

The Ditchcrawler – Summer 2023



The new section of boundary fence in May 2023, the old fence bordered the flags.
A big **THANK YOU** to all who made this transformation possible!

CHAIRMAN'S ADDRESS

Hello Everyone,

This has been a very mixed quarter. Eric and his band of trusty men have been getting on with the piling. The electrification of the front gates is well under way although they are not quite operational yet. It should not be long before they are working, they just need finishing off.

Please note this means that all those people who have not given the Membership Director their latest mobile telephone numbers will not be able to access the premises.

On a very sad note, as has been sent round by email to all the members Bill Walker, known to us all affectionally as 'Willie', passed away on Sunday 4th June, having spent the previous week doing what he loved to do, working with the fly boat 'Saturn' on the Montgomery Canal. As you all know he had lived for several years in 'Wharf Cottage' which is attached to the Club Headquarters.

He will be sadly missed by a vast number of people extending well beyond our Club for a variety of reasons. His wry sense of humour, his amazing talks, and his wonderful knowledge of the waterways to mention a few. As you the members all may know he had recently become 'The Director Without Portfolio' within the club and had taken on the role of 'Archivist' as well. He had really embraced both roles and was also planning the Club's Eightieth Anniversary celebrations, having assembled a team to organise the event.

To date, we have no details of any funeral arrangements, but as and when they are available, I will ask our Postmaster to email them out to everyone.

Speaking of 'Postmaster' I would like to welcome our new Postmaster (actually postmistress) and our new Web Master (mistress). Both are the same person. Her name is Heather Stanley, supported by her husband Nigel, who are the owners of the narrow boat 'Royal Oscar' moored in the Club Arm. Though they have both been working on the website for a short while, they have made great contribution to it, revising it whilst transforming it into an updated format. If you have the opportunity visit the new website which is accessed via www.nccc.org.uk where you may see for yourselves. I think you will agree that they have made a great contribution. As I said, Heather has also taken over the Postmaster job, so all the emails in future will be sent by her. She would welcome any articles of interest being sent to her for possible inclusion on the website. You will usually see her and her husband at the club on a Friday night, so come along a meet the pair of them. They both are very friendly, 'HONEST'.

John Fenton

Chairman

*The Club website, now updated on a regular basis offers the opportunity to keep members aware of news/changes/announcements shortly after the instant they occur. It is expected that this means of communication will grow and be complemented by future issues of the Ditchcrawler magazine. Like our Chairman John, I too wish to express my appreciation of the work done to date by Heather who is ably assisted by Nigel. **Editor***

COMMODORE'S ADDRESS

Hi All,

The Easter weekend went well, even though once again our boat was out of commission. It started with most people (except us) sailing down to Bridge 26 on the Peak Forest Canal, staying overnight. I had contacted the licensee of the nearby 'White Lion' pub as usual prior to this to organise a meal on the Friday night. He informed me that chef he had employed to start on the Friday was not available. 'Here we go' I thought, but he gave me a make-shift menu that he could knock up for us and asked that we let him know in advance how many and what we would like to eat. In the event, he managed to satisfy the 17 members that turned up as you can see from the pictures. Pam and I of course turned up by car. This seems to be the way we go to Club events these days!

Anyway, Saturday arrived, and Club members (except us) sailed on to Bugsworth Basin. I had organised with the Bugsworth Memorial Club that we could hold the Easter 'hats and ties' competition in their function room and that they would set up their P.A. system in order that we could hold the usual 'Quiz' immediately afterwards.

As you can see from the pictures the ladies made a superb effort with their Easter Bonnets which proved difficult to judge. In the event Hazel Bowker came first followed by Claire Williamson and Jan Tattersall, second and third. Of course, they each got a nice big Easter Egg! Then it was the turn of the Men's Tie competition. There were only two entries from Martin Tattersall and Geoff Taylor both of a high standard making it difficult to judge and we had to call it a 'tie' (no pun intended!). They both received a big Easter Egg and they seemed to be very happy. I'm not sure if it was the award of an Easter Egg apiece or the beer on offer that was making them happy.

We then moved on to the Quiz. As is normal Bill Jewsbury provided the questions and added a picture round (thanks Bill for all your time and trouble). This year Bill wasn't with us so I had to ask the questions. Usually, we have a local team that joins in with us and normally wins, but this year it was only our club members that took part. We were all split into teams of four and it was a very close thing. When the picture round was added to the equation the rank outsider team made up of Brian and Hazel Bowker and Ron Axon and Claire Williamson were the winners. They each received guess what? Yes, you're right an Easter Egg each! We normally carry several Cadburys cream eggs just in case and this year was no exception. The young girl in the photo we thought was deserving of one for modelling Jan Tattersall's bonnet. Pam then shared the rest between all the members that were present.

Sunday was a free day as we had held the Competitions and the Quiz the previous day, so people amused themselves and some returned to the Buggy Club in the evening.

Monday dawned, whereupon everyone made their way home hoping that C&RT hadn't decided to close anything that would delay them.

It was a good weekend and the weather held out with everyone seeming to enjoy themselves.

John Fenton, Commodore.

MEMBERSHIP SERVICES NEWS

Membership Services Director's Report

We are very pleased to welcome the following new members to the NCCC:

New Members

Silvia Bentley-Jordan
Terence Bentley-Jordan
Sharon Champion
Paul Dixon
Gareth Jones
Peter Levene
Luke Sinclair
Nicholas Jackson

Boat name

cruiser The Eagle
cruiser The Eagle
Penny Peace
Excalibur
n/b Andante
cruiser The Eagle
n/b Firbob
n/b Meandering on

'Newish' Members

Patrick Beirne
Gordon & Pat Letij

Cobweb
Sweet Pea

The Club is remaining open each Friday Evening, thereby offering our new members the opportunity to meet with the other Club members over a 'drink and a chat'.

Pam Russell, Membership Services Director.



NCCC

VOLUNTEERS

REQUIRED TO

ASSIST WITH THE

RUNNING OF THE CLUB

BAR

PLEASE CONTACT LYND SAY HILLMAN

Bill Walker

Very sadly, one of our longstanding Club members Bill Walker, known throughout the NCCC as 'Willie' died suddenly at his home on Sunday 4th June 2023, following a cruise on his adopted craft, the traditional fly boat 'Saturn', which had been invited to navigate a recently restored section of the Montgomery Canal in Shropshire, close to the Welsh border.

Born in August 1939, Willie grew up in the Edgeley neighbourhood of Stockport, leaving school in his 'early teens' to undertake an apprenticeship in the motor trade, where later as an accomplished mechanic he became involved with performance cars customised for rallying purposes. Whilst in his late twenties and early thirties he volunteered to work on the nearby Ashton Canal restoration initiatives which led to a 'career change' driven by his new found interest in canals, whereupon he worked for British Waterways and later the Canal and River Trust, moving into 'Wharf Cottage' in 1982, following the passing of one of our founder members Bert Kennerley, who had previously lived in the cottage for over thirty years.

At the time of his 'career change' Willie took up cycling and long distance running, competing in the London Marathon and running the full length of the Pennine Way. Also at this time he was able to develop his love of narrow boats and the culture of the bygone working boatmen, something in later years he would happily share with his fellow boaters whenever the opportunity presented itself.



Willie, enjoying himself whilst working on the 'Tote' at our 2023 Race Night

Whilst living on the Club site, Willie assisted with the running of the club, volunteering his services behind the bar. On one occasion in 1989, during a Club day excursion by coach to Hebden Bridge, Willie and myself legged a trip boat through Fallingroyd Tunnel on the Rochdale Canal, where at the time a short length of the partially restored canal had been re-opened for navigation. No stranger to tunnels, Willie had also legged a 'work boat' through Standedge Tunnel on more than one occasion. On another Trans-Pennine 'work boat' journey, he navigated the entire heavily locked Rochdale Canal following its full restoration.

More recently, working as a Club Director and Archivist, in conjunction with the re-vamped Club Website, using his Canal and River Trust contacts, Willie had managed to retain and download numerous photographs of the Anderton Lift during its recent restoration, many of which may have been inadvertently discarded.

Ancient Order of Canal Tunnel Leggers.

This is to certify that. William Walker, of High Lane, "legged" Horse Boat Sarah Siddons unassisted through Fellingroyd Tunnel, Rochdale Canal, Hebden Bridge, in the West Riding of Yorkshire, on the 9th day of September, 1989. William Walker is formally admitted to the Worshipful Company of Tunnel Leggers.

Signed: J. Pugs
of Calder Valley Cruising.

Willie's Canal 'Tunnel Legging' Certificate



The 70th anniversary memorial hand crafted by Club member Ian Spooner in 2013

Heading up the Club's forthcoming eightieth anniversary arrangements, Willie had campaigned to have our commemorative stone relocated to a more prominent position close by the entrance to our Headquarters Building.

In short, Willie's pervading 'waterways persona' was truly unique, hence the NCCC and the boating world in general has lost a dedicated waterways enthusiast who possessed a wealth of information on our canals and their associated culture.

R.I.P. Willie, you deserve a place on board a traditional craft meandering along those tranquil waterways in the sky. Your onetime 'fellow tunnel legger' John Suggitt.

Ongoing work within the Club Arm

The following sequence of 'before and after' photographs offer some indication of the sheer volume of work which has been completed to date.



The length of piling to the inside of the bend is about to be commenced. Boathouses 6 and 14 are yet to be dismantled. Dredging is taking place currently.



The length of piling inside of the bend is ongoing. Boathouses 6 and 14 have been dismantled. The narrow boat 'Royal Osar' has assumed a mooring on a recently piled length.



The section of piling to the inside of the bend is now almost complete leaving a straight section remaining between the bend and Bridge 12 at the entry to the Arm from the Main Line.



The piling to south bank 'stub' has been completed and the land area here increased due to the re-alignment of the perimeter fence.



The above two photographs above offer an indication of how the area to our south west perimeter has been increased. The overgrown vegetation to the left of the original double gates visible in the lower photograph indicates the original fence line, also the digging out required to level off the area prior to the new fence being erected is evident.

Again, a very big **‘Thank You’** to all concerned in any way!

NCCC Easter Cruise 2023



Our 'courting couple'



The tie is for the 'fellas' Janet



Cheer up Steve, looks like it may be your round!



A lull in the conversation?



Some superb Easter Bonnets, well done girls!



Nice one Geoff, looks like Janet provided the tie!



Looks like the pub takings benefitted from the visit of the NCCC, Cheers!

NCCC Coronation BBQ Sunday 7th May 2023



Free burgers, free hot dogs, nice weather, good company, who could ask for more?



Perfect weather (for a change!)



Get your laughing gear round that John!



The gazebo is getting full!



The benefits of an early May afternoon, sunny without being too oppressive!



Thanks to the organisers there was plenty of food for all!



Well done Janet, patriotic, colour co-ordinated, and a smile, simultaneously!

The Coronation BBQ offered club members the opportunity to indulge in a good 'chin wag' cum 'catch up with plenty of tasty freshly cooked food on offer. An ideal way relax after the televised Coronation ceremony staged throughout most the previous day and evening!

Fortunately, unlike earlier years the weather smiled on us and it was bright and sunny without being oppressive. After the ongoing difficulties and disruption to Club events spanning the last three years, perhaps we were due for the pleasant day it turned out to be!



Finally, our old friend the fake Acaia tree was just starting to bloom providing a fitting backdrop!

Thank you to all the volunteers who made this event possible.

A Spring Sail to the Caldon Canal – May 2023

After three years of stoppages in various descriptions we thought this is the year we will get to the Caldon again. Restrictions started, appearing to thwart our trip, but it came together.

We were due to go on the 6th May and I was working, causing an issue as Bosley Locks are only open Saturday, Monday, and Thursday. Thanks to King Charles, work was closed that day solving my problem or so I thought. Gill had a concert on the Friday night and to make the locks I realised I'd have to book Friday afternoon off to be there in time. So, the plan was me and Ivan (dog) would get the boat ready, loaded and sail to Macc, which we did in the pouring rain to Whitely where we had a pit stop and carried on. The rain stopped and it was a nice sail to Macc getting the last space on the pontoons. Gill arrived hungover in a Taxi at 8.30am the next day. We headed to Bosley for about 10.45am and had a smooth run through the locks having avoided the queue, with the Coronation playing on my phone.

We stopped for a pint at the Queens head in Congleton then were heading to Ramsdell Hall when we overheated just by Congleton Wharf. We tied up and found a burst coolant pipe, RCR attended in the rain, fixed it and we moored for the night. Sunday, we headed for the tunnel where there were only two other boats and a thirty-minute wait. It was a lovely day so after navigating the tunnel we sailed all the way to Engine Lock beyond Milton.



Locking down the Hazelhurst Flight, the extent of the bridge rebuild is apparent

Monday was rainy so we went through Hazelhurst Locks, as no restrictions apply on Bank Holidays and managed to moor right outside the Holly Bush, as it is very quiet on the Caldon at the moment. We had a lovely meal and stayed there overnight.



The bridge re-build from a boater's perspective



Prime mooring availability bears testimony to just how quiet the canal was!

On Tuesday we sailed with showers all the way to Froghall, as its ten years since we went that far, where sadly we wound and moored for lunch as we will not fit through the tunnel. We then had a short walk to the end of the canal calling at Hetty's tea shop for cake and a brew. The heavens opened as we stood outside sheltering with Ivan and our cake, but a lovely tea shop well worth a visit.



Hetty's Tea Rooms, a sought after haven come rain or shine!

We walked back to the boat and the sun came out, so we sailed back to the Black Lion where there were no boats moored, probably as the pub is shut due to a fire and only open at weekends. They are currently awaiting their insurers to fund the repair.



Wednesday started bright but the rain started by the first lock and we had showers all the way to the 'Hollybush' where we stopped for a Bovril and to wait for the work site at Hazelhurst to open. Passage is available before 7.30am and after 5pm but during the working day there are two one-hour slots to go through. The £200,000 bridge is nearly complete with the most scaffolding I've ever seen; I imagine it wasn't built like that originally. We carried on in the rain all the way to Milton to moor up just by Engine Lock again to dry off. Thursday morning was sunny, and we set off with the mandatory stop at the pie shop in the village, then on to Westport Lake for lunch (pie) and a walk. Mooring by the Lake is fine apart from all the geese and their mess. We then moved onto the tunnel, being too late for the morning passage and no slots left to book for the afternoon. However, we were second in the queue and it's a nice spot as well, so the sun was out then the gin, then the fishing rod and it rained!

Friday arrived and we were up and ready for tunnel briefing and off at 8.25am with only five boats waiting, we were on the Macc for 9ish in glorious sunshine heading to Congleton where we moored up, walked to town and back taking in the shops and some lunch at much recommended Crema Deli on the High Street. We then sailed to Bosley to join the queue of boats waiting for the locks to open. There was hustle and bustle at 8.30am and people asking who is moving and who isn't so we joined the crowd of movers, 13 out of 14 made a start which meant 1 1/2 hours wait as I was about 9th in the queue. Once on the flight it was 2 1/2 hours to complete with a similar number of boats coming down. With hindsight I should have waited and started later like the previous Saturday. We carried on to Whitely for a BBQ, arriving around 5pm. Sunday was a leisurely morning sail home to base. All in all, a great time on a favourite route, perfect for an easy week, (even with the restrictions).

Bill and Gill Jewsbury nb Polarlys

Thanks for sharing your cruise Bill and Gill, and for some great pics. Ed

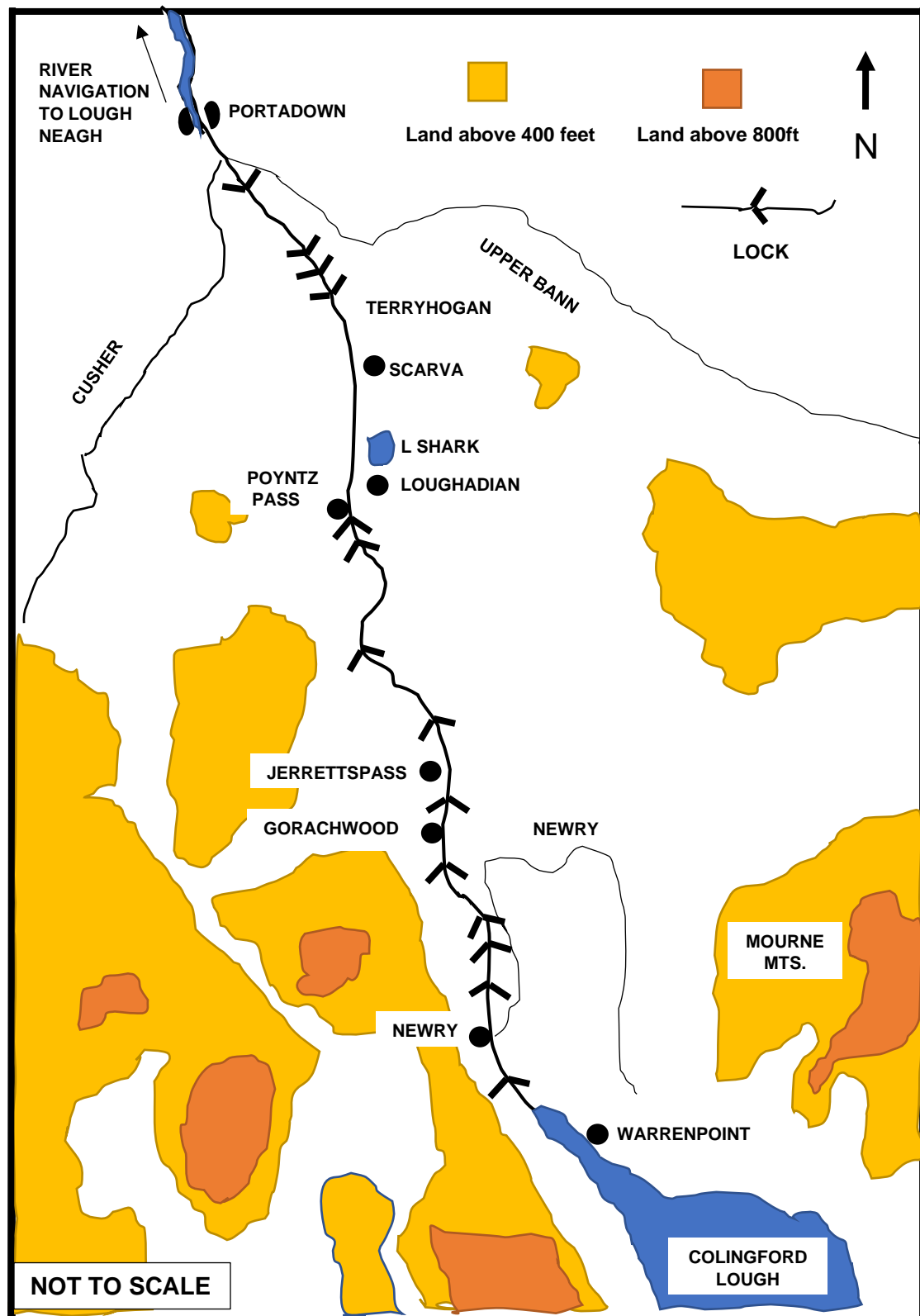
The Newry Navigation, Britain's first modern day Canal

As early as the 1640's, during the Cromwellian campaign in Ireland, the lowland corridor between the uplands of Down and Armagh extending from Carlingford Lough abutting the Irish Sea and Lough Neagh our largest Inland Lake, was surveyed for the provision of a canal between Newry alongside its River of the same name and Portadown where the navigable Upper Bann River provides a link with the Lough. Nothing resulted from the survey until during the beginning of the eighteenth century when Francis Nevil, collector of his majesty's revenue in Ireland, estimated that a waterway navigable by lighters of twenty tons capacity could be built for £20,000. Whilst in September 1703 a Committee of the Irish House of Commons was appointed to draft a bill for this purpose nothing appears to have materialised. During the years shortly afterwards, the discovery and exploitation of coal deposits in east Tyrone close to the western shores of Lough Neagh resulted in pressure to build inland navigations which would offer a supply of coal to Dublin whom at the time was reliant on coal imports from elsewhere in Britain which were both expensive and unreliable.

In stark contrast to the advent of canal building in England which commenced later in the eighteenth century, in an attempt to compensate for the general inability of local interests to provide the necessary capital or technical skill required in canal building, during 1729 the Dublin Parliament established the 'Commissioners of Inland Navigation for Ireland' whereby the Lord Lieutenant, the Lord Chancellor, four Archbishops, the Speaker of the House of Commons and eighty other responsible persons, were to have complete responsibility for inland navigation in Ireland. The same Act levied duties on a wide range of luxury goods to provide the Commissioners with funds for their task. At this time, public interest in the coal extraction within east Tyrone had heightened and it was predicted that were a canal link to be established with Newry via Lough Neagh, the emerging town of Dublin could well cease to rely upon imported cross channel coal. These factors would have prompted the commencement of the Newry Canal during 1731, the year after Edward Lovett Pearce had been appointed as Surveyor General responsible for implementing many of the suggestions and proposals for the Inland Navigation Act. Pearce hired Richard Castle to work on the new canal. Castle who was understood to be a Huguenot refugee, thus had travelled widely through France, Germany, and the Netherlands where he studied navigation works. When Pearce passed away in 1733, Castle took complete control of the ambitious Newry Canal project until 1736 when he was dismissed, moving to Dublin to work as an architect.

Prior to Castle's dismissal, Thomas Steers, having during the Spring of 1736 been invited to survey the canal, accepted a commission to supervise construction work over a span of three summers. Steers, who had anticipated no great difficulties in doing this planned to combine it with the building of a new dock at Liverpool and the supervision of harbour works at Ballycastle. Due to unforeseen difficulties, these plans were to change, resulting in Steers spending long periods in Ireland between 1737 and 1741 both at the Newry Canal and Ballycastle Harbour. Due to legal disputes, the final stages in completion were delayed, resulting in the canal being opened for traffic on 28th March 1742, whereupon two colliers, the *Boulter* and the *Cope* arrived at Dublin from Newry laden with Tyrone coal (transported overland to the Shores of Lough Neagh), heralding completion of the first major inland canal in Britain, eighteen miles in length, featuring fourteen locks. Thomas Steers, England's first major civil engineer was the 'unsung hero' of British canals, having developed the Mersey and Irwell Navigation and the Douglas Navigation to feed and distribute goods to and from the emerging port of Liverpool where he constructed the world's first commercial wet dock.

Though the Newry canal was moderately successful, a severe famine being averted during 1741 thanks to grain imports via Newry, the original objective to form a continual waterway



The Newry Navigation

link between the east Tyrone Coal Mines and Dublin became very protracted. In the summer

of 1733, a canal was commenced at Coalisland which was proposed to extend four and a half miles to the south-east whereupon it would join the navigable River Blackwater at a point three miles from Lough Neagh. A combination of very difficult terrain, construction shortcomings and uncertainty with funding resulted in its completion being delayed until 1787, some forty-five years after completion of the Newry Canal! Moreover, a three-mile canal running south-west from Coalisland to the mines at Drumglass was treated as a separate entity, this being commenced in the early 1760's and eventually completed as Ducart's Canal in 1777, employing tub boats and three inclined planes which yielded difficulties and led to the ultimate failure of this waterway on the grounds of impracticality. Though a more conventional barge canal was originally commenced here in 1761 by Thomas Omer and later Christopher Myers, with sixteen locks replicating the Newry Canal dimensions, this was rejected in favour of Ducart's more adventurous scheme. In short, Ducart's Canal linking the mines with Coalisland had been abandoned ten years prior to the completion of the Coalisland canal link to Blackwater. Thus, very sadly the waterway link between the east Tyrone coal mines and Dublin was never completed. The whole venture between Drumglass and the River Blackwater more than likely would have suffered due to its construction occurring early in the modern canal era, where few if any precedents existed to offer guidance or solutions when dealing with difficulties such as controlling the effects of the river Torrent to provide a trouble free water feeder, running sand and peat bogs which really needed at least seven of the eight lock chambers east of Coalisland to have been piled. The lack of precedents is also likely to have contributed to the difficulties encountered by those responsible for the construction of the Newry Canal which included the following:

- i) Lock chambers requiring repairs within ten years of being built perhaps due to poor quality control during the construction phase.
- ii) An unsound ongoing improvement plan where money expended on upgrades to the entry channel south of Newry resulted in under-investment to the upper canal navigation between Newry and Portadown.
- iii) An inadequate maintenance regime and water shortages leading to delays of transiting craft, particularly within the summit level.

In conclusion, the above information which is presented in good faith has prompted the following observations, each of which are worthy of consideration:

The early waterways built to serve this region deserved a better outcome and those involved in the associated enterprises that emerged should have benefitted to a far greater degree.

The coal deposits discovered in east Tyrone were not as extensive as first envisaged, also the quality of the coal they yielded was inferior to that which was imported.

The contrast between what happened with the early canals in Ireland where the Government was involved at the outset and the way the first modern-day canals evolved in England, free of Government intervention, merely involving Francis Edgerton the Duke of Bridgewater a titled landowner, James Brindley a home educated millwright and Josiah Wedgewood a philanthropic Master Potter could not have been more pronounced.

This brief article suggests that there is scope for a far more in-depth review of the canal building occurring between east Tyrone and Carlingford Lough during the eighteenth century, ideally by those armed with detailed archive information, access to canal company records and armed with the 'state of the art' amenities, perhaps at an appropriate University.

For further reading refer to 'The Canals of the North of Ireland' by W.A. McCutcheon.



**A Summary of the AWCC N.W. meeting, held at the
Watch House C.C. Stretford, during the evening of
Thursday 11th May 2023**



The AWCC NW regional Meeting was attended by eleven people, representing nine of the seventeen North West Region Boat Clubs, apologies being received from three persons. This, the final during the winter months is summarised as follows:

The Chairman opened the meeting and welcomed all in attendance.

1. **Apologies from:** Bryan Pollard (Broken Cross B.C.), Jenny Budworth (Lymm CC), John Hicks (Wheelton B.C.).
2. **Minutes of the last Meeting** - Agreed
3. **Following the Chairman's Secretary's and Treasurers Reports each of which were 'routine' the following issues were proposed to form the agenda of the forthcoming meeting with C&RT.**
 - An update on unpowered craft in tunnels.
 - An update on wide beam craft (9-0ft and above) navigating narrow canals.
 - An update on user operated Swing Bridges.
 - The latest vegetation control policy.
 - Water shortages
 - Difficulties with Boaters Facilities
 - An update on the Anderton Lift.
 - An update on the nature of future funding
4. **Any Other Business**
 - A reminder that the FBCC Rally will be held at Worsley from 26 to 29 May 2023.

Date of next meeting, Thurs. 14th September 2023; Next CRT-AWCC meeting TBA.

John Suggitt, Vice Chair AWCC North-West, AWCC Rep. for NCCC, N/B Evenlode

FROM THE EDITOR'S DESK

Summer Edition Brain Teaser

Each of the elliptical arched bridges serving the Macclesfield Canal are listed structures, the canal its self being one of the last to be built. Two of the Bridges on the summit length cross the canal at a pronounced angle. What numbers are they? Of the two, which angled crossing is the more severe?

Solution to Spring Edition Brain Teaser

The Newry Navigation, Britains first modern day canal (traversing a watershed) was built between 1734 and 1742 to provide a connection between the Irish Sea and Lough Neagh Britain's biggest freshwater lake. This was commenced by Richard Castle and completed by Thomas Steers, see the article elsewhere in this Edition.

Moorings within the Club Arm may be coming available. Please contact our Moorings Officer **Dave Hood, telephone number 07825 335146 / 07837 542115.**

When re-licensing your boat, would you kindly do so through the Club as we will benefit financially. For further information on the current procedure, please contact our Licensing Officer **Jaqui Kilburn, telephone number 0161 442 6353 / 07714 352991**

LAST BUT NOT LEAST!

Lock Restrictions on both the Macclesfield and Peak Forest Canals

Please Note! Week Comencing Monday 19th June 2023, the Bosley & Marple Lock Flight restrictions currently in place are to intensify:

Bosley Flight open on **Sundays and Thursdays** only from **08-30am** until **1-00pm**,
Lock Flight to be cleared by **4-00pm**.

Marple Flight open on **Tuesdays and Saturdays** only from **08-30am** until **12-00 noon**.
Lock Flight to be cleared by **4-00pm**.

N.C.C.C.LTD. - FEES FOR OCTOBER 2022 TO OCTOBER 2023

Moorings..... £2-45 per foot per month

Winter Moorings..... £3-00 per foot per month

Hardstanding up to 30 feet..... £18-50 per week

Hardstanding over 30 feet (or wide beam)..... £37-00 per week

Slipway Charges

1 week (Members)..... £65-00 (including use of pressure washer & Poly Tunnel)

1 week (Members under 12 months)....£130-00 (inc. use of press. washer & Poly Tunnel)

2nd week on Slipway (only if available).....£65-00

1 week on Slipway (Non-Members).....£350-00

In and Out Slipway Charges

Members (within one day).....£25-00

Non-Members (within one day).....£200-00

All Boats using the slipway must be under their own propulsion

Crane Charges (Wharf usage)

Members £50-00; New-Members (under 12 months) £100-00;

Non-Members £240-00

Paint Shed Charges

Members 2 weeks free then £30-00 per week if available

New-Members (under 12 months) £50-00 per week (if available)

Members (2 free weeks) only once in any 12 month period

By the order of the Board of Directors

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