

Friends of PRESIDENT

Centenary year 1909 - 2009



'195' Spring 2009

Trip Report from Bob Crompton

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“Northern” Crew:-

Malcolm Dunlop, Alan Claridge, Harry Stoopman

“Southern” Crew

Dave Henighan, Roger Prior, Paul and Joan Eggington

Martin Burke, Ron Jackson, Rod Fox, Tony Tibbins, Bob Crompton

The call went out across FoP land that Ian Kemp had finished work on Kildare and that he needed to swap it for President, so that he could finish the work on her in time for her vital centenary year.

On a cold and increasingly windy morning the above stalwarts assembled at the BCLM and at Dadford's respectively for this, the first outing of the boats in 2009.

The Northern team kicked off first at around 07.30 with the pleasures of the lift bridge and hauled by the tug Coventry (Thanks Guys) made their way via Factory three, Netherton tunnel and Blowers Green to top o'Delph locks with the only sustenance on board being provided by that erstwhile ship's biscuit – HobNobs !!

The lock tail bridge on the first lock of the three proved how high President was riding, with very little coal and no boiler water, as the mast had to come out. Other than that and the tug picking up a few bladefuls south of the tunnel all went well. The headgear of the three FoP members was memorable and worthy of both the Russian and Confederate armies but then it was b****y cold!

Meanwhile at around 09.15 the Southern team kicked off by bow hauling Kildare up the top 12 locks of the Stourbridge sixteen, a cup of tea at the top and then the 2 mile pull to the bottom of the Delph 8 (It used to be 9 but they lost one somewhere !). Up the 8 and then a short wait for the Northern crew to arrive, while bacon sandwiches were conjured up in the galley, including some for the Northern and Tug crews.

More tea, HobNobs, a quick chat, a transfer of bags and chattels and away went the Northern crew with a resplendent Kildare behind Coventry and stern warnings” not to put your bl****y great boots on't cabin tops as paint wo're still a bit soft”. Back again to the BCLM arriving a little after 19.00 hours, having of course, had the benefit of the gas cooker as well as the range in the back cabin.

Martin managed to stowaway on Kildare from the top of the Delph (allegedly doing the washing up) and had to be put ashore to walk back to President which by now had started off down the flight !!

The weary backs, legs and arms of the Southern crew were bent again to the somewhat heavier task of bow hauling President down to Dadfords, the task being quickly made significantly harder by stemming up in 4 bridge holes, one of them being particularly dramatic – the boat stopped dead.

Lots of work with ropes and poles got us under way again and to the top of the sixteen in fading daylight. Down the top twelve of the sixteen including two abortive attempts to wind the boat above lock 10 in the dark, frustrated by a shallow winding hole and into Ian Kemp's at around 19.15. A quick empty of the cabin, locking up of the boats and away to our respective abodes.

All in all, long days for all concerned, but a great result with some really good team work. Although the Southern team were a bit mob handed going up, the value of “pairs of hands” was amply demonstrated at the bridge holes on the way down.

My personal thanks to all concerned with the hope that shoulders, hands and legs soon recover.

Bob Crompton

Editors note

Well here we are at the start of what promises to be a fantastic and unique year for all of us at FOP not forgetting President herself, 100 years old Happy Birthday Old Girl.

On a slightly different note we have recently discovered that Ian Walden of BCLM fame is to retire at the end of July. Best wishes for the future Ian – perhaps you can come and get your hands face and the rest of you dirty more often now!

Finally let's have a great turnout for the AGM on 2nd May - don't forget to bring your quiz answers and as always please send me anything you feel other members would find interesting for inclusion in '195;



SHROPPIE SHORTBREAD.

$\frac{3}{4}$ cup of plain flour

$\frac{1}{4}$ cup cornflour

$\frac{1}{4}$ cup caster sugar

$\frac{1}{2}$ cup unsalted butter

Have the stove lit to a gentle to medium heat with an even fire adding coal in small portions as necessary to maintain a temperature over 35-40 minutes.

Lightly flour a baking tray

Put flour, cornflour and sugar into a good sized mixing bowl

Cut butter into pieces and rub into the mixture (cold hands are the secret to successful shortbread) not too difficult this time of year on boats!

When the mixture binds together knead into soft dough and score into sections with a knife

Press dough firmly into the baking tray

Bake for 35/40 minutes or until pale gold in colour

Take from oven and sprinkle caster sugar liberally on top of the shortbread

Set aside to cool before storing in a tin (assuming it doesn't all get eaten before it gets as far as the tin!

Annie.

Quiz Questions

- 1 What is the height of Pontcysyllte aqueduct above the River Dee
 - a 118 ft
 - b 162 ft
 - c 90 ft
 - d 126 ft

- 2 Which canals meet at Hardings Wood Junction
 - a Staffs & Worcs / Trent & Mersey
 - b Caldon / T & M
 - c Macclesfield / Peak Forest
 - d Shropshire Union / T & M
 - e T & M / Macclesfield

- 3
Where are 'hames' situated, and what connection does this have with boating?

- 4
Where is there a lock in a tunnel?

- 5
What on President has an indirect link with the Lake District?

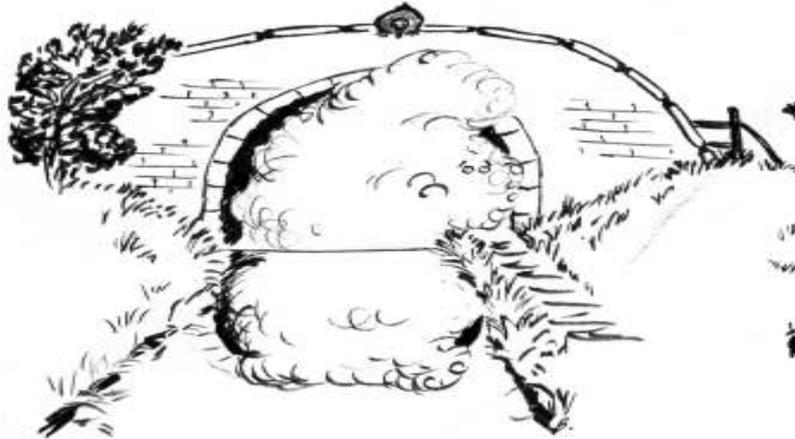
- 6
Where would you find a 'Bobby Dazzler' and what is it used for?

- 7
How many locks in total connect the Wolverhampton level & the Birmingham level of the BCN?

- 8
Where would you expect to see 'Battlestone'?

Ar Ely

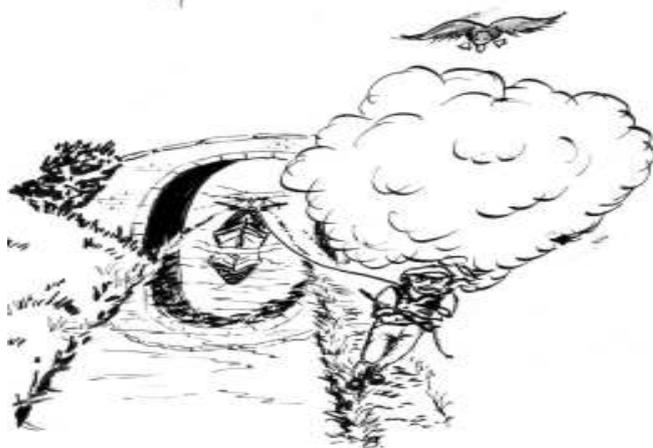
Nah then yow lot, az tha stopped laughing at me downfall from last time yit, when i got ruddy wet through shuin that gert boat art from t'side,,,, bye gad i dint think i were ever gonna get me pipe goin ivver again,,, come art at cut like one o' Charlie Dimmocks watter features. Anyhow, I gets some dry keks on an wer invited into th'ole bit driver, who med me a mug o' tay, gradely it wer, grand n' warm in theer at side o' that ole' boiler too,,,,,, champion! Ah gets me pipe goin again – eventually, no sooner ad I done that when t' captain starts chitterin on abaht me gerrin summat done besides pollutin th'atmosphere! Anyhow, we gets goin a bit further up cut when summat guz--- PSSSSSSSSSSST,,,,, an th'ole damn place wer full a steam.



Well,,,,, theres a lot a thrashin abaht bein done bit driver twiddlin this an turnin that we a bit a sweerin an cossin thrown in for good measure, we come to standstill int middle ot bridge ole, 'Ely' driver sez, 'get that rope on her bow and pull us clear of the bridge while we sort this out' rayt lad, ah sez an gets to work wit rope.

Well ah reckons bottom wer too near t' top cos ah pulls an tugs an tugs an pulls but still nowt append.

Then, just as ah leans into t' collar again ah reckon bottom must a moved a bit cos t'owd lass slid art ot' bridge ole an we sets off a steady plod oer to t' bank side .



Well lad ah sez, bit of a sauna in theer then.

Anyhow, we eventually gets goin again nont' worse for the event, eeeeeh,,,,, countryside looks champion front' back deck o President at this time ot' year tha could reet loose thee sen in yer thoughts,,, bods twitterin,,, watter swishin past,,, bonnie daffs ant' like in th'edge bottoms,,, fresh grass growin,,, buds ont' trees,,, Ely, Ely,,,,, ELY,,, 'ell fire, thers no need to shout lads, wats tha want??? ----- well, ah wish ahd nivver ast, theer it were, th'biggest eap o' coal thas ever seen,,,,,,

Hot off the press

Back at the Museum

“Dadford’s to Caggy’s” Crew:-

Tony and Pauline Greenwood, Brian Empsall, Tony Tibbins, David Goode, Nick Haynes

Bittel, Steve and crew.

Setting off from Dadford’s at 9:15 the crew bow hauled President up to the top of Stourbridge flight, where we were met by Tug Bittel. Pound was about 18 inches off between locks 6 and 7 and it was necessary to open paddles from as far away as of lock 3 to get the level up. Managed to do it just as President was ready to leave lock 7, so no delay. Met Bittel at the top of the flight bang on scheduled time of 11:00.

Slow progress made from then on, sometimes dues to bottom to close to top and also height of President out of the water. Although we started in bright sunshine, as the sun went down it got colder and colder and by the time we came out of Netherton the crew were suffering. Lot’s of maneuvering to get President into the dry dock eventually saw her safely ensconced at about 18:00.

“Blacking” Crew:-

Tony and Pauline Greenwood, Brian Empsall, David Stott

The reason for the stop at Caggy’s was to get a nice black bottom. This was done over a couple of days.

“Caggy’s to Museum” Crew:-

Brian Empsall, David Goode, Neil Ratcliffe, Roger Prior, Nick Haynes

Enterprise, Bernard and crew.

Left the Museum with Enterprise and arrived at Caggy’s at 9:30. Due to problems getting President out of the dry docks, didn’t leave Caggy’s until 12:20. That’s another story for another day. Quickly up Factory locks and safely in the Museum at 14:00. Shame about the hailstones that visited us just before arriving at the Museum and drenched the crew.

At least both boats are back at the Museum and ready for a lot of internal work before the start of what I’m sure will be a memorable boating season.

Come at look at the new paintwork on Saturday May 2nd.

Nick Haynes