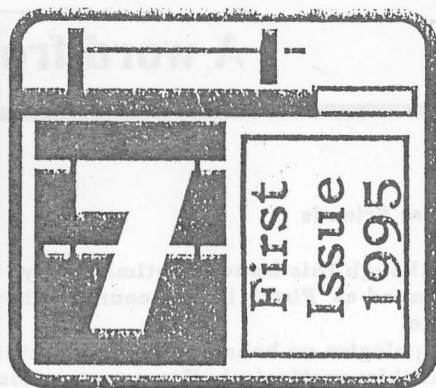
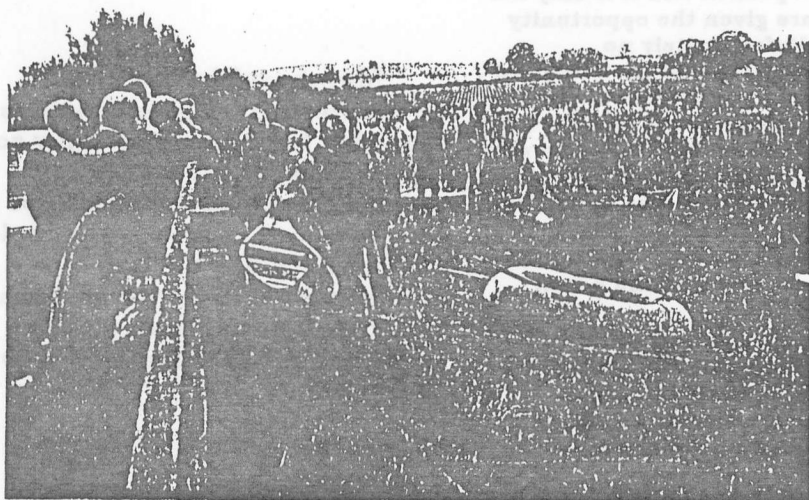


CUT

**BOTH
WAYS**



**THE NEWSLETTER OF THE FRIENDS OF THE LICHFIELD
AND HATHERTON CANALS**



**SUPPORTING THE LICHFIELD AND HATHERTON
CANALS RESTORATION TRUST**

INSIDE

**NEW MEMBERSHIP ARRANGEMENTS
SOCIAL EVENINGS
THE VERY LATEST ON THE RESTORATION**

**1.00
IF
BOUGHT**

A word from The Friends

Dear Friends

Although this issue is optimistically penned as 'First', it is of course rather late.

I apologise on behalf of the committee for this; particularly if you are a recent new member and wondered what your money was actually buying.

As you may recall, at the last annual general meeting both Phil Vaughan (our vice Chairman) and myself asked for more Committee members to come forward to assist. Both Phil and I have jobs which keep us away from activities for prolonged periods and it is only fair that others are given the opportunity to help out. Unfortunately no

volunteers came forward, so I'd like to renew the plea - see the box elsewhere! I am afraid that this issue has had to fit in with our arrangements but from now onwards each edition of Cut Both Ways will have a publication date for the next - so you will be able to determine whether or not your copy has become a victim of the vagaries of the postal service!

A lot has been happening on the restoration front, not only with the BNR public inquiry but in terms of possible land acquisition and also some real, demonstrable restoration on the ground.

We will be publishing details in a 'bumper issue' ~~which is due out on 1st~~ October.

Publication Dates

On that subject, from now on we will be including the publication date of the

next 'Cut Both Ways' in each previous edition; hopefully this will help you to keep track of when CBW should drop through the letter box.

We are also looking to launch a 'social evening' during the autumn. Just how far we go with these events will depend on the response from you the members.. please see elsewhere in this edition for details.

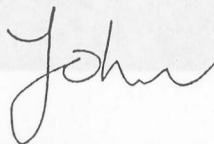
The next edition of Cut Both Ways is due to be published on 15th October, and will feature photographs from the Ogley Boat Gathering.

As ever, if anyone out there has anything to contribute to CBW, please do get in touch.

Membership Extension

To ensure that we give members the value for money that they so rightly deserve, we have also decided to extend memberships so that everyone receives four copies of 'Cut Both Ways'

Thanks for bearing with us; I am sure that you will see a steady improvement as volunteers move in!



John Morris

Chairman, Friends of the Lichfield and Hatherton Canals

Fundraising

The work that the Trust can achieve is governed by the ability to raise funds. Mike Smith is the lucky person appointed by Trust members to 'go and get lots of money'. Here he tells us how he is getting on..

The Friends

The funds raised through the friends through annual subscriptions and money raised at various functions constitutes our bed rock income. At the moment this is the only assured funding. The recruitment of new friends and retention of existing ones is therefore vital. If you know anyone with an interest in canals or the restoration of our Industrial heritage please be bold - invite them to join!

Corporate affiliate scheme

We are currently introducing the next stage in building a regular source of income. In our Corporate Affiliate scheme we invite local companies to subscribe an annual sum of £200 or more, in return for which we offer publicity and regular updates on our progress and plans. There will be opportunities for firms of all types to participate in the restoration and we will of course look favourably on those which have supported us in the past when we decide who will get the work. If you know of a firm which might be interested in such an association please contact John Horton who is leading on this issue (01543 262466).

Individual donations

We are constantly on the look out for individuals who might be willing to make a personal donation to the Trust. There are many people fortunate enough and generous enough to be in a position to support our work and there could be Tax advantages to making a donation to the Trust since it is a registered charity. Do you know anyone who might be prepared to help?

Support from waterway bodies

We write regularly to boat clubs, cruising clubs and other waterways bodies that might support our cause and in particular to those located in areas which will benefit from the restoration of the northern links to the BCN. Eric Wood, who is so well known throughout the waterways movement, is our specialist in this field and generates a steady stream of income from this source. The IWA is of course our staunchest supporter in this category and have been most generous with funding and advice.

Grant Giving Trusts

We regularly appeal to the Charitable Trusts of large companies and to other registered charities who focus their attention in our direction. We have received donations from Shell, Bass Taverns, and the Manifold Trust as a result of these appeals. We have also been offered significant support from another Trust but must demonstrate our competence by making more substantial progress before a payment is made.

Government grants

There are a number of ever changing Government schemes, mainly run by the department of the environment to support environmental and regenerative work. Some require direct contact with DOE but most are controlled through the local authorities. We have established good relations with officials at Staffordshire County Council, South Staffordshire District Council, Cannock Chase Council and Lichfield District council. All of these are sympathetic to our aims and accept our argument that the restoration of the two canals will bring a significant increase in tourist money and jobs, not only along the line of the canals but throughout the northern BCN. We calculate a 'visitor spend' of some £6M per year. We have lots of meetings, fill in endless forms and write lots of letters. We have received derelict land

Fundraising

grant funding on both canals - but as yet have not received funds from any of the new schemes. A key player in the control of future Government funding is the new agency of 'English Partnerships'. We have had a most useful meeting with the Regional Director - but again as yet no new money.

Lottery funding

New sources of funding are of course the 5 good causes who distribute the proceeds of the National Lottery. We have studied the remit of all five but cannot find any pretext to enable us to qualify for Arts Council funding or from the National Lotteries Charity Board who intend to concentrate their giving to the needy and deprived. We are in contact with the other three.

We have made a bid for up to £700,000 to the Millenium Commission for a contribution to the funding of the M6 bridge for the Hatherton canal and we are working to prepare a bid to the national Heritage memorial fund to restore the 'Ogley third flight' on the Lichfield canal to it's original state. This site, between wall Lane and Fosseyway Lane provides spectacular views over unspoiled country towards Lichfield and the five locks each with side pons will provide a very attractive public amenity (even if it does take us a number of years to link these to the rest of the cut). We also intend to approach the Sports Council for a grant for the restoration of stretches of towpath for walking, running, cycling and angling.

European Funding

Potentially the biggest funding source of all is the European Regional Development Fund. Parts of both canals are in areas which qualify for support. We can only claim funding to match money which we have received from National sources. The programme lasts until the end of 1998 and we have made a bid for a total £7M spend in that period.

This of course requires us to raise £ 3.5M ourselves. The rules are, as you would expect, convoluted ! Nevertheless, European Community rules are designed to be exploited and we are doing our best to play that game to its limits. Our bid has passed the basic eligibilty test and is now being judged on its merits against all the others in the West Midlands region. Fingers crossed please !

Faster Fundraising ?

Fundraising is a fascinating exercise. The first objective is to analyse the Donor's rules and to tailor your bid to fit them - just asking for what you want is the last thing to do ! The process then goes on and on, and the nearer you get to approval the more hurdles there are to jump. It is challenging but very time consuming. So those of you who cruise by on the cut and tell me that I should have finished fitting out 'Lengthsman' long ago now know the reason why.

And finally.....

And here is a final thought - if our many bids are accepted the work level will increase dramatically as each one will have to be monitored and progressed through its many stages. So is there anyone out there who loves canals, who enjoys a mental challenge, who has access to a keyboard and who has a few hours time to spare ?

I believe we are already missing funding opportunities because there are not enough hands to address each issue at the right moment, and fund raising is the key to the Trust's work. If you want to help - or even think you might like to help - contact Eric Wood on (01543) 432103.

Mike Smith

OUT AND ABOUT WITH THE FRIENDS

IN OUR LAST EDITION WE LEFT PHIL VAUGHAN AND FAMILY GETTING TO GRIPS WITH THEIR FIRST HOLIDAY AFLOAT.

THIS MONTH THE SAGA CONTINUES

In the last edition of 'Cut Both Ways' we joined Phil Vaughan and his family on their first boating holiday aboard 'Plum'. We rejoin them at Market Drayton as they journey towards the Llangollen canal...

'We had decided to have an early start the following morning as we had heard that the flight of locks at Audlem could be somewhat of a bottle neck. We slipped away from market Drayton on a still, overcast morning and soon found ourselves at the first of the fifteen locks which make up the Audlem flight. We really enjoyed negotiating these locks. It was still very early and apart from two other boats there was little movement elsewhere. By now our vast experience meant that no locks could again have any fears for us and we reached the top lock comparatively quickly. As we reached the last two locks I noticed that a slight breeze was stirring the trees.

After leaving Audlem we had a strange experience. It was Peter who noticed it first, sitting high up in the Crows Nest (actually he was on the roof). He suddenly remarked 'there's a dead body ahead'. We all peeped in front and at the bridge hole ahead of us we could see a large obstacle blocking the channel. As we got nearer we could see that the obstacle was in fact a dead sheep. We also noticed something else - the stench, which was vile. As Captain I volunteered Peter to walk along the towpath and remove the blockage with a pole. He eventually was able to push the sheep out of the channel and allow the boat to pass.

The sheep had obviously been in the water for some time. We could not see a farm nearby so, although we felt we should have notified someone, like

dozens of boat crews before us, we slipped quietly by (rather sheepishly you might say!)

Over the years we have become used to my wife Linda having fixations over what to us are everyday things. For instance she will say 'look, an aeroplane'. It got so bad one particular day at Windsor (ie near Heathrow) that we all had stiff necks by the end of that day. Her current fixation was Herons. She could spot them hundreds of yards ahead and would ejaculate 'look, a heron!'. Until this journey I just didn't realise how many Herons there are along our canals. Mind you, we did laugh when we saw a Cow chasing one across a field.

As we continued North and wound our way around and above Nantwich I noticed that it was becoming rather windy and that dark clouds were ominously gathering before us.

Before the trip we had been particularly looking toward travelling along the Llangollen canal, although I had gone to great lengths to warn the family about the dangers apparent with the lift bridges. So whilst I was filled with great anticipation as I approached Hurleston, the rest of the family were filled with trepidation.

Despite the worsening weather conditions there was a surprisingly large amount of people around Hurleston Junction as we approached the entrance to the Llangollen. I took a wide sweep before straightening 'Plum' ready to enter the first lock. Unfortunately by now the wind had become quite fierce and it blew the boat away from the lock entrance which meant that I had the embarrassment of reversing and trying again.

I must admit that I found the four locks at Hurleston most difficult. By now there was a very strong cross wind which was awkward enough to deal with, but in addition, heavy rain in Wales during the previous few days meant that there was a terrific amount of water by-passing the locks via the side weirs. All in all I found it most difficult to gauge the exact line and speed on approaching each lock entrance. In fact, I must say that I did not really enjoy the first couple of miles of the Llangollen at all. The narrowness of the channel, excessive traffic,



OUT AND ABOUT WITH THE FRIENDS

exposure to cross winds as well as the flow of water towards us meant that it was sometime before I relaxed and started to enjoy the scenery.

As planned we moored for the night near Wrenbury. We walked to the village and ate well at 'The Cotton arms' before having a good look at the electric lift bridge we would have to negotiate the following morning.

We again woke early, intent on making progress before the weather became worse as forecasted. I dutifully carried out all of the checks on the boat before starting off but upon checking the water inlet I found that the filter chamber was empty. It took me ages to clear the water inlet with a bit of wire and half submerging myself beneath the boat to get at it. Eventually the blockage was cleared and we were ready to go. We cast off and the boat drifted to the centre of the channel but would not move forwards or backwards in response to the throttle. I again ran all of the checks including checking that the propeller had not been tangled, but everything seemed to be in order.

By this time another boat was approaching. I was about to ask for help when it suddenly occurred to me that the boat was not in gear. I shouted an apology to the waiting boat and moved away, blaming one of the kids! Can you get 'L' plates for boats?

The purpose of our early morning start had been to get to the staircase of three locks at Grindley Brook before the daily 'bottle neck' started. Unfortunately our experiences first thing had delayed us somewhat and we approached Grindley brook fearing the worst.

We decided to moor before the first lock so we could carry out a reconnaissance of the dreaded staircase and buy something for lunch from the small but well stocked shop alongside the locks.

What happened next was one of the funniest things I have ever seen....and nearly a serious accident. As we approached the first lock I slowed right down and moved over parallel and close to the bank. We decided to moor at the first mooring bollard. As we neared the bollard Linda stepped off the boat,

missed her footing and somehow managed to get the mooring line wrapped round her foot. She fell onto her backside and although the boat was only travelling very slowly she started to be pulled along the towpath towards the bollard and with her legs apart. I knew she'd stop the boat but would she ever want me in bed again?

Despite being doubled up with laughter, I was able to put the boat in reverse and Linda's close encounter with the bollard was avoided.

After safely mooring we read the information boards and ate our lunch whilst scrutinising the boats going through the locks until we noticed a lull in the traffic. Within a few minutes we had successfully negotiated our first staircase.

After Grindley Brook there's a long stretch of the Llangollen with only a few bridges and bends to mark your progress. During this stretch we started to experience problems with the boat overheating. I stopped the boat and ran all of the checks but everything seemed in order. Before leaving the boat for our use John had designed a series of trouble shooting charts in case we encountered any problems. A sort of idiots guide (quite appropriate really).

I examined the charts and carried out all of the checks. I was particularly conscious of the water inlet in view of the problem experienced earlier in the day but everything seemed to be fine. We resumed our journey but regular overheating was to accompany us throughout the rest of the trip. The cause was eventually found to be a faulty thermostat.

As we approached Prees junction it started to rain. Now, Prees junction is almost the border between England and Wales and if anyone has holidayed regularly in Wales as we have, Welsh rain is different. It normally rains sideways. Today it was real Welsh rain - straight into my face and there was not a soul in sight (including my family who had disappeared below deck) as we began to cross Whixall Moss. The canal here is dead straight and by now I was steering into gale force winds, horizontal rain, against the tide and with a constantly over heating engine!

I can remember now when about half way across the moss a hand appeared from below and passed me a

OUT AND ABOUT WITH THE FRIENDS

mug of very hot tea. I decided to leave it for a minute to cool down and when I reached for it again it was stone cold !

Although we had planned to moor at Ellesmere overnight, the complications during the day meant that we decided to moor near to Welshampton. After mooring I changed completely into dry clothing and we walked to 'The Sun' for our evening meal. At 'The Sun' I ordered a very large plate of mixed grill (a favorite of mine) and a pint of real ale. The real ale was soon despatched and a second pint arrived with the mixed grill. I was just about to start my meal when Peter, reaching for the salt, knocked the beer all over the meal and me ! I was soaked for the second time in the day and my mixed grill was floating on a real ale base (really Peter, if you want me to stop drinking just say so). It took some skill to 'land' my sausage, kidneys, etc from out of the beer but it certainly made a change from tomato sauce !

At Welshampton I had contacted John and Julie and arranged to hand the boat back to them the following day at Ellesmere.

We made the short journey to Ellesmere the following morning rather sad that our journey was coming to an end. After mooring near to the BWB offices we met up with John and Julie and went for lunch at the 'Black Lion' and made Peter sit at a different table out of harms way.

In five days we had learnt a lot about life aboard a narrow boat. We had made a lot of mistakes and to more experienced boaters we probably appear at best incompetent and even irresponsible. But I wonder if you can recall the mistakes you made the first time you were in charge of a boat....

All in all we were unanimous in our evaluation of the experience. WE CAN'T WAIT TO TRY AGAIN !

Phil Vaughan

Help The Committee

We simply do not have enough people willing to donate time and energy to committee work for the Friends.

We urgently need help with the following :

Arranging social events

Compiling 'Cut Both Ways'

Attending exhibitions and rallies

Miscellaneous Committee work

Publicity

If you can help, in any way, please contact
Julie Fairclough on (01543)
432103



RE-LAUNCHING OURSELVES

*Cut Both Ways No 8
Takes off on 15th October*

What's this
about -
astronauts ?

No - it's marketing speak for
having another 'push' and
for repackaging what is on
offer.

We want a society which
meets regularly and contributes to the restoration of the Lichfield and Hatherton
Canal;s. We also want to keep you as informed as possible on the restoration of the
Lichfield and Hatherton Canals.

From Cut Both Ways number 8 we are going to concentrate more on the
restorallon, both in the future and what is happening on the ground. We will be
including more articles from Trust members, at more regular intervals.

We also want to hear more from you, the members...so get writing now !

Are you a social animal ?

We want to start social gatherings at regular intervals. So that the secretary can see
how many people are interested, it would be a great help if you can contact
(01543) 432103, leaving a message on the answering machine if no-one is there. We
envisege the first social being in Late October in the Lichfield ar Cannock area.

Councillor's Inspection

As CBW went to press, we were arranging an inspection of the Lichfield Canal by
City Councillors. This will take place on 5th October between 1500-1700. There
may be some spare places on the bus/inspection boat, so please contact the
secretary on (01543) 432103 if you are interested.