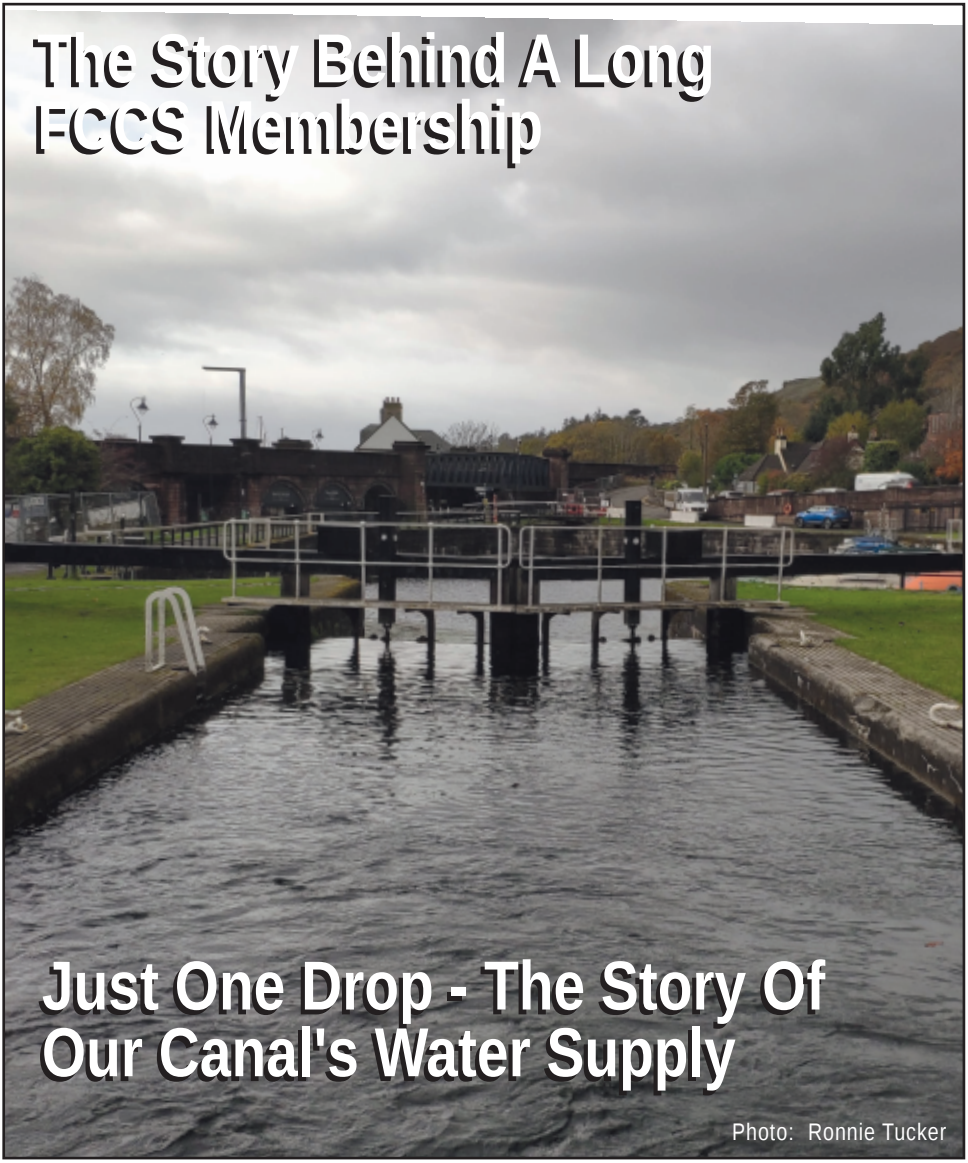
CANALNEWS

Winter 2024 £1.50 / FREE to Members ISSUE 185

The Story Behind A Long FCCS Membership



Just One Drop - The Story Of Our Canal's Water Supply

Photo: Ronnie Tucker

CHAIRMAN'S CHAT

The 2024 Annual General Meeting was scheduled to take place on Sat. 23rd November 2024 which was also Ann Pert's 70th birthday party. Ann and I thought that we would not have time for both as there was a lot of preparation to do for the party. However, as it turned out, a heavy snowfall arrived during Friday night and early Saturday morning, so when we went to the AGM at 10am, there were only 4 members present. We waited in case others were late and by nearly 11am there were only 6. The board members present decided that it would have to be abandoned. So this turned into a silver lining for Ann's birthday party.

The AGM was initially rescheduled for Sat. 14th December but was changed as it was too near Christmas. So, we settled on Sun. 08th December instead. This time, the weather was more favourable and 17 members turned out. The meeting went well. Various points were raised, and it was agreed that the new board would take these matters to hand.

It was agreed that we should allow our boat Gipsy Princess to be downgraded from a class 5 passenger boat (licenced for 36 passengers) to a small passenger boat (with a maximum of 12 passengers). This would offer a substantial saving in costs, and since recent years have seen her being booked on charter for smaller numbers, we feel an allowance of 36 passengers is no longer required as groups of this size charter Voyager instead. It also means she can be crewed without a Boatmaster. This, in turn, means that we need more crew qualified to RYA helmsman level. More on this later.

The election of trustees to the board (aka: committee members) I am delighted to report, shows that we have a nicely balanced board with 5 women and 5 men, with 2 under the age of 30.

The board now consists of:
Chair – James Pert
Vice Chair – Scott Castel
Secretary – Paula Braceland
Treasurer - Tuulia McCourt
M/ship Secretary – Fiona Murray
Events & Marketing – Mary Carnie
Supporting Members – Jim Miller, Helena Alexander, Willie Boyle and Jim Macfarlane.
The post of **Fund-raising Officer** was left vacant.

The following day, Mon. 09th December was the Board meeting. We turned up, but were not allowed into our office at the marina as a fire alarm had been activated. There was no fire. Just an over sensitive detector which activated when the kettle for our tea and coffee was switched on. Despite our pleas to the very nice security man, he would not let us in until the emergency team came to authorise it.
"*How long?*", we asked.
"*Maybe an hour,*" he said.
It was bitterly cold outside, so we decided to switch venues to The Kirky Puffer pub to enjoy tea and coffee refills as often as we like for £1.56 each. The meeting was lively and constructive. We discussed options for distribution of ***Canal News***. We discussed the idea to use Maryhill for b&b as well as training

and publicity. We are looking into the details like cost of equipment, cleaning, and laundry, etc.

We also discussed and agreed to apply for an RYA Instructors course for Scott Castel. We have 5 potential candidates for RYA helmsman and this would cost £1200. We can send Scott on a course for less than that. Meaning we will be able to test our own members for no cost then make further income testing crew from elsewhere.

Finally, we are starting a "New Boat Fund"

James Pert (aka Jim)

Paper or digital? You choose...

Just a quick note to remind members that unless you request a paper copy of Canal News, you'll be emailed a digital copy going forward. If you'd prefer a paper copy, they'll still be available, just email secretary@forthandclyde.org.uk and let them know you'd prefer a good old fashioned paper copy.

Editor's Note

Welcome to this issue of Canal News. This month we have part one of two explaining where all that water in the canal comes from. Elsewhere, we have a piece from Jim on his long running FCCS membership, a paper to the Cross Party Group on boating, and a brief piece on kingfishers.

Be sure to read the news section this issue as there's a lot of closures on the canal. Mainly the Falkirk Wheel to Edinburgh stretch.

And if you want to get out and about a bit, check page 23 for a list of upcoming events

All the best to you all for 2025

Ronnie

ronnietucker@gmail.com

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NEWS IN BRIEF



Falkirk Flight Lock Gate Replacement & Refurbishment Programme 2024-2026

Significant improvement works along the Forth & Clyde Canal Falkirk Flight are set to get underway.

The multi-year programme of works, between locks 3 and 16, will see the canal undergo a major lock-gate refurbishment and replacement programme.

Our engineers have completed a comprehensive assessment of the area and are now looking to commence works which have been prioritised and planned to ensure the canal can continue to operate safely for the next 20 plus years.

The project, funded from Scottish Canals' Capital Investment Programme, will see us replace gates at locks 7,9,11, 14 and 16, and undertake further improvements to lock gates including cill replacement, quoin repair and over-planking.

To accommodate these works we require to suspend navigation from November 2024 with the aim of re-opening by March 2026.



The Carron Sea Lock (lock 2) will remain operational during the major works planned.

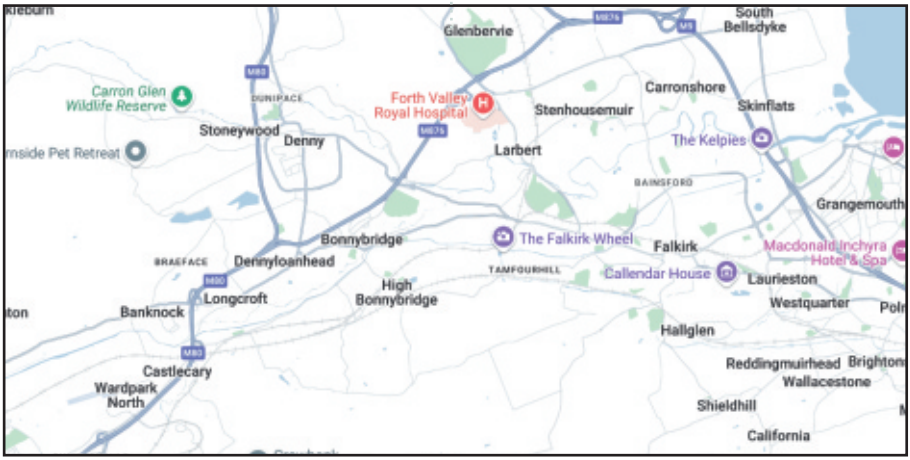
As normal, use of the sea lock will be restricted to tide times and river current. There may also be some additional unplanned restrictions relating to water supply. All requests for boat movements must be booked in advance with our teams. Please call 07810 794 467 or email lowland.canals@scottishcanals.co.uk to make arrangements.

As with any construction works, dates are subject to change and delays however we will seek to reduce the time navigation is suspended if any opportunity allows.

These works will form part of the Lowland Lock Gate Refurbishment and Replacement Programme Scottish Canals | Lock gate replacement works 2023/24 which has to date seen the gates at locks 5, 6 and 8 replaced at a cost of £2.2m. In addition, all other lock gates on the Forth & Clyde Canal have had remedial repairs to improve water retention via over sheeting or re-planking to support ongoing navigation. We apologise for any inconvenience this may cause. For specific customer boat movement enquiries please contact our teams direct.

Updates on any disruption as a result on these works will be available on our ongoing disruptions page.





NEWS IN BRIEF



Falkirk Five Active Travel Trail

Thanks to funding from Falkirk Council made available through the UK Shared Prosperity Fund, we are developing a 5km active travel route around The Falkirk Wheel with community designed art benches and bike racks installed at regular intervals around the trail.

This new 5km active travel trail is a circular route from The Falkirk Wheel via Union Canal, Lock 16 and Forth & Clyde Canal. The route will also have several benches throughout the trail for resting, which will be adorned with tiles created by community groups.

Make It Glasgow ran a series of community engagement workshops to design and create decorative tiles that will adorn the benches that surround the trail. They have engaged with six local groups including Carmuirs Primary, Go Forth & Clyde, Community Youth Action Group Tamfourhill, Larbert Village Primary, Carmuirs Easter Primary and an open public workshop for local residents and visitors to The Falkirk Wheel. Tiling of the benches will then be carried out by Make It Glasgow using the tiles created in the workshops.

This project is costing £76,105 of capital funding from Falkirk Council made available through the UK Shared Prosperity Fund.



NEWS IN BRIEF



Lock 20, Wyndford Bypass Works

The Scottish Canals engineering team, working with contractor Mackenzie Construction Limited, is currently conducting some scheduled works at Lock 20 in the Banknock and Wyndford Road area. Using an investment of £448,000 and working in partnership with Scottish Water, we are constructing a lock bypass and reinstating a section of towpath for public use.

These works will improve water control and will be linked to the SMART canal operating systems.

Throughout the works the site compound will be based in the existing Lock 20 car park and the towpath will be closed with a diversion route in place.

At one point in the works, where the bypass crosses Wyndford Road, a temporary road closure will also be in place.

The works, which will be carried out by Scottish Canals' framework contractor Mackenzie Construction Limited, will begin on Monday, November 25th, and are expected to complete in early April 2025.

Thank you for your patience as we carry out these works, and we apologise in advance for any inconvenience this activity may cause.

If you have any queries, please do not hesitate to contact Scottish Canals on enquiries@ScottishCanals.co.uk

FEATURES

Paper to Cross Party Group on Recreational Boating 24/09/24

Reduction to the Published Depth of the Forth and Clyde Canal

Background

The Forth and Clyde Canal was reopened in 2001, the objective was to use the vibrancy associated with a living canal to attract investment and development along the banks, whereas a disused canal causes blight. One of the key drivers was to enable transits across the country from Grangemouth through to Bowling. Market research at the time anticipated that over 250 boats from the East coast would make the journey each year to avoid the hazardous, lengthy voyage around the Pentland Firth or the passage through the Caledonian Canal to access the amazing sailing areas on the West coast. Sea to sea transits rose quickly upon opening to about 150 per year

The water level in the canal has been reduced from the original days when it operated as a commercial canal and the published depth when it reopened was quoted as 1.83m with an advisory note that the maximum draft of vessels should not exceed 1.70m.

Statutory Obligations

Scottish Canals are a Quango and report to the Cabinet Secretary for Transport. The principal act covering canals is the 1968 Transport Act and in section 105(1) “Maintenance” it places a statutory duty on Scottish Canals to maintain their canals “with a view to securing the general availability of the commercial and cruising waterways for public use”. The canals are divided into 3 categories, commercial, cruising and remainder. The 2 Highland canals are commercial and the Monkland is “remainder”. The Forth and Clyde and the Union canals were in the remainder group until 2011 when they were upgraded to cruising canals.

An Executive Note issued at that time, written by Transport Scotland as a policy background, stated what is important is the emphasis given to safeguard the Millenium Commission’s investment. “The statutory requirement for the canals to be maintained is also important as it offers reassurances that the canals will be maintained in their current state in the future and not allowed to deteriorate again”.

Reality

Lack of maintenance of the infrastructure on the canal network has always been a problem and between 2012 and 2018 expenditure on maintenance fell despite their income rising. Over the past 10 years there have been very significant issues with failures of bridges, locks, embankments and excessive weed growth. This has resulted in significant closures of sections of the canal which has made transits difficult and also negatively affected boaters who are based on the canal. The annual number of transits undertaken since 2012 when Scottish Canals was created are shown below.

The figures for 2020/21 were

2012	56	2019	22
2013	58	2020	0
2014	45	2021	18
2015	51	2022	7
2016	21	2023	4
2017	42	2024	2
2018	27		

seriously affected by Covid but the remainder do show a continual reduction in numbers caused in part by the difficulties of the journey and the bad reputation the canal received for unreliability amongst the yachting fraternity.

Dredging

In November 2019, Scottish Canals gave a presentation to Scottish Waterways for All about their dredging programme for their entire network and explained that they had insufficient funds to dredge the navigation channels to their legal statutory depth. Siltation continually reduces the depth of the canal, leading to restrictions to access for larger vessels which cause safety, reputational and financial implications to the organisation.

Between 2011 to 2019, 7000 tons of silt was removed compared to the estimated 20,000 tons of siltation. They confirmed that there was an investment shortfall of £8 to £10 million and over the previous 8 years minimum of dredging had been carried out, focusing mainly on high spots. Carrying that figure forward, then there is now a figure of 20,000x5=100,000 tons of silt to be removed. Unfortunately, the living canal will continue to become more and more silted until there is a massive clearance undertaken to bring it back to the correct levels. This work will need to be done in conjunction with a planned programme for the future and ongoing health of the canals.

No dredging was carried out during the Covid crisis and when work restarted afterwards, the Caledonian Canal was considered a priority and dredging of sections was carried out. In 2023, some dredging was carried out on the Union Canal around Ratho but the work was not completed and there are still issues in certain areas. No work has been carried out on the Forth and Clyde Canal, apart from dealing with very isolated high spots. Although sonar surveys have been carried out to identify shallow areas, the results have not been publicised.

FEATURES

Paper to Cross Party (cont.)

At the Lowland Canals Users Group meeting in March 2024, boaters were informed that Scottish Canals were reducing the published depth of the canal to 1.65m with an advisory note that the maximum draft of vessels should not exceed 1.40m. This will seriously limit the number of boats which could transit from sea to sea.

Consequences

There is a real fear that this reduction in the depth of the canal and the significant reduction in transit numbers will be used as an excuse to reduce sections of the canal, such as the leg from Maryhill down to Bowling, to remainder status. This will also totally isolate boaters who are based on this section from the rest of the network.

The executive summary of Scottish Canals' Asset Management Strategy 2018-2030 states the aim is to maintain operational functionality when funds allow but that the funding is inadequate to significantly reduce the backlog of outstanding work. Money is allocated according to Operational Risk and as detailed in Sections 9 and 12 this may not necessarily include navigation.

Scottish Canals receive the majority of their income from the Government and clearly an increase in funding is essential. Funding is allocated to capital and revenue expenditure and dredging is classified as revenue. If dredging could be reclassified as capital works then this would provide more flexibility for Scottish Canals to allocate resources to deal with this problem.

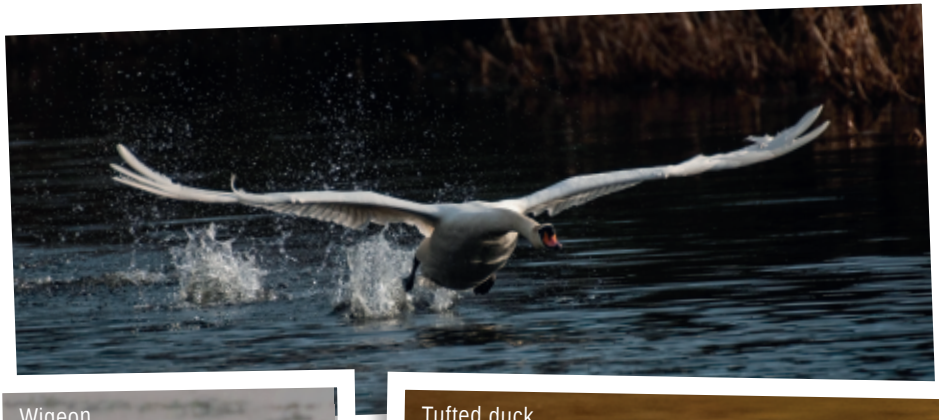
However, if maintenance of navigation is not given a higher priority, then in a few years time the situation will result in a significant reduction in boats moving along the Forth and Clyde Canal. Marine boating is a wonderful opportunity for Scottish Canals to increase its share of this tourist market. Nevertheless, without immediate action, the consequences will be dire for the long term health of the Lowland Canals. When the public think of canals, they usually have an image of boats moving and adding colour to the scene.

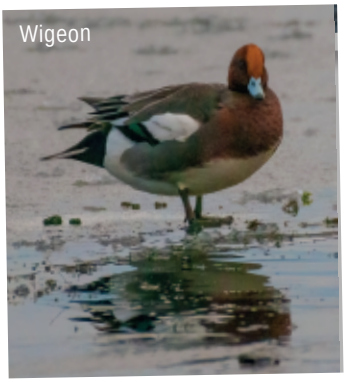
The Scottish Government Policy document on Canals states that "Boats add colour and interest to the canals. We wish to see further growth in the numbers of boats navigating our canals, and encourage both Scottish Canals, boaters and other parties to work together towards exploiting opportunities to achieve this".

Neil Kitchener
Lowland Canals Association

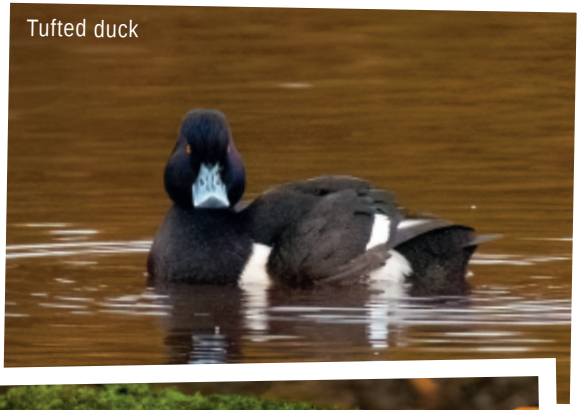
FEATURES

Gillies Gallery





Wigeon



Tufted duck



Fungi in Bluebell Woods

All photos on this page, courtesy Malcolm Gillies

FEATURES

Just One Drop

The story of our canal's water supply
by Paul Carter

Water is the lifeblood of our canals. During particularly dry summers (yes, we do get some) low water levels result in restricted boat movements. No water, no passage through the locks.

So where does the Forth and Clyde Canal's water supply come from? One answer is, rather surprisingly, from a squelchy bog south of Slamannan.

Slamannan? Yes, the ancient capital of the Manau tribe in Iron Age times. A raindrop falling on this bit of bog has two choices; it can drip into a small ditch heading north, meet the river Avon, and get free passage to the North Sea, or it can drip into a small ditch heading south and end up trapped for a good while in the canal water supply system.

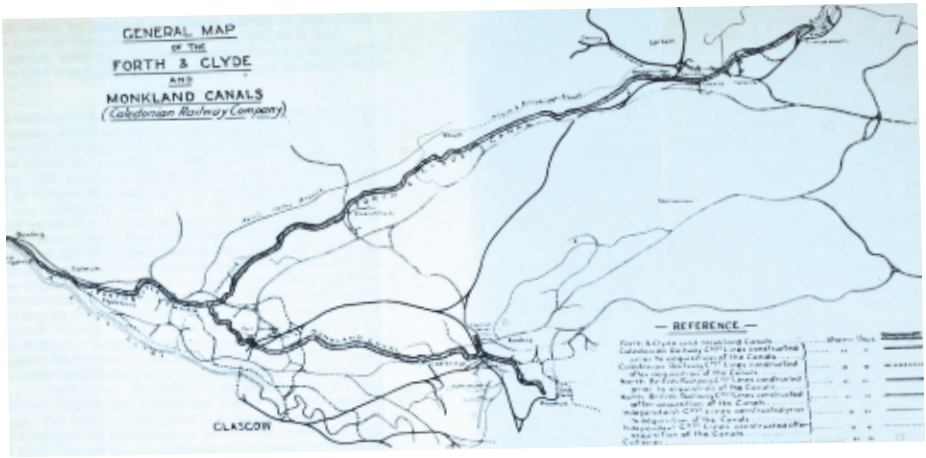
First stop for the raindrop heading south is a small burn flowing into Black Loch, on the southern side of the village of Limerigg. Black Loch was a small moorland loch until a dam was built to raise the loch's water level and increase its capacity.

Today the loch is a roughly circular expanse of water a little more than half a mile across, much loved by wind surfers, wild swimmers and water birds. There are pleasant paths around the north and west sides. A development group has started a water sports resort with paddle boarding, kayaking and pedalos and plans to build lodges and a restaurant.

Who dammed Black loch and turned it into a reservoir? The answer is, the owners of the Monkland Canal and the Forth and Clyde Canal. By 1790 both



Black Loch, Limerigg
From Wikimedia Commons



canals had been going for nearly twenty years and both were short of water. The solution? Build a series of reservoirs in the North Calder Water, tap the water into the Monkland, and join the Monkland to the Forth and Clyde.

The canal companies came to their agreement in 1787. Black Loch dam was built around 1792. The Monkland Canal was extended at the same time, eastward from Coatbridge to the North Calder near Calderbank, where a weir was built on the river, and westward a short distance to join the Forth and Clyde at Port Dundas. Water could now flow from Black Loch into the Forth and Clyde.

Cooperation between canal companies had won over competition for scarce water resources. All seemed rosy, but not for long. In September 1794 the manager of the Monkland got an angry letter from the Forth and Clyde, complaining that he had drained off water at an "improper season of the year" in order to make repairs. This had interrupted the vital supply of water from Black Loch to the Forth and Clyde.

Calmer discussions ensued and these concluded that the only sensible solution was… more reservoirs.

Stay tuned for part two…

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- Monkland. The Canal That Made Money, Guthrie Hutton, 1993
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- That kind Mr. Google.

FEATURES

FCCS Membership

Jim McFarlane discusses his long FCCS membership

Having lived in Clydebank from birth, the 'Nolly' (as we called the canal), was our first adventure playground. We swam in it, fished in it (yes, fished!) and even skated on it one winter. I also had to use it as a bath when we got caught in the flow of a sewage pipe. We told our mums that we were pushed into the Nolly by big boys, but I digress.

Fast forward to the 80's when we bought a house in Bishopbriggs. Lo and behold, there was the canal – visible from the bedroom windows. As I walked and cycled the towpath with my two daughters, I noticed the Ferry Queen sitting at the Stables, but there was never anyone on board when I passed. One day, fate took a hand as I headed towards Auchinstarry, instead of my usual planned route to Maryhill. As I passed the Ferry Queen, I saw two people on board (Tommy and Nancy Lawton). I enquired about the boat, to be told they only do public sailings at the weekend. So, on my first weekend off, my daughters and I took a trip along the canal.

I found the crew to be very friendly and informative, it came up in conversation that they were all volunteers. As a fireman at the time, I





Gipsy Princess

worked shifts having three or four days off between them. This was a lightbulb moment for me and it glowed brightly. I bit the bullet and became a member of Forth & Clyde canal group in 1985. Volunteering to become a crew member shortly after. Then subsequently joining the committee.

I always felt we were a family as opposed to being volunteers. It soon became apparent that if you had an idea, they would let you run with it rather than dismiss it. Thus, I organised a lot of canal towpath 'cleanups', such as Lambhill, Kirkintilloch and Maryhill. The vision was to get the canal open from sea to sea. The list of events was endless. We had boat trips and galas at Temple, Auchinstarry and there were Santa Cruises as far as Clydebank.

I also noticed that certain members would only attend certain events. This was never held against them and there was always great camaraderie.

Then Gipsy Princess arrived on the scene in 1990 which meant we now had boats at Bishopbriggs and Auchinstarry. There was a possibility that the canal could be included in an application for the Millenium Link grant.

My circumstances then moved me to Ayrshire in the early 1990's and thus I stood down from the committee, although I was still involved in events when I could attend. This culminated in the Temple Locks Project in June 1993.

I purchased a quarter share in a narrow boat on the English canal network and thus my involvement with the Forth & Clyde canal diminished.

I met up with everyone at the official opening of the Millenium Link. As I

FEATURES

FCCS Membership (cont.)

spoke to Donald McKinnon and asked what's next now that our vision has been fulfilled, I stated that when I return to Glasgow I am going to have fun using the canal, as I always have.

In 2021 we moved back nearer to Glasgow and shortly after that, I came back to the FCCS family. I was a little apprehensive as I attended the AGM. I knew some of the members (or had heard of them) but the majority were new to me. As soon as I walked into a meeting, it was like going back in time. I was made as welcome as before and whilst the passion of the Society was the opening of the canal, the vision was now to keep it open.

On my return, it is funny to look at the similarities with British Waterways and Scottish Canals with the limitations placed upon us. I then realised that, as ever, we are still short on volunteers! Our flame may become dimmer but it will never be extinguished as long as we have our loyal volunteers.

I have now come full circle and joined the committee once more.

If you have read this and feel you would like to be a part of the FCCS family, or know someone who would like to volunteer, I have found that no matter how much or how little you wish to be involved, the decision is always yours and you will always be welcomed aboard.

Jim McFarlane



Maryhill and volunteers

SPLASHBACK

From The Canal News Archives

FORTY YEARS AGO

'***Let's Have More of '84***' was our front page story celebrating a great year for the cand. After years of neglect the Denny - Bonnybridge project repaired banks and improved the towpath, Yarrow Seagull was launched in Kirkintilloch, Glasgow Road slipway was completed and the Ferry Queen and Caledonian continued to prosper. Significantly, a new bridge at Temple was built to the new standard height of at least 3 metres above canal water level, helping pave the way for reopening.

THIRTY YEARS AGO

Specially featured were a Jimmy McGregor radio series on the canal and its colourful history, the great flood of Kirkintilloch on December 10th, our Buns Night celebration on Caledonian, and proposals for funding the hoped-for Millenium Link.

TWENTY YEARS AGO

We reported on construction of our new boat Voyager, a members cruise on Gipsy from the Falkirk Wheel to Linlithgow, Forth & Clyde Canal Ice Age and a cruise by canal and river from Moscow for St. Petersburg

TEN YEARS AGO

Our front page carries the story of canal boats carrying the Queen's Baton for the Commonwealth Games, and now the games are coming to Glasgow again. A canal walk along the Union Canal, Kirkintilloch Canal Festival and the restored Vulcan at Summerlee also featured.



The Yarrow Seagull

FEATURES

A Kingfisher Flashes By

By Malcolm Gillies and Paul Carter

Seeing a kingfisher flash by along the carrel is an unforgettable experience. Their electric blue iridescent backs shine like lights as they fly fast and straight a little above the water surface.

On one school cruise in Maryhill a young lad said "hey mister, that was just like a wee blue light on top of a Christmas tree". A perfect description.

When 'Craft Daft on a Raft' was based at the Stables, a kingfisher would often perch on a branch over the canal opposite. The kids would soon abandon their artwork to admire its bright colours.

Perching on a branch over the canal is a favourite way to spot their main prey, small fish like minnows and sticklebacks, and water bugs. like mayflies and diving beetles. The birds dive in headlong, grab their prey and zoom back out, all within seconds. Fish will be swallowed whole, head first, or taken back to the nest for their chicks.

Kingfishers dig a breeding burrow up to three feet long into waterside banks, with a nesting chamber at the end. A clutch of half a dozen eggs is incubated for three weeks and the young are fed for another three to four weeks. The nest chamber gets so mucky with chick poo, pellets, and fish bones that it must be a relief to get out. The parents may raise a couple of broods in a year

Winters are a bad time for kingfishers, especially when the water freezes over. They quickly starve if they cannot find open water, and many head for the Forth and Clyde estuaries.

Your best chance of spotting a kingfisher is in the Halcyon Days of summer, when both parents are busy finding fish for their growing broods. Actually, the ancient Greek name for kingfishers is Halcyon. They believed kingfishers had the power to calm high winds and stormy waves. Hence, ‘halcyon days’.

Spotting a kingfisher adds a real zing of colour and action to a day out along the canal. They are far from common, and always a special sight. So you could get lucky, and be delighted by that "wee blue fairy light" flashing by.



photo: Malcolm Gillies

Charter a Society Boat

The Canal Society has a fleet of three boats available for charter. Each boat comes fully crewed. Our boats are an ideal way to enjoy a family celebration or enjoy a cruise for your organisation. Each boat has a galley to organise your own catering.



VOYAGER

Up to 45 passengers or maybe 40 if you are catering. Hourly rate of £150 first hour.



GIPSY PRINCESS

Up to 12 passengers or maybe 20 if you are catering. Hourly rate of £90 first hour.



MARYHILL

Up to 10 passengers. Each charter is considered on its merits and the lowest figure would be £90.

Charges are reduced for second and subsequent hours at progressively reduced rates and a full day charter may enjoy a discount. Charities, youth groups and other eligible organisations may be considered for a reduction on the final figure calculated.

The boats are generally based at the Stables Restaurant, Kirkintilloch, G66 1RH. Cruises can also start at Southbank Marina in Kirkintilloch, Spiers Wharf in Glasgow and Auchinstarry Basin, Kilsyth, by special arrangement. One way trips are also sometimes available to Glasgow, Auchinstarry and the Falkirk Wheel, and are advertised on our website.

Further information at forthandclyde.org.uk

SOCIETY NEWS

Garscube Bridge

Garscube Bridge which was opened in 2020 to connect the communities of Panmure Gate and Woodside is located near Applecross Basin. It is a powered bridge where control to open/close the Bridge is accessed via a Control Pedestal using a RFID card. Until now to open the bridge a prior arrangement would need to be made with Scottish Canals for one of their operatives to open and close the Bridge at an agreed time.

To enable FCCS to open/close Bridge ourselves and no longer need to rely on arrangements with Scottish Canals it was agreed that subject to appropriate training being satisfactorily undertaken that specific members of the Society could operate the Bridge without the assistance of Scottish Canals.

Prior to being given access to use the operator console Scottish Canals insist that specific online training is completed as well as a physical demonstration at the bridge itself.

Four members of the FCCS, namely Scott C, Jim M, Helena and Fiona M registered with the Scottish Canals online training programme and all successfully completed the required Computer Based Training and subsequent online test. General Information & Canal Safety and Forth



& Clyde Canal were the subjects undertaken.

On 10th October 2024, a very beautiful frosty clear day, the 4 FCCS representatives met with Davey, Waterways Supervisor from Scottish Canals alongwith Nicola and Rebecca from Scottish Canals who both came to observe the training that was taking place.

Despite the cold, Davey gave an excellent demonstration on how to use the operator console safely taking great care to explain every step to be undertaken and highlight all the things that could potentially interfere with the smooth operation of the Bridge. Something as simple as a spider web on the bridge sensors could be enough to prevent the barrier opening or if someone was standing near the sensors waiting for the bridge to reopen this could also prevent the Bridge from operating.

After the demonstration everyone took turns, under the watchful eyes of Davey to demonstrate their understanding and ability of how to open and close the bridge safely.

The good news is that all 4 members of FCCS can now operate Garscube Bridge without assistance from Scottish canals. It is hoped that the training may be rolled out to other Society members in the future. The Society would like to thank everyone involved.



SOCIETY NEWS



Heart Radio DJ Walk

In October, Des Clarke, Heart Radio DJ was walking the equivalent of two marathons within a 24 hour period in aid of Global's Make Some Noise Charity.

This charity changes lives across the UK by funding vital projects delivered by small charities, tackling a range of issues such as mental health, poverty and homelessness.

Des was walking form Inverkeithing to Glasgow starting at 6pm and walking through the night towards Glasgow.

Part of his route took him along the canal path at Kirkintilloch passing the entrance to Southbank Marina heading towards Glasgow. By the time he reached Kirkintilloch he had been walking for over 18 hours.

To keep him motivated the Heart Radio team had arranged for the Westerton Male Voice Choir to belt out some upbeat tunes from the FCCS Maryhill boat whilst it was sailing alongside Des who was walking along the canal path. This was a total surprise to Des and he appeared to be quite emotional when he heard the choir sing Young at Heart and their version of 500 miles. The FCCS were delighted to have played a small part to keep the DJ motivated. We understand that Des raised over £30k for the charity.



Upcoming events

02nd January 2025
Annual Gathering

01st February 2025
Members Lunch

05th March 2025
Social Night at our Office

02nd April 2025
Crew Training resumes

Further information regarding these and all other events will be posted on social media and emailed to members nearer the event.

Friends of Forth and Clyde Social Group

There is a Social Group held every Friday from 11am to 3pm hosted by Friends of Forth and Clyde at the Boatusers Block at Southbank Marina, Kirkintilloch where you are welcome to pop in for a free cuppa.

Caught on Camera

The Sighthill Standing Stones. Not quite Stonehenge, but still an impressive feat of engineering.



Photo: Ronnie Tucker

ABOUT US

Forth & Clyde Canal Society Officers

Chairman - **James Pert**
chairman@forthandclyde.org.uk
Vicechair - **Scott Castel**
vicechairman@forthandclyde.org.uk
Secretary - **Paula Braceland**
secretary@forthandclyde.org.uk
Treasurer - **Tuulia McCourt**
treasurer@forthandclyde.org.uk
Membership Secretary - **Fiona Murray**
membership@forthandclyde.org.uk
Events & Marketing - **Mary Carnie**
coms@forthandclyde.org.uk
Canal News - **Ronnie Tucker**
news@forthandclyde.org.uk

Enjoy our Canal Informatrix

Keep in touch with us in a variety of ways:

WEBSITE Visit our website forthandclyde.org.uk for latest news, events, and background information. Contact our webmaster if you wish to help, at our email address.

EMAIL ALERTS keep up with the lastest events etc. Join our email circulation list by contacting: membership@forthandclyde.org.uk

JOIN US AND HELP SAVE THE CANAL

- Campaigning
- Boats
- Socials
- Walks
- Volunteering

Come and enjoy our many activities from boat crewing and maintenance to talks and walks

Annual subs

Family £30/yr
Individual £25/yr
Concession £15/yr
Corporate £50/yr

Contact

Boat Users' Block Unit 4
Southbank Marina,
Strathkelvin Place,
Kirkintilloch, G66 1XT

Email:
members@forthandclyde.org.uk

KEEP UP TO DATE: for updates and information go to forthandclyde.org.uk
Make friends with us on Facebook, join us on Twitter and look our for email alerts.