed for staffing events, and it would be good if a member could take on organising the stall.



The stall at Saltaire in April, on the towpath next to the horse-boat **Elland**, which has been travelling along the canal this year.



## Early Hire Boats

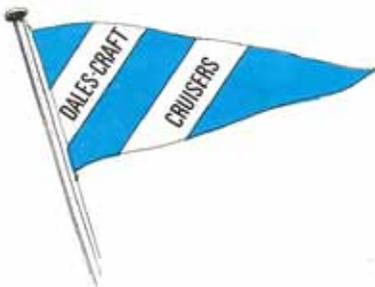
David Lowe sent me this copy of an early hire boat advert, to which I have added a better copy of the illustration.

*Actually this is the 1969 brochure and the name has changed from Kip-Craft Cruisers which they were using when we hired about 1961. Most of the outer cover including the wool boat photo is the same as the 1961 version, which I must have lost. I did have it!* Does anyone have information about early hire boats on the canal, or could write about a holiday on the L&LC in the 1960s or 1970s? Such recollections will be important in the future for those researching the change of canals from commercial to leisure. We hope to be able to record memories on board **Kennet** next year.

Below: A better copy of the advert photo, showing a boat loaded with wool descending Bank Newton locks. It must be one of the last cargoes over the summit, as traffic ended in 1963.



*A wool laden canal barge glides quietly past two of our cranes moored in a quiet pool in the very heart of the Dales country.*



**BRADFORD BOAT SERVICES LTD**  
Yacht Station  
Apperley Bridge  
Bradford Yorkshire  
Telephone: Bradford 612827



## ***'Elland' on the Leeds & Liverpool Canal***

The Horseboating Society will work horseboat ***Elland***, a circa 150 year old wrought iron narrowboat, from Leeds to Liverpool. It is probably over 60 years since a horse-drawn boat travelled between Leeds and Wigan. The Horseboating Society did travel from Wigan to Liverpool in 2007 when Queenie pulled ***Maria*** to attend the World Canals Conference. The boathorse is Bilbo Baggins, a cob type, 15.1hh, bred and trained by owner Sue Day.

The journey is hoped to give maximum heritage, education and community benefit en route:

1. Linked to the Diamond Jubilee: Royal Armouries start, boat & harness of red, white, blue, use of textile heritage of trans Pennine canals with wool and cotton bunting and flags.
2. Linked to the Olympics: baton relay with two batons, passing the b(o)aton, and a weaving shuttle as baton, both boat and shuttle long and narrow as batons, both being passed from one community to another along the canal, and token cargoes being collected en route.

Itinerary: The journey began on World Heritage Day, April 18

April: Royal Armouries, Leeds to around the Bingley Five-Rise Locks or Riddlesden.

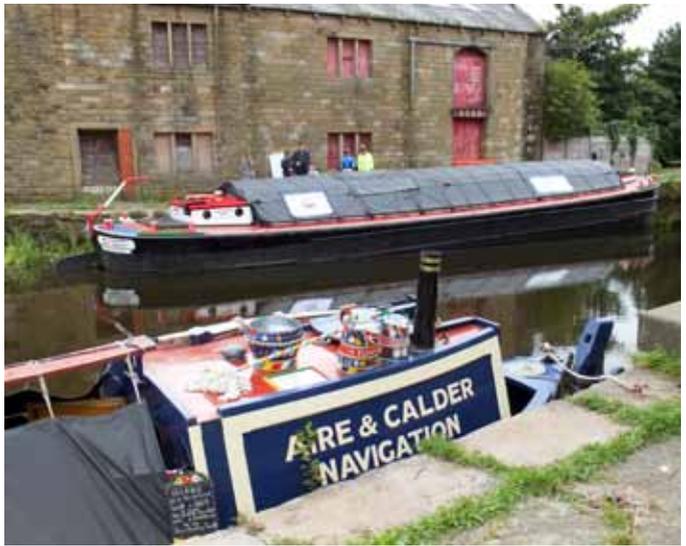
May: Bingley to Foulridge.

June: Foulridge Tunnel to Burscough Bridge.

June 23-24: Burscough, Canal Heritage Weekend.

August: Liverpool to Burnley.

September: Burnley Canal Festival and Hyndburn Heritage, Clayton-le-Moors. For further details, see [www.horseboating.org.uk](http://www.horseboating.org.uk)



Above: ***Elland*** at Clayton-le-Moors on the 16 September for the Hyndburn Heritage event, with ***Kennet*** tied next to the warehouse.



Left: ***Elland*** in 1991, before restoration by Roger Lorenz.

## ***Canal & River Trust, canal heritage and the Society***

On 23 July, your President had a meeting with Iain Weston, Colin Blain, Steve Bergquist, Steve Astles and Audrey O'Connor from C&RT at Wigan, initially to discuss canal heritage. The meeting went on to look at relations with the L&LC Society and heritage aspects of the next winter stoppages.

The meeting was arranged following correspondence with one of the C&RT Trustees, John Dodwell. I had originally raised the problem as a canal historian, rather than President of the Society, though most of the comments and suggestions for better contact were more in terms of C&RT and the Society. The following is edited from the notes of the meeting.

### ***Heritage***

Mike Clarke gave a presentation to the group on raising the awareness of heritage features that are potentially under threat and disappearing, such as starting and stopping pins during works to the locks, bridges or buildings. He explained that these features added value and brings the canal alive for users and they tell the story of the canal, how it worked and its development. However, this is not exclusively happening on the L&LC, but nationally and he hoped that the NW would be the first to reverse the situation. He also raised the issue of interpreting the features of the canal as they would give the users more enjoyment and a better understanding of the network and its workings.

Iain explained that C&RT wear many hats and conservation is one element of the waterway. He acknowledged that at times they may not get it right but overall he feels we do. He explained C&RT have a stringent process in place that ensures that the team are aware if they are working on a heritage structure and they must follow C&RT Approved Heritage Processes and if they fail to this it could result in disciplinary action. He also commented that we have to work within a budget constraints and it's a difficult time financially for all the waterways. Mike acknowledged that things were difficult financially and is hoping in light of our new status that other funding streams would come available and maybe this would be an area where the L&LC Society and C&RT could work together more in the future.

Mike raised the issue of changes to paddles, gearing and balance beams. Iain said there were justifiable operational reasons why these features were changed. For example the change of height of beams was due to minimum safety standards.

Regarding Health & Safety, Steve Astles saw no issue with features that may be perceived as a trip hazard such as starting pins, mooring rings and bollards. He said they are features you would expect to see on a canal. Iain explained that the Trust would not remove them deliberately. However, it is difficult to stop others who think they are doing the right thing by removing them due to being unaware of their historic value (such as members of the public and volunteers).

Audrey explained that the waterway is carrying out Heritage Awareness Training for staff and volunteers who work with heritage assets in order to reduce any risk of damage to structures.

Mike commented on culvert inspection reports and archives being made more accessible to the public, with more information made available through the Trust's website. Colin Blain explained that his team are revisiting the culverts principal inspection reports and are carrying

out CCTV inspections. These they hope to have uploaded onto the C&RT database, however they have experienced some technical problems but hopefully they will be dealt with in due course. Colin mentioned that resources for carrying out these kinds of tasks would always be an issue as they relied on volunteers. Mike acknowledged this and said that he could be a possible volunteer project with the L&LC Society assisting to archive historic documents. Iain said he would investigate the possibility of putting more archival and current documents on the Trusts website for public access.

Mike commented that it was difficult to know who to contact within the Trust regards queries relating to works, heritage and boating issues (and that others had made the same comment to him). Iain said customers can contact the Trust by phone 0303 0404040 or email enquiries.northwest@canaltrust.org.uk, where all enquiries are dealt with. Audrey was happy for Mike and others to contact her with regards to enquiries relating to works and heritage issues.

### ***Leeds & Liverpool Canal Society***

Iain commented that due to promotions and new members of staff in the NW waterway that it would be beneficial for us to clarify the lines of communications with the L&LCS. It has been agreed that we will contact the Society through the Secretary, Margaret Hammond. Mike also reiterated that he and the Society are happy to help on voluntary base with sharing information with the waterway.

### ***Winter Stoppages***

Audrey raised the point from John Dodwell's email regarding Mike's concerns with winter stoppages. John expressed that Mike was concerned about heritage features being removed during the works. Mike commented that he would like to visit stoppages when major works were happening in order to photograph, record and identify features that could be interpreted.

Mike accepted that not everything could be saved, however he said that he would like to record and photograph those features which were removed so they could be archived and interpreted.

Iain has no problem with Mike visiting sites, he would like Mike to give us prior notice in case of any safety issues, such as days when cranes are on site and access may be restricted. Iain also mentioned our Environmental Appraisal system where it allows the Heritage Adviser to highlight historic features to other members of staff involved in the project.

The meeting did at least open up the subjects of heritage and relations with the Society. Up to now, there have not been any regular meetings between the Society and the Wigan office, and that is something which needs to be addressed. There is also an opportunity for the C&RT to work with us on ***Kennet*** in a much more formal way. Hopefully, our involvement with the C&RT art work event at Gargrave in September, and on Bingley Schools Week in October, will encourage a more active collaboration.

One area in particular, where we could help, could be in reviewing heritage and other paddle gear on the canal. Would anyone be interested in taking up this challenge?

***Kennet*** at Skipton after loading British wool early in October.



### ***Campaign for Wool***

The Society has taken on a major project in looking after ***Kennet***, and funding will be very important for us to find. We are therefore very fortunate that the **Campaign for Wool** is sponsoring us to carry sample bales of wool from Liverpool to Saltaire. As noted elsewhere, the wool was loaded in Liverpool in August and will be delivered to Saltaire on 11<sup>th</sup> October. The link with the **Campaign for Wool** fits in well with canal heritage, as wool was an important cargo on the canal right until the end of carrying. Their Patron is the Prince of Wales, who is also Patron of C&RT, and who is particularly interested in the Weavers' Triangle in Burnley. Perhaps we can entice him on to ***Kennet*** at some time!

From the middle of the 18<sup>th</sup> Century, long before the railways linked Britain's industrial cities with the nation's ports, a network of canals was rapidly being built around the country to move bulky goods. Canals were so important to the economy, that boat horses continued to ply the towpaths of our waterways for over 100 years, drawing heavily laden barges between docks and factories, and remaining a competitive means of haulage despite the early advent of steam trains and much later, the arrival of road transport.

Before the birth of the English Industrial Revolution in the latter half of the 18<sup>th</sup> Century, local wool, woven by artisan dwellers, was the only source of textile raw materials. This home spun monopoly could not last and demand quickly exceeded supply as the population grew, as many migrated from rural Britain to the rapidly expanding industrial cities. Newly mechanised mills in the early part of the 19<sup>th</sup> Century badly needed wool from overseas. The Napoleonic Wars

and the French Blockade had deprived Yorkshire of finer wool fleeces from Spain, the home of the Merino sheep – a hardy animal that thrived in the arid conditions of Andalucía and North Africa – and later, in the Australian bush. Much needed Colonial wools began to flow through England's Northern ports in about 1820.

It took 40 years to complete the canal from Liverpool to Leeds, successfully linking the navigable river systems of Lancashire and Yorkshire. Opened throughout in 1816, the canal allowed the free flow of broad boats across the Pennines and bringing wool from Australia, South Africa and later New Zealand, eastwards to numerous newly built factories fired with the early inventions of James Hargreaves, Richard Arkwright, James Watt and James Noble.

Salts Mill, built by Sir Titus Salt in classical Italianate architectural style on the banks of the canal and the River Aire just three miles from an already heavily industrialised Bradford, was completed along with much of its surrounding model village in 1853. South American Alpaca was the first fibre to be hauled along the canal to Salts, followed by Merino wools from Australia and the Cape. In its glory days at the beginning of the 20<sup>th</sup> Century the mill employed over 4,000 in its vast worsted spinning and weaving sheds.

At a time when wool is seeing a huge increase in popularity, particularly for its sustainable qualities, **Kennet**, built in 1947 and fully restored in 2012 with a grant from The Heritage Lottery Fund, is re-enacting a voyage from Salthouse Dock in Liverpool across to Saltaire, complete with a cargo of Commonwealth wools that will be joined by a bale of British wool scheduled to be loaded in Skipton, a key canal basin in North Yorkshire on 2<sup>nd</sup> October.

Four bales from each Commonwealth country supporting The Prince of Wales' Campaign for Wool – Australia, New Zealand, South Africa and the United Kingdom - will leave Skipton on **Kennet** for the last stage of its journey, reaching the World Heritage Site of Saltaire on the 11<sup>th</sup> October. Once unloaded the bales will be blended and scoured in Bradford by Haworth Scouring. One batch will be carded, spun and woven by Abraham Moon in Guiseley, West Yorkshire into a Commonwealth tweed. Another batch will be combed by Haworth Scouring for Bradford worsted manufacturer Charles Clayton (Division of Seal International), who will create a Commonwealth worsted jacketing.

These special fabrics will commemorate both Her Majesty The Queen's Diamond Jubilee and the launch of His Royal Highness The Prince of Wales' Campaign for Wool's Third Annual Wool Week that begins on Monday, 15<sup>th</sup> October.

Loading the wool in Salthouse Dock, Liverpool.





**Kennet** descending Gargrave locks at the end of September, on the way to events at Skipton, Bingley and Saltaire.

## COMMITTEE MEMBERS



**President** (& Newsletter editor): Mike Clarke, 8 Green Bank, Barnoldswick, BB18 6HX, tel: 01282 850430.

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Secretary: Mrs Margaret Hammond, Warren House, 27 Skipton Road, Gargrave, BD23 3SA, tel: 01756 749301

Treasurer: Ken Watson, 14 Nightingale Mews, Saffron Walden, CB10 2BQ, 01799 526794

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David Morley, 10 Roworth Close, Walton-le-Dale, Preston, PR5 4LZ, 01772 462555.

For Society queries, the email address is:  
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 And for **Kennet** queries:  
[friendsofkennet@gmail.com](mailto:friendsofkennet@gmail.com).



A Harry Belshaw photo of **Kennet** entering Liverpool for the weekend opening in Salthouse Dock, followed by loading of the wool bales.

Another Harry Belshaw photo of **Kennet** on the way to Preston, following the old river between Sollom and Tarleton. Spot the canal!



Tony Oldfield sent me this photo of **Kennet** on the way to Leigh after leaving Worsley Drydock. Since then, extensive alterations have been undertaken by a hardworking group of volunteers