

Friends of PRESIDENT



195

October 2014

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

(Registered Charity No: 504481)

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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 : £54.44p from 6,069 searches

By shopping online via <http://www.easyfundraising.org.uk/causes/fop>
Current total : £390.98p from 27 registered supporters

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

Editorial

Welcome to the latest edition, and many thanks to the few extra members who answered the queries about Facebook and Club 195. It is still disappointing how so many of you have failed to respond to either or both. Of the dozen or so that responded about Facebook, the result is about 50/50 who read and don't read, and Club 195 still doesn't have enough members interested to make it worthwhile.

I have also asked for fundraising ideas for next year to help towards the cost of the work to *Kildare* this winter, but again nothing has been suggested, and we still need a volunteer to run the sales stand.

Both boats attended the Parkhead gathering last weekend, and are now back at the museum, hopefully someone is writing or typing a report for the next 195. Some pictures would also be nice. The boats were supposed to be heading to Ian Kemp's yard after the gathering but apparently there isn't room to moor either of them there at the moment, so they will have to be taken there at some point in the future. I'm sure the request for crew will come from Malcolm in due course.

I'm hoping that a breakdown of all the work that is going to be carried out on both boats will appear next month.

Trip Report - BCLM to Crick

News from a newbie. Well what to say about a trip through familiar and unfamiliar waters, between BCLM and Crick Wharf.

For those of you that don't know me, I am Jim Garratt. My background varies between aircraft engineering, HGV breakdown and recovery, and for the past 7yrs working on boats around the waterways, doing everything from breakdowns, rewires through to steel work. Towards the end of last year, I was coerced by a good friend to come and see *President* and *Kildare*, as he knew I had an interest in most things mechanical, old (ask the ex wife) and to do with the waterways. Unfortunately (depending on how you look at it) I was shanghaied by David Stott into assisting with the maintenance side of things.

Anyway, back to the trip. I have been very lucky to be teamed up with a very experienced crew - Nick Haynes, Malcolm Dunlop, David Stott, Tony Tibbins and Janet Ramsay. Through their experience with the pair, this week turned out to be very pleasant and enjoyable. I would like to say a thank you to Nick for explaining a round turn and 2 half hitches is not a real knot, David and Malcolm for mentoring me in how to get dirty and Tony and Janet for producing excellent food and keeping the cups of tea flowing.

Points to note:

1. The weed hatch is one of the easiest I have used (nearly 4hrs down there over 3 days).
2. A 25kg bag of coal still weighs 25kg after moving over 70 of them.
3. You can't beat Tony's bacon and egg sandwiches.
4. David is good with his pink flimsies.

Jim Garratt

Trip Report - BCLM to Crick

This was to be my second trip on board *President* and *Kildare* and I was looking forward to it despite the weather forecast suggesting that it might be a rather showery week. I didn't arrive at the BCLM until early Sunday evening by which time Nick, Malcolm, Tony and Jim had loaded all the coal necessary for the trip. All that remained once David arrived was to go to the Pie Factory for a meal.

The next morning everyone was up early and David, Malcom and Jim went to light the boiler and raise steam and Jim also had the first of his several trips down the weedhatch. Once the huge cooked breakfast prepared by Tony had been eaten and the boiler was up to pressure we set off from the museum having said 'good bye' to Janet Small, Curator of Industry and Transport, and headed for Factory Locks. When we arrived there were several boats coming up through the locks so they were set in our favour and Jim had his first taste of bow hauling. We then had an uneventful run to arrive at the top of Farmer's Bridge locks in the early afternoon. This is a flight that is well known to Tony who is a volunteer lock keeper there.



After Jim had another visit down the weedhatch and the centre of Birmingham had been scoured for Roses Lime Juice we all went for a meal.

It was decided that the next morning the rest of the crew would take *Kildare* down the flight while David raised steam on *President*.

The next morning was beautifully sunny and still as we set off down the flight with *Kildare*. This was uneventful, although the suspension footbridge makes bow hauling slightly tricky, and it only took

1 hour 20 minutes to reach the bottom of the flight. A number of other boats arrived to go down the flight so it was two hours after *Kildare* had set off before *President* started off down the flight.

When *President* arrived at the bottom of the flight the crew consumed copious amounts of tea and toast before setting off down the Ashted flight and then up the Camp Hill flight where a very low pound caused some problems. Water had to be taken from the pound above to get *President* to the lock and then over the cill. However, once the flight was cleared it was a good run through the 10 Mile Pound where the canal had been dredged, but the burnt, sunken boat which had been there in May was still there.



That night we moored at Catherine de Barnes Bridge and had an enjoyable meal in the local pub. Despite the weather forecast we had had lovely sunny weather apart from rain while we worked the Ashted flight.

The next morning we were all up early with the prospect of the Knowle and Hatton flights in front of us.

When we arrived at the top of the Knowle flight the top lock was full and with the boats breasted up we made quick progress through the

locks. Before we knew it we were at the top of the Hatton flight where a single hire boat had just gone down through the lock in front of us. They agreed to wait for the boat behind us and let us pass but it turned out that there were two boats behind us so they set off down the flight. There were boats coming up the flight so everyone was making good progress and we gave them some help.



Sue, Nick's wife, arrived with their grand-daughter as we were part way down the flight and brought ice cream with her. This was very welcome as it was very warm by then.

Eventually, when we were almost at the bottom of the flight, we were able to pass the hire boat when they had to stop and look for a lost windlass. We benefited assistance from a CRT volunteer lock keeper both on this flight and at Farmer's Bridge.

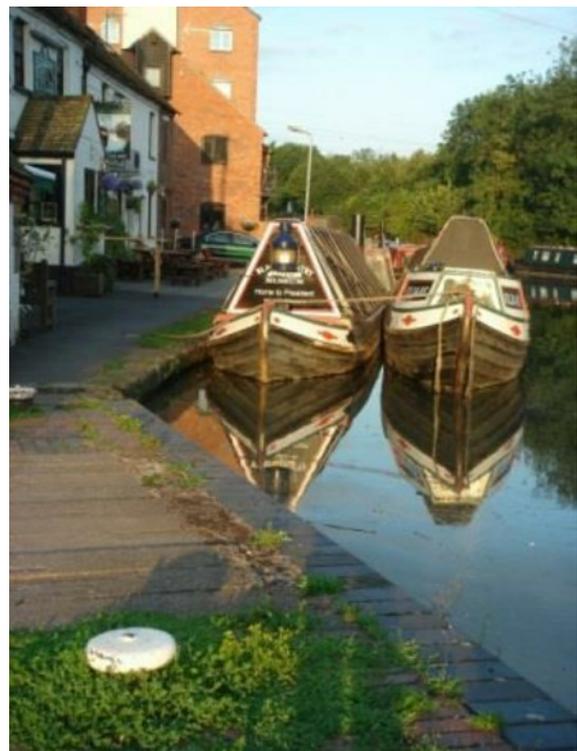
I think we were all glad to arrive at the Cape of Good Hope and to have a very welcome cold drink. *President* and *Kildare* attracted a lot of attention and someone who followed *President* on Facebook arrived having seen Nick's posting that we were at Knowle. He had come to Hatton and took photographs as we came down the flight.

The next morning dawned sunny and still and we set off down through Cape Locks, attracting quite a few spectators even though it was early in the morning. After passing through Royal Leamington Spa we arrived at Radford Bottom Lock to start the climb up to Napton Junction.

There was a slight hold up in Radford Bottom Lock while David and Jim worked on a bearing but after that it was a steady climb up to the junction. Another single handed boater let us pass him and someone from a moored boat came and helped both him and us.

At Calcutt Locks, Steve Kirk came to help us despite having injured himself, and Jim was rather pleased to take both *President* and *Kildare* through the locks in front of his boss! Once we cleared Napton Junction it was round all the twisty, turny bits to Braunston where the boats again attracted a lot of attention. We moored at Braunston Marina where we made good use of their facilities to service the boats and to get the crew clean after a very hot day working locks.

The next morning dawned warm and sunny yet again. So much for the weather forecast! We set off up Braunston Locks meeting several boats coming down the flight, and on into Braunston Tunnel. A fibreglass boat decided to set off into





the tunnel in front of us. It then slowed down or stopped every time it met a boat coming the other way and there were a lot of them! It was the rush hour in Braunston Tunnel!

Malcolm commented that he didn't know that it was possible to be on condensing for that long! Eventually, we came out at the other end and turned at Norton Junction onto the Leicester Section of the Grand Union. Then it was just up through Watford Locks, remembering to lift the red paddle before the white one on the staircase, and through Crick

Tunnel before we reached our destination – Crick Wharf. The boats had been invited to attend the celebrations for the Bicentenary of the opening of the canal from Norton Junction to Foxton. We tied up at the Wharf and the next morning a number of dignitaries including Richard Parry, Chief Executive of the Canal and River Trust arrived for the unveiling of the plaque and to join the trip boat which would be travelling from Crick Wharf to Foxton.

Throughout the day there was a constant stream of visitors to the boats including the descendants of James Woodford who was *President's* first captain.

The organisers had arranged for an actor to take the part of Benjamin Bevan, the canal engineer and he was extremely convincing!

During the afternoon Nick and Malcolm used the entrance to the moorings as a winding hole to turn *Kildare* and Tony, David, Jim and I went to Crick Marina to wind *President*. The boats were then facing the right direction for the next crew to take them back to the museum.



The organisers of the celebration really appreciated the boats being there and provided us with vouchers for food and drink from the hog roast. The weather had been beautiful up until then but the tail end of hurricane Bertha was on its way and on Sunday morning the Wharf was awash. However, the rain went off long enough for a crew photograph to be taken.

As there were two drivers on the crew, David and Malcom took turns to drive and Jim, as it was his first trip on *President*, assisted them. Tony, Nick and I then largely crewed on *Kildare*. These are just some of my memories of a most enjoyable week and others on the crew will have different recollections. I thoroughly enjoyed the week and have to thank the rest of the crew for making it such a great week.



Crew - Janet Ramsay, Jim Garratt, Dave Stott, Nick Haynes, Tony Tibbins and Malcolm Dunlop,

Janet Ramsay

Fundraising

Money raised so far now stands at £54.44p from searching the internet, and £390.98p from the donations when people shop online. We have an extra person register for the easyfundraising scheme during the last month taking us to 27 now. A few more would be good with the approaching Christmas period and the increased online spending.

The Museum have been successful in raising £17,000 so far towards the work needed on *Kildare* this winter. The total needed to cover the work on both boats is going to be at least double this figure, so you can see why we need all the help we can get in raising this money.

There has also been a very generous personal donation of £5000 from one of our members, which will also get a further £1250 when Gift Aid is taken into consideration, many thanks for that.

Museum News

Two BBC series have been filmed at the museum, *Our Zoo* and the second series of *Peaky Blinders*. Both of these extracts have come from the Museum newsletter.

Our Zoo

“The six-episode series, written by award-winning playwright Matt Charman, features many scenes from Black Country Living Museum and tells the true story of the Mottershead family who created Chester Zoo in the 1930s. Staff at BCLM had to deal with plenty of monkey (and parrot) business back in April watching over both animals and actors as filming took place in various parts of the Museum; in episodes one and two viewers will have been able to spot our 1930s Street as well as our Ironmonger’s shop.”

Peaky Blinders

“To see the darker side of the Museum’s filming career, catch the re-run of the BBC’s gritty historic crime drama *Peaky Blinders* series one on iplayer before the launch of season two on Thursday. (2 Oct. 9pm, BBC Two)”