

Calder Navigation Society
Newsletter November 2025



Read All About It!

Yes, it is that time again, get comfy in your armchair and read on. Here are just three of the Canal & River Trust's volunteers (and CNS members) taking a well earned break from litter picking, lawn mowing, weeding and lock keeping at Brighouse Basin. But Towpath Talk comes a poor second to this Newsletter and they will soon be casting it aside to see if they are featured in this edition's Volunteering Supplement. And if volunteering is not one of your interests, fear not we have all the latest information on Savile, the most easterly of all the Humber waterways and the proliferation of planned bridges over the Navigation. There are ghostly goings on, painting competitions and much more. For more on this and other excitement, read on.

But first the words of our Chairman, John Smith



Chairpersons' Remarks – November 2025

As the year draws to a close, I reflect on a disappointing cruising season with shortages of water causing closures for much of the year on the trans-Pennine canals. As mentioned in my remarks in the summer though, the Calder and Hebble Navigation is rather resilient being a combination of River and Canal and so we were able to make the best of what cruising was available and Savile had a decent year for trips and events. Much of the resilience of the Calder and Hebble is due to the engineering of our predecessors building the canals, who cut the sections to bypass the shoaly parts of river and added boards to the weirs to increase the navigability of the waterway. December 7th this year will see the 250th Anniversary of the decision by the canal company taken in 1775 to construct the Mirfield Section of Canal "*to get rid of the great inconveniences complained about on the river between Shepley Bridge and Mirfield*". The engineer (featured right) was William Jessop. More about that in the next issue.



During the year we have started planning some initiatives intended to boost the membership numbers and active participation in the Society. At last years' AGM the guest speaker attracted a good attendance, so this year we have invited Ruth Garratt, CRT Heritage Advisor to our Region. She will be giving a presentation of the work they are doing to preserve features of heritage value. I hope to see you there. The venue is yet to be confirmed but we have requested use of the Clubhouse at South Pennine Boat Club as last year.



This next year, in addition to our popular events with Savile in Brighouse, we plan to do some other events to broaden our audience. Wakefield is a potential destination, and we have spoken to a waterside pub manager who is very enthusiastic about allowing us to put our gazebo on his patio to arrange trips. Anyone wanting to get involved with crewing or staffing events with Savile please make yourselves known. We hope to get an Event Coordinator to assist arranging these events allowing Richard Potter to concentrate on the Day Charter Trips.

In October we held our first Committee Meeting at the Colliers Arms in Elland and were made warmly welcome, with some members of the Committee and observers staying on for a social afterwards. Our next meeting will also be at this popular canal side pub where we had the use of a room with interesting artefacts about the Calder and Hebble Navigation. Members are very welcome to come and observe. Who knows, you might even like to join the Committee in 2026.

At the end of October, we supported our friends at South Pennine Boat Club by running Ghost Boat Trips on Savile which was appreciated by many visiting the fireworks evening and pie and pea supper. More in this edition of our Newsletter.

John L Smith – CNS Chairperson



2025 – The Savile Programme



Savile had a quieter year in 2025, with fewer day trips than in 2024. But despite the reduction in trips, a total of more than 500 passengers had an opportunity to sail on the Navigation during the season. As a way of introducing people to inland waterways, the Brighouse event boat trips are by far the most successful as 417 of the total number of passengers were carried on the three days of the Spring Artisan Market and the 1940s Weekend. Fewer passengers sailed on the Ghost Boat, but more on this later!

Unlike much of the canal network, our Navigation remained open despite the drought and all but one planned trip went ahead. After all the dry weather, we had to cancel the last trip in September as the rainy season had begun and the flood gates were closed. To make matters worse, the trip was for an 80th birthday celebration, so an alternative date was not an option.

Our 21 volunteer crew members each did between one and four days crewing and our thanks go to all of them for making sure that the trips were a success.

We already have four bookings for 2026, so if you are thinking of taking a trip on Savile next year, why not fix a date and get your day out booked before your chosen date is taken? The Brighouse Events dates are not yet fixed for 2026 as the organisers are waiting for details of the major town centre roadworks that are scheduled for next year. They hope to stage the Spring Market at the end of April, the 1940s Weekend in mid June and Family Market in mid August. Savile is planning to be present for all four event days.

The next major event in Savile's calendar is the annual drydocking, when once again Peter will be asking for volunteers to help get Savile ready for the 2026 season. Savile will be in drydock at the South Pennine Boat Club from Saturday 7th until Saturday 21st February so now is the time to cancel your World Cruise to make sure you are available for all that sanding, scraping and painting to keep Savile looking pristine.



Look out, there are Ghouls about!!!



CNS has every reason to be thankful for the hospitality we receive from the South Pennine Boat Club at Battyeford where Savile is based. So it is only right that we help them out when we can. This year the Boat Club had a grand Halloween and Fireworks celebration, just the opportunity for CNS to help at the event by providing Ghost Boat trips along the cut.

But where could we find a crew? All the regular crew members were far too afraid to come forward and it looked like the boat trips were doomed……who we gonna call?





Then at the last minute, two strange and somewhat creepy characters emerged from the shadows and volunteered to take Savile into the depths of the night. . . .we thought we were saved. . . .but were we? They introduced themselves as Frank N. Stein and Bram S. Toker and we set them to work.





And as you can see, the Ghost boat proved a spine-chilling success.....

Five groups of fearless partygoers ventured into the darkness on Savile and as far as we know they all came back alive.....or did they???



Paul Hesketh remembers

CNS Painting Competition, K Edmondson Trophy



In the 1970s, during the CNS “Big Indoor Event” the Navvies Nightmare, held in January or February there were painting competitions for younger members, split into Junior 8-11 and Senior 12-16 sections. The winner took home the impressive K. Edmondson Trophy, shown here. In 1974, Charles A. R. Robin won the first Senior Completion and won the trophy donated by Mr & Mrs K Edmondson.

Our family joined the CNS in the summer of 1974, as we owned a boat on the C&HN from the early 70’s, I thought we had joined a bit earlier than this. I entered the 1975 competition when I was 12 with a waterways themed water colour painting. I was lucky enough to win the senior competition and the trophy was presented to me by the Edmondsons.

In 1976 I decided to be more ambitious and produced my first oil painting, based on one of Peter L Smith’s collection of photographs. I painted a picture based on one of the keel ‘William’ in Long Lees Lock. I guessed incorrectly its red and blue colours. The painting went on display at Peter’s canal museum in Savile Town, Dewsbury. It can be seen on the back cover his 1979 book “A Pictorial History of Canal Craft”.



The cover photo was courtesy of Waterways News showing the interior of the former museum, which is now the Leggers Inn. After Peter’s museum closed it was downsized and continued with Robinsons Hire boats.

Years ago I found Peter’s photographic collection was online on the Waterways Museum, Goole website. Looking through the photographs, I found a black and white image of my painting. After this museum closed much of Peters archives were lost.

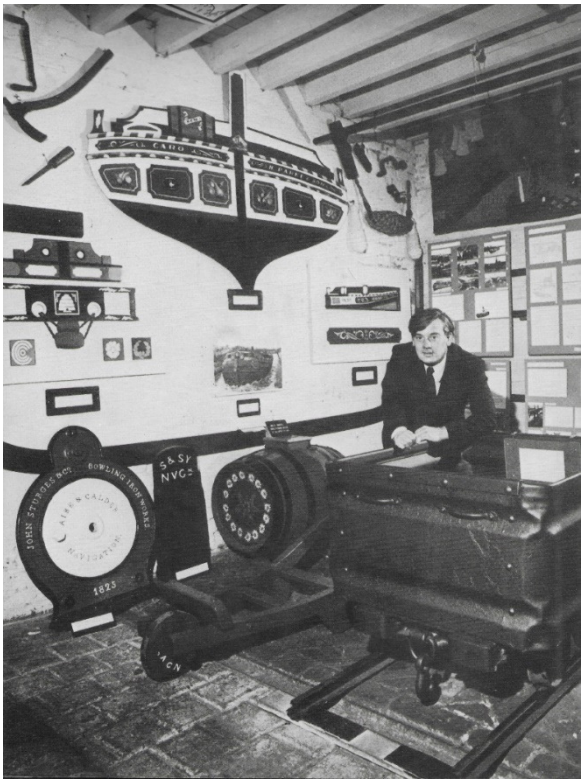




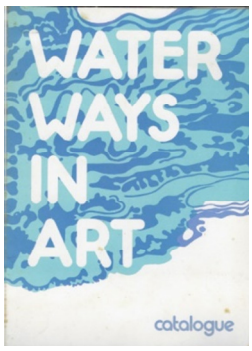
A few years ago, I found the Yorkshire Waterways Heritage Society website ywhs.org.uk with a copy of the images from the Waterways Museum collection. The black and white image of my picture shown above is once again online. Here it is.

In 1977, I entered again, this time with another oil painting based on one of our own photos, British Waterways barge ‘Sirius’ below Thornhill Double Bottom Lock. Fortunately I won again.





This painting went on a tour of Britain as part of the British Waterways “Waterways in Art” exhibition. I was the youngest exhibitor. They went on display at such places as the old Leeds Playhouse, Harrogate Conference Centre and the Design Centre London. After its tour it also went on display at Peter’s museum. The photo above shows Peter in his museum with the painting displayed centrally on the wall.



After winning the competition for three successive years, I was allowed to keep the trophy.

The two paintings were returned to me after the museum closed. There are still several objects from the museum outside the Leggers. Unfortunately, I never have had the time to complete another oil painting.



The Volunteering Supplement

1) The Rise of the Blue Shirts

No it is not about a Scottish team....the only Rangers featured are Towpath Rangers and even they don't feature much. These blue shirts are the Canal & River Trust volunteers that keep the Calder & Hebble Navigation in good shape.

The Canal & River Trust relies on its volunteers and by the time you read this they will have put in over 6,000 hours work so far this year on the Calder & Hebble. There have been teams based at Salterhebble, Brookfoot, Brighouse and Mirfield for a few years now but recent recruitment campaigns have added both to existing teams and allowed the Trust to set up new ones.





A team was established at Thornhill Double Locks earlier this year and more recently a new group has been started at Fall Ing, Wakefield, the gateway to the Calder & Hebble. They meet twice a month and are already having a significant impact on the appearance of the area. A new Towpath Ranger has also been appointed for the Wakefield section so there will be a more regular presence on that section. Here they are with before and after photos of their path clearance work



The latest development is a new group for Broad Cut, they will meet twice a month and have already made a start. As part of their community work, staff from BAM, the main contractors on the TransPennine Route Upgrade have also been giving some time to help tidy up the Navigation on the Broad Cut section. Their orange outfits, more Dundee United than Rangers, make a change from blue.



Here they are getting stuck into the jungle along Broad Cut







There are currently 63 registered volunteers on the Calder and Hebble, with numbers continuing to grow. I am sure that without them the Navigation would be a much less attractive location for boaters and other visitors.

My thanks to Zoe Stringer, the volunteer leader for the Calder & Hebble Navigation for the information and photos in the article. Several CNS members are already volunteering with the Canal & River Trust. Why not join them and help to improve the waterways surroundings even more?

2) Doubling Up at the Double Locks



After the mighty efforts to repaint the top lock earlier in the year, Peter Davies and his dedicated team of volunteers took a midsummer break before tackling the lower lock. There is no doubt that some were not quite so keen to start on another backbreaking endeavour, but help was at hand.





The newly recruited Canal & River Trust team of volunteers at Thornhill were keen to join in the project and with both teams of volunteers, the sanding, scraping and grinding began. With double the volunteers, work advanced rapidly, but as always with these lock painting projects, there are never enough volunteers to get the job done quite as speedily as anticipated.

CNS and C&RT volunteers go head to head to sort a gearbox

Even the redoubtable leader was beginning to lose interest, but the team pressed on and the project is finally complete. The new C&RT volunteers are making their mark and the site is tidier and in far better condition. From being one of the most dilapidated sections of the Navigation, the Double Locks are now looking better than they have for years.

Thanks to all the CNS and C&RT volunteers for their excellent work and dedication.

3) Thirty Years of Boating

One charity based on the Navigation has more boats and more volunteers than anybody else and this year marks their thirtieth anniversary. Based at Shepley Bridge with four boats and over 150 volunteers, Safe Anchor Trust provides free boat trips for disadvantaged groups, giving them all a chance to experience a day out on the Navigation. In 2024, they carried over 7000 passengers and not content with that, working in conjunction with the Canal & River Trust, they help look after the canal in the area around their base.Congratulations to Safe Anchor for 30 years of community service.

There are, of course, other voluntary groups at work on the Navigation including South Pennine Boat Club, The Scouts and more but I've run out of space……



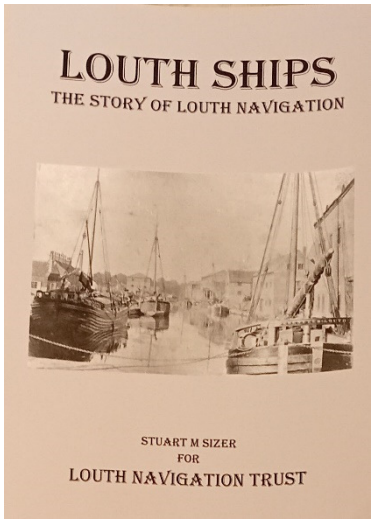
Far Eastern Waterway – The Louth Navigation



At their fullest extent the Humber waterways linked many towns across Yorkshire and Lincolnshire and Humber going vessels could travel from Ripon in the north to Sheffield in south, and westward to Sowerby Bridge. But did you know that the easternmost canal of all, the Louth Canal, linked the outer Humber to Louth.

The photo is of Navigation Warehouse at Riverhead

Louth is an inland market town in Lincolnshire at the foot of the Wolds about 15 miles south of Grimsby and it was quite a surprise to discover that it had been linked to the sea by canal. The canal was engineered by John Grundy who canalised the River Lud between Louth and Tetney Lock. There were eight locks including the sea lock at Tetney. The canal was built at about the same time as the Calder & Hebble Navigation and was completed in 1770. Access to the canal was along a tortuous channel from the Humber which was only navigable at high tide.



The canal closed in 1924 but was not infilled as it serves as a land drainage channel.

In 1986, the Louth Navigation Trust was formed to preserve, conserve and restore the canal and associated buildings and it remains active to this day. The Trust has published a few books including their latest one Louth Ships.

If you want to know more about the Louth Navigation, check out the Trust's website that can be found at:- louthnavigationtrust.org.uk



Blakeborough Bridge

For some years when cruising from South Pennine Boat Club up to Brighouse I noticed that one of the bridges over the River Calder was incorrectly named. The bridge in question was signed as Blackeborough Bridge, and I suspected it really should be Blakeborough, a once prolific manufacturer of valves in Brighouse.





When taking a friend and his wife out on our boat to do the same trip my suspicions were confirmed. He was a descendent of the Blakeborough family and was sad to see it mis-spelt. It should be Blakeborough Bridge and he informed me that it was constructed for Blakeborough Valves to link two of their sites on opposite sides of the river.

A blue plaque on the back of a building across the main road in Brighouse from Sainsburys commemorates where Robert Blakeborough started experimenting with the designs for valves in the late 19th Century. As a result of this I contacted Ruth Garratt, the Heritage Advisor to CRT for our region and I am pleased with the response from their bridge and asset engineers.





And this is what they said:-

"*According to our mapping system, Bridge 19, Blackeborough (CA-012-001) is not a Trust-owned asset. We are only the navigation authority for this section of the river. SAP indicates that the bridge belongs to Calderdale MBC, but from the photos (attached to Ruth's email) the signage is definitely ours.*
Incidentally, if the bridge's name is spelt incorrectly, then SAP will need updating too. According to the 1960's Engineering Survey the bridge was called Blakeborough Bridge."

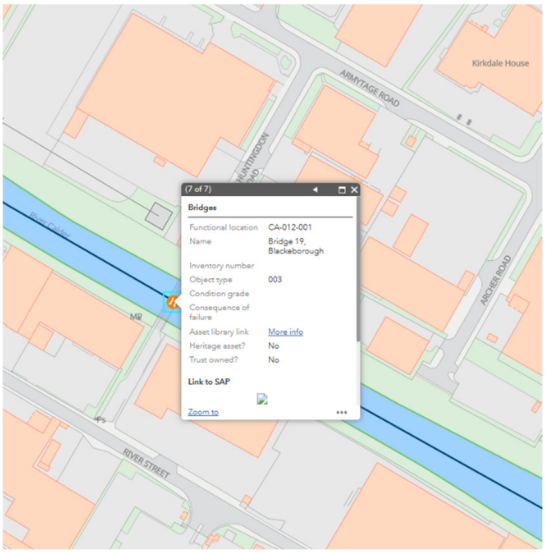
BRITISH WATERWAYS BOARD

COMPREHENSIVE ENGINEERING SURVEY REPORT

CANAL Calder and Hebble — ENGINEERING AREA Castleford (No.2) Area
ACCOUNTANCY LENGTH No. Calder 4811 — ENGINEERING SECTION Sowerby Bridge to Greenwood Lock

PRIVATE BRIDGES
Including British Railways, Private Sidings, Bridges maintained by County Councils and other Local Authorities, Electricity Boards, etc.
(CODE BPR)

1 ORDNANCE SHEET REF. No.	2 RUNNING REF. No.	3 NAME AND/OR NUMBER OF BRIDGE	4 DISTANCE FROM Sowerby Bridge Basin M.	4 YDS.	5 SPAN ON SQUARE FT.	5 INS.	6 CLEAR WATERWAY WIDTH FT.	6 INS.	7 MAX. HEADROOM FROM WATER LEVEL FT.	7 INS.	8 TYPE OF BRIDGE, PUBLIC ROAD, RAILWAY, FOOT, ETC. AND NATURE OF STRUCTURE BRICK ARCH, STEEL BEAM, ETC.	9 REMARKS
SE 12 SW	17	Bradford Road CH9/1	6	850	19	9	20	6	9	10	Public Road – Masonry Arch	Nil
SE 12 SE	18	Blakeborough M62 Motorway	6	1427	101	9	71	6	14	9	Private Road – Concrete Beam M62 MOTORWAY	Nil NOT USED SINCE 1987 1960's.
"	19	Railway CH11/1	8	890	106	0	68	10	15	9	Railway – Masonry Arch	Nil



"We will look to get our records updated to the correct spelling and ultimately change the bridge signage (this might take some time).
But thank you for alerting us to this."
Maybe my friend can be invited to unveil the new sign when it gets done!
John L Smith

P.s. We are planning to get Ruth to give a presentation at our AGM on CRT's Heritage Work.



Crossing the Navigation

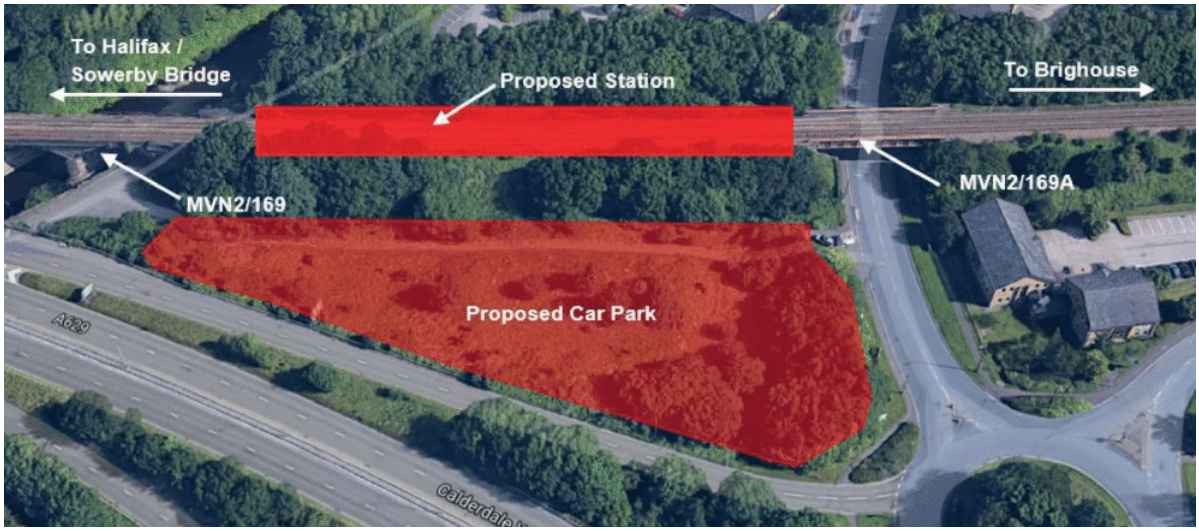
For many years, people wanting to cross the Calder & Hebble Navigation have had to rely on elderly road and rail bridges, but suddenly there is an outbreak of bridge planning and building. The trend started with the new road bridge at Salterhebble and there are now three new developments for walkers, road users and rail passengers scheduled for development now and in the future. Set out below is the latest on all three developments, a cycle/foot bridge for Elland, a road bridge for Brighouse and a railway viaduct at Ravensthorpe.

1) Elland Access Package to New Station will use the Calder and Hebble Towpath

The long-awaited Elland Station is getting closer to being a reality. As part of the development Calderdale Council proposes to commission an Access Package for the people of Exley, West Vale and Greetland to get to the station using the Calder and Hebble Navigation towpath.

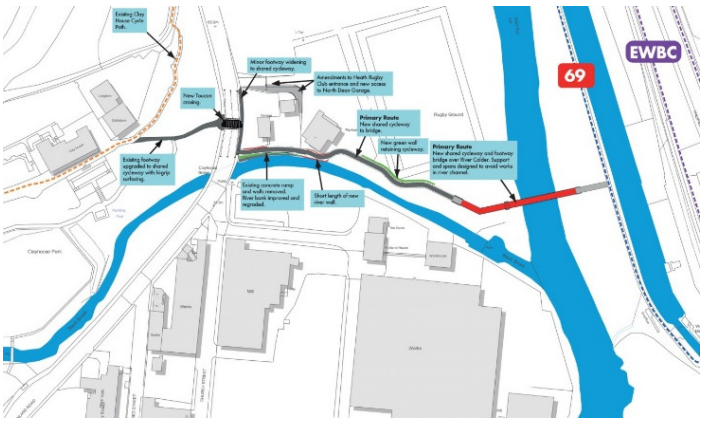
At a recent information-sharing event in August at the Elland Community Hall plans were unveiled and there was an opportunity to speak to some of the engineers involved.

The Station itself is to be located at Lowfields close to the River Calder and the exit slip road of the Calderdale Way from Halifax to Elland.

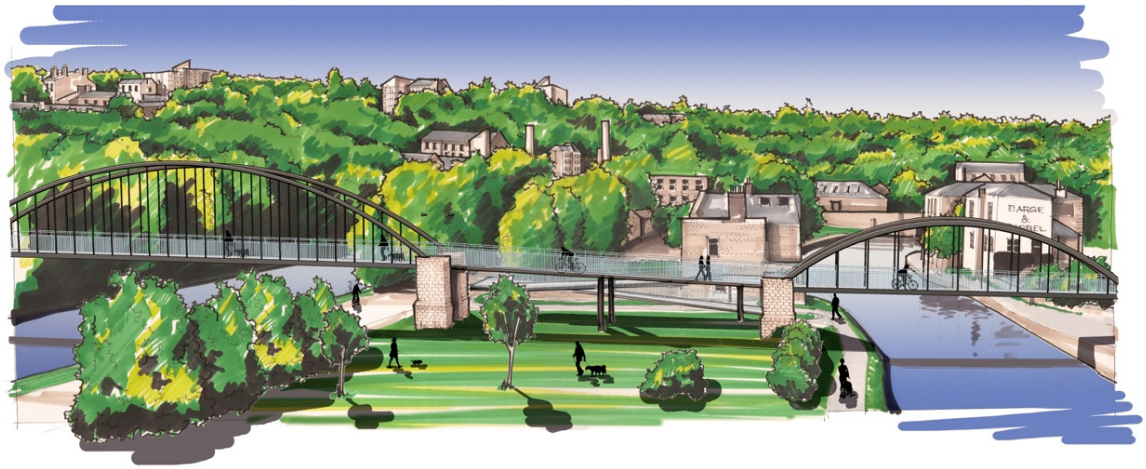




The proposed access route from West Vale and Greetland will use the canal towpath from above Woodside Mills Lock down to the Barge and Barrel, which is currently under redevelopment as accommodation. The route to the towpath at Woodside Mills Lock will be from a bridge over the river accessed from Stainland Road by the Heath Rugby Union Football Club.



At the Barge and Barrel a new bridge over the canal is to be provided on the site of the previous horse bridge which went from the visitor moorings to the other side where the towpath turns away from the canal at Wharf House to join Gas Works Lane, which goes up onto Elland Bridge. Ramp access from the towpath at this point will also be provided and the path will then go over another bridge over the river to the Elland Riverside Park.



These plans, if they come to fruition, will greatly enhance the access along the canal and into the local villages.

As this is just an abridged article, if you want to know more follow the links below.
Elland Access Package | Calderdale Next Chapter
https://news.calderdale.gov.uk/find-out-more-about-plans-for-elland-rail-station-and-improved-access-routes/



Brighouse Road Bridge



Brighouse is the next place to feature and plans for a new road bridge here are at an early planning stage. The illustration here is from the Calderdale Next Chapter website. Both road bridges in Brighouse are heavily congested and the proposed new bridge will cross the canal just to the west of Mamil's Café Bar. It cuts out the dog leg of Briggate and Owler Ings Road, but quite why this is an A641 improvement when the bridge is on the A643, we know not. The plan is at the Consultation stage and if you want to know more, go to:-

https://calderdalenextchapter.co.uk/projects/a641-improvement-scheme

Ravensthorpe Railway Viaduct

The third and largest bridging project is the rail viaduct at Ravensthorpe which is under construction at present. The viaduct over the canal and river is the biggest piece of civil engineering involved in the Transpennine Route Upgrade. It has now reached the stage that bridge spans are ready to be put in place above both waterways and the Canal & River Trust has advised boaters that they likely to be subject to delays between now and May 2026 when this phase of the work is complete.

It remains to be seen whether two of these three crossings will go ahead – as usual money is likely to be the big issue. Can they get a bridging loan?



The Saga of Kirkthorpe Weir



The weir at Kirkthorpe is one of many on the river Calder and like the others is responsible for maintaining river levels on the navigable sections of river. Any failure of a weir is likely to lead to immediate flooding followed by a long term closure of the Navigation. Kirkthorpe Weir maintains the river and canal level from Fall Ing Lock at Wakefield to Broadreach Lock on the Wakefield Branch of the Aire & Calder Navigation. The weir is jointly owned by Wakefield Council and the Canal & River Trust. It was built in 1827 and became a Grade II Listed Structure in 1986.

In 2016 a hydropower plant was built next to the weir and this resulted in a sudden failure of the sluices on the weir. Soon after this, the Canal & River Trust identified problems with the weir caused by scouring and were granted planning permission for repair work in 2022.

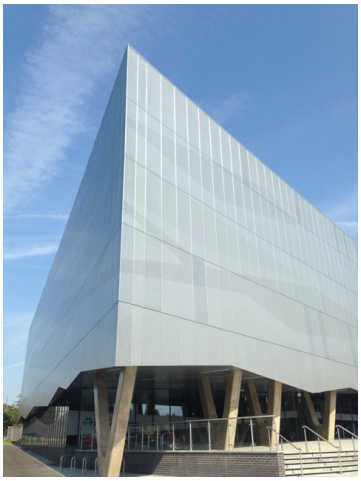
Despite the Trust's concerns about the stability of the weir, this work never took place and permission for the work expired in June this year. A new planning application was applied for and granted by Wakefield Council this October. In the application, the Trust states that “the intervention is of crucial importance to safeguard the Grade II listed structure in the long term as structural failure is a potential imminent risk”.

As the failure of this weir would cut off access to the Calder & Hebble Navigation from the East, we can only hope that the Canal & River Trust match the urgency of their words with action and get on with repair work as soon as possible.



CNS Archives go to the West Yorkshire Archive Service in Wakefield

I have been taking care of our CNS Archives for several years now. Well keeping a few banana boxes of miscellaneous items in our spare bedroom actually and finding it very difficult to find anything when anybody made an enquiry. Because the items were not catalogued in any way, all I could do with an enquiry was to search through them, which was very time consuming, and hope I could turn up something. I was also concerned that the method of storage was far from adequate and that they may come to harm should any mishap occur, like the Boxing Day floods of 2015. I thought there must be a better way.



When mooring in Wakefield over the summer Nicki and I took the opportunity to visit the West Yorkshire Archive Service to explain what we had in our collection and to enquire what they could do to help. I knew they already had a good collection of archive material from the Canal Company so would they be interested in the collection of our Society? To my great surprise, and delight, they were very helpful and added that collections of material from Societies like ours were very much the sort of deposits they wanted. They were particularly interested in our back copies of Moving Road and would be happy to receive further editions of our Newsletters and store them digitally. Similarly, we can add material to the Archive as and when we receive anything from members, previous members or the public which are relevant to our Society.

After a short introductory talk with the help desk and filling out a form I was told that the archivist that would be our contact was on holiday but would contact me when back. It all moved rather quickly then, after a short exchange of emails I packed up our collection and took it over to Wakefield to deposit it with one of the Archivists.

I introduced her to the collection, which Nicki and I had by then sorted from the banana boxes into smart black box files and other appropriate containers. It is clear they know much more about how to handle things and will take much better care of them, informing me that they would transfer the items into their special storage boxes. These are made from material that will preserve such things as paperwork because they do not contain acids or chemicals that are in standard commercially available boxes. They were very thorough, and we filled out a preliminary Deposit Receipt that specifies the items and conditions of the Deposit.

We have deposited the items on loan so CNS keep ownership of them, but the WYAS will take care of them. They will assess and catalogue the items, weed out anything that is not of historic interest, returning any unwanted material to us to dispose of as we feel fit. They will then handle any enquiries on our behalf but ask our permission when necessary to allow access to any interested parties. In due course we will receive an official agreement and reference number when they have assessed the material that we have deposited with them.

John L Smith - CNS Archivist



Membership Matters

Firstly, I should like to offer thanks to my predecessor Avril Davies who efficiently carried out the role of Membership secretary for so many years and who will be a hard act to follow.

The Calder Navigation is not exempt from the problems facing our waterways due to the ravages of the weather and climate change, the age of the system and the chronic underfunding of the Canal and River Trust. Our Society is as important now as it was when first formed and our main resource is as always the commitment and efforts of our members. On this basis we hope that you will again renew your membership for 2026. Over the last year membership numbers have been relatively static with recruitment of new members keeping pace with those who have left us for whatever reason. Our existing members are our best recruiter!

This year as last, renewal documents will be sent out by email to those who can use it, and by post to those who cannot. The most reliable method of paying your subscription is by bank transfer or cheque. Cash payments are difficult to monitor unless made in person to myself or the Treasurer when a cash receipt can be issued to confirm your payment. If paying by bank transfer, please quote your name as a reference so we can ensure that the subscription is correctly attributed.

Although I already know the majority of our members, I look forward to meeting many of those I do not at events the society holds or supports in 2026.

Jerry Holland



Gift Aid on CNS Membership

CNS is a charity, reg no 505877. Gift Aid is a UK government scheme that allows charities to claim an extra 25p for every £1 donated by UK taxpayers. This means that when a club member donates or pays their membership fee, the club can receive an extra £25 for every £100 donated at no extra cost to the donor. CNS claims several hundred pounds annually by this method, so it is extremely useful in boosting our funds.

The rules are: -

- The donor must be a UK taxpayer and must have paid sufficient Income Tax or Capital Gains Tax in the current tax year to cover the Gift Aid claim.
- The payment must be a voluntary donation – membership counts as this.
- The donor must fill out a Gift Aid declaration form, confirming their status and consent.
- To get the Gift Aid on the whole of a “couples’ membership”, both members need to be taxpayers and fill out a declaration form, otherwise we can only claim on the “single person” portion of the couples’ membership.
- Gift aid can be claimed on a “child membership” if the adult paying for it is a taxpayer.
- If you cease to be a taxpayer, or pay too little tax, you must let CNS know.

I hope this is clear. We are currently updating all our membership forms and records prior to the 2026 membership year. I hope you will remain a member next year (see Jerry’s article) and if you are able to comply with the Gift Aid rules, please sign a declaration.

Nicki Smith
Treasurer
treasurer@calderns.org.uk

Just because we have a bit of space, here is another view of Kirkthorpe Weir





The Caption Competition

The first caption competition in our last issue attracted six entries, and here they are:-

- We will fight them on the breaches.
- A double port to go with my cigar please.
- 2 points to starboard, when you are ready.
- When history needs you, but a battlecruiser is not available.
- We will fight them on the lock sides. We will fight them in the dry docks. We will never surrender.
- I steered the country though the second World War, steering this boat is more of a challenge.

Thanks to all our contestants, and the winner is Geoff Auty, who just like me is still trying to master the fickle steering of Savile. And as you will have guessed, there are no prizes for the winner, just an overwhelming sense of pride at his triumph.

And now a new challenge, all you have to do is find a caption for this photo.



But you will need to do better than this

"Do you like my canoe? I bought it on E-Bay"



Where can I find more CNS news?

This Newsletter is just one of the ways members can keep up with what is happening in the society. If you want to know more, check out our website at:-
https://www.calderns.org.uk/

We are also on Facebook, and our posts can be found by searching for the **Calder Navigation Society.**

Articles & Photos for the Newsletter

Thanks to John Smith and Paul Hesketh for providing articles.
Thanks to Jim Souper, Dianne Forster and Peter Davies for photos.

Our aim is to publish the newsletter three times a year, in March, July and November. Any articles or photos for the Newsletter should reach me by the first day of the month in which the Newsletter is published. If you would like to write something for the newsletter or have ideas as to what we should be covering, then please get in touch. I can be contacted at:- **editor@calderns.org.uk**

For anything to do with Savile trips, crewing or drydocking, I can be contacted at:- savile@calderns.org.uk

