

to take one of the barges. Graham's third son who, although not at present working for the family business, is, nevertheless, working on the waterways on a tanker for John H. Whitaker (Tankers) Limited.

The current fleet consist of three large capacity dumb craft and five motor barges that range in size to the largest that can carry 350 tonnes of cargo. *Freda Carless*, a modern large capacity motor vessel, is the latest, acquired in 1985 from the Flixborough Shipping Company.

In addition to the barges they have one tug, now named *Little Shifter*, a recent acquisition from the Rochester Trading Company where it was known as *Snatchette*. The tug is 43 ft long and 12 ft wide, powered by a Kelvin diesel engine. Obtained primarily to push their own dumb vessels, it has been regularly employed on the River Ouse for over a year, assisting coastal vessels operating to the riverside wharves in Selby. The tug is used to turn the largest of the loaded coasters at Hemingbrough, and then towing them stern first to the inland port.

the North Sea and inland along the rivers of mainland Europe during the First World War. Afterwards the craft remained in the Scottish area until 1956 when it was bought by Wilfred Acaster, who had the barge towed down the coastline to the Humber estuary and Goole by the United Towing Company.

During 1958 it was converted to a motor barge with the installation of a large Kelvin diesel. So good was the design of the vessel and the conversion, that for a number of years the vessel had the distinction of being the fastest barge on the Humber.

Despite the general poor trading situation Graham remains cheerful and optimistic, striving continually to obtain further work. His capabilities in obtaining new work is proved by the now regular operation of their tug. During the past year they have transported coke for the first time from a riverside wharf at New Holland to destinations on the Aire & Calder Navigation.

He is hopeful of securing new regular work from this wharf to destinations



Some of the Acaster vessels moored alongside the Yorkshire Herald newspaper office in York, having brought the monthly supply of paper. On the offside of the vessels is the tug *Little Shifter*.

the North East.

IWA

Campaign to prevent Rochdale Canal blockage

The Council of the Inland Waterways Association has decided to devote substantial resources to the campaign to prevent the blockage of the Rochdale Canal by part of the planned M66 motorway extension and to the restoration objectives of the Rochdale Canal Society.

A public enquiry, held by Air Marshal Sir Michael Giddings, started on Tuesday 8 April, into the government's plans to block the Rochdale Canal at Chadderton, Oldham, thereby severing the canal by motorway crossings without making any provision for a bridge, a navigable channel or an aqueduct. If those plans are endorsed by the public enquiry they will effectively set at zero the long-term plans of the Rochdale Canal Society and virtually every local authority in the area.

In June 1984 a joint statement was issued by the canal company and the relevant local authorities, undertaking to protect the canal and its future development, especially by resisting firmly any further infilling or building encroachment. If the plans were approved, the Rochdale Canal would not be a through route, but would terminate in Oldham on the Greater Manchester side.

The government's proposals are being fiercely resisted by the Rochdale Canal Society and the IWA. As part of their campaign to prevent the

obstruction of navigation at Chadderton, IWA (Rallies) and the Rochdale Canal Society held a protest rally on April 26-27 for trailboats and other suitable craft at Broadway, Chadderton, on the site of the proposed blockage.

The IWA has commissioned consulting engineers to carry out an engineering feasibility study of the four major blockages on the Greater Manchester side. The Association says that: "Only the short sighted motorway plans now stand in the way of full restoration of this attractive trans-Pennine waterway."

Loan of plant to WRG

The Waterways Recovery Group has been loaned a £15,000 Skidsteer Uni-loader by Case Poclair to be used all over the country for waterway restoration.

The uni-loader was handed over officially by John Hudd, marketing manager of Case Poclair Marketing, to national IWA chairman Ken Goodwin at Langley Mill at the northern end of the Erewash Canal on 26 April.

Life membership

The Inland Waterways Association has awarded Honorary Life Membership to John Gould, Sir John Knill, Lionel Munk and Sonia Rolt in recognition of their contribution to the waterway cause.

No to Gloucester Docks for 1987 National Rally

The Inland Waterways Association had hoped to hold its 1987 National Rally of Boats in Gloucester Docks, but the Board have asked the Association to postpone its plans to hold the rally there because of the redevelopment of the docks where some work has already started.

The Association has accepted the Board's reasons for their refusal. However, the board of IWA (Rallies) Limited says: "There will be a national rally at Gloucester in the near future, particularly as the whole dock area will be considerably enhanced by the development and by the establishment there of a new

National Waterways Museum.

Preliminary planning of the 1987 rally had already gone ahead by the steering committee, headed by Hugh Conway Jones, and John He and Mrs Marilyn Shinn had made a lot of the necessary ground work. John is the chairman of IWA (Rallies) Ltd. This groundwork will now be wasted when the time comes to look for organising a future national rally at Gloucester would be made much easier.

A decision on where the National Rally will be held in 1987 will be made shortly.

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