Kennet and ‘The Crew’ on arrival at Liverpool after completing the recreation of the first voyage from Leeds to Liverpool.

This was the CRT Press Release after the trip, and they have entered the whole year’s events for the Living Waterways Awards, to be presented shortly in Birmingham.

Celebrating the Leeds & Liverpool Canal Bicentenary (1816-2016)

Leeds & Liverpool Canal Bicentenary a Lasting Legacy

The Leeds & Liverpool Canal bicentenary celebrations last year have been hailed a great success by the Canal & River Trust and the Leeds & Liverpool Canal Society.

Thousands of people got involved in dozens of festivals, special events and projects to mark the 200th anniversary of England’s longest man-made waterway. The main focus for the year was in October when the Kennet heritage education boat, run by the Canal Society, performed an epic nine-day ceremonial voyage from Leeds to Liverpool.
Hailed as one of the North’s greatest ever water parties, church bells rang, bands played and 12 mayors, school children and well-wishers came out in their thousands to greet the boat on its 127-mile journey – a replica of the original procession by Lancashire and Yorkshire merchants in 1816.

The Trust’s Explorers programme, engaging with children and young people, brought the wonders of the waterways to nearly 200 schools along the canal route.

And the Trust’s EveryMileCounts campaign, supported by a £36,600 grant from the Heritage Lottery Fund, has restored or replaced dozens of missing or damaged mileposts along the canal.

Over £5,000 has been donated by individuals and groups to support the project and more than 100 volunteers have donated their time and expertise to painting and repair work, including damaged half and quarter mile posts.

Volunteer groups have come from many different organisations including Cookson’s canal action team, Maghull in Bloom, Barnoldswick in Bloom, Scarisbrick Marina, Thwaites Brewery, the Bingley JAMES motor education group, Princes Trust Blackburn, U3A Aintree, volunteer lock keepers and towpath taskforce volunteers in Sefton, Wigan, Blackburn, Burnley and Skipton.

Chantelle Seaborn, local waterway manager for the Canal & River Trust, said: “The public response to the invitation to get involved in the bicentenary celebrations for this special canal was truly amazing. It proves that the Leeds & Liverpool is still valued as a living waterway for leisure activities, wildlife and heritage. There is a tremendous affection for the canal which was obvious in all the towns and villages along its route.
We were particularly pleased by the response to the EveryMileCounts campaign which now leaves a lasting legacy from the celebrations. By the end of February we are expecting to have replaced 32 missing mileposts, 80 missing or damaged distance plates and over 100 missing half and quarter mile posts. We are particularly grateful to all those individuals and groups who have donated time and money to make this happen.

Although the canal is 200 years old, the original cast iron mile markers date back to the 1890s. They were installed as a response to legislation introduced to regulate canal freight tolls - the Railway & Canal Rates, Tolls and Charges Order of 1893. This prompted the whole of the canal to be re-surveyed and new mileposts, along with half and quarter mileposts, installed along the towpaths.

Over a century later and now gleaming in their new black and white paint, the milestones provide an attractive reference point for walkers, cyclists and boaters.

One of the highlights of the year was the re-naming of a lock at Bank Newton – the Mike Clarke Lock in honour of the Leeds & Liverpool Canal Society’s founder and president Mike Clarke.

He said: It is not often a historian gets involved with making history, but that was certainly the case for me with the celebrations for the bicentenary, in 2016, of the completion of the Leeds & Liverpool Canal.

It was certainly a memorable year, with some 8000 visitors to the Canal Society’s heritage boat Kennet during the summer. Then the thousands who came to celebrate the event as Kennet passed along the canal in October showed just how valued the canal is by people who live along its banks. This re-creation of the first voyage from Leeds to Liverpool brought together people with a wide variety of interests in the canal and their community. It showed how worthwhile were the time and effort of both volunteers and Canal & River Trust staff, not just for the anniversary, but for promoting its wider use in the future.

A film documenting the bicentenary highlights has been made by North Star Digital and is available to view on the Canal & River Trust website www.canalrivertrust.org.uk.

Kennet’s reception at Bingley.
Clogs & Gansey is Changing

For many years Mike Clarke has steadfastly edited Clogs & Gansey single handily. At Mike’s request, the Trustees of the Leeds & Liverpool Canal Society have asked a small group of committee members to work alongside Mike in the production of future issues. Whilst retaining the heritage focus (and the title Clogs & Gansey) we will be taking the opportunity to broaden the coverage to reflect the wider scope of Society interests.

First of all, we will tell you more about the working of the Society’s (and National Historic Ship’s regional) flagship heritage boat Kennet. We freely admit that this is in the hope that more of the readership of Clogs & Gansey will want to join us in the maintenance, crewing or event staffing of Kennet.

Kennet reflects and is the main vehicle for the Society’s mission of spreading the word about the value of the canal. So we will tell you what we feel are the main messages that can be drawn from a visit to Kennet and from an encounter with the canal network more generally. These are indeed wide-ranging, as we will hope to show, covering both formal and informal areas of education in its broadest sense.

We will include features on specific locations along the Leeds & Liverpool Canal – the current canal towns, such as Burscough and Skipton, as well as the historically important gateways, such as the Stockbridge Wharf. And we will have regular updates on the various ways in which you can enjoy the benefits of the canal system – boating, walking, cycling, canoeing and angling.

We will also bring you news on what is happening on other parts of the canal network – particularly the Lancaster Canal with which the Leeds & Liverpool Canal has so much shared
history – but also plans for the use of land along the former junction Bradford Canal, without which there would have been no Leeds & Liverpool Canal. We will also relay updates from restoration projects in the vicinity such as the Sankey Canal, the Pocklington Canal, and the Grantham Canal.

There will be a regular slot for updates from CRT’s NW Partnership and short reports of recent events and listings of future events along the Leeds & Liverpool Canal. We will hope to include a wide range of creative material that has been inspired by the canals – poetry, songs, artwork, and recipes. Clogs & Gansey will be liberally peppered with pictures throughout.

Clogs & Gansey will now appear three times a year – a pre-season edition in the Spring, amid-season edition in the Summer, and a post-season edition in the Autumn.

Above all, we are hoping to generate a much wider engagement of our readership. We will invite your letters and emails and your photos and we will seek out your assistance as contributors. For a start, we would welcome any comments that you might have on the broad proposals outlined above.

These should be sent to: leeds.liverool.canal.soc@gmail.com
or to
The Editorial Team L&LCS, c/o Stone Cottage, 5 Aire View, Sandbeds, Keighley, W. Yorks BD20 5LH
Anniversaries seem to come along like buses, you wait for ages and then three come along all together. Over the last fifteen months we have celebrated the 200th anniversary of the canal opening throughout, Kennet’s seventieth birthday, and twenty years of the L&LC Society. It doesn’t take much to write out, but they have taken an awful lot of organising and coordination by our committee members. For me, events took even longer, with almost eighteen months spent on rewriting, expanding and publishing my history of the canal. There are all the other smaller L&LC items which needed to be addressed, such as writing up the Bicentenary for the Dutch Association for Industrial Archaeology, so our endeavours are to be ‘advertised’ internationally.

We haven’t been that good in telling people what we have achieved, though we have still managed to win several prestigious awards. Over the years, we have been given, for Kennet: Leeds & Liverpool Canal Bi-Centenary Heritage Award, 2016; National Historic Ships, Regional Flagship, 2016; Living Waterways Award, Education & Learning, 2015; and for the Society: Outstanding Contribution Winner, NW Canal & River Trust, 2016; and Waterways Renaissance Award, Education & Learning, 2009. Our success is down to the hard work of our members, and the committee would be delighted if more people could become involved. We currently working to produce a revitalized Clogs & Gansey which we hope will encourage more of you to join in with our activities. It should be ready for the next edition.

I should apologise that I haven’t been able to produce a single edition over the last year, but you can see from the above that we haven’t been idle. On a personal note, I am also President of the Railway & Canal Historical Society until next May, am on the Council of Inland Waterways International, published Waterways Journal for The Boat Museum Society until last April, and am continuing to do my own research. At the moment I am translating a 200-year-old Austrian book on canal building, written by an engineer who had visited all the major canals, including those in England, at the end of the 18th century.

A school party visiting Kennet at Burnley in June, All the schools we had onboard this year were excellent, and our volunteers felt the effort to look after them very worthwhile. We need more helpers to continue this very important aspect of Kennet in future years.
In some ways, I feel it is the most important piece of canal history work I have undertaken, and to some extent it is the reason *Clogs & Gansey* has been delayed.

Hopefully, now that more people are getting involved, we can produce something more regularly, but it also depends upon you, the reader. We need more short pieces about some aspect of the canal, and they don’t have to be more than two or three hundred words. I always suspect that people think I know everything about the canal, but that is far from the case. I do know a lot about its history, but little about what is happening today, which is why *Clogs & Gansey* had a lot of items on heritage. So why not tell people what you find appealing about the canal, or things you find a problem.

After twenty years, I hope to step back a little, but will still be involved. However, I do have other L&LC projects, and I keep finding ‘new’ historical information which needs publishing. I am also working with Bill Froggatt, the local CRT Heritage Advisor, on updating the historical details for all the listed structures on the canal, a number of which are incorrect. The update to the Leeds warehouse can be found in this edition. There is also the possibility of one of the Douglas Navigation lock sites being excavated, which should answer some questions about this short-lived navigation. We may well be able to involve society members in this, and would also like to review the structure of Wigan locks, to identify changes caused by subsidence. Maintenance work is being undertaken on some of the locks early next year, so we may be able to organise a day out inspecting the locks at this time.

The last year or so has been an exciting time for the Society. We need to ensure that we continue to have an active involvement with the canal, both from a heritage view, and regarding recent and future activities. Don’t just watch this space – get involved!
Bicentenary Voyage

Schoolchildren at Skipton.

The Mayor, Richard Parry, Town Crier and some of the crew at Burscough.

Schoolchildren at Britannia Bridge, Wigan.
Some of the crew celebrating!

Left: Presentation to the Mayor by Chantelle Seaborn at Skipton.

Below: Presentation to the Mayor at Wigan by Sarah Knight.
Heritage Listing: Leeds Warehouse

Thackley/Shipley to Leeds

Work on this section of canal began in 1775, and it opened on 5th June 1777. John Longbothom was the first engineer, but he resigned in July 1775, and the canal's manager, Joseph Priestley may have taken control of construction.

The location of where the canal would join the River Aire was not specified on early canal surveys or in the 1770 Act, probably because of on-going negotiations with the proposed Leeds & Selby Canal. The 1769 survey for this canal shows it finishing to the north of the Aire and to the south-east of the town centre. However, by 1772, a survey showed the canal running on the south side of the river and joining, between Holbeck and the town centre, the line now proposed for the Leeds & Liverpool. The Leeds & Selby Canal failed to get its Act in 1774, and this resulted in another variation of the Leeds & Liverpool line, the route used today being surveyed by Hugh Henshall in 1775.

Name: FORMER LEEDS AND LIVERPOOL CANAL COMPANY WAREHOUSE

List entry Number: 1255696

LEEDS
SE2933 CANAL WHARF 714-1/35/81 (North side) 05/08/76 No.27 Former Leeds and Liverpool Canal Company warehouse (Formerly Listed as: CANAL WHARF Warehouse, Leeds & Liverpool Canal, Docks and Inland Waterways Executive)

GV II*

Warehouse. c1776, interior remodelled mid/late C19 with added gantry and slate-roof canopy and block to west. Converted 1994-95. Main block by Robert Owen, engineer for the Leeds & Liverpool Canal Company. (He was employed for 5 years from 1777 on the Liverpool end of the canal, unlikely to have been in Yorkshire) Coursed squared stone, graduated stone slate roof, gable copings. 4 storeys, 6 first-floor openings, quoins. South front, to road: symmetrical facade with added projecting central glazed entrance having overhanging hipped roof with glazed gantry tower above in front of original entrance with quoined surround, 3-light flat-faced

mullion windows flank outer loading doors which are segmental-arched with quoined jambs to ground and first floors, and are narrower, with stone lintel and tie-stone jambs to 3rd floor; a lunette window above. Inserted doors far left, loading door reduced to window to right, inserted window top right. A projecting band at each floor level steps down from the outer to the inner bays and is carried round the entire building. Rear, to canal: 5 first-floor original openings with 4 inserted windows (1994), the original 1st and 4th being tiers of loading doors above ground-floor level, some reduced to windows as front; boarded dormer in centre of roof. Left return: lower part obscured by later block, but interior examination showed that the openings were similar to right. Right return: a tier of 4 loading doors, segmental arches, quoined jambs, the upper storeys reduced to 3-light windows or as built; circular window with keyblocks in gable, 3-light window to ground floor, right, and inserted door to left. Added block to left: single storey, central loading doors from road, now glazed, and to canal where there are low 2-light flat-faced mullion windows with 3rd blocked and partially cut through with full-height loading door, now a window; paired gutter brackets, hipped roof to right; also stands over the canal with end barge opening to left converted to window and 2 inserted doors and added small lean-to to right. INTERIOR: inserted brick staircase to all floors to left of entrance; upper floors supported on 2 rows of cast-iron columns with fire-proof brick arches; mullions chamfered on inside; canal extended within the building; massive timber roof structure composed of cross beams supporting queen posts clasping a collar, X-braces and 6 rows of purlins. Probably built
as a warehouse for a variety of goods including cloth and agricultural products, the building is associated with Benjamin Gott’s wool processing factory in the early C19. The mid/late C19 interior remodelling was designed to give a safer fire-proof construction: the timber floors were replaced by brick vaults supported on iron columns and beams. The loading doors and proportions of the building are similar to the brick warehouse at Nos 40 & 42 The Calls (qv); the use of circular and lunette windows was also a feature of the important Marshall Mill, Marshall Street (qv) and was probably taken from C18 country house stables and farm buildings. An important survival from the extensive range of buildings at the end of the Leeds and Liverpool Canal at its junction with the River Aire and close to the boundary (Leeds Bridge, Bridge End (qv)) of the Aire and Calder Navigation. Similar warehouses are reputed to stand along the Rochdale Canal at Todmorden and at Dale Street, Manchester. (Brears, P: The Museum of Leeds Trail; Parker, A: Leeds Canal Basin (booklet): 1988-). This was the only substantial warehouse owned by the L&LC in Leeds. There were other single and two storey warehouses, but none were anything like as large. The other contemporary warehouses on the canal were at Armley, Shipley, Stockbridge, Silsden, Kildwick and Skipton, though they were built, in the main, by local landowners, as outlined in the 1770 Act.

The canal warehouse was built on the site of Buckram House, a 1769 plan of the river from Armley to Leeds in Leeds Archive showing the house standing immediately to the south of the confluence of a new line for the Hol Beck with the Aire, and fronting onto Hol Beck. This stream was diverted as part of the construction of water power mills at Holbeck. An undated note amongst canal papers in Bradford Archive suggests that the house was converted to a warehouse by John Jenning at a cost of £797-13-6. The conversion (probably a complete reconstruction, given the price) may have been undertaken prior to 1774, when the canal was expected to enter the River Aire from Hol Beck. Consequently, loading doors were provided
on the north side of the warehouse where it fronted onto Hol Beck. However, when the canal was resurveyed in 1775, the lock into the river was erected here, with Hol Beck being moved southwards to the other side of the warehouse. The new lock made the loading doors on the north side of the warehouse almost useless, and a basin was excavated into the north side of the warehouse to allow for transhipment.

An extension was added to the western end of the warehouse in the 1830s which also incorporated an extension to the covered basin. Loading doors were provided on the northern side to allow cargoes to be transhipped between vessels. The warehouse was completely rebuilt in the early 1880s, when the wooden floor beams were replaced by iron to increase floor loading weights. By the early twentieth century, a gas engine had been installed to power the lifting equipment in the warehouse. This used producer gas, which may have been produced in the canal company buildings backing on to Hol Beck. Stables and offices associated with the warehouse were also located there.

Throughout its working life, the warehouse handled general cargoes, and though grain may have been one cargo, it was not the most important. In fact, given that the Leeds flour mills were on the north side of the river, transhipment of grain would have been much easier on that side of the river prior to the construction of Victoria Bridge. The canal company did have a wharf on Little Neville Street which would have been much more convenient for grain traffic. The name ‘Granary Wharf’ seems to have arisen as part of marketing for the site in the 1990s.


*Kennet* leaving River Lock at the start of the Bicentenary voyage.
Kennet and the Society’s Birthday Bash
July 1st Gargrave Village Hall

Left: Richard Parry and ‘The Chair-mum’ cut the cake. One thing we were not short of was cake!

Below: There was a display of Society events over the last twenty years.
Heritage Boat Kennet

A key factor in any plan for promoting industrial heritage is how to engage with local communities, and to encourage their understanding of their historic environment. This is particularly so for English canal heritage, where charitable status and the involvement of volunteers is currently high on the canal agenda. One group, the Leeds & Liverpool Canal Society, was set up in 1997 to educate people about that canal’s heritage, and has recently taken over the former working boat Kennet to extend these activities.

The heritage and traditions of the Leeds & Liverpool Canal are different to other English canals. Perhaps most noticeable is the type of boat used on the canal. Narrow pleasure boats are what the public normally see, so the traditional wide boat built for the canal seems unusual to many. They are even more impressed with its size when they come aboard Kennet, where they can experience the traditional boatmen’s cabin. Display material and demonstrations of craft skills offer additional interest to what is for many visitors a new look at the canal’s history.

Kennet was built in 1947 at Yarwoods, in Northwich, for Canal Transport Ltd, the general cargo carriers on the Leeds & Liverpool Canal. That trade ended in 1963, and Kennet passed to the canal’s maintenance fleet. Then, in 1985, she was converted into an exhibition boat by British Waterways, the canal authority. Due to government cutbacks, Kennet ended up little used. In 2008, the Leeds & Liverpool Canal Society offered to take her to events such as the Skipton Waterways Festival, and for the next three years they continued to make Kennet accessible to schoolchildren visiting Kennet at Gannow earlier this year.
the public. In 2011, *Kennet* was sold by British Waterways to the Society, who subsequently had to finance all improvements and display material.

A successful application to the Heritage Lottery Fund for £49,500 was made for refurbishment, with improvements to the hold covering and access, power supply, and provision of new displays. In the summer of 2011 the replating of parts of the hull was undertaken, financed by the L&LC Society and a grant from National Historic Ships. The inside and outside of the hull were repainted, 10 tons of ballast loaded, and the hold floor relaid. A new hold cover and access were fitted, and new displays created. *Kennet* was relaunched at Burscough at the end of June, 2012. Volunteers move the boat and staff her at events. An education strategy is being developed based around life on a working boat on the Leeds & Liverpool Canal.

Financing such a project is difficult for the Society, so they were extremely pleased to be sponsored by the *Campaign for Wool*, whose Patron is the Prince of Wales. Wool was a major cargo on the Leeds & Liverpool Canal, and one which *Kennet* would have carried, so they were an ideal sponsor. *Kennet* was loaded with four sample bales of wool representing the Commonwealth countries that support the campaign, and transported them from Liverpool to Saltaire, recreating a journeys which would have been undertaken on the canal for much of its history. The bales were from Commonwealth countries supporting the *Campaign for Wool*, Australia, New Zealand, South Africa and the UK. En-route, *Kennet* attended several community...
events, at Kirklees (Wigan), Burnley, Accrington, and Gargrave. Moving the wool has provided an international aspect on board *Kennet*, with interpretation including old photos of the transport of wool on the River Darling in Australia.

Since then, the *Kennet* has continued to operate effectively with its volunteer crew, with visitor numbers increasing to around 8000 per year, over 400 for every day open to the public. In 2015, the Leeds & Liverpool Canal Society received the *Living Waterways Award* for Education and Learning for their work with *Kennet*, and the following year she become the Regional Flagship for the *National Historic Ships*, the first inland waterway vessel to have the award. 2016 was also the bicentenary of the completion of the Leeds & Liverpool Canal, and the Leeds & Liverpool Canal Society worked with the canal authority, the Canal & River Trust, to celebrate the event. *Kennet* travelled the whole length of the canal during the summer, opening at many towns and villages along the route. Finally, in October, the first voyage from Leeds to Liverpool was re-created.

Thousands of people turned out to welcome *Kennet* on the nine-day ceremonial voyage from Leeds to Liverpool. It was a tremendous event; church bells rang and bands played, and well-wishers, including 12 mayors and school children, came out in their thousands to greet the boat on its 127-mile journey, just as happened on the original journey in 1816. Chantelle Seaborne, local waterway manager for the Canal & River Trust, said: *The public response to the invitation to get involved in the bicentenary celebrations for this special canal was truly amazing. It proves that the Leeds & Liverpool is still valued as a living waterway for leisure activities, wildlife and heritage. There is a tremendous affection for the canal which was obvious in all the towns and villages along its route*. Recognition of the boat’s success was shown by the presentation of the Leeds & Liverpool Canal Bi-Centenary Heritage Award, while the Society was the Outstanding Contribution Winner, awarded by the North West Canal & River Trust.

Funding is always a problem for volunteer groups, but a local hire boat company has provided sponsorship, and sufficient donations are coming in to keep the boat in operation over the next few years without too much difficulty. This year, *Kennet* will continue to encourage interest in the canal and its heritage amongst the public, and to create a greater pride in people’s local history. The international aspects to the displays, although minor, will also help in developing greater knowledge of the place of local communities within wider boundaries.

School visit at West End, Oswaldtwistle.
large. No one asks at this crisis in our affairs for a grandiose scheme of canal development, but everyone is entitled to ask the Government to make the most of the material at hand—to utilise to the fullest extent the unhappily vast volume of unemployed labour in bringing some measure of efficiency to a means of transport which has helped the nation so much in difficult times, and is now requiring assistance.

Correspondence

ICEBOUND CANALS.

To the Editor of CANALS AND WATERWAYS.

Sir,—Two of the most difficult problems that inland waterways have to contend with and long tried to solve are drought and frost. Of the two, I think the latter is the most difficult. In the case of the former it is possible to solve the difficulty by providing a greater storage for water in the way of building reservoirs, etc. Then again, the loss to a Canal Company in a stoppage of traffic through drought is not so great as a stoppage through frost. In the case of a stoppage by drought it is possible to carry out many repairs to locks, bridges, boats, and fabric of the canal, which, in many instances, if carried out in normal times would mean a dislocation of traffic, extra pay to men carrying out the repairs owing to working overtime, etc., especially in the erection of lock gates. When a canal is stopped through drought the work can be carried out during the ordinary working hours and with much better results.

In the case of a stoppage through frost, and a canal becomes icebound, all work is at a standstill. Up to a certain point it is possible to keep boats moving, but when the frost becomes too keen and the blocks of ice which have previously been broken become frozen together, the canal eventually becomes choked with old and new ice, so that it is almost impossible to haul boats through it; the cost of so doing, and the damage sustained to the boats, is far in excess of the receipts from the traffic carried, and therefore most Canal Companies decide to close down until the thaw comes.

I do not suppose some of the canals in the Midlands and South of England experience the keen frost that they do in some cases when a canal reaches a height of 488 feet above O.D. It is on these high levels, and especially in an open and bleak country district, that the greatest difficulty is experienced in keeping a canal open during the severe winter months.

How to keep open a canal during the severe winter months has been a problem all canal engineers have long tried to solve. Much could be accomplished if money was no object, but as most Canal Companies are fighting for an existence they cannot afford to keep breaking the ice when it becomes thick, and therefore close down. The method of ice-breaking varies on different canals. In some cases steam tugs are used until the ice becomes too thick, then the iceboat is brought into service. The most suitable and serviceable iceboat that I have seen is one about 30ft. in length, 7ft. 6in. beam and V-shaped section, the bow being 6ft. to 8ft. above water rides on the ice and the weight of the boat crushes through the ice.

My suggestions for preventing the stoppage of a canal, to a certain extent, in times of frost are the following:—

Divide the canal into various lengths or sections, of say, ten or fifteen miles, employ steam tugs to continually run these lengths, and by so doing keep the water on the move, which does not freeze so readily then.

The tugs could take boats in tow when the frost was not keen.

If the ice becomes too thick for the tug to break, the iceboat would turn out. When the canal is becoming blocked with ice, boats must be moved in a train. Have these close up to one another. The first boat makes an opening through the blocks of ice (which have already been broken by the iceboats), and by the boats being close to one another it does not allow the blocks of ice to close in behind each boat.

If possible get a good supply of fresh water into the canal. Water coming into the canal at a different temperature makes a lot of difference.

At various points along the canal provide ice shutes to get rid of the old ice. By so doing keep the canal from getting blocked with old ice.

Under present conditions can a Canal Company afford to do this?

F. W. BATEMAN.

Skipton.
Book and Other Sales

We now have a variety of books and postcards for sale. These include:

**A Short History of the L&LC**: £3-00

**Twixt Liverpool and Leeds** (the canal’s 1930s advertising book, reduced to A5): £3-00

**Canal Transport Limited**, by Geoff Wheat: £3-00

**Mary Lawson, her story** (an illustrated children’s book): £3-00

**Memories of a Wartime Boatwoman**: £5-00

**Waterways Journal**, where there is an L&LC article: £5-00 or £6-00

**Brightwork**: £5-00

Postcards at 35p: L&LC map with dates of opening; Brightwork; **Kennet** carrying; boatmen’s clothing; with two more in the pipeline: of **Kennet** as now, and of **Water Witch**, the L&LC inspection boat.

All are available on board **Kennet**, though I have not worked out postal charges yet.

For those who help regularly at events on **Kennet**, free copies of a book with a selection of archive material about the canal and its operation are available, together with the Nancy Ridgway book and the short canal history book mentioned above.

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