

Summer 2013

Cuttings

Journal of the Shropshire Union Canal Society

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- A Summer Cruise to Ellesmere Port
- Penarth Weir on the Montgomery Canal
- Confessions of a Blocklayer
- The Shropshire Union Canal Society Website
- Spring Enhancement Work Party Report

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Canal & River Trust

In case of need, the Canal & River Trust contact number is 0303 040 4040



Editorial

Just to prove it wasn't just a flash in the pan, we've made it to our second issue. We would like to thank everyone for all the messages and support for the new format and are pleased that the new style appears to have widespread approval. Certainly the ability to include colour pictures has made a big impression.

We are also pleased to receive some articles from new contributors. You could contribute too! Short articles are welcome on anything that relates to the Shropshire Union Canal system. Much of the content has been on the northern end of the system but of course there are still plenty of interesting places south of Market Drayton. Anything from 300 words to 1,500 words with a colour picture or three is fine and we will edit it if necessary.

Emails: We use btinternet as the service provider as they are reasonably tolerant of multiple email addresses that we need to send out the digital version. However we have heard of instances recently where btinternet have been targeted by spammers and as a result they may be a bit more picky. Indeed our own non-SUCS btinternet address and webmail contact list was recently hacked (we do not keep SUCS email addresses on-line). We rarely miss an email, so if you send us something and don't get a response, please send it again or give us a quick call. We aim to email out Cuttings on or just after the last day of the month and, of course, the paper version is posted at around the same time. We do put in a check-address but if you don't receive your copy please let us know. Also, it is important that we have an up-to-date email address! Please make sure the Membership Secretary is kept informed of any changes. Don't forget that we welcome any comments regarding the magazine and its content. It is after all your magazine not ours.

As usual this issue is packed with informative articles charting the progress of volunteering on the canals as well as a dip into their history. Take a look at the Society's website and get involved!

David & Chris Owen-Roberts.

Chairman's Jottings

Before taking on the post of Vice Chairman of the Society last November Anne booked a four month cruise to the other side of the world (not in a narrowboat!). Unfortunately a routine service of the ship's engine revealed a major fault and departure was delayed by several weeks. Eventually the ship was repaired and Anne set off again on a shortened schedule. Whilst Anne has been away I have attended several meetings on behalf of the Society.

John Dodwell, a Trustee of the Canal & River Trust, paid an informal visit to



the Montgomery Canal in March. He is very impressed with the progress on the Redwith/Pryces Bridge length. Several of us met him.

Alex Ball is making progress with our bid to the Heritage Lottery Fund. One of the suggestions that was made after our bid failed last year was that more 'wow factor' was needed. It is a bit of a strange thing to find on a restored canal but maybe I don't understand what is termed 'a wow factor'!

One suggestion was that we should survey people on the towpath in the area of our work parties to find out where they have come from, what they like about walking/cycling/jogging on that part of the canal and various other questions. I volunteered to do this and was amazed that not one person refused to complete the form. I did different days of the week on five occasions in March and April. The weather was mostly cold, wet, windy and even snow but there were still 47 questionnaires completed. The analysis of the results will be interesting.

A meeting was held at Ellesmere to produce a Tourism Action Plan at which I represented the Society. The canal featured quite a lot, also the opening of the forge to the public at Ellesmere Yard. A blacksmith has been recruited to do demonstrations.

Montgomery Waterway Restoration Trust held a meeting in Newtown followed by a forum which was open for anyone to attend. We hope that some of those present now understand why the restoration of the whole canal is taking so long.

The Canal & River Trust North Wales and Borders Spring 2013 User Forum was held on 3 April and 3 SUCS representatives attended. It was the first I had been to for a few years and I have to compliment the team on the excellent presentation they gave about work done and work planned.

An annual meeting of the Canal & River Trust will be held at Legends Social and Leisure Club at Crewe on 25 September from 7.00 - 9.00 pm and open to everyone.

Our best wishes go to several of our members who have recently been quite poorly, but have continued to help the Society whenever they can. It is much admired and appreciated.

I hope to see lots of members at the Lockwind and please do put the AGM date in your diary. It's 9 November at 3.00 pm at Acton Village Hall.

Pat Wilson



A Summer Cruise to Ellesmere Port

Whilst the Shropshire Union south of Barbridge is often busy, it is generally much quieter heading up towards Chester. Even those who venture up as far as Chester mostly turn at either Christleton or Cow Lane Bridge so the Wirral stretch is even quieter. Last August, with a reasonable forecast for the week, we decided to head for Ellesmere Port as we hadn't been that way for a while; it was well worth the trip.



Sunset at Greenfield Lock, Chester

We took our time travelling up from Nantwich and stopped in Christleton before descending to Chester. Whilst there is plenty of mooring above Christleton Lock we normally stop below the lock where it is quieter and gives us that little start on the flight. Be aware if you do stop here though that there is a railway tunnel below the canal. Trains go through at high speed so you may find the earth moves for you!

We stopped again in Chester just beyond Cow Lane Bridge. (You can of course now take advantage of the new mooring rings put in this spring before the bridge by the Small Tasks Team Volunteers in conjunction with Chester Canal Heritage Trust.) This gave us an early start on the Northgate Locks which were fortunately set in our favour. Many people are put off by these locks and they do look rather imposing being both wide and deep. However the locks themselves are no more difficult than the other wide locks (OK, they are a bit heavier) and the operation of the three lock staircase is no different to Grindley Brook. Just remember to have the first lock set for you and the

The new development at Chester (left) and the basin in August 2012



The covered dry dock and Taylor's Yard, Chester.

next two against you. There is a line in the middle lock to give you the required level when going downhill.

After the locks, a sharp right turn takes you into Tower Wharf. This has had a reputation in the past for being a bad place to moor, particularly at weekends, due to local troublemakers. Although we have never experienced any problems it is now much improved; the dry dock is back in use and the new owners of the famous Taylor's Boatyard are rejuvenating the site. Opposite the boatyard the old telephone exchange has been demolished and new apartment blocks overlooking the canal have been built. Be aware if mooring here however that at weekends the popular Telford Warehouse bar can be quite noisy!

Once you leave Tower Wharf Basin the canal surroundings rapidly become more rural. SUCS visitor moorings by Bridge 131 give access to walks by the golf course and just east of Bridge 134 are more SUCS moorings handy for a visit to Chester Zoo. A bit further on are reasonable moorings by Bridge 138 if you want a short stroll up to the Bunbury Arms in Stoak. The M53 & M56 are not far away however and may disturb some. Visitor moorings are also provided by SUCS just south of Bridge 141 for access to the Cheshire Oaks retail park but I have to say how you actually get to Cheshire Oaks is not very obvious. Although there are further visitor moorings north of Bridge 142 I would be wary of leaving an unattended boat on this stretch until you are safely inside the



Thick carpet of floating Axolla weed in August 2012





The lower basins and visitor moorings

museum.

The Wirral stretch of the canal has a reputation for being very weedy. Whilst this was certainly the case when we last headed up this way several years ago, requiring frequent visits to the weed hatch, there was little this time to impede our progress. Weed floating on the surface was another matter however! The

summer of 2012 saw a number of waterways infested with floating weed and this section was no exception. The weed, Axolla, formed a thick carpet on the surface and a passing boater called out to us at one point "It's like porridge up there" and he wasn't far wrong. Despite its appearance however it didn't impede our progress, though if we had raw water cooling it would have been a different matter. C&RT have been introducing a voracious weevil to some waterways in the hope of controlling the spread of this floating weed.

Continuing on towards the museum you pass the Stanlow oil refinery off to your right. You don't need to see it to know it is there – just take a deep breath. Well not so deep actually. Soon you arrive at the museum with short



National Waterways Museum, Ellesmere Port

-term visitor moorings near the museum entrance. Two locks, usually operated by volunteers, take you down to the lower basin where you should be able to find a mooring if you plan to stop overnight. Surprisingly in 2012 the museum seemed to do little to attract boaters; hopefully now that C&RT are in control this will improve. The first night's mooring is included in the Museum entry fee with additional nights on offer for £4.00 (2012). At one time you could moor overnight free if you didn't visit the museum but I don't think that is the case now. A shame as it discourages people from stopping more frequently. Moorings within the museum are secure but I would be reluctant to leave a boat unattended outside for any length of time.

The Manchester Ship Canal runs past just outside the museum. The waterside has been smartened up considerably in recent times with a number of independent craft-orientated workshops. The highlight however is the Jabula restaurant specialising in South African cuisine. I can highly recommend the crocodile (no jokes about making it snappy please). Whatever you do, do not let on that it is your birthday unless you want to be serenaded by the waitresses with a rendition of "happy birthday" in Afrikaans! Ellesmere Port itself has little of interest but a walk round the waterside is pleasant enough on a fine evening – note the lighthouse built in 1881 to guide ships to the canal entrance when the docks were still open to the Mersey.

We stopped for a couple of nights in the museum basin before making our way slowly back to Nantwich. We were fortunate with the weather which also brought out the wildlife including many dragonflies and butterflies. Again the Northgate Locks were set in our favour and we shared the locks up to Christleton with another boat (which had also been to the museum).

The Wirral section of the Shroppie is a pleasant bit of canal despite the intrusion of motorways and industry at the northern end. Parts are very remote and the section nearer to Chester has been cleaned up in recent years. If you travelled to the 'Port a few years ago and didn't like it much, then try it again – you might be pleasantly surprised!

David Owen-Roberts

Corporate Membership of SUCS

Are you involved with a business based on the Shropshire Union Canal system? If your business is not a corporate member of the Shropshire Union Canal Society it is worth considering joining. Corporate Membership costs only £25.00 per year and affords a discount on advertising in Cuttings. Corporate members receive a certificate to let their customers know that they support SUCS. Members are encouraged to support our advertisers and corporate members when they can.



Maureen Shaw

OVER 100 people turned up at Wardle Lock in Middlewich on the 23rd March to join in the unveiling of a commemorative panel about the life of Maureen Shaw and the working boat community.

Maureen had, of course, lived in the Lock Cottage at Wardle on the Middlewich Branch of the Shropshire Union Canal, with the result that it was often referred to as 'Maureen's Lock' and she was well known to both visiting boaters and the local community.

Fiona Bruce MP, (current holder of the IWA's Parliamentarian of the year for her support for the inland waterways) kindly opened the speeches, reminding people about the historical background and including the courageous role played by working boaters during the Second World War. The photograph shows Fiona and Maureen's daughter, Sharron Underwood, with the commemorative panel.

This was then followed by Gillian Watson's personal memories of Maureen



Wardle Lock and cottage



during her latter years. Maureen's daughter, Sharron, had flown in from Thailand for the occasion and with some emotion, pulled the yellow ribbon away from the cover to reveal the commemorative panel in all its glory.

When Maureen Shaw died in 2012 there was a strong feeling amongst the boating community and others that her life, and that of the working boat community, should be commemorated in some way. An appeal was launched at the Middlewich Folk & Boat Festival in June, and by Autumn a good proportion of the £1,800 needed had been donated - mostly by individuals but also by boat clubs and societies from all over the country.

Peter Bolt headed up the project, assisted by Gillian Watson - both of the Inland Waterways Association and the Trent & Mersey Canal Society - and the 23rd March 2013 saw the culmination of nine months of effort, design work and construction.

The panel was made by Photocast, Liverpool and included two images of working boats, by Sheila Webster, the well known waterways artist from Audlem. The frame was made by Heap & Partners of Birkenhead who donated their costs. The whole unit was installed by the local Small Tasks Team Volunteers on the request of the Canal & River Trust, prior to the unveiling.

The aim was to ensure that boaters and other visitors to the lock would be reminded of the role that the working boats and families had played over many years and particularly of Maureen's story. She had been well known throughout the boating community and had given many talks about her early life on the boats - all from memory as, like many who worked on the boats at the time, she had never learned to read and write. Hers was an extraordinary life, which is now recorded for future generations.

Peter Bolt would like to thank all those who supported the project, both financially and practically and who came along for the unveiling despite the bitter weather. Without their help, it would not have happened.

Peter Bolt



Sharon Underwood (left) and Fiona Bruce with the commemorative plaque at Wardle Lock



Spring Enhancement Work Party

This was to be the Spring Work Party but we had managed to pick the worst possible weekend with arctic conditions across the country - howling winds, sub-zero temperatures and snow. The same weekend last March was 20° C warmer!



The original plan was to paint at Hurleston locks over the weekend and then to move along the Llangollen by boat to clear overhanging vegetation. Due to the abysmal weather painting was completely out of the question so we were forced to postpone and to see if we could manage to rearrange some useful work for the intrepid volunteers who promised to turn out (and indeed those who could actually get to the venue considering much of the country was brought to a halt by massive snow drifts).

After some discussions with Paul and Glenn at C&RT and a long look at the forecast we reluctantly cancelled the weekend work and planned an alternative clean-up job at Burland winding hole and wharf on the Monday. This allowed some time to see if the weather would improve sufficiently to allow us to cut back the offside vegetation as planned on Tuesday and Wednesday. Ten intrepid volunteers turned out on Sunday at Barbridge to load "Churnet" and then move her up to Burland. It was really bitter but somehow the snow fell all around Nantwich but thankfully not on us; we thought we might get some useful work done after all. It snowed overnight but quickly cleared and then the sun came out!

With some additional volunteers turning up to help we set-to clearing litter, strimming weeds and cutting back overhanging trees – keeping busy kept us warm enough while Yvonne kept the tea and Pat's cakes coming to sustain us when we needed a rest. There was a lot to do; however I think we made a real improvement to a long neglected area.

On Tuesday and Wednesday the weather was very cold but bright. We



moved downstream towards Hurleston, the boat-party cutting back lots of willow and the odd hawthorn, the shore party litter picking along the towpath. The cutting-back was strenuous enough to keep us warm but, with the biting wind, it was necessary to retreat to the warmth of "Lucky Mucklebackit" to recover. A big thanks to

Mike and Yvonne for putting up with muddy boots and 'steaming' volunteers – it would have been really too much to have worked without being able to

retreat into their boat away from the bitter cold wind. We managed to complete the length from Burland to Hurleston and make a real improvement to navigation that boaters will, I'm sure, appreciate as the cruising season gets underway. We filled "Churnet" five times over with cuttings – all of which we were able to dispose of into areas on the off-side without resorting to burning (not safe with the high winds). We



collected fifteen sacks of litter, five tyres and a glass fish tank!

I must thank those who had intended to volunteer over the weekend only or were prevented by the

weather from getting along to the Nantwich area. We will consider rearranging the painting at Hurleston when the weather settles.

So the story of the Spring Enhancement Work Party was a determination to complete something useful in spite of



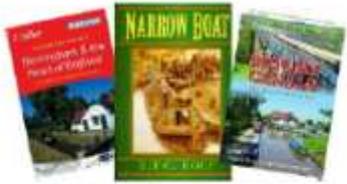


inclement weather – this was very much achieved so a big thank you to David and Sian, Ray and Pauline, John and Ann, Mike and Yvonne, Terry, Roy, Liz and Pat. Also thanks go to Paul and Glenn from C&RT for helping to organise and then reorganise the work and for providing the workboat.

In addition and separately to the work party we installed a replacement bench for the one stolen from Hack Green and a small group of three installed a commemorative bench at Sun Trevor on the Llangollen Canal.

The Society will continue to supply and install benches at the request of the Canal & River Trust - we charge them for the bench and they subsequently charge their customer.

Andy Hellyar-Brook

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Stamps etc

We have had a good start to the present financial year; £210 already! So thank you to those listed below. I think that to say we will try to beat the total for the last two years is a bit optimistic so shall we say, aim for £1,000 and have a surprise when we beat it. Do remember, that as well as stamps, both GB and foreign, postcards both used and unused, cigarette cards, PG Tips cards and coins and bank notes (once again both GB and foreign) can be channelled to me to raise funds.

Pat Wilson

Anon x 2
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Canal Central
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Highfields Seeds
Liverpool CAMRA Beer Festival
Scottish Rock Garden Club
Wey and Arun Canal Society
Wolverhampton Boat Club

Talk at Overwater Marina Fun Day

Shropshire Union Canal Society Chairman, Pat Wilson, will be giving a twenty minute talk, written by Cathy O'Brien, on "The History of the Shroppie" at the Overwater Marina Fun Day and Festival on 2 June. The Festival will be held over two days, 1 and 2 June, and will include an 'around the island raft race'. Cheshire Fire and Rescue will be there to demonstrate water rescues and promote water safety plus there will be craft stalls, a galley cookery demonstration and narrow boaters' question time session. Other activities will include a pet show, dog agility course, birds of prey and falconry demonstrations with music from Wychcraft on Saturday evening and the Rode Hall Brass Band on Sunday afternoon. All proceeds from the event will be donated to the RNLI.



Preparations for the Triathlon

Preparations for the Montgomery Canal Triathlon that took place on 11 May included improvements to the canal and towpath. Canal & River Trust employed a contractor with a digger to make the canal navigable between Walls bridge and Carreghoffa and used a weed-cutter to improve the route from Abbey to the Border. Volunteers under the direction of Glen Young have also helped. The last mile of the National Cycleway from Newtown to Welshpool was upgraded, with contractors working south from Belan Locks to meet up with where the works ended last autumn at bridge 124 this side of Brithdir. The cyclists and the canoeists both benefitted from these improvements. Walkers benefitted from two other stretches of towpath enhancement, one behind Pant approaching the old Station bridge and the other after School Lane bridge, where SUCS volunteers laid the adjacent hedge last winter.

Mobile Phones & Printer Cartridges

The total raised for the 12 months to 31 March 2013 from recycling inkjet and laser printer cartridges comes to £195.00.

We also raise funds from old mobile phones so don't forget to send them in if you have any. We don't seem to have had many for a while.

Please send all contributions to: Peter James, 71 Washford Road, Shrewsbury SY3 9HW, telephone 01743 364100 or e-mail: aovj68@dsl.pipex.com

Cuttings

I have had lots of complimentary comments from members regarding the new format of this magazine and the introduction of colour pictures. A special 'Thank you' is extended to David and Chris from Council because they produced the last issue of Cuttings on time, under extremely difficult circumstances for them. Some of you will know that David had a diagnosis which resulted in major surgery just before Cuttings went to the printers in February. He is now battling the usual side effects of chemotherapy and we wish him well. Our thanks go to Chris also for taking on at short notice the production of the latest 'Montgomery Canal News' - again a coloured leaflet.

Pat Wilson



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Audlem Adopts Shroppie

Audlem village has adopted the Shroppie where it passes through the village. Local people will volunteer to keep the lock flight tidy and clear of litter. For more information about Audlem see the village website which gives information about the village and what's on there.

<http://www.audlem.org/village/canal.html>

Audlem clearly recognises the benefit that the canal brings to the village, with boats adding a bit of colour to the area. Boaters bring in cash to village businesses and having a vibrant canal environment attracts other visitors too. Sadly it is one of the few. Do you know a local village or town councillor on or near the canal? If so, perhaps you could mention to them how embracing the canal and boaters can bring much-needed support to local businesses.

Why are we Laying Blocks?

I was recently asked, "Why do the blocks have to be laid on top of the liner that's being put on the bed of the canal at Redwith?" For the answer I refer to the information that Terry wrote when the new liner was first introduced last year. It is a non-woven geotextile which has been factory treated with an acrylic water proofing chemical. On contact with water the chemical reacts to create a stable gel that is self healing when punctured. Therefore an overburden is not actually needed but because we are using it in a working canal it needs some protection, hence the overburden of blocks.

Pat Wilson

TETLOW Trophy

The North West Regional Committee of the IWA has awarded the TETLOW Trophy to Mike Friend, our Montgomery Canal Project Officer. Mike first took on this role in 2003 when the restoration of Newhouse Lock commenced. Since then he has led the volunteer work on the restoration of the section from Redwith to Pryces Bridge which is getting nearer to completion. Unfortunately, because Mike is not too well at times the presentation of the trophy did not take place as planned last month at a Redwith work party. It is hoped that a suitable date can soon be arranged. This is a much-deserved reward to Mike for all the time and effort he has devoted to the restoration of the Montgomery Canal with the support of his wife, Jan.

Pat Wilson



Penarth Weir

It is always interesting to find something that sheds a different light on the canals within the Shropshire Union system. Certainly, fish passes do not figure strongly in our canal infrastructure! In January the IWA Shrewsbury and District and North Wales Branch took a detour on their Winter Walk from Brynderwen Lock to Newtown at Freestone Lock to take a look at Penarth Weir. Here, Peter Brown gives us an insight into the history of the weir and its possible future:



The original Penarth Weir was completed in 1819, when the Montgomeryshire Canal was extended from Garthmyl to Newtown, its purpose being to feed water into the canal below Freestone Lock. It was designed by Josias Jessop, son of the more famous William Jessop, and according to contemporary maps it had just a single fall.

As a result of legislation in 1863 to allow easy passage for salmon up rivers — a consideration which goes back to Magna Carta — a fish pass was added to the weir that year.

The weir was damaged by floods in January 1867 and temporary repairs





made. George Jebb, the Shropshire Union Canal's engineer, drew up plans for a two-fall weir and fish pass. These were constructed in 1870 at a cost of £1,294, but the fish pass was almost destroyed by a flood that autumn. The following year a new fish pass was built and the weir strengthened at a total cost of £180.

The 1886 1:2,500

Ordnance Survey map shows a 'tramway' alongside the feeder to the canal, but this had gone by the time of the 1902 map. Its purpose is a mystery. Jebb told the Shropshire Union's Executive Committee in 1881 that the rails lent by the Birmingham Canal Company for use at Penarth could not be spared at present. However, there is no record in the minutes of work being carried out on the weir around this time.



The feeder is still in use because it provides the water for the canal from Aberbechan to The Wern, including the navigable section north of Refail. However, as those who went on this year's IWA Winter Walk will have seen, the area round the weir is unkempt and it is not possible to examine closely either the weir or the fish pass. This fish pass itself is not particularly effective by modern standards.

Robert Owen Renewables Ltd, a social enterprise company formed to foster and promote the development of community-owned renewable power schemes, has applied to install an Archimedes screw turbine within the old fish pass and to provide a new fish ladder alongside. This 100kW hydro-electric scheme would generate sufficient electricity for almost 100 typical homes at a cost of about £500,000, with an estimated life of thirty years. As a registered community co-operative, all the financial benefit would stay in the local economy.

It would be necessary to build a small powerhouse but a chain link fence would be removed and the neglected overgrown area around the weir tidied, making the whole site more visitor-friendly. Information boards would describe the details of the hydro scheme and the history of the site.

Peter Brown

With thanks to Maggie Ellis of Friends of the Montgomery Canal





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The 200th Anniversary of the Merger of the Ellesmere and Chester Canals in June 1813

The British canals were not a network — they were built to meet local needs and aspirations. Mergers of canal companies were rare, unlike the railway companies a generation or two later.

The Chester Canal was promoted and managed by some leading citizens of the city. The canal from Chester to Nantwich was opened in 1779 but the company never built its intended line to Middlewich. And it was a failure: financial difficulties meant it was mortgaged to the (Tatton Hall) Egerton estate, water supplies were inadequate, and the locks at Beeston collapsed in 1787.

In 1791 the committee saw the plans of the proposed canal from Shrewsbury via Ruabon and Chester to the Mersey, which I shall term the 'western line' of the Ellesmere Canal. Then followed an alternative proposal, the 'eastern line', a canal from Shrewsbury passing to the east of Ellesmere and joining the Chester Canal in the Tattenhall area, the promoters of which included Joseph Turner, a leading member of the Chester Canal's committee. This would have provided traffic along seven miles of their canal, as well as bringing a much needed extra water supply.

In order to remove the opposition, early in 1793 the promoters of the western line offered to make a link between their intended Whitchurch Branch and the Chester Canal, but it was too late to incorporate a specific proposal in the Act. Instead a clause approved the construction of such a link from Fenns Hall (two miles west of Whitchurch) to Tattenhall, providing all the landowners agreed. Unsurprisingly, they did not.

The following year the mortgagee of the Chester Canal was told that no application to Parliament would be made until the whole route was decided, but this did not mean that time would be lost because it would be some years before the Whitchurch Branch was completed. Also Parliament had changed its rules: one now had to submit detailed plans and books of reference showing the owners and occupiers of all land affected — this took much longer to prepare.

In 1795 a group of Chester Canal shareholders, sensing that the Ellesmere Canal was to be the saviour of their canal, paid £9,000 to buy the Egerton mortgage, the nominal value of which, with its accumulated interest, had



reached £35,177. They then rebuilt Beeston Locks.

The 1796 Act repealed the clause with respect to a Fenns Hall to Tattenhall line and substituted a requirement that engineers appointed by each company should agree on the best route, for which the Ellesmere Company must then seek powers within three years. That summer John Duncombe of the Ellesmere Canal and John Fletcher of the Chester Canal made a survey and took levels to devise the best link.

The Wirral Line of the Ellesmere Canal was fully opened in late 1796 or early 1797. This had involved reconstructing the existing canal at Chester, closing the bottom two locks of what had been a five-lock staircase, making a right angle bend on to the Wirral Line, and constructing two new locks on what now became the Dee Branch.

The opening of the Wirral Line put a strain on the already inadequate water supplies of the Chester Canal. The two canal companies commissioned John Fletcher to survey a possible feeder from the Wrenbury Brook to the summit level of the Chester Canal. Once the Ellesmere Company decided to install a steam pump at Ellesmere Port in order to raise water from the Mersey, instructions were given for the survey to be halted, though it had probably already been done. Further discussions were held concerning the feeder but the Ellesmere Company eventually withdrew, saying the proposal was too expensive, and offered instead to assist in cleansing the existing watercourses which supplied the Chester Canal.

By 1797 the Ellesmere Canal committee recognised that it was unlikely that it would ever have enough money to complete its project for a canal joining the Severn to the Dee. It was decided to press ahead with the branch to Whitchurch which had been approved in the original 1793 Act but to abandon the plans for the Trevor to Chester section. A letter was sent to the Chester Canal



asking for agreement for the application to Parliament for the link between the two canals to be postponed because it would be three or four years before the branch would be completed to Whitchurch and money was now scarce. In fact, it took until 1804 for the branch to reach Tilstock Park, four miles short of Whitchurch.



In 1801 Parliament authorised the link from near Whitchurch to Hurleston Junction, much of it following the line of the feeder surveyed several years earlier. This link opened in 1805, at the same time as Pontcysyllte Aqueduct. Abandoning the canal north of Trevor meant that the intended water supply from the River Cedigog was no longer available, so in 1804 approval was obtained to get the water from the River Dee instead, and to raise the level of Bala Lake by one foot.

Merger of the two companies was a natural development. The Chester Canal linked the two sections of the Ellesmere, now that thoughts of a direct route between Trevor and Chester had been abandoned, and traffic on it would be largely dependant on the trade coming off the Llanymynech and Pontcysyllte lines. The Ellesmere also provided the Chester Canal with a reliable water supply, something it had never previously had.

The Ellesmere Canal Company made a formal proposal in 1804:

- That the two canals be united as a joint concern;
- The Ellesmere proprietors would have 4,000 shares of nominal value £100 (which was their existing shareholding);
- The 'old' proprietors and 'new' mortgagees of the Chester Canal would be entitled to a further 1,000 shares between them; and
- The proprietors of the Ellesmere Canal would at their own expense put the Chester Canal into complete repair, erect all necessary warehouses etc, and pay all the Chester Canal's debts to a maximum of £5,000.

The Chester Canal made a counter-offer whereby the mortgagees of the Chester Canal would have a mortgage of £45,000 on both canals and their



shareholders would have 300 shares. It is difficult to see the justification for such a high figure for the mortgage — £15,000 would seem the maximum amount justifiable. Realising that this was unlikely to be acceptable, an alternative counter-offer was made: that the proprietors and mortgagees of the Chester Canal be entitled to 1,200 shares between them. As Ellesmere Canal shares had recently been sold for £55 each, this valued the Chester Canal at £66,000. In fact the Ellesmere Canal rejected both counter-proposals.

Eight years later the Ellesmere Canal Company put forward new terms for a merger:

‘That taking into account the respective values of the gross and net income of the Chester and Ellesmere Canal companies and likewise of what appears to be the respective present values of the capital of each canal, this Committee cannot think itself justified in offering more than 500 shares to the Chester Canal Company.’

This time the Chester Canal Company’s Committee recommended acceptance. The mortgagees gained the most from the financial aspects of the merger, but that was reasonable as they had rescued the Company from foreclosure and bankruptcy. The General Meeting which was called specifically to consider the merger resolved unanimously to accept the terms ‘as it appears advantageous to both Companies, will actually cement interests which are already virtually united, will remove many difficulties in the

management, and give facilities which separately neither possess’. Perhaps some Chester Canal’s shareholders felt hard done by, as theirs was 20% of the mileage but only 11% of the share capital of the combined concern, but their canal was much older and generally in a poor condition. However, no doubt everyone wished that they had accepted the more generous terms offered in 1804.



An Act of Parliament was needed to effect the merger, and the United Company came into being on 30 June 1813. In effect, though not in law, the Ellesmere Canal Company took over the Chester. The regular Chairman at the General Assemblies was the Earl of Bridgewater, who had chaired most Ellesmere meetings since 1804. In his absence John (from 1818, Sir John) Kynaston Powell or Sir John Hill, both formerly leading members of the Ellesmere Company, was chairman. All the senior staff came from the Ellesmere Company, as did Charles Potts, the Clerk, and Eyton & Co, the Treasurers. The meetings of the General Assembly and of the General Committee of the combined company were held at Ellesmere, despite Chester being a much more important town and the location of the Clerk’s offices.

It was decided that the common seal should be a likeness of the Third Duke of Bridgewater (the ‘Canal Duke’), the elder brother of the Earl of Bridgewater’s grandfather, although he had had no connection with either of the two constituent canals, not even as a shareholder.

The first dividend was paid in 1814, 21 years after the Ellesmere Canal had obtained its Act, and 42 years after the Chester Canal’s Act. It seems unlikely that any of the latter’s original shareholders saw the fruits of their investment.

The Ellesmere & Chester Canal stayed isolated from other canals until its Middlewich Branch opened in 1833 and the Birmingham & Liverpool Junction Canal, linking Nantwich with Atherley Junction, opened in 1835.

Peter Brown



The Shropshire Union System, 1850 - 1936

Chester Canal
Built by the Chester Canal Company

Ellesmere Canal
Built by the Ellesmere Canal Company

Montgomery Canal
Built by the East and West Montgomeryshire Canal Companies

Shrewsbury Canal
Built by the Shrewsbury Canal Company

Birmingham and Liverpool Junction Canal
Built by the Birmingham and Liverpool Junction Canal Company



Money Matters

This overview of the Society's financial situation towards the end of each financial year is principally for those of you who are interested in our financial machinations but find the annual Financial Report a bit too formal and structured. A full report will, of course, be published on our website in August and in Cuttings in September. For any questions you might have, an email or telephone call will at least get a holding answer if not a full one!

The general economic background really remains static – low interest rates and grants, particularly from the public sector, difficult to come by. Society membership has fallen a little but remains stable.

The running costs of the Society are met by income derived from subscriptions, gift aid, and from advertising income generated by Cuttings; for this year that income totals some £11,600. The running costs themselves cover a range of expenses which include publishing and distributing Cuttings, all aspects of our insurance, audit costs, and general administration, stationery and postage costs. In trying to contain these costs, you will have noted the increased use of emails for subscription renewals and, to a lesser extent, the distribution of Cuttings this year – please support our efforts in this way if you can. Those expenses total some £10,200. Gift Aid remains an important factor in delaying an increase in our subscription levels – if you pay income or capital gains tax and have not yet signed a gift aid declaration, please do so! The form can be downloaded from our website. Changes to the Gift Aid arrangements effective from the end of April this year means that more of our donations income is now eligible so I hope to see some increase in this income for 2013/14.

The funding of enhancement and restoration work – the main activities of our Society – is met from a variety of sources but principally depends on donations, the sale of used stamps and recycling (£1,700 this year) and general fundraising (£5,600 this year). In addition, we have received £10,100 towards our Montgomery restoration; the greater part of this is Canal & River Trust contributions with the balance made up of individual donations. Again, investment in the restoration of the Montgomery Canal has seen the greatest expenditure of some £25,300 whilst enhancement projects were much less at around £1,200.

These summary figures show that the year has resulted in an excess of expenditure, after including depreciation on plant and equipment, of some £7,300. We have been reassured that the Canal & River Trust will continue to support us for the coming year and there is also a significant balance remaining from the Barrows of Boulders appeal so we remain soundly placed to continue our restoration and enhancement work. Well done and thank you



to all who have made a contribution over the last 12 months, whether it was large or small.

Ian Hendley

Membership News

We all extend a warm welcome to:

Mr and Mrs Taylor of Warrington
Mr and Mrs Nisbet of Wrexham
Mrs J Potts of Prenton, Merseyside
Mr JR Collinson from Newtown, Powys as a Life Member
Mr K Vassmusson of Hook, Hants
Mr and Mrs Nurden of Weston Rhyn, Oswestry

May I remind you that annual subscriptions are due on 1 July. Renewal confirmation will again be by email where ever possible so please make sure that I have your current email address, particularly if you have recently changed your service provider. If you have not yet let me have your email address, please do so before the end of June.

Last year, a number of members renewed their subscriptions by electronic bank transfer rather than the traditional cheque. If you wish to use this option, please use the following banking details and include your membership number as a identifying reference:

National Westminster Bank Sort Code: 55-50-05 Account No: 01630962

A short email to me confirming your payment would help.

You can contact me about these or any other membership matter at 28, Millfield Drive, Market Drayton TF9 1HS, telephone 01630 656525 or by email to sucsmemsec@btinternet.com.

Ian Hendley

Waterways Renaissance Award

The Montgomery Canal Triathlon, staged for the second time in May this year, reached the finals of the Waterways Renaissance Awards, staged in Birmingham on 23 May, in the 'Tourism' category.



Collecting Box News

The total collecting box income for the financial year 2012-13 was £1,017 - disappointing, but at least we broke the four-figure barrier. The biggest problem is the number of pubs and small businesses going under or changing hands rapidly, because at each closure or re-fit the yellow box disappears from view and the long-suffering collector has to persuade the new owners to locate and reinstate it, or to accept a new one. The boxes that do well continue to do well -- evidently those people actually using the canal via marinas and boatyards still appreciate the Society's work enough to contribute pounds rather than pence. But even the small change from a village shop adds up, so it's all worthwhile

My thanks to the scattered team who go out in their own time to collect and record the box income. Not only do they take no commission for this but the total sent in often includes mysterious donations up to a round figure.

The spring collecting round is under way and the 2013/14 income banked so far is £168.

Sarah Thursfield

R J MARINE

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Aqueduct Marina on board to save lives

Six members of staff from Aqueduct Marina in Nantwich are now trained and equipped to potentially save a life thanks to an Automated External Defibrillator (AED) placed there by North West Ambulance Service.

The 147 berth marina welcomes hundreds of visitors every year, and is surrounded by 100 acres of farmland networked with walking trails. The AED will be sited at the marina and will be available to access 24 hours a day.

Nick Blair, Resuscitation Development Officer said "I am really pleased that the marina has taken on board our initiative to place AEDs where there is an increased risk of cardiac arrest due to the high number of visitors. Staff are now equipped with the knowledge and skills that could save a life – joining over 2.6 million people in the UK who have already been trained as part of the initiative.

"The machines are so simple to use and cannot do any further harm to the patient. They only allow you to deliver a shock if a patient is in a specific



rhythm. The AED delivers an electric pulse through the chest, in an attempt to restore normal heart rhythm. A patient's chance of survival decreases 10% for every minute that passes without defibrillation therefore with the application of an AED within 5 minutes of collapse the best possible chance of survival is maintained.'

Robert Parton a Director at the marina said, "We at Church Minshull Aqueduct Marina are delighted to have been trained in the use of the AED by the NWS and been allocated a machine for the marina complex, though the AED is easy for anyone to use. It will add a lot to improving the first aid provision we can provide on the marina".

NWS hope to roll the initiative out to as many sports clubs and facilities in the North West as when someone goes into cardiac arrest it is vital to recognise the emergency, start CPR but also to get the AED and apply the pads.



Left to right: Paul Duncalf (with the AED), Stephen Wallace and Sarah Rayner of Aqueduct Marina with a representative of the North West Ambulance Service.



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Confessions of a block layer

Following a plea in Cuttings for more volunteers to help out with block-laying at Redwith, Steve Fahey took up the challenge. Here he gives an account of his day and, more importantly, his aim to return...

Having been an armchair member of the Shropshire Union Canal Society for a number of years and following the plea for extra volunteers to help with the last push to complete the Redwith to Pryces Bridge section of the Montgomery Canal restoration I decide to spend a day block-laying to help out.

An earlier than usual breakfast was in order so that I could leave home at 7.00 am to arrive at the worksite for around 9.00 am. After driving over 70 miles without any problems I managed to get lost near the worksite and ended up at Maesbury tearooms where I asked for directions. After being given directions I made my way back the way I had come and arrived at the worksite at 8.45am.

First of all I was kitted out with a hard hat, gloves and high-vis tabard then taken to sign in and have an induction course for first timers. Following this I was given a tour of the worksite and the method of working was explained in



detail. By now there were around 13 volunteers present and everyone was called together so that they could be allocated tasks.

I was put with the team who had the task of laying the linings and blocks on the canal bed. Other teams were responsible for loading the 2 tracked dumpers with blocks and liners and transporting them to site. The mini digger operator was levelling out spoil and others were measuring and cutting the lining to size, meanwhile ensuring that the all-important liquid refreshments with ample cakes would be ready at break and dinner times.

At 5.15 pm I was aching all over and knackered so I had to call it a day and leave the team to finish off the section they were on. In all honesty I do not think I could have managed a second day on site.

After signing out I set off for home and despite a delay on the motorway I arrived home at 7.00 pm and settled in for a long soak in the bath.

Despite my aching bones I hope to return again in the future to assist the regular volunteers who need all the support they can get to complete the current section this year.

Steve

Fancy having a go? Volunteers are always welcome. Please see P36 in the Spring Cuttings for more details. Dates can be found in Diary roundup at the back of this issue.



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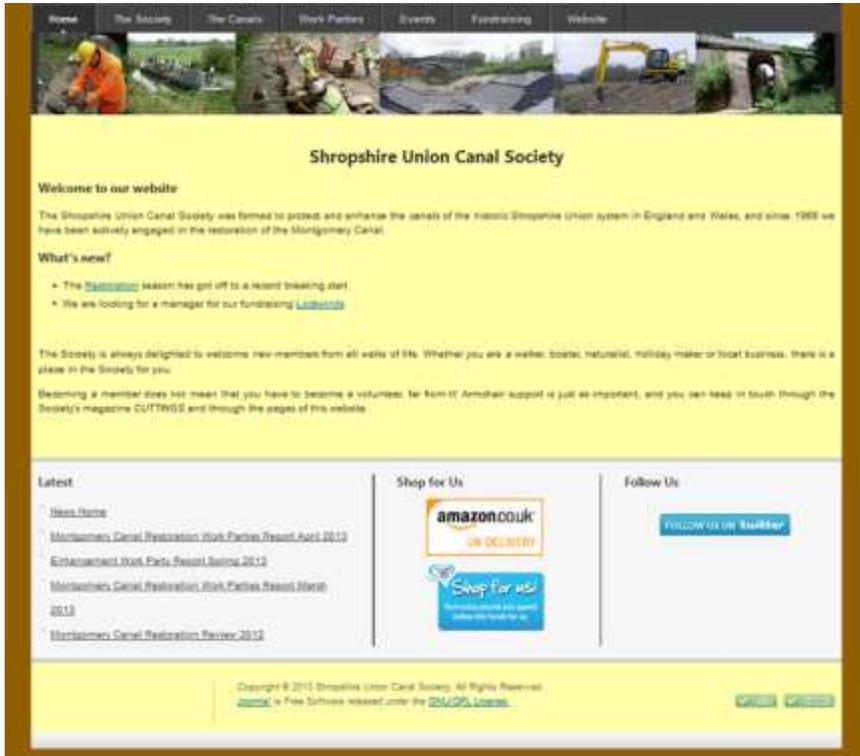
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The Society Website

Have you found it yet? More and more of us are having to face up to the inevitability of progress and now have computers with fast broadband access. Even our phones are internet-enabled now with smartphones predicted to outnumber non-smart devices in 2013. This all makes the internet a far more accessible resource for knowledge and information and the Society is no exception.



The site is easily found at www.shropshireunion.org.uk which takes you to the Home page. Struggling to read it? Your browser will let you enlarge it on screen or you can start by clicking on the "A+ A- " buttons to the right of the main page. If you have not visited the site for some time, you will see that the whole site has been recently updated and is now easy to navigate and find relevant information. Remember that anything underlined is almost certainly a direct link to another web page.

So what will you find on the website? Firstly there is the latest news with



links on the white panel at the bottom of the Home page and all other pages. It might not be up there with the BBC giving you minute-by-minute details but it is updated every week or so when there is something to tell. Much of this centres around enhancement and restoration work parties plus newsletters from other organisations that cover our area. Going back to the top of the page, the menu bar holds a number of tabs to take you to other areas. "The Society" tab will give you much information, as one might suspect, about the Society including contacts, this magazine and membership details. Next, "The Canals" is a useful resource with maps, historical information, document archives and details of visitor moorings.

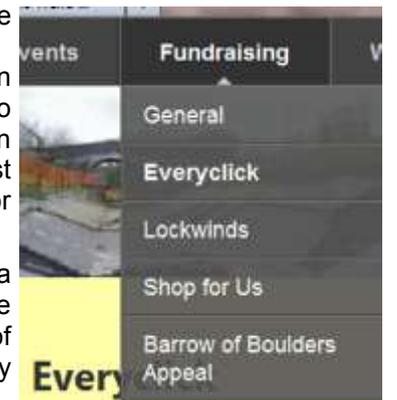
The "Work Parties" tab takes you to detailed accounts of work undertaken at various sites. "Restoration" covers activity at a number of sites on the Montgomery Canal whilst "Hedge Laying" and "Enhancements" gives details of work undertaken around the system.



"Events", the next tab on the menu bar gives access to current events whilst the all-important "Fundraising" tab give details of how you can help the Society. Note that the Society can earn money every time you use the internet by simply using the "Everyclick" page with its own search bar. You will also see a "Shop for Us" tab which gives access to thousands of on-line stores

which will pay the Society commission on most purchases. Amazon shoppers can go directly to the store by clicking on the Amazon box which can be found at the bottom of most of the website's pages. A link to the "Shop for Us" site can also be found here.

Finally the "Website" tab gives access to a links page as well as details about the website. The "Links" page details a number of organisations connected directly or indirectly





with the Society and the Shropshire Union Canal system.

So, that is a brief introduction to the society's website. It is constantly updated and contains a wealth of information about the Society and its activities. If you don't have access to the internet yourself, get a friend or relation to let you have a look. Last but not least, it gives you access to a number of years back numbers of Cuttings which you can read on-line!

Volunteering Opportunities

There are volunteering opportunities working directly with Canal & River Trust. Glenn Young of C&RT explains.

As someone relatively new to the waterways it has been great to see all of the works undertaken by volunteers from the Shropshire Union Canal Society, all of the enhancements make a big difference and the efforts involved in restoration of the Monty are very impressive indeed.

As Canal & River Trust is now building up more direct volunteering activity it has also been interesting to look at how we can work more closely with the Society in future and also perhaps broaden the scope of volunteering opportunities available for everyone. As part of this we are running regular work parties in several areas of the North Wales and Borders Waterway which are open to everyone and provide some good experiences in terms of the scope of the work and a chance to learn a bit more about the network's built heritage, wildlife and heritage skills and crafts. At the moment C&RT have established groups working every Friday on the Llangollen and Montgomery canals, every second Wednesday on the northern section of the Shroppie and Towpath Taskforce days on the first and second Saturdays of the month at Chester and Audlem. We are also very keen to get regular activity taking place on the southern end of the Shroppie through the summer with the aim of having a fortnightly group there. Work undertaken so far includes a lot of lock painting, nature reserve habitat management, tidy up days, wash-wall and offside vegetation management and lots more.

Of course, SUCS is still organising and running working parties as usual; direct volunteering with C&RT will complement those activities.

If you would like to get involved, all help goes a long way and makes a big difference so do get in touch. C&RT Volunteering Team Leader Glenn Young 07775 118823 or glenn.young@canalrivertrust.org.uk to find out more or make any suggestions of projects we might tackle.



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Chandlery Open Now

So what is in our chandlery? It's a one stop shop for boats, although you can find many items for both caravans and your home. Why not call in and speak with Paul our chandlery manager, whether you need glass for your stove or blue for the loo he can help.

Don't forget the marina also offers Calor gas, coal, peat & kindling too.



Boaters Bash

Believe it or not July is just around the corner, and our 2 main annual events are not too far away. On the eve of Saturday 20th July we have our 'Boaters Bash', where band **Aphrodite** will be performing 80s and 90s music. All welcome, £5.00 per person, food available.

Open Day

On Sunday the 21st July is our fourth annual Open Day and Family Fun Day with lots of fun activities, stalls and a chance to come for a nosey. We sponsor a charity and all of our profit from the day goes to our chosen charity.

The Galley Open Nights

The Galley at Aqueduct Marina is now hosting 'Open Nights' once a month.

Saturday 4th May saw a popular quiz night followed by a "Salsa Dance Night" on the 25th with a fully licenced bar and selection of delicious tasty bar snacks.

Check the website or 'like' us on Facebook to get latest details of forthcoming events. All welcome.



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June.



Small Tasks Team Volunteers

February, March and April have relatively busy months for STTV, the local independent team of volunteers, with five work parties being completed – four on the Middlewich Branch and one at Chester.

On 7 February a small team descended on Minshull Hill Bridge (Bridge 14 on the SU Middlewich Branch). On the west side of the bridge the gate and gate post at the top of the steps from the towpath were in a parlous state and needed replacing.



A new gate and post were installed. This proved more time consuming than anticipated since there was an excessive and unexpected amount of very solid concrete to be removed. This was overcome by dint of time consuming perseverance!

At the same time the rails were renewed on the fences to the sides of the approach steps. A missing mooring ring on the nearby Visitor Moorings was replaced and the totem posts repainted.



Unfortunately it was discovered that the old gate post provided the only support for the adjacent hedge, which was predominantly ivy. Subsequently a short section of fencing parallel to the road up to the

gate post was installed to fill the gap. It was intended, at a later date, to plant some hawthorn whips to form the basis of a new section of hedge.

Cholmondeston

On 7 March we installed the two picnic tables at Cholmondeston Lock on new concrete bases. The tables were also repositioned so that users of the tables were a little more distant one from another. A damaged picnic table/BBQ stand concrete base at Sykes Hollow was also replaced. All furniture at Sykes Hollow and at Cholmondeston was treated with preservative.

A new pedestrian access gate was installed at Cholmondeston Lock together with new fittings on the vehicle access gate. This completed the task that had to be truncated in December 2012 because of excessive frost.

At the request of Wendy Capelle, C&RT Waterway Manager, on 14 March a small STTV team installed the Maureen Shaw memorial/information panel at Wardle Lock (see page 10). At the same time the lock mooring bollards and the totem poles carrying signage were also repainted.

Chester

Working with Chester Canal Heritage Trust, we installed 16 additional mooring rings at Cow Lane Bridge Moorings in Chester on 21 March. Signage designating the moorings was also installed. Two redundant mooring bollards were removed and two benches built into brick alcoves repaired with new seat slats.



On 11 April we returned to Minshull Hill Bridge (Br 14, Middlewich Branch). The intention was to:

- plant hawthorn whips to form a new hedge;
- convert the bottom concrete slope into another step. (Subsequent to our work party on 7 February, this slope was reported to us by local walkers as being a hazard to those less nimble on their feet);
- extend the step handrails to the bottom of the new step; and
- clean up the thresholds of the steps at the other side of the bridge.

All tasks were satisfactorily completed with the exception of the planting of hawthorn whips to establish a new hedge behind the fence. The required whips were not available. The warning signs and barrier tape isolating the





steps from pedestrian access were removed four days later. The shuttering around the new step was removed a few weeks later after the concrete had cured sufficiently.

A number of tasks are planned for the immediate future, including:

Tilstone Lock - Chester Canal Heritage Trust together with the Canal & River Trust undertook restoration work on the Lengthman's Hut (the Round House) at the lock starting on 15 April for four days. The Canal & River Trust still has some work to do on the hut and scaffolding is still in place. Once the site is clear, STTV will be returning to complete the installation of the fence running up to the Lengthman's Hut. This was left unfinished at our November 2012 work party to facilitate restoration access to the Hut;

Nantwich Embankment – to install up to 24 additional mooring rings within the existing visitor moorings and to repaint the signage posts and furniture within the site. This very busy mooring hotspot can be used to better advantage with the addition of rings evenly spaced, which will allow visiting boats to moor safely and considerably reduce the use of mooring spikes being driven into the embankment/towpath.

(For further STTV information contact Paul Mills on 0151-336-1049 or Maurice Ward on 01942-260459/07791-350207.)



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Dates for your Diary

- 1 - 2 June** Overwater Marina Open Weekend
14 - 16 June Middlewich Folk and Boats Festival
15 - 16 June **Montgomery Work Party** - please ring Mike Friend on 01948 880723 or mobile 07909 912611 for more information.
7 July **Steam Day** at the National Waterways Museum, Ellesmere Port
19 - 21 July **IWA National Festival** at Cassiobury Park, Watford
20 - 21 July **Montgomery Work Party** - please ring Mike Friend on 01948 880723 or mobile 07909 912611 for more information.
21 July **Church Minshull Aqueduct Marina Open Day**
1 August **Horses at Work** National Waterways Museum, Ellesmere Port
17 - 18 August **Montgomery Work Party** - please contact Mike Friend.
17 - 19 August **Lockwind at New Marton** organised by the Friends of the Montgomery Canal
22 - 26 August **August Bank Holiday Lockwind** - Cholmondeston Lock.
21 - 22 September **Montgomery Work Party** - please contact Mike Friend.
19 - 20 October **Montgomery Work Party** - please contact Mike Friend.
9 November **Shropshire Union Canal Society AGM** Acton Village Hall 3.00 pm
16 - 17 November **Montgomery Work Party** - please contact Mike Friend.
7 December **Welshpool Winter Festival**

New Trip Boat Shropshire Star

A 70ft narrowboat has been renamed Shropshire Star and will be used to take passengers on pleasure cruises along the Shropshire Union Canal from its base at Norbury Junction, near Newport. Mal Edwards MBE steered the boat on its first outing. The Shropshire Star will operate as public trip boat at weekends from May to November, with plans for a Christmas programme also being discussed. The boat will also be available for charter during the week. The arrival of the Shropshire Star revives a 50-year-old tradition. Mal also steered the first ever trip boat to operate at Norbury, a converted wooden working boat called Iona, which was horse-drawn between the 1960s and 1980s.

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Articles for Cuttings

We are always pleased to receive contributions for Cuttings. Text, photos etc. can be sent by post or by e-mail. If you are 'no good at the words' simply send us the basis of your idea with all the relevant details and we will gladly put an article together for you.

Contacting Cuttings

Cuttings Editors **David and Chris Owen-Roberts** 01270 567492
35 Woodnoth Drive, Shavington, Cheshire CW2 5BW
E-mail: sucuttings@btinternet.com

The views expressed in Cuttings are not necessarily those of the Shropshire Union Canal Society.

Copy Deadlines

There are four issues of Cuttings per year, published in June, September, December and March. The copy deadline is 1st of the previous month, i.e. 1 May, 1 August, 1 November and 1 February. **COPY WILL NOT BE ACCEPTED AFTER THESE DATES.**



The Society's Slop Chest

Support your Society; raise awareness and raise funds!

Society Sweatshirts - S, M, L, XL, XXL £16.00 + £2.00 p & p

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Society Teeshirts - S, M, L £10.00 + £2.00 p & p

Society Cap £3.90 + £1.00 p & p

Society Burgee £8.00 + £1.00 p & p

Embroidered Badges £3.50 + £1.00 p & p

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For any of the above contact:

Ian Hendley, 28 Millfield Drive, Market Drayton, TF9 1HS, telephone 01630 656525 or e-mail sucsmemsec@btinternet.com. Cheques should be made payable to the Shropshire Union Canal Society. Items may also be purchased from the Society's website, www.shropshireunion.org.uk via PayPal.

Advertising in Cuttings

The advertising rates are:

Quarter page: £50.00 for one year (four issues)

Half page: £75.00 for one year (four issues)

Full page: £125.00 for one year (four issues)

There is a 10% discount for Commercial Members. The advertising year starts with the Summer issue of Cuttings (copy date, 1 May) but adverts are accepted at other times of the year on a pro rata basis. To find out more please contact Advertising Manager, Roger Beswick on 01244 332553, fax 01244 330122 or e-mail haslemere@chester50.plus.com.

Discounts from our Advertisers

The following advertisers are offering discounts to members: Boat Safety Examiner Neal Dodd and Alvechurch Boat Centres Wrenbury. Church Minshull Aqueduct Marina are offering discounts in their café and Nantwich Canal Centre offer discounts in their shop.

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I hereby apply for election as a member of the above Society and agree to abide by the rules of the Society. I enclose my remittance for* being my subscription for the year ended 30 June 2011...

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