

REPORT



BMS
BOAT MUSEUM SOCIETY



No 220 ♦ March 2018

THE BOAT MUSEUM SOCIETY

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The Boat Museum Society is a company limited by guarantee, registered in England no. 1028599. Registered Charity Number 501593

Visit our website

www.boatmuseumsociety.org.uk

Contributions for RE:PORT which is published four times a year are always welcome.

Copy date for RE:PORT 221 – Sunday 20th May 2018

All views expressed in RE:PORT are those of the contributors concerned and should not be taken as being the policy of The Boat Museum Society, The National Waterways Museum or The Canal and River Trust.

cover: **The 'Halsall Navy' marks the spot where the first sod was dug ceremonially for the Leeds & Liverpool Canal**

Dates for your Diary

■ ■ ■ ■ ■ March ■ ■ ■ ■ ■

...continuing until Sunday 15th July

NWM

Only the Tide of Time: an exhibition of photographs by Clifford Morris – A collection of photographs from the turn of the millennium that reflect on the many changes to the landscape that have taken place during the intervening years.

Tuesday 13th

IWA

AGM and NBs Lindsay and Keppel – Following the AGM, Andrew Watts of the Etruria Boat Group will be talking about NBs *Lindsay and Keppel*. They were the last pair of narrow-boats built by the then British Waterways Board for carrying on narrow canals. The talk will cover their restoration and current active lives.

Friday 16th until Sunday 10th June

NWM

No Sign of Canals on Mars – An exhibition of the illustrated travel diaries of Eileen Burke.

Friday 16th

BMS

The Mersey Training Ships – an illustrated talk by Geoff Topp, a former Mersey Pilot.

Tuesday 20th

EPL&FHS

AGM followed by *Early Maps* – Jonathan Peplar, former County Archivist will be talking about the early maps of the area. This should be a fascinating talk by an expert on the subject.

Friday 30th to Monday 2nd April

NWM

Easter Boat Gathering – Dozens of boats from around the country will be heading to the Museum in a flotilla for the annual Easter Boat Gathering. Colourful narrowboats and barges will take centre stage while the museum comes alive with music, theatre and activities for the whole family.

Friday 30th to Monday 2nd April

Daniel Adamson

Daniel Adamson – will be moored at Telfords Quay and providing 90 minute mini cruises at 11am and 2pm each day. Adults £27.50 Children £16.50 (both with Gift Aid)

Friday 30th (Good Friday)

BMS

Modern freight carrying by water – David Lowe, Chairman of the Commercial Boat Operators Association (CBOA)

■ ■ ■ ■ ■ April ■ ■ ■ ■ ■

Tuesday 10th

IWA

The Mystery of the Marie Celeste revealed – Derek Arnold is always an extremely entertaining speaker and his take on what happened to the crew of the mystery ship, found floating in the Atlantic, fully seaworthy and with a last supper hastily abandoned will be well worth listening to!

Tuesday 17th**EPL&FH**

A conversation with Graham Boxer, Head of Museums, Canal and River Trust

Friday 20th**BMS**

The History and Restoration of the Steam Tug Daniel Adamson – An update on the story of this vessel, built in 1903 as the *Ralph Brocklebank* for the Shropshire Union Railway & Canal Company.

■ ■ ■ ■ ■ **May** ■ ■ ■ ■ ■**Tuesday 8th****IWA**

Joey's, Joshers and James – Phil Clayton of the BCN Society – Phil will give an introduction to the Birmingham Canal Navigations, their history, development and changes in recent years.

Tuesday 15th**EPL&FH**

Mersey Forest – a talk by Clare Olver from The Mersey Forest

Friday 18th**BMS**

Peel Holdings and its Archive – Alexandra Mitchell, the Archivist for Peel Holdings will outline the history of the organisation. They are owners of the MSC, the Bridgewater Canal and other developments and docks in the north west and elsewhere.

Saturday 26th to Monday 28th**NWM/Crick**

Crick Boat Show – largest inland waterways festival

■ ■ ■ ■ ■ **June** ■ ■ ■ ■ ■**Saturday 9th and Sunday 10th****NWM/Lion Salt Works**

Transport Festival – Based at the Lion Salt Works Museum, the festival celebrates machines that helped to forge the Industrial Revolution. We are working towards Shad and Gifford being there.

Friday 15th to Sunday 17th**NWM/Middlewich**

Middlewich FAB Festival – The FAB festival offers a narrowboat rally as well as music and street theatre with juggling, parades through the town, stalls, music at various venues, and Morris dancing. We are working towards *Shad* and *Gifford* being there.

Tuesday 19th**EPL&FH**

Lost Halls of Wirral – A lavishly illustrated lecture by Gavin Hunter which looks at some of the wonderful manor houses, mansions and old halls, many of which have long-since disappeared.

Saturday 23rd and Sunday 24th**NWM**

The Accrington Pals – A Boaty Theatre Company outdoor performance to coincide with the 10 year celebration of National Armed Forces Day in the 100th anniversary year since the end of World War 1.

Sunday 24th**NWM/Lymm**

Lymm Historic Transport Day – An annual event, and part of the Lymm Festival, that offers a unique combination of amazing transport attractions: 2 Spitfires – one in the air, one on the ground, historic boats, steam, classic cars, bikes, model rail and cars, plus fantastic attractions for the family. We are working towards *Shad* and *Gifford* being there.

■ ■ ■ ■ ■ **Meeting information** ■ ■ ■ ■ ■

BMS meetings are held in the Rolt Centre at the National Waterways Museum, starting at 7.30pm. There is a bar and we have a raffle. Everyone is welcome.

EPL&FHS – Ellesmere Port Local & Family History Society meetings are also held in the Rolt Centre, starting at 7.30pm. Annual membership is £12 and visitors are welcome at £4 a meeting

NWM More information about Museum events can be found at www.canalrivertrust.org.uk/nwm

IWA – Inland Waterways Association meetings are held in the Mercer Suite at the Holiday Inn, Ellesmere Port, South Wirral, CH65 2AL, starting at 7.45pm.

Membership Matters

We would like to welcome new member **Frank Perra**

Important information about membership renewal

If you wish to participate and vote in the Extraordinary General Meeting you will need to be a fully paid up member. Please make your cheque payable to “The Boat Museum Society” and send it to The National Waterways Museum, South Pier Road, Ellesmere Port, Cheshire CH65 4FW by **1 April 2018**. The subscriptions for 2017/18 are as follows:

Category of Membership	Annual Subscription
Full Membership	£16
Family Membership	£25
Students/Juniors (age 12-18) no voting rights	£10
Senior Citizens and Unwaged	£10
Single Life Membership	£350
Family Life Membership	£550

Your new membership card was enclosed with the previous issue of RE:PORT. The new password to access the Members’ Area of the BMS website is printed on the front.

CHAIRMAN'S REPORT

The new year will be well under way by the time this copy of REPORT reaches you and I hope you can all look back on a Happy Christmas and an enjoyable New Year.

The last five years have seen tremendous changes at The National Waterways Museum and in the museum world in general. Words such as management, agreement, contract, accountability, assessment, Health and Safety seem to be cropping up more frequently.

You will all be aware by now of the review that we have been processing over the past 18 months, where we have been looking at how we should take the society forward in the future. Fuller details of the outcome of the review are published further on in this edition of RE:PORT. In brief our charitable objectives, to advance the education of the public by promoting public interest in the history, skills and knowledge of the inland waterways by supporting and promoting the National Waterways Museum at Ellesmere Port remain the same. Some say it is job done, but is it really job finished? Are we really becoming a spent force? I don't think so. Our review has initially, and as a starting point, identified five key areas where our charitable activities can positively continue to support the museum. 1: Historic Boat Care and Interpretation 2: Projects 3: Publicity and Promotion 4: Practical Outreach and Waterways Skills 5: Research Knowledge and Publications.

During the year, as well as our members being very actively involved in all areas of the museum we have also contributed towards the refurbishment of the museum's shop and cafe area, the purchase of a new PA system for the theatre in the Rolt Conference Centre, the Bikes and Boats exhibition held over the summer, The Arts Council for England project of the raising and conservation of boats and storing them at Rossfield Road. Yes, the care and interpretation of the historic boats is still very much part of our core purpose and priorities. Some of the money raised by the Coffee and Crochet group was used in materials for the crochet horse which has been named Rainbow and takes pride of place in the Island Warehouse.

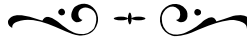
This society was established over 40 years ago and has stood the test of time through many trials and tribulations, in order to keep it going for another 40 years, in my view, we need to take this new direction with some constructive and positive forward planning and succession planning.

So, come on let's make the changes needed, let's re-establish our purpose and objectives, and let's set this society up with a long and promising future. Our bodies and our brains might be creaking a bit but our ambitions and objectives shouldn't be. So, come on let's make it happen.



Looking ahead to our EGM on April 13th, which will be for paid up members only, I would like to encourage as many of you as possible to come along. Whilst we do want to encourage every member to attend, we realise that with a spread of members across the country that it is not always possible for you to attend. The notice of the EGM (on the blue pages in the centre) also includes details of how to obtain a proxy voting form. If you cannot attend you will be able to appoint a member as proxy, to formally vote on your behalf, subject to your instructions and the rules of the proxy vote.

Jeff Fairweather



Secretary's Report

To be presented at the Extraordinary General Meeting 13th April 2018

The proposed updated Memorandum & Articles of Association

Introduction

The Memorandum & Articles of Association that currently set out the governance of the Society have their roots in the original document established in 1971 when the North Western Museum of Inland Navigation (NWMIN) was set up. It made provision for the day to day running of the museum as well as supporting more general waterways heritage matters.

In 1980 the Boat Museum Trust (BMT) was established which had very similar powers to NWMIN in its constitution and subsequently took over the ownership of the boat collection, property assets and management of the museum. However, the Memorandum & Articles of Association for NWMIN remained largely unchanged until 1995 when that entity became the Boat Museum Society. Even then, the revisions mainly reflected the change of name but in general, the body of the governance document remained unaltered. In 1999 whilst retaining ownership of a large part of the collection, BMT handed over the management of the museum and buildings to the Waterways Trust, an arm's length subsidiary of British Waterways. However, BMS continued to provide much of the volunteer support and training to the museum.

In 2012 when the Canal & River Trust (CRT) took over the role of British Waterways and therefore the responsibility for the museum, the relationship with the Society began to change. CRT established and enhanced its own capability to recruit, train and manage volunteers. BMS were therefore no longer required to provide this particular aspect of support to the museum.

Setting to one side any exploration into the historic reasons why the original Memorandum & Articles of Association remained largely unaltered despite all the various changes in role over the years, there is now the opportunity, particularly following the

review of the Society and the proposed name change to undertake a comprehensive update of the Society's governance document to accurately reflect its present day activities.

The updated Memorandum & Articles of Association

The fundamental principles behind the original drafting of the Memorandum & Articles of Association generally still hold good today and this may be one of the reasons why little changes were made. However, related bodies now involved in the governance of the Society and its relationship with the outside world have changed significantly and the opportunity has been taken to correct the references to all these contacts.

The updated document is some 13 pages long and has been made available for inspection and download prior to the Extraordinary General Meeting. There have been a significant number of minor text changes and the role of the Society has been reworded to take out the reference to running a museum. In order to assist members, the main headings requiring changes to the document are summarised below: -

- ◆ The new name for the Society is now shown as the Waterways Museum Society
- ◆ The updated aim of the Society states that “The Society is established to support the work and objectives of the National Waterways Museum Ellesmere Port and to foster research and promote all matters having a connection with the historic navigation of the Inland Waterways of England and Wales and issues pertaining thereto and in particular to support the promotion by the said Museum of public exhibitions displays lectures collection interpretation and dissemination of knowledge about the history of the Inland Navigation...”
- ◆ All references to the “Association” have been replaced by the “Society”
- ◆ Reference to operating the museum have been removed
- ◆ Changes have been made to re-emphasise the Society's role of supporting the museum.
- ◆ Activities that the Society no longer undertakes (eg employing staff and payment of pensions) have been removed.
- ◆ Reference to the “Council of Management” has been replaced with “Management Committee”.
- ◆ Reference is now made to the Canal & River Trust.
- ◆ References to legislative Acts have been updated.
- ◆ Current practice for the naming of officers and their election has been incorporated into the document.

Recommendation

It is therefore recommended that the Members support the adoption of the updated Memorandum & Articles of Association and authorise the Secretary to seek the approval of Companies House and the Charities Commission to these changes.

Christopher Kay, Secretary
25.02.18

General Data Protection Regulation 2018

You may recall a short piece in the December edition regarding the new General Data Protection Regulation that comes into force on 25 May 2018.

A copy of the Society's Data Privacy Policy is published in this edition and lists all the purposes for which we process your personal data.

The personal data of Society members has always been processed in accordance with the current data protection regulations, and its protection will remain unchanged under the proposed new regulations.

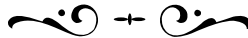
The key change in the new legislation is that, from 25 May 2018, it will be essential that individuals give their consent (or 'opt-in') to the purposes for which their personal data may be processed. To give a practical example:

Membership of the Society has in the past meant that members receive a copy of RE:PORT automatically: under the new legislation, it will be necessary for a member to consent (or 'opt-in') to their personal data (name, address, or email address) to be used to enable a copy of RE:PORT to be sent to them.

To facilitate compliance with the new Regulation, a Consent Form is included with this edition of RE:PORT. Please read the Data Privacy Policy and then complete the consent form, as appropriate, and return it to the Membership Secretary by 30 April 2018.

If you're like me, it may be the sort of task that, if not done straight away, gets put to one side and then forgotten. I cannot stress too strongly the importance of you completing and returning the consent form as it will affect how the Society communicates with you in the future – so please don't hesitate!

Ailsa Rutherford



Data Privacy Policy March 2018

This is the privacy policy for The Boat Museum Society Limited*, registered no. 1028599 (hereafter referred to as the Society).

We respect your privacy and shall not disclose your personal information to any third party.

We are committed to protecting your privacy and maintaining the security of your personal information.

Personal information is any information that can be used to identify you, e.g. it can include information such as your name, date of birth, email address, postal address, telephone number.

Any personal information you provide to us will be treated in accordance with this policy, the current UK Data Protection Act 1998, the 2018 European Union General Data Protection Regulation, and any future legislation that may come into force.

Uses of personal information

We collect personal information when you become a member of the Society, subscribe for publications and email newsletters, make a donation to the Society, register for Gift Aid, or otherwise give us personal information.

When we collect your personal information we use strict procedures and security to prevent unauthorised access.

The 2018 European Union General Data Protection Legislation requires that you 'opt in' to any process and, without your express consent, we may not process your personal information for these purposes. When personal information is collected you will be asked if you wish to opt in to your data being used for any, or all, of the following purposes.

- ◆ Administering your membership of the Society, to include notifying you when your membership subscription is due
- ◆ Sending you copies of the Society's quarterly newsletter RE:PORT, either by post or electronically
- ◆ Advising you of activities of the Society and/or those of the National Waterways Museum with which the Society is involved
- ◆ Fulfilment of orders for publications
- ◆ Administration of donations and legacies
- ◆ Administration of Gift Aid donations, where you have registered to do so
- ◆ Administration of your membership of the "200 Club"

Withdrawal of consent

You have the right to withdraw your consent to any, or all, of the above activities at any time by notifying the Society in writing to:

Membership Secretary, The Boat Museum Society Limited, c/o National Waterways Museum, South Pier Road, Ellesmere Port, Cheshire CH65 4FW

*** Note**

The Society will shortly be seeking the approval of its members to change its name to The Waterways Museum Society Limited. If the proposed name change is approved, any consent that you give in response to this form will continue to apply to the legal entity that is currently called The Boat Museum Society Limited, but operating under its new name.

Treasurer's Report

The formal accounts for the financial year ending 30th September 2017 were presented to the Society's AGM on Friday 16th February 2018 and are available on the BMS website.

The accounts reflect what the Society has been involved in over the year and it is pleasing to note that we were able to support five museum projects this year, the major one being to give £5,000 towards the Arts Council for England Project of raising the boats and storing them at Rossfield Road in Ellesmere Port. During the year, we contributed £1,000 towards the refurbishment of the museum's shop and cafe area. The Society has been designated a specific area within the shop for the sale of BMS produced craft books and Waterways Journals. The Society also contributed just over £200 towards the PA system in the theatre in the Rolt Conference Centre. The total costs were shared with the museum and the Ellesmere Port Local and Family History Society.

We paid for the temporary Bikes and Boats exhibition that enhanced the Bikes and Boats event in July 2017, when local people cycled from the Civic Centre in Ellesmere Port to the Museum to enjoy more bicycle orientated activities. Our Coffee and Crochet group continue to raise funds and purchased a topiary horse, which they covered with crochet squares, and, following a public competition is named Rainbow and takes pride of place in the Island Warehouse.

The total balance at the end of the year was £78,800, of which the Directors agreed we should set aside just under £47,000 to meet the costs of the current work being undertaken on *Gifford*. Of the remaining £32,000 there are commitments to schemes totalling £13,000, £6,000 in contingencies and just under £13,000 available for future projects.

If you are planning on giving a donation to the Society or leaving a legacy in your will, it does help if you can make it a general donation and not specify a particular scheme as circumstances change over a period of time and the particular scheme may not come to fruition. It then makes it difficult for the Society to use the money in the most beneficial way. If you do have a strong desire for your money to go to a specific scheme, please contact me so we can discuss in more detail the best way to go ahead. In addition if you are able to Gift Aid your donation (ie you pay UK tax), this means we can claim 25% back from the government.

A huge thank you to all BMS members who continue to support the Society and for the work they do to increase income and keep the costs down which allows us to support our aims and objectives.

Barbara Kay
Treasurer

Easter Gathering – Friday 30 March to Monday 2 April

A fantastic mix of colourful boats and music

Along with the boats, music and entertainment always plays a key role in the gathering and this year's programme is looking packed.

At the BMS meeting on Friday evening, David Lowe, well known to us as Chairman of the Commercial Boat Operators Association (CBOA) will be speaking on Modern Freight Carrying by Water. Saturday night's folk headliners will be Chris Sherburn and Denny Bartley with Emily Sanders who will be bringing their unique sound and collective personality to the evening, with support from local band The Old Firm.

Over the weekend you can also look forward to award-winning musician Phil Underwood who will be sharing his traditional and contemporary canal songs, and Graham Bellinger will be there with his eclectic repertoire. Lunchtime music and song sessions with The Raven Folk Club and Dave Russell & Friends. On Saturday afternoon, The Hungry Horse Folk Club will be with us. Children and families can enjoy creating their own music together with acclaimed musician and story teller David Gibb. The regular Sunday evening Come-all-ye with MC Ray Butler will take place in the Rolt Centre.

The museum will be open for visitors throughout the weekend, with costumed interpreters bringing the Porters Row cottages and the Slipway to life plus a whole host of family activities. There will be opportunities for visitors to go "Behind the Scenes" in the Large Object and the Small Object Stores plus the opportunity to visit the museum's new boat store where you can see the vessels raised from the Upper Basin last year. If you would like to express early interest in visiting the store please email nationalwaterwaysmuseum@canalrivertrust.org.uk and Michelle Kozomara or Charlotte Anderton will be in touch before the event.

The museum's trip boat, *Centaur*, will be joined by accessible boat *Over the Rainbow* this year which will be offering visitors the chance to go through Ellesmere Port's historic locks into the Lower Basin.

There is still time to register your boat for the gathering. The form is available at canalrivertrust.org.uk/nwm or by telephoning the museum on 0151 355 5017. To assist with your event preparation, the pontoon leading to the Upper Basin will remain open on Friday afternoon for your arrival, then close and re-open from 4pm on Sunday for those who wish to leave early.

For more information on timings please visit canalrivertrust.org.uk/nwm. We look forward to welcoming you.

Visiting boats

Easter is an exciting time of the year for us too and we always look forward to welcoming so many of you. We would like to extend this invitation for historic narrowboats to the rest of year by offering free moorings in the Upper Basin. During your stay we would like to invite you to share your experiences with our visitors. Places are limited and must

be booked in advance including agreed arrival and departure times. Please contact the museum for a booking form: nationalwaterwaysmuseum@canalrivertrust.org.uk or 0151 355 5017 for more information.

Michelle Kozomara

Letter to the Editor

With reference to RE:PORT 219, Page 26, I was perplexed by some of Norman Stainthorp's statements regarding the Glyn Valley Tramway. Hopefully, this might provide some clarification.

The Tramway was built to convey slate and granite from Glyn Ceiriog. Authorised by the 1870 Glyn Valley Tramway Act as a roadside gravity tramway with terminus at Pont-Faen, south-west of Chirk.

Opened in 1873 for freight and the following year for passengers, horses were used for the uphill journey to Glyn Ceiriog. From the GVT Terminus at Pont-Faen, a tramway connected to both the Shropshire Union Canal and the Great Western Railway between Chirk and Preesgwyn.

The 1885 Act authorised the GVT to be extended from its terminus at Pont-Faen to a new canal interchange at Chirk and alongside the Chirk GWR Station: it also authorised the use of steam traction.

"Sir Theodore" arrived in 1888, the first of three Beyer Peacock 0-4-2 tram engines, the others followed in 1889 and 1892.

In 1921, a Baldwin 4-6-0T war surplus locomotive was bought and modified for GVT use by Beyer Peacock.

As Pontcysyllte is north of the River Dee, works required to overcome the topography and the associated costs would have rendered any proposed link to the GVT not viable.

This was the age of 'railway mania' with many proposed lines not built, including both standard and narrow-gauge lines to Glyn Ceiriog.

*John B. Noton
Birkenhead*

Editor's note:

Norman Stainthorp has responded to say the piece in the last edition was a summary of a ten minute talk he gave, and he is conscious that some of what he said was 'lost in translation'. Norman had already provided some additional information for this edition (published on the next page), and hopes to give a more comprehensive talk on the Tramway at a future BMS Friday night meeting. We are extremely grateful to Mr. Noton for taking the time to share his knowledge.)

The role of the Shropshire Union Canal Company in the development of the Glyn Valley Tramway

Before the coming of the Tramway, pack horses transported slate from Glyn Ceiriog to the Ellesmere Canal at Ffroncsyllte, where the slates were transhipped onto fly-boat type boats. With the coming of the Tramway along the Ceiriog Valley, horses drew the slate in rail waggons from the quarries to Gledrig canal wharf, near Chirk.

When returning empty, the horses would ride in the waggons on the downhill sections.

The original plan had been to take the slate to Preesgwyn for transfer to the Great Western Railway south of Chirk. When they heard of this, the S U Company bought the nascent tramway to ensure that the slate went to Gledrig Canal Wharf (by the Poachers Pocket PH) south of Chirk. From there the slate was transhipped to canal boats and carried east, the length of the Ellesmere Canal to the London and North Western Railway Wharf at Calverley, north of Nantwich, on the Shropshire Union main line.

Once the tramway became steam-powered, slate waggons could easily be transported up the steep slope to a direct Great Western Railway interchange at Chirk.

The slate trade via canal then fell to nothing and the Shropshire Company sold back the Tramway to the quarry company. Granite chippings and setts, however, continued to be carried on the Tramway from the Glyn Ceiriog quarries to canal boats at Blackpark Wharf, just north of Chirk, until the S U Company ceased carrying in 1921.

Canal by-traders may well have continued to carry stone until the Tramway closed in 1935.

Norman Stainthorp

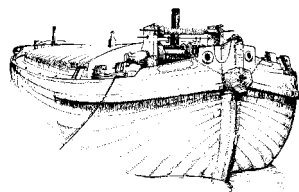
Update on *Gifford*

Gifford was lifted out of the water at Ade's yard, Alvecote, on December 22nd. Ade had been doing some preliminary work prior to the lift and had identified an area of fungus on the stern tank bulkhead. Once he had got *Gifford* out of the water he was able to remove the bottom boards below the stern tank bulkhead and a section of shearing; this revealed extensive rot throughout this section. Replacement of this section will involve partial deconstruction of the deck to gain access and prevent future problems. The bottom boards which had been patched were removed ... one fell in half as it was removed!

Boards under the back cabin were spike tested and showed some signs of rot. The replacement bottom boards will now extend to 37' of the boat rather than the 22' originally planned. Ade has removed the stern tank bulkhead and intends to leave this out so the area can be monitored, re-treated with fungicide and will be better ventilated. Other sections will be treated with fungicide injected through holes in the shearing. The look of the boat will not be altered.

I was very upset that this fungus had managed to attack without us being aware.

BMS **BOAT MUSEUM SOCIETY**



The Boat Museum Society

Registered Office:

National Waterways Museum, South Pier Road, Ellesmere Port, CH65 4FW

A Company (no. 1028599) limited by guarantee and not having a share capital.

Registered in England as a Charity No 501593

Dear Member

NOTICE IS HEREBY GIVEN that, in accordance with the provisions of Paragraph 18 of the Society's Articles of Association, the Directors have called an Extraordinary General Meeting to be held on Friday 13th April at 7:30 pm to consider the undermentioned special business.

Christopher Kay
Company Secretary

2nd March 2018

AGENDA

1. Apologies for absence
2. To receive a report by the Chairman on the results of a review of the Society's role and purpose initiated by the Directors in late Autumn 2016
3. Arising from Item 2 above, the Directors recommend the adoption of the following resolution:

That the Society seeks to secure approval from Companies House and the Charities Commission to a change of name from Boat Museum Society to Waterways Museum Society.

4. To receive a report by the Secretary on the proposed updated Memorandum & Articles of Association.
5. Arising from Item 4 above, the Directors recommend the adoption of the following resolution:

That the Society supports the adoption of the updated Memorandum & Articles of Association and authorises the Secretary to seek the approval of Companies House and the Charities Commission to these changes.

Attendance at this meeting is limited to all categories of current Society Members and a valid membership card or similar proof of eligibility will have to be shown to gain admission. Members may also opt to vote by proxy on the proposed resolutions detailed on the agenda opposite. Proxy forms are available from the Company Secretary by email at ct.kay@btinternet.com or by post from the Society's registered office address. Please note that any person nominated as a proxy must also be a current Member of the Society.

Copies of the proposed updated Memorandum & Articles of Association for the Society which are being recommended for adoption at the meeting can be obtained via the Society's web site or by opening the following link.

<https://www.dropbox.com/s/iyxk4e39jdnr9d5/Memorandum%20of%20Association%20WMS.docx?dl=0>

Alternatively, hard copies can be inspected at the Society's registered office address during normal museum opening times or by post enclosing a stamp addressed A4 envelope to the Company Secretary at the above address. In addition, hard copies will also be available for inspection for half an hour before the start of the Extraordinary Meeting.

Members are also reminded that under the terms of the Articles of Association no other matters apart from the special agenda items can be discussed at the meeting.

This is a very important meeting which will be fundamental in defining the role and purpose of the Society for many years to come. It is therefore hoped that Members will make every effort to attend.

Gifford is cared for each week but according to Ade the fungus was probably already in the elm, and spores of fungus could easily have moved into any weak wood. The fungus has spread without showing any signs on the surface of the wood. (I did not realise that these spores are in the air throughout the world so attack is easy!)

The front deck cant, directly under the T stud is rotten beyond repair-----nothing to be seen on the surface but when Ade tapped the wood he realised there was a rotten hole a bit bigger than a 50p piece.

Obviously, the extra work involved means the total cost increases. The original quote was £15,400 but the extra work means we need another £11,000. I am applying for funding from National Historic Ships, they only give small amounts but every little helps! This highlights the importance of the 200 Club which provides a regular income for the society, and I hope that more people will join so that the regular monthly income will be increased so we can undertake other projects.

Di Skilbeck MBE

George and Bantam – part two!

In the September edition of RE:PORT, the story of *George* and *Bantam* ended with them safely tied up in Liverpool, ready for a summer of family activities and open days.

Visitors were invited on board *George*, berthed in the Salthouse Dock, Liverpool, for craft activities, dressing up, and the chance to discover what it would have been like to live and sleep on board the boat. Our visitor numbers were always helped by the opening of the swan pedalo boats directly next to *George* – somewhat more popular, perhaps unsurprisingly! However, we still managed to welcome over 70 children and their families to our Open Days in Liverpool. Volunteers Peter Brindley, Jill Wild, and Sarah Blundell gave many hours explaining life on the canal to the people of Liverpool.

The summer holiday period also allowed the boat movement crew to have some more opportunities to practice moving the two craft together and separately, especially as the Liverpool Docks are considered 'Category B' waters. The boat movement volunteer team must be accredited in both 'Category A and B' waters to move *George* and *Bantam*. Category A waters are the usual canal, and include the Leeds & Liverpool Canal and the Bridgewater Canal on the journey. Category B waters are deep waters, and include the Manchester Ship Canal, and Liverpool Docks up until Stanley Lock Flight.

Despite the fun in Liverpool, it was soon time to leave and head north-eastwards up the canal, to our next location in Burscough. I had chosen Tuesday 15th August to travel, perhaps slightly poorly, as the round-the-world clipper yachts were already berthed in the Albert Dock, ready to set sail for Paraguay on the 20th August. It was with slight trepidation that we realised we would have to steer *George* around the boats, hoping to give them a wide berth so we had no incidents! However, the crew of Jeff and Liz Fair-

weather, Nigel Carpenter, Daniel Sheldon, alongside Malcolm and Alison Allcard of the Boatmaster Training Centre very successfully negotiated the passage through the Albert Dock and the Liverpool Link. Before we knew it, we were out past 'Sid's Ditch' – anyone who has cruised through the Liverpool Link will know this well – and through to the Stanley Flight. We were joined on the Tuesday by Sid, a long-standing member of the bank staff in the Liverpool area who the ditch is named after. He ably navigated us through the Stanley Lock flight, along with a team of four other volunteer lock keepers.

The next two days of cruising were notable for the number of bridge holes and swing bridges that broke up the journey. The crew developed a good technique for going through bridge holes – cutting the gear down to neutral on *Bantam* whilst she went through the bridge hole, and picking up the gear again once *Bantam* was through, which enabled a smoother passage, although the skipper on *George* had to be careful with steering. Swing bridges were more difficult as the crew had to do a stop-start-stop manoeuvre which allowed the person opening and closing the bridges (usually me) to get on and off the boats. We clocked up an average of a 30 minute delay at each swing bridge.

The swing bridges passed mainly without incident, except for one at New Lane, near Burscough in Lancashire. A car and a cyclist both decided to jump the lights and rush onto the swing bridge – but unfortunately didn't get across the bridge in time, and the barriers closed with the car and cyclist on the bridge. This didn't really matter much for the cyclist, who was able to go around the barriers looking rather sheepish, however it did pose more of a problem for the driver of the car. The incident was witnessed by a few pedestrians, as well as the crew of the *Rose of Parbold*, a local trip boat, who gave the driver a good telling off, using some words I won't repeat here! We had to open the barriers and let the car head on its way before we could open the bridge for *George* and *Bantam* to go through.



[left to right] Liz Fairweather, Daniel Sheldon, Jeff Fairweather, Sam Marine

We arrived into Burscough soon after on Thursday 17th August and were warmly welcomed by Derek Bent, of Burscough Canal Services, who was lending us his mooring for the week that we were there.

Whilst we were in Burscough we opened the boat to visitors and held one of our public engagement Dining Out on *George* events for members of the Burscough Heritage Group and the Ormskirk and District Family History Society. This was well attended and we were able to capture some wonderful memories of the Leeds & Liverpool Canal during its working days. Two of the guests were from boating families and remembered going out with their fathers to work on the canal. They said that they could do Liverpool – Burscough, unloaded in 7 hours – just a tad faster than the 3 days it had taken us. They also reminisced about having the horses run down the towpath (hence the common towpath pub name ‘Running Horses’) to minimise the amount of time a load would take. The memories collected at all of the Dining Out on *George* events were shown at the museum in a temporary exhibition which ran until January 2018.

The next week the crew assembled at Burscough once more to take *George* on to Parbold. We had booked in to Parbold Street Festival which occurs on the first weekend of September. We received a very warm welcome once we arrived – Keith Rudd, the organiser of the festival, had reserved us a space in the centre of Parbold which meant that the boat was in a great space for the festival. The festival was a great success – we welcomed over 80 children and their families onto the boat in two days and we received a lot of positive feedback about the project and how important local people felt it was on the canal. Whilst we were at Parbold we caught wind of some news from boaters – the upcoming two locks (Appley Lock and Gathurst Lock) were broken, and there was no passage through either of them at the present. Luckily, thanks to some quick engineering, we were only one day delayed on our journey back to the museum.

The journey back to the museum ended up taking four days and was completed in the following stages: Parbold – Wigan, Wigan – Stretford, Stretford – Salford Quays, Salford Quays – Ellesmere Port. The crew consisted of Jeff and Liz Fairweather, Daniel Sheldon, Nigel Carpenter and Neil Linford – a new volunteer who is based in Wigan and does a lot of volunteering with the Wigan Towpath Taskforce. He was very helpful as he knew the Leeds & Liverpool mainline and Leigh Branch like the back of his hand – perfect for estimating time between locks and bridges. We generated a lot of interest on the towpath and it was great to see the look on people’s faces when they saw the two boats approaching.

George and *Bantam* have spent the winter at the museum. An eager team of boatyard volunteers, lead by Alex de Leie and Norman Johnstone have been working hard on *Bantam* to equip her for this year’s voyage. *George* and *Bantam* will depart for more works at Northwich on Wednesday 21st February. We have a strong volunteer crew who will complete their training at Northwich before taking *George* onto the Leeds & Liverpool for her first schools engagement on the 23rd April. Watch this space for more fun and adventure coming up!

Sam Marine

From Planet Archive...

A night to remember

When I joined the Canal & River Trust as an archive volunteer at Ellesmere Port, it was because I love history and I enjoy spending time on our inland waterways. The canals are a great place for walkers, joggers, cyclists, boaters and nature lovers and one of my favourite places is the Albert Dock and Liverpool Canal Link. The red brick warehouses and docks where many of my ancestors worked during the port's golden years are now places of leisure and discovery: everywhere I look I am surrounded by history.

Feeling the need to walk off some of the excesses of the festive season, my husband and I decided that a trip to New Brighton was just what we needed. My target was 10,000 steps, something I hadn't achieved during the Christmas holiday. As we approached the promenade it started to rain so we made a detour and headed for Liverpool. We parked up and walked along the river front and then into Liverpool One for some retail therapy. On our return we stopped at the Albert Dock for a hot chocolate and slice of cake – one last treat before the New Year resolution diet officially started, and then headed back to our car.

Slightly damp after a heavy downpour we were glad to get back into the car and looked forward to our journey back to North Wales where we would welcome the New Year in. Little did we know then the turn of events that were about to happen that night and how the canal link would become the city's saviour.

Our exit from the car park was delayed whilst a gentleman made many unsuccessful attempts at reverse parking into a narrow space. As we waited a small puff of smoke wafted past us, but we dismissed it as car exhaust fumes. Finally, we started to move further down the ramp but made slow progress as the cars in front of us came to a halt. We could now see smoke coming up from the floor below and as we debated whether to remain in the car or get out, the decision was made for us when the fire alarm sounded. An announcement over the tannoy informed us that there was a fire in the car park and we were to abandon our vehicle and head for the nearest fire escape.

A rush of adrenaline surged through my body and this was heightened by a mother in the car in front who was screaming at her children to get out. You never quite know how you are going to react in such a situation, but I managed to stay calm and tried to reassure them that everything would be okay as we headed for the fire escape. But this staircase was not like the one we usually used; it was a never-ending spiral of grey concrete to an unknown destination.

We eventually found ourselves on a patch of muddy grass next to the entrance where you drive in. There were about thirty of us who had entered the fire escape at different levels and as we stood together in the cold night air we hoped it wouldn't be too long before we could return and continue on our journey. The car park was full of vehicles as the International Horse show was in town but thankfully most of the car's occupants were still in the arena enjoying the show.

Within minutes the first fire engine had arrived. Sirens started to ring out across the city and we watched as horses of every size from huge stallions to Shetland ponies were evacuated from the lower level of the car park where they had been stabled. It was a surreal moment as we stood beside these magnificent animals who feasted on the grass and stayed remarkably calm despite the chaos that now surrounded us. A large plume of thick black smoke escaping from the top of the building was clearly visible against the night sky and an orange glow now shone from within the car park.

As the emergency services took charge of the situation we were herded along with the horses to the other side of the building. As the cordon around the area gradually widened we found ourselves back at the Albert Dock and joined up with the 4,000 plus other people who had

now been evacuated from the arena and surrounding hotels. After being told we could not return to our vehicle for a couple of hours and with the rain starting to fall again, we looked for somewhere to eat but everywhere was fully booked – it was after all New Year's Eve.

By chance we came across the back entrance to the Beatles Café, the lights were still on, there was hope. We went inside but were told that the café had closed and the museum would also be closing shortly. After hearing of our plight, the duty manageress Susan led us down to the café, made us a hot drink, gave us a sandwich and told us to take as long as we needed – such a kindly gesture and very much appreciated as we were cold, damp and hungry.

As we stepped back out into the cold night air, an audience of people now stood alongside the canal watching in disbelief as the fire spread from floor to floor. Car alarms sounded their final warning before they were engulfed by the flames, it was as if an enormous bag of popping corn had been poured into the building as tyres and petrol tanks began to explode. It was hard to believe how quickly the fire had taken hold and with no hope of returning to our car that night we went to look for a hotel.

We were lucky to find a room in a hotel alongside the canal, the water being the only thing that now separated us from the fire. We needed to take stock and plan our next



Back at the scene, one month on, with Carole holding all that's left of the car – the key fob

move. After texting family and friends to tell them of our plight we headed for a 24-hour express supermarket to pick up a few essentials. The supermarket was well stocked with snacks and ready meals and everything you would need (except clothes) if you had gone on holiday and the airline had lost your suitcase. As our hotel's restaurant was already fully booked and with only a kettle in our room we settled for a pot noodle, crisps, chocolate and fruit salad (ready prepared) – we knew how to put on a good spread!

On our way back to the hotel we found a taxi driver who was willing to take us back to North Wales the following morning, mobile numbers were exchanged and we went on our way. When we arrived back at our hotel three fire tenders were now parked outside and we feared that the fire might be spreading. The fire crews who had been sent over from Manchester, reassured us that everything was under control. They were setting up to pump the water from the canal up to the Liverpool crews who were fighting the fire at the front line. By this time the building resembled a scene from the movie *Towering Inferno*. Fuelled by the steadily increasing wind, the temperatures reached a staggering 1000°C incinerating almost everything inside.

Back in the hotel as midnight approached I checked my pedometer and saw that the little man on my pedometer was waving his hands, not only had I hit my target I had far exceeded it and had walked 20,235 steps – just over five miles in real money! It had been a hard day's night, I should be sleeping like a log but despite being physically exhausted and with adrenaline levels still high, sleep didn't come easy. The double-glazing helped to dull the sound of the explosions but a few late-night revellers and the steady drone of the fire tender pumps as they drew water from the canal continued all night long. Despite all this we felt safe in our bed knowing that the canal provided a fire break should the wind suddenly change direction!

After a hearty breakfast we checked out of our hotel the next morning with everything we possessed in a carrier bag. I called our taxi driver and as promised he came to pick us up. As we stepped outside we were greeted by the fire crews who were still there, the smouldering blackened car park behind them a reminder of the night's events. It was later described by the Chief Fire Officer as one of the most devastating fires that they had ever dealt with. My thanks go to those brave men and women who fought the fire for over 18 hours assisted by 21 fire tenders from neighbouring counties and to the kindness of the people of Liverpool who helped us that night.

So, if you are reading this and thinking as I did that canals are purely for leisure and pleasure then you might want to think again.

Carole Must

Only the Tide of Time

On Thursday 11th January 2018, the museum's latest temporary exhibition "Only the Tide of Time" opened. It displays the work of photographer Clifford Morris who set about capturing the rapid change occurring on the waterways in the late 1990s. Two events that stood out to him at the time were the demolition of the coal drops at Galton Valley and the building of a corrugated warehouse on land near Deepfields Junction. Clifford believed both sites should have been preserved.

Revisiting these photographs, Clifford believes that his images and the style in which they were taken make them a valuable record of the waterways during the 1990s when industrial archaeology was perhaps more visible than it is today.

Clifford Morris was born in Yorkshire in 1942. In his early twenties, Clifford became an enthusiastic photographer and established interests in canals and industrial archaeology. In 1971, he was awarded an Associateship of the Royal Photographic Society. This was followed by a fellowship awarded in 1974. Following Clifford's retirement, he enrolled on an industrial archaeology course at the University of Birmingham. This was an experience that inspired Clifford to capture these scenes of the canals as they might have been in their working days.

'The canals, being man made, have no tide. The only tide to have intruded is that of time itself. The years of 'canal mania', saw industries rushing to use what was, at that time, the most efficient means of transporting goods available. Canals' critical role in the industrial revolution that swept across Britain offered no futureproofing against the competition from first rail and then road that was to bring an end to their industrial use. These photographs reflect the paradoxes of social and economic change and in so doing interpret our industrial past in the light of our times today.'

Clifford Morris

We have decided to revisit Clifford's work to reflect on the many changes to the landscape during the intervening years. These photographs are a testimony to a world that in some cases has now gone forever.

Zofia Kufeldt



[left to right] Zofia Kufeldt, Margaret Harrison, John Benson & Clifford Morris at the official opening of the exhibition

Rolt Theatre becomes 'Accessible'

On Friday 5 January, the Rolt Theatre finally became wheelchair friendly following the installation of a Flexstep wheelchair lift. Unlike most wheelchair lifts, the Flexstep does not sit alongside, or ride over the stairs like a traditional chairlift.

The unit we have installed, to all intents and purposes, looks like a traditional staircase until you press the switch, at which point the stairs fold into a flat platform to accommodate a wheelchair and/or attendant. The platform then descends/ascends to the decided location and, on completion, folds back into a staircase at the touch of a button.

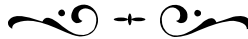


In addition to assisting those with mobility issues the lift can also be used to raise and lower equipment and food - up to 400kg - into the theatre safely without needing to negotiate stairs.

This is a significant improvement for the museum and one of many we will be implementing in the future to make the museum and its environs more accessible.

If you are aware of any other areas within the museum site and buildings that require investigation, please feel free to let me know.

Iain Weston



Archive Celebration

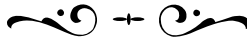
Liz and Carl 'quietly' celebrated the end of the audit of the British Waterways documents at the end of January. Not to forget other members of the archive team who have been involved in this project over the last 3 years, but Liz and Carl have been the stalwarts who have carried through to the bitter end and completed the audit of over 1,000 boxes of documents (approximately 10,000 actual documents).

This means that all documents in this collection have had their reference number updated to the correct catalogue number, descriptions edited where necessary, conser-

vation work carried out and the all-important storeroom location entered on the Collections Index.

I asked Liz and Carl whether they wanted to return to their 'day job' of rationalising the BW uncatalogued heritage department boxes which I dragged them off, thinking they might want a change, but Liz was raring to get started on the maps, plans and drawings! We'll see... there is such a thing as burn-out! But a huge thank you and well done to them both for stickability.

Linda Barley



Pattern Room at Ellesmere Yard

Last year the Collections Team were invited to Ellesmere Yard in Shropshire to look at the pattern collection stored in one of the old workshops, and advise on how to tackle the huge cataloguing job it presents. Ellesmere Yard is on the Llangollen Canal, on the edge of Ellesmere town, and is a well-preserved canal yard dating back to the early 1800s. The buildings include a blacksmiths and joiners shop, dry dock, a yard manager's house, and Beech House, the former head offices of the Ellesmere Canal Company. Today the yard is the operating base for the waterways teams that look after the Llangollen and Montgomery Canals.

When we first arrived at Ellesmere in September 2017, Kate Lynch (Heritage Advisor for North Wales and Borders) showed us the Pattern Room which houses hundreds of patterns, some from the Shropshire Union Canal, and mainly dating from around the 1880s and 1890s. Many were inaccessible and there was little space for proper storage.

The Collections Team suggested that Kate and the volunteers at Ellesmere set up a separate cataloguing area next door in the Joiners Shop where there was space to record and photograph each individual pattern. This would ensure that their condition could be properly checked before returning them to a clean and numbered shelf in the Pattern Room.

On a snowy day in December, the Collections Team returned to Ellesmere Yard to train two new volunteers, along with Kate, in the process of cataloguing each item, using the same format we had for the audit of the Blacksmiths in Ellesmere Port.

Of the 1000 plus patterns that are housed in the room, volunteers have now catalogued and photographed some 350 of them. New storage racking has been ordered so that returning patterns can be stored accessibly in a clearly labelled location.



[left] Ellesmere Yard volunteers measuring and recording a pattern

[below, left to right] Ellesmere Yard volunteers Dave Morris and Maurice Ward with Zofia Kufeldt and Dave Ditchfield



At the end of January three volunteers from Ellesmere Yard along with Kate visited the museum and spent a morning in the Waterways Archive undertaking database training. All the patterns will be added to the museum's collections management database by the volunteers at Ellesmere which means that their details and location will be recorded and can be searchable across the Trust for display or research purposes.

Zofia Kufeldt

Archive Discoveries

IWA collection and Huddersfield Canal

Many years ago (Waterways World, November 1990), I wrote about the Autumn 1948 trip made by Robert Aickman and other IWA members, that proved to be the last trip though the Huddersfield Canal end to end for over 50 years, and indeed prompted the positive de-navigation of the canal from 1949 onwards.

Writing in the 1960s, Aickman had suggested, oddly, that his boat, *Ailsa Craig* that he and his party had hired from Canal Cruising Co at Stone, had begun to sink after passing through the third lock on the canal, and was then beached above Lock 4w. Extant photographs of the holed boat, stranded on the drained bed of the canal, showed that the boat had begun to sink in the second lock, and indeed had probably been holed when it had been pulled along the narrow section above Lock 1 that had been a tunnel.



Looking back, whilst the canal was still un navigable in 1974, towards the first lock, through the former Whitelands Tunnel
photo: Chris Griffiths

It was the IWA's own Press Cuttings (BW 195/1/1) volumes that unexpectedly yielded corroboration, in an article in the *Ashton Reporter* of Friday August 20 1948, which quoted Aickman extensively; this newspaper is one source that has yet to be scanned by British Newspapers Archive.

Aickman repeated his earlier claims that the IWA trip had been sponsored by the Docks and Inland Waterways Executive, but provided details that suggested how the boat had been holed. On Monday 16th August, the gates to the lowest lock had been found jammed with rubbish and leaking heavily, so that the maintenance gang had to pull the boat in, over debris; after finally filling the leaking lock (probably at the expense of water in the pound above), the gang bowhauled the boat. When they reached the second lock, this was almost empty, and "four men hauled with ropes while four more stood in the bows to raise the stern of the boat. We did not agree with the procedure..." Aickman then found the boat was filling with water - some planks had sprung - and, baling, the lock was filled and the boat floated into the next pound. At that point the pound was lowered to prevent the boat sinking, and the gang went home. My suspicion remains, that it was debris on the narrow section that holed the hull, but it is surprising how far the boat proceeded while steadily taking in water.

Astonishingly, the plan was then for the gang to move the boat up to be repaired at Diggle, "with all hands at the pumps" the whole way. It remains unclear whether this happened; Aickman's much later account did not mention it. This source has shed further light, and confirmed my earlier findings, but mysteries remain.

Joseph Boughey



Have you joined the Boat Museum Society 200 Club yet?

Members of the club ensure a significant and steady income for boat restoration projects. Each month 50% of total money subscribed is paid out in prize money and 50% goes into boat restoration. By joining the **200 Club**, members who live too far away from the Museum to be able to come and help, or those who have other commitments, have the opportunity to make a regular contribution to the Society.

You can buy as many numbers as you like at £1 each, the only proviso being that you are a member of the Society. The more numbers that go into the draw each month, the bigger the prizes.

The **200 Club** draw is usually made at the monthly Society meetings. You can join at a meeting, or by completing the form below and sending it with your membership fee to Lynn Potts, whose address is below.

Winners

November Ann Gardiner(9), Nick Dilley(79), Liz Fairweather(57)

December Daphne Luff(38), Graham and Beryl Hefford(36), Lynn Potts(13)

January Tricia Speakman(33), Liz Osborn(86), Jeff Fairweather(56)

Many thanks to those who have so generously donated their winnings back to the Society, this is much appreciated.

Application form - The Boat Museum Society 200 Club

Name: Address:

..... Post Code:

Telephone:

I apply for membership of the Boat Museum Society 200 Club and agree to pay the sum of £1.00 per month per number. Subscriptions are payable in advance for the months up to and including June or December. I am over 18 years of age and a paid-up member of the Boat Museum Society.

Signed:..... Date:.....

Please send the completed form with your payment to:
 Lynn Potts, 58 Frankby Road, West Kirby, Wirral. CH48 6EF
 Cheques should be made payable to the 'Boat Museum Society'.

Bantam and George enter the dry dock at Northwich, February 2018





The Northwich dry dock drained, ready for bottom-blackening of *George*, and work on *Bantam*