

# Mile Post



The Magazine of the  
West Riding Branch



The Inland  
**Waterways**  
Association

**June 2011**

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## **IWA Headquarters**

### **Registered Office**

The Inland Waterways Association

Island House

Moor Road

CHESHAM

HP5 1WA

**Telephone** - 01494 783453 **Web site** [www.waterways.org.uk](http://www.waterways.org.uk)

NOTE: The views expressed in this publication are not necessarily those of The Inland Waterways Association or of The West Riding Branch. They are, however, published as being of interest to our members and readers.

### **Front cover.**

Skipton during the Waterway Festival weekend.

## **Proposed Resolution by Bob Laing**

At the Region AGM at York on the 1st April 2011 I proposed the following :-

A renewed National campaign against the spiralling cost of boating.

The new waterway governance arrangements demonstrating positive measures to encourage a new and younger generation of boaters.

An undiminished campaigning role for IWA, where necessary in opposition to the New Waterways charity.

A renewed campaign to seek support for the above from all other boating organisations.

These were all agreed at the AGM. Please read the following for a more in depth account of the meeting by Peter Scott North East Regional Chairman

## **North East Regional AGM 2011**

Our Regional AGM in York on 1st April launched North Riding Branch, with its inaugural AGM, as well as hearing from guest speakers Councillor Sue Galloway the Lord Mayor of York, Jon Horsfall BW North East Region, and Clive Henderson IWA National Chairman. We also discussed and agreed a resolution supporting these four issues above to which I've added some thoughts and questions.

## **An undiminished campaigning role for IWA, where necessary in opposition to the New Waterways Charity (NWC)**

Since the AGM, the NWC initial trustees have been announced. None of our current IWA trustees are included, and the NWC trustees' first task will be to finalise the finances, and contract with the Government with which they will have to work for their contract's ten to fifteen years. IWA has said that adequate funding is crucial to success, and we will continue to campaign for it: if it's not achieved at the outset we ought to be telling the NWC trustees that they would do best by resigning and declining to take on an impossible job.

## **A renewed National campaign against the spiralling cost of boating**

IWA is a members' organisation: together we can do more than members individually can do, and we need all our ideas to help with this item particularly.

Firstly we need some detailed analysis of where the extra costs arise. Photographs of the canal scene from forty years ago would have many fewer 55 foot narrowboats and many more GRP cruisers, and it would be interesting to know how much this increase in boaters' aspirations has changed the boats available and their internal specifications. Then there's the cost of materials to build and maintain the boats and the money we pay other people to do these jobs.

Secondly the specific item of fuel costs have had a continuing hike for everyone who uses fuel, and in addition the ending of the red diesel derogation for propulsion has added almost 50p per litre to boating costs: running the engine for a couple of hours to charge the batteries is now an expensive business. Gas has also suffered the fuel price increases of recent years.

Rather than campaigning on fuel costs or boat manufacture and maintenance, as a waterway organisation maybe IWA can have greater influence on mooring and licensing costs. Comparing these to inflation over those 40 years would be a valuable input to the debate.

Everybody wants their costs to be less: just lobbying for that in times of economic downturn is unlikely to command much public sympathy. But

we could share the costs in different ways. I would be interested in views of these ideas.

BW has a lot of online moorings – and there are a number of cities where the presence of boats and boating people could be the trigger for a much improved waterway environment. For example the Leeds and Liverpool canal in the approaches to Liverpool and the Rochdale in Manchester – say just-above lock 77 – maybe we could have reduced costs or free mooring – for boats willing to moor there.

The New Waterways Charity may attract other navigation authorities to join it. I have no idea whether the combined Upper and Lower Avon Navigation would be one of those, but if they did, there would be an opportunity to have a single license to include the Warwickshire Avon, at a small increase in license fees for all boaters, and this would avoid the need to charge fifty pounds per Avon passage. This might be seen as another hike in the spiralling cost, maybe we could head in the opposite direction and make specific charges for some waterway facilities – the Millenium projects come to mind: Standedge, Anderton Lift, Ribble Link, or maybe also passing Foxton, Watford or the locks out of Leeds where BW have supplied lock keepers. Would a fifty pound charge for each of these in exchange for, say, 2%, 5% or 8% cheaper annual license fees be a deal we would take?

Not all boats cruise for all the year: maybe the standard licence could be that 8% cheaper, and include permission to move the boat in November to March and just one other month of the users' choice: movement in each extra calendar month would cost another fifty pounds.

Here's a dramatic way of reducing boating costs: share a boat between more than one family. We always expected to run a boat for our retirement, but over twenty years we have shared the use and management of our (currently) three boats with three different groups of people. That works well for us and gives us the chance to boat in all parts of the country, as well as having enough time at home.

We have found the sharing of boating time, like all narrow boating to be

a workable compromise – as is spending our holidays living in a corridor. There are positive advantages of sharing the worries and challenges of boat ownership with others and mutually benefiting from the different expertise we all have. It doesn't have to be a large group of sharers – and the biggest cut in spending is from paying 100% of a boat's costs to just 50%. Maybe two boating families deciding to share would want to acquire a boat different to the ones they already had, with more of this a bigger that to balance the need of co-ordinating when each was using the boat.

The question isn't 'Would these ideas cost **me** less?' but 'Would that be a better or fairer system for everybody'

### **The new waterway governance arrangements demonstrating positive measures to encourage a new and younger generation of boaters**

The problem: where is the next generation of boating enthusiasts to come from? We need our collective expertise to create a programme of action to make it happen.

The waterways have to compete with the diverse opportunities for young people's time: there are many other things to do, and we are essentially an outdoor activity which is maybe less attractive than once it was, and it's difficult to do independently. Schools don't now allow parents to go on holidays in term-time, which gives a spikier profile to the revenue available to those hiring boats for holidays: where are those basic-facilities boats that youth groups used to take out cheaply? Is it all worry of safety that has scuppered them, and what might we do to make them viable again?

Those who do have boats at our disposal: how much more can we do to give the canalling bug to young people in our own families or those of friends and acquaintances?

There is one group of relatively young people who want to be on the canals, and we the canalling community are making it hard for them: those who want to live on the canals and do a job or send their children to school in a fixed place. There are insufficient residential moorings:

local authority planning departments are not keen on creating more, and we the IWA support BW in attempting to enforce the 'continuous cruising' rules. Maybe we could have more lenient rules in exchange for permanently-moored boaters' increased involvement of a canalling community with oversight of their local canals?

### **An renewed campaign to seek support for the above from all other boating organisations**

The trustees have been discussing this recently, in terms of how many waterway supporters we have, and the number of voluntary waterway organisations into which we are divided. I think we can increase the collective influence and coherence of the the waterways voluntary sector by coming together in fewer organisations. We the IWA bring a recognisable 'brand', and we should identify a toolbag of useful co-operative tools that could apply with different voluntary organisations. For example, we already have a method of two-way affiliation with Restoration Trusts most of whom already have a local structure best placed to raise funds for them, and which is, effectively, in competition for funds with other restorations across the country. Where that's working it doesn't need fixing.

All the voluntary waterway organisations are different, and need to be thought about separately. We have members in common, and maybe these **members** are best placed to work out how closer cooperation might be achieved. They could help identify why an organisation is (or has become) separate from IWA, what are its aims and objectives, and to what extent there is overlap with IWA. DO we have common challenges: for example, are all our officers becoming old and decrepit? Maybe we could create a mechanism for joint membership of the organisations, and encourage members to continue giving what they have in the past, but hopefully get better value for the waterways for that money.

We could avoid having two voices trying to say essentially the same thing, but giving the idea to government and others that we have materially different perspectives. Better co-operation needs our **members** to want it to happen, and our **officers** to redefine their own roles and how we all relate to one another.

With the New Waterways Charity soon to be setting out to collect together its own individual financial supporters, we the voluntary sector have both a challenge and an opportunity to increase our collective action. And it needs to involve us all in making it happen.

Your ideas would be most welcome: [peter.scott@waterways.org.uk](mailto:peter.scott@waterways.org.uk) or 0114 2301870

**Peter Scott**

North East and Yorkshire Region chairman

## **..and from the Branch Chairman**

Following on from what Peter has said, as a membership organisation, our funding is provided by our membership. Our work of campaigning for the use, maintenance and restoration of Britain's Inland waterways is carried out by our members.

We have a small paid staff at Headquarters to assist us in our work, particularly campaigning with government, parliament and BW centrally, but most of the effort comes from our members giving their time and effort to the cause.

We have a committee to help run things in the Branch, but we don't have a monopoly of ideas just because we are a committee and we always welcome more ideas and assistance in carrying them out: we need your input.

**Meetings**

We hold regular Branch open meetings during seven months of the year September to April. These are attended by between twenty and thirty of our members. As well as a chance to listen to informative or entertaining talks, these are also occasions to meet other branch members and learn what the IWA is doing.

We would like to see more of you at these meetings: of course they may not always be convenient or practical for you to get there.

## **Money**

We need some. Well who doesn't in these recessionary times? Part of the job of the Branch is to raise money for the IWA campaigns. Most of our money comes from regular subscriptions for which we are very grateful. In addition we sell Christmas cards and items that our members have made, at events where we are taking the Branch stand, or at meetings. Selling items at meetings is raising money from those already committed to our cause. Selling things from our stand requires someone to look after the items-for-sale all the time. Ideally we would take the stand to more places where we could attract more not-yet-members to support us.

Members will have some ideas as what more we could do. It would help greatly to know what you think. As your contribution can you put pen to paper (or fingers to a keyboard) and let us know your thoughts on some or all of these questions?

Ideas for recruiting new members?

How to encourage members to take a greater part in Branch affairs?

Where should Open meetings be held?

When should Open meetings be held?

How should we try to raise money for the Cause?

Have a good summer enjoying the waterways.

elaine [scott@waterways.org.uk](mailto:elaine.scott@waterways.org.uk) or 0114 2301870

Elaine

## **The Pocklington Canal.**

The talk at our October meeting is to be given by Paul Waddington from the Pocklington Canal Society. One way that the society raises funds is to collect foil. If any of our members wish to collect foil and bring it to the meeting with them, I am sure that Paul will be only too happy to take it away with him.

## 2011 EVENTS

This listing only covers events that we were aware of when it was compiled. If further details are required on an event please refer to the contact information below.

**Saturday 25 & Sunday 26 June 2011.** Leeds Waterfront Festival.

See <http://www.leedswaterfrontfestival.com>

For further details contact Rachel Clunas on 07917 780 151 or [rachel.clunas@aireactionleeds.org.uk](mailto:rachel.clunas@aireactionleeds.org.uk)

**Saturday 23 & Sunday 24 July 2011.** Standedge Tunnel and Huddersfield Narrow Canal Bicentenary Family Fun Day. See [www.standedge.co.uk](http://www.standedge.co.uk)

For further details phone 01484 844298 or e-mail [info@standedge.co.uk](mailto:info@standedge.co.uk)

**Friday 29, Saturday 30 & Sunday 31 July 2011.** IWA National Festival & Boat Show, Shobnall Fields, **Burton on Trent.** For details see **waterways press** or

[http://www.waterways.org.uk/events\\_festivals/the\\_waterways\\_festival/home](http://www.waterways.org.uk/events_festivals/the_waterways_festival/home)

**Sunday 31st July 2011.** Dewsbury Canal Festival **10:00 am - 4:00 pm** at Dewsbury Basin, Mill Street East, Savile Town, Dewsbury WF12 9BD. For further details phone **01924 467976** or e-mail [gordon@cvmarine.co.uk](mailto:gordon@cvmarine.co.uk)

**13 - 28 August 2011.** Rochdale Canal Festival.

See [www.rochdalecanal.wordpress.com](http://www.rochdalecanal.wordpress.com)

For further details contact Becky Liddell on 0161 235 0743 or [rochdalecanalfestival2011@gmail.com](mailto:rochdalecanalfestival2011@gmail.com)

**Sunday 18 September 2011.** Diggle Summit Bicentenary Festival & Boat Gathering organised by Huddersfield Canal Society. See [www.huddersfieldcanal.com](http://www.huddersfieldcanal.com)

**Sunday 18 September 2011.** Rochdale Canal Society Summit Festival.

**8-11 September 2011 National Heritage Open Days Weekend**

See [www.heritageopendays.org.uk](http://www.heritageopendays.org.uk)

# **A Stormy Introduction to the Humber at** **Age 16**

It was a cold and very breezy winter morning and we were waiting to enter Ocean Lock at Goole.

I was 16 at the time and was employed as a trainee with John Harker (Tankers Ltd) Carrying Department. The policy then was that trainees under the age of 17 were not allowed to go down the River Humber, yet I, as a lad, was dragooned into going on this journey down to the Port of Immingham. The only likely explanation I could think of, was that there was not a qualified mate available for this trip.

The tanker I was on was named Mary by John Harker Ltd., but originally she was used on the continent as a 120 foot dumb barge - she was an old, all riveted but finely built boat. After buying the barge John Harker (Tankers Ltd) Knottingley, must have spent a great deal of money converting her. A very nice cabin was fitted forward and in the engine room was a six cylinder National diesel engine and also installed was a huge steam boiler. Pipes in the shape of coils were fitted in the bottom of all the cargo holding tanks, through which steam could be pumped to keep the heavy oil cargo warm and liquid. The steam pump was fitted mid-ship on the deck.

The cargo we had loaded was 220 tons of tar by-products, at the Knottingley Works of the now defunct Yorkshire Tar Distillers. This was to be discharged at the Port of Immingham on the Lincolnshire side of the Humber, not far inland from its mouth.

That February morning in 1953, found us penning down Goole's Ocean Lock, in the flood pen, in company with several other barges, both loaded and light. Flood pen is so called because it is the first pen made after the ebb ceases and the tide begins to come back, the flood. The word light is used to describe an un-laden boat.

There was already a stiff breeze blowing out of the north-east when we left Ocean lock and Mary's bows were turned into the tide which we would be punching for the next couple of hours. The light boats out of the same pen passed us, but we easily out-ran the loaded keels and left them far behind.

The skipper told me that before we left the River Ouse and ran into the Upper Humber, the cabin and fore peak hatches would have to be battened down, as by then she would be throwing spray at least over the head. We all managed to get a meal. I then made some tea and battened down the two hatches. The traffic on the river consisted of mainly loaded barges heading for Goole, or perhaps Selby, and a couple of coasters late on tide, timing their arrival at Goole for high water. Coasters out of Goole, loaded with coal, overtook us, leaving the Mary wallowing in their back waters. Several tankers of John Harker's fleet that had left Knottingley light, very early that morning, came haring past us, their steerers waving us a greeting as they did so. Amongst the things that were explained to me on our way down river, was the reason why we had left Goole so early on the tide. It was to allow us to arrive at Immingham with enough time and water to berth behind the jetty. We encountered a few biggish waves in Walker Dykes and a few more off Barton Ness, a notorious place for them, which the old boatmen called Barton Bulldogs. (The Humber Bridge now crosses the river near to Barton Ness).

We arrived at Immingham with ample water and rounded up to face the ebb and dropped back onto her berth without too much trouble, despite the now strengthening onshore wind. By then she offered little air draft, was drawing seven foot round and had about as much free board as a plank. Under power the wind did little to affect her. With this ever freshening wind the skipper feared the worst so we made sure the Mary was very well moored, even our spare five inch ropes were put to use, some around piles and others onto the big iron bollards on top of the jetty.

A mooring wire fore and aft was also run out. Slackening the mooring ropes, as necessary, we waited for the boat to settle on the bottom, which would keep her out of mischief for several hours.

As we waited we connected up the six inch semi flexible pipe through which our cargo would be pumped ashore. With her firmly on the bottom we took the opportunity to undress and go to bed for a while. I was not expecting to get much sleep, for you have never known anybody like these old boatmen of yesteryear. If they were not up standing on the ladder looking out, they would be lying in bed smoking, filling the cabin with smoke, or up prodding the ashes out of the fire grate then clattering about putting on more coal. This only applied to black oilers, for petrol tankers were electrically heated.

All night, even with the river level low, the strengthening wind had hurled waves at and through the jetty to batter us, there would be bigger waves still to come at high water.

In what seemed no time at all, we felt her nudge the jetty and heard the mooring ropes creak, the tide had turned, flood had come and she was afloat. Even though the wind has risen now to a howling fury and waves were coming through the jetty to batter the boat, we made some tea, had a smoke before donning our foul weather gear, and I for one went out reluctantly into a world that had seemingly gone mad. Waves were rolling in un-impeded straight off the North Sea to almost destroy themselves on the jetty that we were laid behind. The jetty took a bit of sting out of the waves anyway, whilst the wind shrieked through the long disused coal loading hoist, and to make matters worse, sleet was now being driven horizontally by the wind, hitting any unprotected part of us like pellets. The light ropes which usually kept the discharge pipe permanently lashed down, had to be slackened now to allow the pipe to move with the motion of the boat.

We were huddled in the wheelhouse waiting for the visual signal from the shore depot for us to start pumping. When it came, I was despatched to open the valve on the shore line and the engineer put steam to the pump, which took a minute or so to pick up the oil, then the rhythmic thumping started, which would last about two hours as our cargo was pumped out.

Tankers discharging have to have their fore tanks emptied first, so that the lifting of the boat's head makes the liquid run to the loading/discharge

pipe, one of which is near the aft bulkhead in every tank, in the middle of the boat, with its end just clear of the boat's bottom. Slowly Mary's head lifted, the waves could now get under the bows to lift her, then drop her with a smack, back into the water. This happened several times before the fore mooring wire broke, its lethal jiggered end whipping back on board "get up on top and take a heaving line with you", I was told. Grabbing a line, I scarpered up the steel ladder, and from the top threw down one end of the heaving line. I thought the skipper would tie a bowline in the broken wire but he didn't. I hauled up the broken end. To tie a bowline in a mooring wire takes a bit of doing .....to tie one with wet hands which were blue and stiff with cold is terrible, but I managed it and a further twice after. During these knot and trying operations I was careful not to get too close to the edge of the jetty, for fear of being blown off. Had this wire broken anymore, I doubt if it would have been long enough for us to use, but any rope/wire with a knot in it, is more susceptible to break when put under strain. When my services were not required I found what shelter I could amongst the skeletal frame of the coal hoist, standing behind the widest girders. I was wearing a genuine ex Royal Navy duffle coat, for this coat, especially the hood, I shall be forever grateful for the protection it gave me that day.

The main engine was running now, it had started easily in the hot engine room and now with the wheel lashed hard over, and the engine in ahead gear, they were trying to hold her steady alongside, to give the tanks the best chance of draining. One can tell when a tank is draining as the pump will suck air causing the pump to race. The Mary was riding high in the water now, the cargo almost all out, the skipper going from tank to tank just cracking a valve to cut down the suction, allowing the oil to get to the pipe. And so it went on until nothing more could be pumped out, then a blast on our air horn informed the shore depot that we had finished pumping. A man waved, acknowledging our signal, and the pump was stopped and I shut down the large valve on the pipeline. Our tanks should have been inspected by someone from the oil depot, but no-one was going to face that walk down the jetty in such atrocious weather.

All the heavy ropes and the two mooring wires were slacked and I let go of them, the wires being fed directly into the boats cofferdams, the ropes

being hastily coiled around the tank lids to prevent them from sliding or being washed overboard. My time on the jetty top was over and with the utmost caution I climbed out over the jetty's edge, my frozen hands clinging firmly on as my groping foot at last found the rungs of the jetty ladder. Carefully I transferred onto the ladder and made my way down, then chose my time to step onto the pitching deck.

Safely back on board I made my way forward to where the only rope was still holding the Mary, a back spring, into which her engine was running at almost full ahead to keep her alongside. A shout from the skipper and the engine easing down told me to let go of the rope. As soon as I did she was paying away, so the engine had to be sent again to keep control. I hastily coiled the rope around a tank lid and hopped it aft to the wheelhouse. As the boat's head came around the end of the jetty, a wave caught her under the starboard bow, with her stern in a trough and her head reared up, she listed alarmingly to port. "Bloody Hell" or words to that effect, I thought, "she's going", but her head slipped down into a trough, then it was her stern's turn to be lifted, the engine raced momentarily as the propeller came out of the water. She had to be held athwart the wind and waves for a while as the skipper drove her away from the bank. During this time Mary was hurled around terribly. At last her head was turned up river and the only motion was when a wave came up under her stern and one could feel the boat surge forward under the weight of water. Still frozen through, I went down into the hot engine room to thaw out. When the feeling came back into my hands, I popped my head up out of the hatch..... my beloved flat cap was plucked off my head whirled away. I for one breathed a sigh of relief as we ran into the calm waters of Hull harbour, found a berth and gratefully tied up.

When I went below I found the cabin in a right mess, cupboard doors had flown open and food stuff and things were strewn all over the place. The three of us got buckled in and pretty soon we had things back to normal.

Later that evening I went to the pictures (cinema) while the skipper and engineer went to the pub.

We were not to know it at the time, but during the storm the east coast had taken a terrible battering, with over 300 people dead.... We thought we were having a hard time.

My elder brother was doing National Service at the time and his regiment was employed working nights, filling sandbags for use on the coastal defence. They were there for a good while and my brother said they must have filled many thousands of sand bags.

The soldiers were in temporary billets on an RAF base and the blokes stationed there complained that they were being awakened early by them coming off nights! Perhaps these worthies should have been sent to the coast to help stem the breaches.

Kenneth Burden – “Elsinore”

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### **The Mile Post.**

Is there anyone out there who could help the branch by writing something for inclusion in the Mile Post. Have you been on an interesting boating trip? Tell us about it.. Is there something waterways related you feel strongly about? Write us a letter about it.. Any amusing stories? Tell us all! E-mail us at [boblaing@blueyonder.co.uk](mailto:boblaing@blueyonder.co.uk) , hand it to one of us, or post it to any committee member before the end of August. We look forward to hearing from you.

### **‘A Warm Welcome!’**

The West Riding Branch extends a warm welcome to members who have joined us since the last Mile Post. We look forward to meeting you at one of our monthly meetings or to hearing from you.

# **INLAND WATERWAYS ASSOCIATION**

## **WEST RIDING BRANCH**

### **AGM**

Minutes of the 2011 AGM held at Centenary House, Leeds, Friday 11<sup>th</sup> March.

Present: 21 adults, 2 children.

1. APOLOGIES: Elliott and Jennifer Mosley, Alastair and Peggy Furniss, Ian Moore and Diane Richardson.

2. MINUTES OF THE 2010 AGM held at Centenary House, Leeds on Friday 12<sup>th</sup> March, as published in May 2010 Mile Post are accepted as a true and correct record of the meeting.

Proposed by Liz Pinder, seconded by Tim Field.

Matters arising: None

### 3. CHAIRMAN'S REPORT

Chairman Elaine Scott reported that she and members of the committee have attended a variety of meetings throughout the year, including BW user group, meetings with members from other branches, branch officer's seminar and a meeting with Jason McCarthy MP at Standedge Tunnel. Secretary Ian Moore e mailed all MP candidates in West Riding Branch area before the election and also after. William Jowitt has contacted all MPs in the branch area to invite them on a trip out on a boat (provided by Dream Achievers Community Boat)

The old branch display panels have been refurbished to provide us with alternative displays for different venues. Last year we attended waterway events at Skipton, Chesterfield, Sheffield, Leeds Waterfront and the National at Beale Park.

This year we intend to have displays at Skipton during the May Day bank holiday w/e, Leeds Waterfront Festival, National Festival at Burton 28/31 July and several smaller events at Thwaites Mill.

All in all a good year, Elaine thanked the committee for all their work and all others who have helped and supported the branch in any way. Thanked David Fitch for becoming the web master.

#### 4. REGION CHAIRMAN

Region Chairman Peter Scott reported he had been re elected for a further 3 years.

Support has been given to the new North Riding Branch.

Region AGM will be in York on April 1<sup>st</sup>.

Restoration Committee had a visit to York and River Foss.

Peter reported on IWA's hopes for the new waterways charity.

#### 5. TREASURER'S REPORT

The accounts were presented to the floor using a visual diagram on the overhead screen.

#### 6. ELECTION OF COMMITTEE

Ian Moore and Tricia Laing up for re election to be reappointed until 2014.

Proposed by Elaine Scott, seconded by Ron Healey, unanimously elected.

Chairman Elaine Scott brought the meeting to a close with an appeal for members to support fund raising, encourage new members, spread the word about IWA by passing on Mile Post and in any other way they can.

If anyone who attended this meeting has any comments on these minutes please would they contact

Elaine Scott

Branch Chairman

3 Moorbank Drive

Sheffield S10 5TH

Home 0114 230 1870

[elaine.scott@waterways.org.uk](mailto:elaine.scott@waterways.org.uk)

# Income and Expenditure Account

	2010		2009	
	Income	Expenditure	Income	Expenditure
<b>Capitation</b>	1013.24	0.00	940.24	0.00
<b>Donations</b>	238.95	265.00	407.34	385.00
<b>Social meetings &amp; working parties</b>	0.00	335.04	0.00	222.68
<b>Events and Fund-Raising activities</b>	0.00	317.30	0.00	0.00
<b>Magazine</b>	0.00	1164.43	0.00	1143.40
<b>Trading</b>	208.00	71.25	302.35	155.00
<b>Lotteries &amp; raffles</b>	77.50	0.00	67.50	0.00
<b>Bank interest &amp; charges</b>	25.54	0.00	28.22	0.00
<b>Officers' expenses</b>	0.00	21.95	0.00	0.00
<b>Other</b>	0.00	0.00	0.00	0.00
<b>TOTAL</b>	<b>1563.23</b>	<b>2174.94</b>	1785.65	1912.08
<b>Surplus/(deficit) For the year</b>		<b>-611.74</b>		<b>-126.43</b>
<b>Balance at 31st December</b>		<b>£1787.93</b>		<b>£2399.67</b>

Notes

Capitation – the monies we receive from IWA to fund the magazine.

Donations Expenditure- main donations to Skipton Waterway Festival

Fundraising – income is booked to trading.

- the significant expenditure was for new display stands and banners to be used at waterways related events.

William Jowitt Treasurer

## **Boat Trip for Local MPs**

We recently invited all the MPs and their families within the West Yorkshire area for a canal boat trip on the Leeds Liverpool Canal, the intent being to make them more aware of the waterways in this area and their importance. Unfortunately all declined but four did express an interest if we were to organise a trip for another date. We wish to follow up on this opportunity and are proposing to invite them for a short cruise on a canal in, or close, to their constituency. Can you help by offering your boat? We would of course provide backup on the day to help entertain the MP. The locations we are targeting are Leeds, Halifax, Dewsbury and the Colne Valley.

If you can help please contact William Jowitt

Tel 01535 657256 or email  
william.jowitt@waterways.org.uk

## **Programme of Events.**

Does anyone in the branch know of anyone who gives canal related talks. Does anyone have any ideas for subjects for future talks at our meetings. If so please contact Katy or Alastair Sayles, whose contact details are on the back page.



Fender making by Chris Pinder.

## Skipton Waterway Festival.

Images from the festival which was held over the Mayday Bank Holiday weekend.



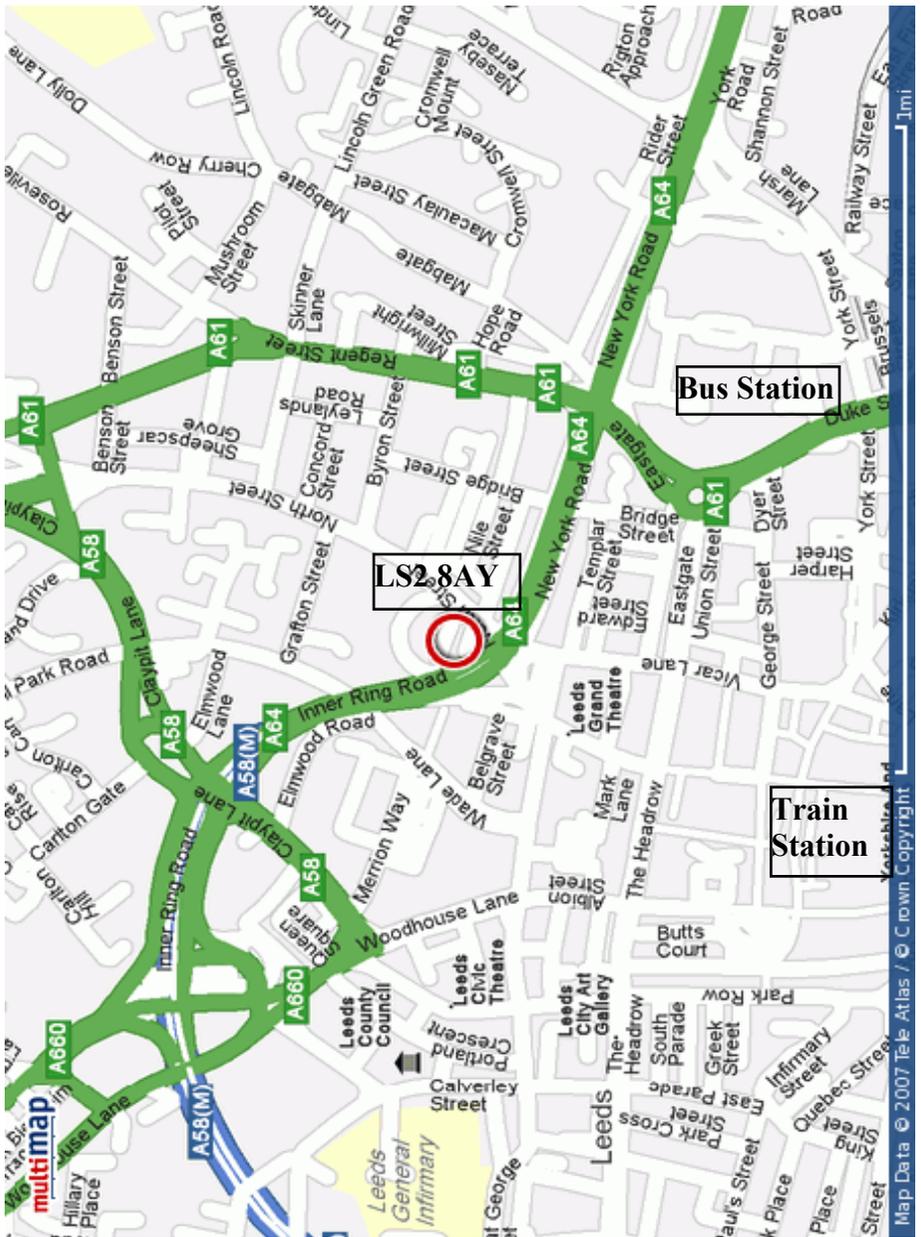
Excellent entertainment was provided by singer Madeline Brown.



Fred Trueman was wearing a Union Jack hat in honour of the Royal Wedding.

The Corio Raptor Charity had a stand with some of their birds including this scops owl.





## Map showing location of meeting venue

Centenary House, North Street, Leeds LS2 8AY

## Committee Members 2010 / 2011

### **Chairman**

Elaine Scott  
3 Moorbank Drive  
Sheffield S10 5TH  
*Home* 0114 230 1870

### **Secretary**

Ian Moore  
2 Eric Street,  
Bramley  
Leeds. LS13 1ET  
*Mobile* 07989 112581  
*E-mail* westriding@waterways.org.uk

### **Treasurer**

William Jowitt  
35,Lowfield Crescent.  
Silsden  
BD20 0QE  
*Home* 01535 657256

### **Membership Secretary**

Chris Pinder  
152 High Street  
Yeadon  
Leeds LS19 7AB  
*Home* 01132 509371

### **Minutes Secretary**

Liz Pinder  
152 High Street  
Yeadon  
Leeds LS19 7AB  
*Home* 01132 509371

### **Mile Post Editor**

Bob Laing  
25 Bankfield Road  
Shipley BD18 4AJ  
*Home* 01274 581800  
*E-mail* boblaing@blueyonder.co.uk

### **Mile Post Editor**

Tricia Laing  
25 Bankfield Road  
Shipley BD18 4AJ  
*Home* 01274 581800

### **Committee member**

#### **Regional Chairman**

Peter Scott  
3 Moorbank Drive  
Sheffield S10 5TH  
*Home* 0114 230 1870

### **Non Committee Posts**

#### **Meeting Co-ordinators**

Katie & Alastair Sayles  
*Home* 0113 393 4517  
*E-mail:* kandal@btinternet.com

#### **Telephone contact**

Alistair Furniss  
*Home* 0113 253 9401

#### **Web Master**

David Fitch

# **Programme of Events for 2011.**

**All meetings take place at 8.00pm on the second Friday of the month, in the top floor Social Club, Centenary House, North Street, Leeds, LS2 8AY.**

**9th September 11**      “Aire Valley Action Group, Leeds” by Rachel Clunas, BW and partners

**14th October 11**      “Pocklington Canal” by Paul Waddington  
(Please read note on page 9.)

**11th November 11**    “Fulbourne and her travels” by David Mack

**9th December 11**    Christmas Social and Members’ slides

Talks arranged by Alastair and Katy Sayles, 32 Pymont Drive,  
Woodlesford, Leeds LS26 8WA. Tel 0113 393 4517  
Email: kandal@btinternet.com

**All the meetings organised by the West Riding Branch are open and everyone is invited. Any member of the general public is allowed to attend and members are invited to bring friends.**

**The Inland Waterways Association campaigns for the Conservation, Use, Maintenance, Restoration and Development of the Inland Waterways, which are part of our heritage, and are there for the benefit of everyone.**