

Friends of PRESIDENT



195

August 2014

'Friends of President' is a support group working for the Black Country Living Museum, Tipton Road, Dudley, DY1 4SQ

(Registered Charity No: 504481)

Committee 2014/5

President - David Powell email: david.powel@ntlworld.com tel: 01799 523855
1 Reddings Close, Saffron Walden, CB11 4AZ

Chairman - Nick Haynes email: nickhaynes195@hotmail.co.uk tel: 01527 517475
42 Tredington Close, Redditch, B98 7UR

Treasurer - Simon Nuttall email: simon@stationhouse.me tel: 01249 720978
Station House, Meadow Lane, Little Somerford, Chippenham, SN15 5JJ

Secretary - position vacant

Chief Engineer - David Stott email: dw.stott@ntlworld.com tel: 01782 259363
13 Longfields Road, Hartshill, Stoke on Trent, ST4 6QN

Membership/Crewing Secretary - Malcolm Dunlop tel: 01606 781793
2 Solvay Road, Northwich, CW8 4DR email: malcolm.dunlop@dsl.pipex.com

Editor - Neil Ratcliffe email: neilratcliffe@hotmail.co.uk tel: 07549 149166
Briar Cottage, Old Warwick Road, Lapworth, Solihull, B94 6JU

Work Party Organiser - Richard Prince tel: 01763 271252
email: c.pike252@btinternet.com

Archivist - Richard Thomas email: thrifthouse@ntlworld.com tel: 01992466180
42 Admirals Walk, Hoddesdon, EN11 8AG

Sales Stand - position vacant

Committee - Chris Walker email: walker385a@gmail.com tel: 0114 230 5757
385a Fulwood Road, Sheffield, S10 3GA

Steve Kirk tel: 07855 041089

Jim Garratt email: jimgarratt@hotmail.co.uk tel: 07415 698473
51 Springfield Crescent, Kibworth, Leicester, LE8 0LJ

All items for inclusion in the newsletter to be sent to the editor, contact details above.

Help raise funds for Friends of President

By searching the internet using <http://fop.easysearch.org.uk/>
Current total : £52.63p from 5,838 searches

By shopping online via <http://www.easyfundraising.org.uk/causes/fop>
Current total : £374.34p from 26 registered supporters

Website : <http://nb-president.org.uk/>

Editorial

Welcome to the August issue of 195. Firstly I would like to apologise for including everyone's email address with the last issue and not hiding them in the BCC field. I will try and make sure it doesn't happen again.

I included a crew photo with the trip report last month, and a couple of members thought this would be a good idea for every trip. It would give a good record of crews. So please send a crew photo with future trip reports if you can, with names just in case I don't recognise everyone.

On the subject of trip reports, we are keeping more or less up to date with them this year, unlike last year when there was a slight backlog to catch up on. However this does mean that future editions could be a bit light on material. I know I keep saying this, but I will need articles for 195 when the boats aren't out and about. Anything to do with steam, boats, your other interests, what got you interested in *President*, etc. Please send something so that I can stop putting this message in every edition.

Facebook

Audience participation time - could you take a couple of minutes and let me know whether you look at *President's* Facebook page. Personally, I can't get interested in Facebook, so I very rarely look at the page. I know a few of our members use it quite frequently and post news and photos on there.

What I would like to know is how many members (like me) are missing out on this information. If it is a sizeable number then should the posters also send the info to me for 195, then everyone can see it.

President News

The planned trip for *President & Kildare* to attend the official opening of the new Willow Wren base has had to be cancelled. It is being held on Thursday 18th September, and this doesn't allow us enough time to get back to the Museum for a corporate event that is happening over the weekend of the 20th/21st for the John Lewis Partnership.

Event Report - Crick Boat Show

As last year, I took my camper to a site about a mile away from the boat show, but unlike last year, I would have to walk to and from the site each day. Last year, David Goode who took over from me running the sales stand picked me up every day and dropped me off on his way home. This year, he was bringing the stand and help set it up, then he was parting company with the stand (we still need a volunteer to run the stand by the way).

After a trial of being inside the marquee last year, we were back outside on our usual pitch on the hardstanding above the marina.

I was wondering how well we were going to do this year as we didn't have a main fundraising topic as previous years, like the raffle or hunting for a buckby can. We did have the shirts on sale and we did shift a few of these, but we trying to put the emphasis on getting new members. A lot of membership forms were handed out so we just have to hope that the majority get filled in and returned.

Saturday was the best day for takings, even though there was a terrific hail storm about an hour before the show closed. Luckily for us it wasn't blowing into our stand, unlike the stands opposite,

who shut up for the duration of the storm. I don't think they missed out on any trade though. After the storm passed there were piles of hail stones in between the stands.

Together with the sales from the boats we did bank nearly £1000. Tony Tibbins was doing his usual and selling our book to visitors to the cabin after he gave his talk. He must be very good at selling because we had one person who returned the book to our stand but didn't want a refund.

At the end of the three days, the stand and stock were loaded into the hold of *President* where it would be transported to Chester for the campaign rally that we were attending.

Neil Ratcliffe

Trip Report - BCLM to Chester IWA Festival and Ellesmere Port Museum, 31st May/9th Jun

Crew - Captain Malcolm Dunlop, Driver Eddie Oades (to Thursday 5th June) Richard Burke (ditto), Alan Claridge, Steve Kirk, Colin Wilks (to Thursday 5th June), Will Derbyshire (8th - 9th June).

The trip started on Saturday 31st May. I'd decided on a late afternoon start as the boats were only coming into the museum in the early afternoon. In addition, Richard wasn't arriving until late afternoon and Eddie was due into Wolverhampton about midnight. So the first overnight stop was at the top of the 21 in Wolverhampton. C&RT had kindly given permission for us to moor in the old FMC arm, near the town centre. A lovely secure mooring with water, toilets and a shower.

Setting off just after 0830 we were met by the lockie who asked us to wait whilst he let water down as the pounds were a little low. The wait was only 10 minutes and proved very useful as the pounds had risen and we followed overflowing bypasses all the way down. Bad news, I'm afraid - the little shop half way down the flight has gone!!!

We headed off for the Shroppie and were there around midday and our first stop at Wheaton Aston. The pub at bridge 19 had offered their mooring for the night, however it wouldn't take both boats and we couldn't breast up so we moored after the bridge.

Day 3 was to head for Market Drayton and spend the night. On route we stopped at Norbury Junction to take on water and empty the Elsan. We were invited to moor at the boatyard but this would have been easier had we been travelling the other way, so we used the water point.

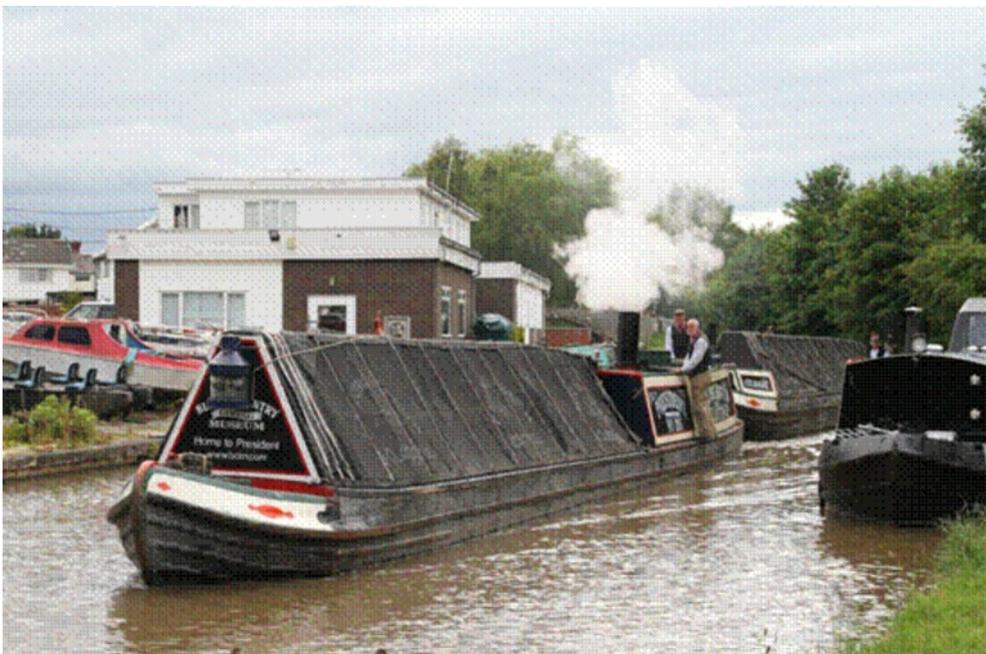
I had been a little concerned about Woodseave cutting as it's very narrow and could prove tricky. I needn't have worried, even though we passed more boats there than anywhere else that day. The weather decided we needed some rain just in time for Tyrley locks and it threw it down, finishing at the same time as we finished locking. David Stott and his wife joined us for the evening and brought some much needed wood for lighting up. It had to rain to and from the pub.

Audlem bottom lock was our next overnight stop. However as the rain decided to start at the top of the Audlem flight. There was a very convenient mooring two locks from the bottom so that's where we ended up. The Shroppie Fly has re-opened but seems to have lost some of its character.

We had been warned that the pub at our next planned stop was not very good, but the next would add about three hours to our day. I decided to wait and see as we could stop and suss out the place and either stay or stop. At least all the locks after Audlem were broad locks although Beeston Iron Lock has to be treated as a single as it's just too narrow. We nearly had a catastrophe at this lock as *President* went through first and then waited in the tail. As the paddles were raised

to lower *Kildare* the flow of water was relatively mild. Suddenly the flow increased enormously and *President* surged forward. We think that one of the paddles had something obstructing it and it either broke or the pressure forced it through the hole, hence the sudden surge.

We found that the suspect pub, The Shady Oak, at bridge 109 had a very good landing stage for mooring. At the last minute I decided we would stop. Sorry guys I should have said so sooner as we had quite a time getting into a mooring that should have been simple. We did learn not to believe all you're told. The pub was excellent and we had a good night.



(Both photos of Christleton - Malcolm Dunlop)

Our last day with most of the crew was to see us into Chester. I decided that we would remain breasted up all the way in from Christleton lock. This was to prove a good albeit funny decision.

As we approached Chester the wide beam restaurant boat came from the other direction. He seemed to go into a mad panic as the reversing had to be seen to be believed, whilst we just quietly continued on. Apparently he has a rudder and propeller at the bow, hence the remarkable but unnecessary zigs and zags in reverse. Wish we had had a movie camera it was definitely worthy of *You've Been Framed*. We were met by the Harbour Master at the Northgate Staircase and shown our moorings for the show.

Eddie, Richard and Colin all left us on the Thursday and the remainder sorted ourselves out for the show. This wasn't strictly speaking supposed to start until Saturday and we thought that we would have a day off. However Friday was supposed to be the day when boats would be shuffled into their proper mooring slots. I raised steam as I didn't want the boiler to cool down too much before Saturday. As it happened the public decided, and admittedly publicity was ambiguous, that they would start to visit. We probably spoke to more people that day than on the Saturday.

On Saturday we were asked to greet the VIP party with our whistle and that this would set off the other boats. We called it a Mexican whistle. But as with all things planned it doesn't always work out quite right! On Saturday I was interviewed on the local radio and on Sunday gave a film interview for the IWA. Alan Claridge managed to blag the local boatyard into donating 10 bags of Welsh steam coal for us. Well done that man. Will Derbyshire joined us on Sunday having cycled from the boat museum at Ellesmere Port.

We left the show on Monday morning, stopping at the boatyard to pick up the coal and to donate our ash for their dry dock. I had hoped to remain breasted up but was thwarted by a tree near the boatyard. On arrival at the museum we were shown where to moor and the trip ended. My first Captaincy was over and boy was I relieved. **Malcolm Dunlop**

Fundraising

The total raised so far now stands at £426.97, increases of £3,07 from easyfundraising, and £0.62 from easysearch. Our supporters still only number 26, if a supporter nominates a friend, a family member or even another member of FoP, when that person raises £10 then we also get another £5 from the scheme. Please make sure that you have the person's permission before you nominate them though.

Media mentions

Tillergraph July 2014 - *Kildare* and a bit of *President* make it into a picture of boats lined up at the IWA National Campaign Festival at Chester.

Towpath Talk August 2014 - *President* & *Kildare* appear in a photo and get mentioned in an article about the above same festival.

Other News

For any steam enthusiast in the Twickenham & Sunbury area, there is the Kempton Steam Railway & Museum. The museum has two 1000 ton triple expansion stationary steam engines, one of these engines has been restored and can be seen in steam nine weekends in the year.

The railway is 2ft gauge, originally built to carry coal from wharves on the River Thames to the pumping stations at Hampton and Kempton Park. As of May 2013 it now carries passengers between Hampton and the Kempton Great Engine House. Websites for more info:-

www.kemptonsteam.org and www.hamptonkemptonrailway.org.uk