

Calder Navigation Society
Newsletter July 2022



Summer Time and the Newsletter is here…

Special thanks to John Smith, our archivist, along with Peter and Avril Davies who provided so much content that we have a bumper edition without much effort from the editor.

This time we focus on three historic boats with connections to the Calder & Hebble Navigation. One boat has died, one is on life support and one remains in the prime of life..

But first a message from a man in the prime of life….our Chairman

Welcome to this edition of the CNS Newsletter and as before, many thanks to our incredible editor Richard!

There are several fascinating articles in this edition for your perusal and entertainment so read on. Thanks must go to our contributors as without them we



cannot have such interesting reading. If you feel that you could make a contribution for the next edition then please let Richard know, I am sure that he would be most appreciative.

Our membership remains healthy but new members are always welcome, please refer us to friends, colleagues, family and neighbours etc. and try to encourage them to join. We particularly would like to attract folk to take part in crewing Savile, you can read more about this inside.

Regarding the situation with the Salterhebble Lock Keeper's cottage, this remains an ongoing saga.

Spotted for sale in Poole, Dorset.
COULD IT BE??



That's about it from me so please stay safe everyone and enjoy the rest of the summer.

Peter Davies Chairman



Editorial – The Canal & River Trust – The next ten years

The Canal & River Trust celebrated the 10th Anniversary of its launch on 12th July this year and overall I don't think they have done a bad job. It must have been quite a task to turn a nationalised industry into a large charity even if some would argue that you can still see the ghost of the nationalised industry in the workings of the charity. The army of over 12,000 volunteers is certainly making a difference to the appearance of the waterways even if some of the infrastructure is looking very tired to say the least.

The next ten years is looking even more difficult. It seems to me that three factors are going to make it very hard for the Trust. Climate change is bringing with it more damaging winter floods and summer water shortages. Repairing the damage caused by these extreme weather conditions when you are constrained to using heritage repair methods is bound to be extremely expensive. This will be made much worse by the massive rise in inflation, the second major factor.

The third factor is the level of financial support from central government. The government is currently reviewing the annual grant for the Trust. It was supposed to make an announcement on 1st July this year, but the announcement has been delayed until the autumn. Current annual funding from government is over £50 million a year, almost a quarter of total income, dwarfing the £40 million income from boat licences and mooring charges. It is easy to see why the trust is concentrating on the benefits the waterways provide for the general population rather than the specialised interests of the boater community. If more people enjoy and support the waterways, government is more likely to hesitate before slashing the grant. After all the only thing that really matters to our political leaders is your vote.

The new prime minister will set the tone for future spending and the signs are not good. All this talk of tax cuts and fewer public services does not bode well. If the review does not at least maintain current levels of support, the future looks very bleak. The revised levels of funding come in in 2027, so enjoy your next five years on the waterways as the second part of the next ten years is not looking bright.



Savile's Travels

Savile is certainly making a name for herself!



Following the release of Covid restrictions we were finally allowed to get her back on her travels and spent every Saturday in April providing short trips for the people of Brighouse. We used this opportunity to promote private day trips and this proved to be very successful.



We also carried out the same procedure at a very busy 40's week-end and Artisan market. As a result of these promotions Savile has been busier than ever and CNS is in the favourable position, financially, to enable Savile to remain afloat – at least for another year. No easy task when all costs are rising dramatically and we rely entirely on donations from the public and our membership.



Savile's Appeal

This is where you come in……

We can only continue in this way if we are able to provide enough crew on each private trip. For safety reasons we require, ideally, 4 persons. Following a call for crew (I try to do it one month in advance where possible) I try to organise the volunteers so that all who have offered are allocated a slot, regardless of the number of dates they have available, without anyone being overloaded.

The problem I am experiencing is that CNS has a few doing a lot, and a lot not being available even though they have offered to be included in the "I am willing to crew Savile" list. If you are unable to help crew Savile at all please inform me so I can remove you from that list. By the same token, if there is anyone not on the list but would like to be, inform me of that also. This way I can form a true picture of how many crew volunteers we actually have. This information is important if we are able to continue – and I sincerely hope we will.

The pictures are a small sample of happy people enjoying their day trip on Savile. Rain or Shine!!

Kind regards and best wishes – Avril, Savile co-ordinator

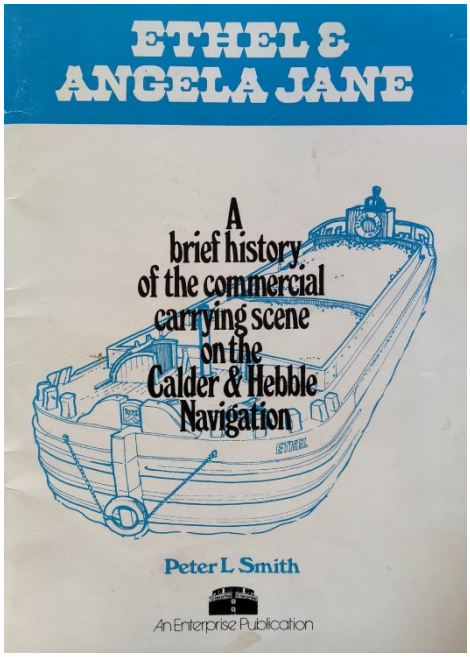


So let's raise a glass to all the new and reinvigorated crew that will be signing up to make sure as many people as possible can have a grand day out on the water.



The Historic Boats Supplement

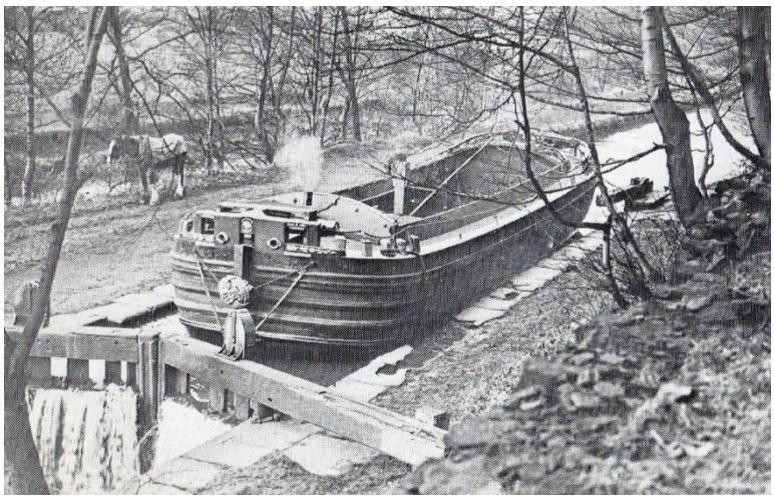
From our archives – Ethel & Angela Jane



The Calder Navigation Society has a rich history with enthusiasts and campaigners working to preserve the Navigation, increase awareness of the canal system and to improve our environment. We also have some archives accumulated over time and an interesting book in them is “Ethel and Angela Jane - A Brief History of Commercial Carrying on the Calder Navigation”.

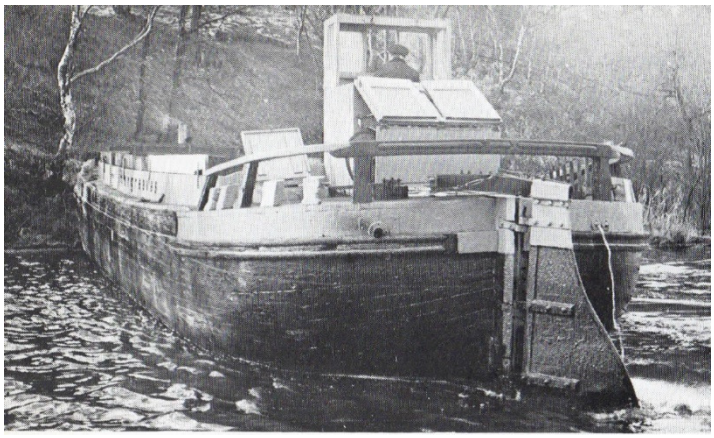
Written by one of our former members, Peter L Smith, it illustrates the history of commercial carrying on the navigation with the boats, buildings and boat building yards that were so important to industry at the time.

In their heyday canals were the motorways of the country carrying heavy freight very efficiently between the major centres. Indeed, the advent of canals allowed relatively small settlements to develop and grow into wealthy centres of industry.



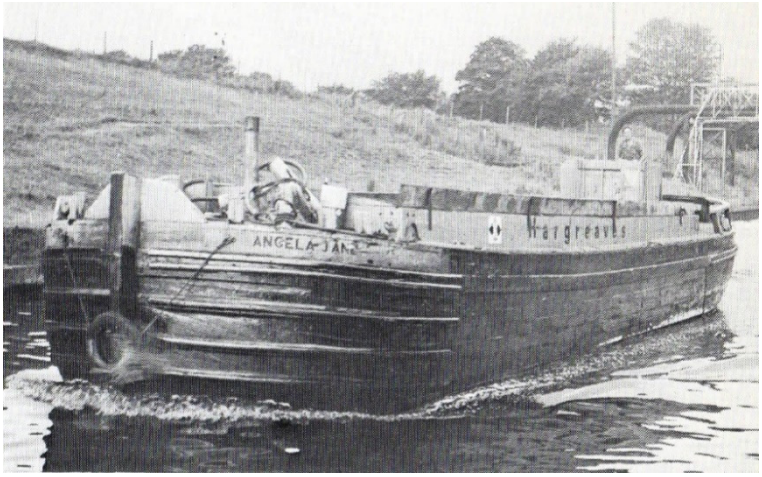
Barges that were peculiar to the Aire and Calder Navigations were the West Country Yorkshire Keels. Originally of wooden construction and drawn by horse, they were gradually modified to motorised vessels and replaced eventually by motorised steel vessels. Two of the last of the wooden motor barges were **Ethel** and **Angela Jane**, built at Ledgard Bridge in Mirfield in 1952 and 1949 respectively.



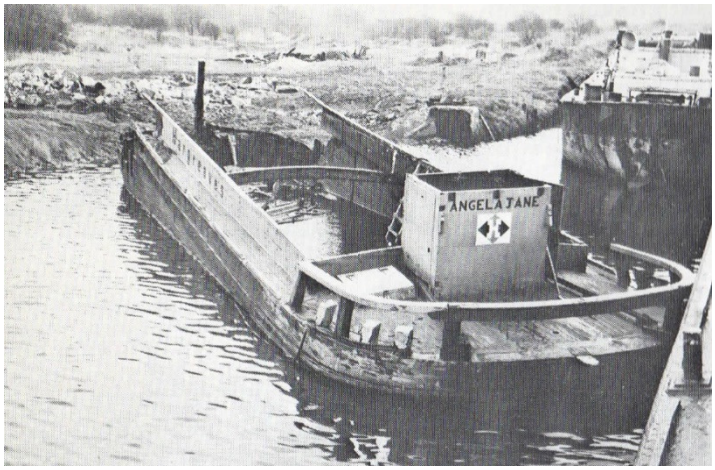


They were originally tiller steered and operated by the Calder Carrying Company but were later owned and operated by Hargreaves who converted them to wheel steering. They were particularly significant boats because their hull design was still much the same as the boats used over 200 years ago when the navigation was opened.

As Hargreaves modernised their operations decisions were made to reduce the wooden boats in their fleet, so **Ethel** was taken to Castleford to await sale for conversion leaving **Angela Jane** as the last to be kept in service carrying coal from the British Oak loading staithe to Thornhill power station.



Ethel had therefore seemingly missed the glory of being the last wooden barge to work commercially. Or had she?



One fateful night in February 1975, after the captain had gone home, **Angela Jane** caught fire and the damage to the front compartment of the vessel was so severe that she could not be saved.





Ethel was now the last wooden barge in existence to have worked commercially. The North West Museum of Inland Navigation at Ellesmere Port recognised the importance of this and bid successfully in May 1975 to acquire her for restoration to her original condition and to preserve her for posterity.

Unable to take her to Ellesmere Port straightaway, the museum asked a local canal society to look after her for a short time. **Ethel** was moved from Castleford to the Dewsbury Arm and members of the Junior Members Section of the Calder Navigation Society worked on her doing various minor repairs and painting her in Hargreaves fleet colours of orange and black. With her bright new paintwork **Ethel** made a journey along the navigation in July 1975 to Brighouse and created great interest while on exhibition for it had been over a decade since a wooden “west country” had journeyed to the town.

The following month **Ethel** journeyed to York to attend the I.W.A. Water Festival and again attracted much attention.

So where is **Ethel** now? A visit was made to the boat museum, in Ellesmere Port, in the expectation of being able to take photos of her on display. After scouring the museum un-successfully, I made enquiries in the reception area and was given a contact who might be able to tell me more. Unfortunately, it was not good news. It seems Ethel had fallen into disrepair, and she was broken up. It was a sad end, particularly for our junior members who had done some restoration in expectation that she would have been preserved for future generations.





We are able however to share this photograph of her at the museum from 2009, courtesy of the photographer Neil Harvey. This may be the last photograph we have of **Ethel**.

Acknowledgements:

Despite best efforts to trace the owners of the original photos it has not been possible. However, from the book we can acknowledge and thank the following for their photographs:
1, A “West Country” Yorkshire Keel “William”, a horse drawn dumb vessel in Longlees Lock –The Barge & Canal Development Association
2, Ethel winding at Calder Grove before reversing to the British Oak loading staithe to collect coal for Thornhill Power Station – Peter L Smith
3, Angela Jane at work in her later years – Peter L Smith
4, Angela Jane after the fire with the burnt-out bow section – Christopher S. Walker
5, Ethel in Brighouse with Christopher Walker at the wheel and the Peter L Smith on the stern - Huddersfield Examiner
6, Ethel at the National Inland Waterways Museum in Ellesmere Port 2009 – Neil Harvey

John L Smith – CNS Archivist

If you have any interesting material about or associated with the Calder Navigation that you would like to contribute to our archives, we would be pleased to hear from you. Contact
archivist@calderns.org.uk



2) Autherley

Before you can arrange an event on the Canal & River Trust's waterways, you have to fill in a form to ensure that you comply with their health and safety rules. One of the questions you must answer is "What will you do if the waterway is frozen on the day?" The CNS response "Stop at home" is the only acceptable answer nowadays but in the past, if commercial operations ground to a halt, the money stopped coming in and the canal proprietors had a major problem. The answer they came up with was to build icebreaking boats and Autherley is one of the last remaining vessels of the type still afloat. Originally the icebreakers were towed along the canal by horses and a gang of men on the boat rocked the boat from side to side to break up the ice. Autherley is a later powered icebreaker but she still required the workforce to rock the boat. She was built of wood in 1934 and is on the National Register of historic boats but apart from that I can find very little information about her. My guess is that she was used on the Shropshire Union canal.

She was sold in 2014 and moved to Hebden Bridge where she remained until earlier this year. Having been sold again, her current owner has moved her to Wakefield where he aims to carry out a full restoration. As you can see from the photo of her passing through Brighouse in April, he has a lot of work to do.





3) Waylon

Waylon was built by Camplings at Goole in 1958 and launched as **Jupiter**. She was one of seven vessels built for British Waterways to work as powered hoppers on the Yorkshire Navigations. They were all named after planets in the Solar System and thus named "Planet Class". Sister vessels, including Sun, Uranus and Neptune, are still afloat today.

Having worked on the Calder & Hebble, **Jupiter** was sold in 1972 and renamed **Waylon**, after the singer Waylon Jennings, and lovingly converted into a family boat She was based at Brighouse, and could be seen on the Calder & Hebble with the occasional trip across the Leeds and Liverpool canal. Sister ship, Neptune, ventured further afield with a trip to Ireland, crossing the Irish Sea from Liverpool.

In the 80's and 90's Waylon featured in several children's TV shows and was home to Sally in the TV drama series, Stay Lucky, starring Dennis Waterman and Jan Francis.

Her third owner purchased Waylon in 2012. Since then, a thorough programme of improvement and refurbishment has been carried out, resulting in a stunning, characterful and comfortable boat, perfect for a floating home, extended cruising or a weekend retreat. She is based at Oxford on the Thames and is on the market for just £125,000. So if you are looking for something to spend your lottery winnings on – look no further!



Joint Operation – CNS teams up with the Canal & River Trust



Over the past few weeks a group of Canal & River Trust Volunteer Lock Keepers who are based at Brighouse Basin undertook a project whereby the Kirklees Top and Bottom lock gates and associated fittings etc. were prepared and recoated with paint. Because of the remote location of these locks, C&RT agreed that Savile could be used to transport the workers and equipment whereby they would make an appropriate donation to the Society. In all six volunteers took part and of the six, five are also CNS members so it was considered to be appropriate to make a report for this issue of our Newsletter with the project being a combined effort.



Above & below are a small selection of before and after photos..










WET
PAINT



Canal & River Trust – “Boating Buddies”

Quite some time ago the C&RT announced that they intended to operate a “Boating Buddies” scheme to give their office based staff a chance to experience something of the boating life on one of their waterways. They devised a scheme whereby they asked boaters and organisations such as ourselves to volunteer to take office based personnel out on their boat for a familiarisation trip. It seemed a good idea so CNS volunteered to accommodate up to 12 people aboard Savile.

In June we entertained our first group of passengers that included some of the Yorkshire North East senior management team led by the Regional Director, Séan McGinley.We decided not to bombard our guests with details of the many defects to be seen on the journey but instead tried to inform them of the local historical aspects. The cruise took us from Battyeford to Brighouse and return. In appreciation of our efforts we were rewarded with lunch in Brighouse!

We are due to entertain another group in July and the final group in August.

And here is the first group having their very own dose of “wellbeing by water”. They certainly look fairly relaxed so the treatment seems to be working.





Beating about the bush – or a short cut to success

Before…….



When sailing up the Dewsbury Cut, our Chairman came across the half mural shown above. Apparently it was commissioned by the local council but the artist is unknown. If anyone has details of when it was painted and by whom then please let the editor know.

To cut a long story short, our Chairman first approached the Canal &River Trust but the offending bush was not on their land. Detective Inspector Davies soon discovered that the land belonged to Bison Storage Services who also owned the building. They very kindly gave permission for the bush to be removed. One of our very capable members who was experienced in such projects and had all the necessary equipment was approached and he very kindly offered to help and before we could say “timber” it was gone!

We have succeeded in improving the vista and a good job was done by all. Many thanks go to all concerned!

And After…





Spot the Navigation or Canal

In April's Newsletter, our mystery inland waterway was the Kiel Canal. It links the North Sea with the Baltic and cuts out the long voyage around the North coast of Denmark. It is now known in Germany by the more geographically correct name of the Nord-Ostsee-Kanal but started life as the Kaiser Wilhelm Canal. Designed to give German warships easy access to the North Sea from their main base at Kiel, it is now the major merchant shipping route to the Baltic for all but the largest ships. The canal operators claim that it is the busiest ship canal in the world but they do not mention that the average size of ship is much smaller than those on the Suez and Panama canals. Traffic levels tend to go up when fuel prices are high as the extra fuel used going round Denmark then proves more expensive than the canal dues. On the other hand, the economic condition of the Baltic countries also has a significant effect and the traffic levels are no doubt suffering from the current Russia-Ukraine war.

Another challenge, but this one is a little nearer home.



Can you name this inland waterway?



First the floods, now the water shortage……

Each passing year now sees a regular pattern of disruption on our local waterways. Winter brings storms and flooding on the river navigations and as soon as the Canal & River Trust has repaired most of the damage, the Trans Pennine canals run out of water. 2022 is already proving to be very dry and major closures are being put into effect.

Almost the whole of the central section of the Leeds & Liverpool Canal closed on the 18th July with restricted lock operating time on the Bingley locks and others from there into Leeds. The summit section of the Rochdale Canal and Tuel Lane lock now have very limited opening periods and the entire Huddersfield Narrow Canal will close on 1st August. We can only pray for rain.

And Now – The CNS Quiz

Who are Shoddy & Mungo? [Confused – see Page 15]
Are they….

1. Two of the missing Savile crew members that Avril is keen to track down and get back on board.
2. The group who made the 1970 summer hit - "**In the summer time** when the weather is hot."
3. A pair of TV detectives
4. Two waste products used by the Yorkshire woollen industry.

Answers on Page 18.

Thinking of taking a trip on Savile

To make arrangements to take a trip on 'Savile'
Get in touch with Avril at: savile@calderns.org.uk
There is a booking form on the CNS website
She can also be contacted by phone on **07870 423194**

Articles & Photos for the Newsletter

Our aim is to publish the newsletter every three months, but sometimes we are a little short of both news and imagination. If you would like to write something for the newsletter or have ideas as to what we should be covering ….please get in touch. I can be contacted at:-

editor@calderns.org.uk



Quiz solution

It was not that difficult was it?

1) I very much doubt that our missing crew members are called Mungo or Shoddy, but no matter what your name is, Avril would like to hear from you.
2) Not Mungo & Shoddy but Mungo Jerry
3) Not Mungo & Shoddy - Mulder & Scully featured in the X-Files
4) Correct – to learn more go to:- https://kirkleescousins.co.uk/shoddy-and-mungo/

That is all for now, the next Newsletter should be out in the Autumn