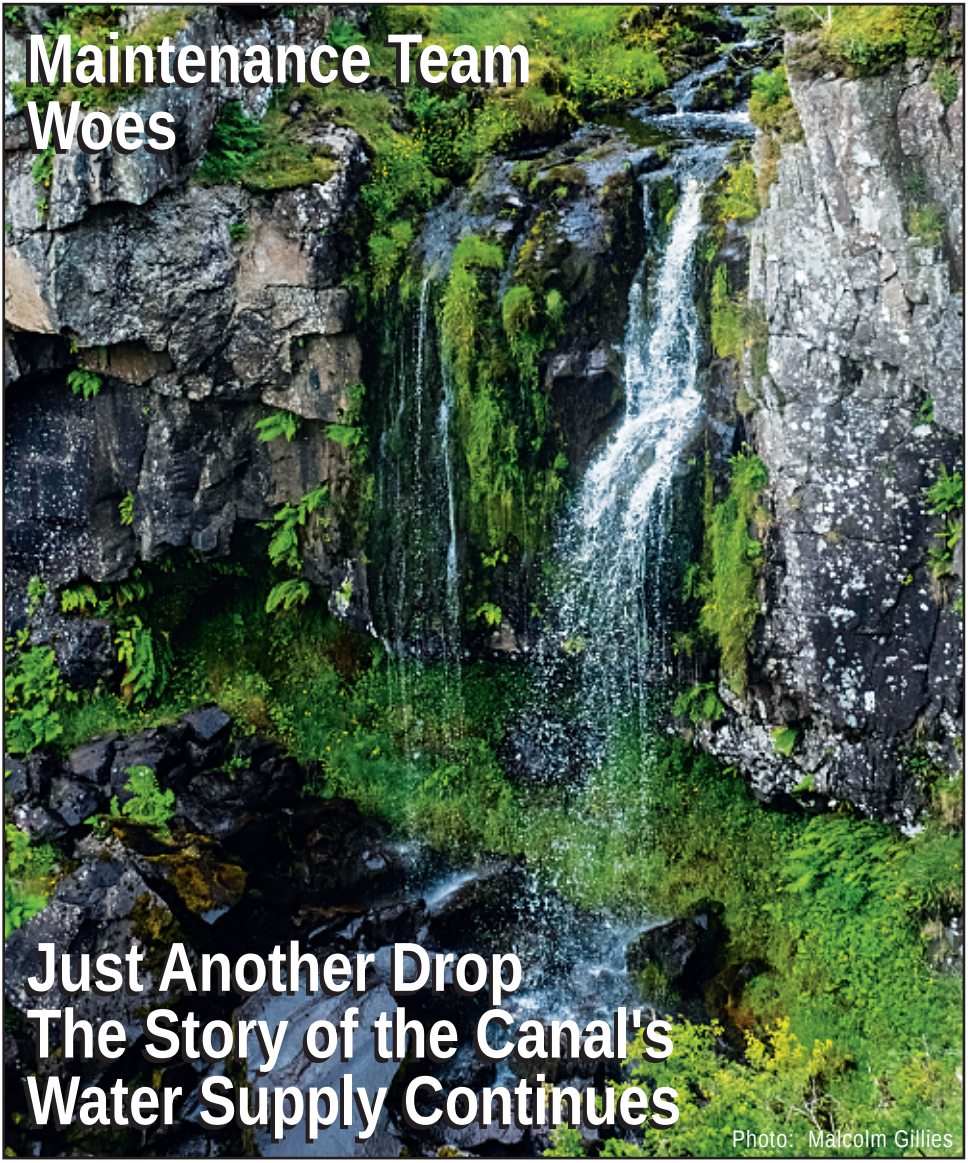
CANALNEWS

Autumn 2025 £1.50 / FREE to Members ISSUE 187



Maintenance Team Woes

Just Another Drop The Story of the Canal's Water Supply Continues

Photo: Malcolm Gillies

CHAIRMAN'S CHAT

Paul Carter and Gipsy Princess

We were all saddened to hear of the passing of Paul Carter. Tributes to Paul appear elsewhere, but I would like to tell you how much influence he had in my life.

Gipsy Princess is often referred to as a lovely wee boat, but before Voyager came along, she was a lovely big boat. It was Paul's design specification to have a boat big enough to carry a whole school class of 33 children and 3 teachers/support staff. When I first saw Gipsy Princess in 1992, she was very different to her present look. Take away the external lights, the lifebuoys, the fire buckets. Take away the front doors and windows, the large side windows, and the checker plate steel decking. Take away the flushing toilet and mains electricity. What you have left is a very basic boat.

Paul told me that we needed to get a passenger safety certificate from the Maritime and Coastguard Agency. I had never thought of this being relevant to a closed inland waterway, as The Forth and Clyde Canal was at the time, but you live and learn as they say. Oh, and by the way, a boat such as this needs a qualified boatmaster too. Paul managed to get a list of things needed to get the boat to pass muster and booked a boatmaster exam for me.

The plywood decking was rotten and unsafe, in front of the forward access steps, always being open to the weather. I knew a man in Beith, by the name of Norrie Brown, who made trailers and radio masts. I had recently given him a lot of help with his planning permission problem at his house. I asked him if he could make up some steel plates for the deck, just enough to replace the failed section at the steps, about half a square metre. He said it would need to be checker plate and at least 8mm thick. No bother said I. When Norrie came to Auchinstarry, he had enough checker plate to cover the entire exposed decking, with holes in the corners of each plate for lifting and had made lifting hooks from steel rod too. If a job is worth doing, it's worth doing well, he always said. I was worried about cost till he said he owed me and did the job for nothing. Next issue was navigation lights, etc. I called in a team from my Amateur Radio club who were always up for a challenge. We got nav lights fitted, side spot lights and front spot lights, as well as lights above the front steps and rear deck access points. A new electrical distribution board was fitted at this time. In a very short time, I went from no interest in the canal to being totally involved.

As time went on, Gipsy was further developed and even now is still changing as necessary. A new canopy to give weather protection for crew, for instance. She is now over 35 years old. It is no surprise that like any other old machine, maintenance is a constant necessity. A big thank you goes out to

the volunteer maintenance team who are keeping Paul's dream alive.

Gipsy Princess, Auchinstarry, it says on her stern. She was launched there and for many years was the only boat on the Auchinstarry to Lock 20 stretch, showing that the canal was still in use and helping to keep the M80 motorway away from the Kelvin Valley. Getting people on the boat, showing the benefits, was a major factor in the campaign for restoration of the canal too.

My Boatmaster licence has been going for over 30 years now. Thank you, Paul.

James Pert

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 membership@forthandclyde.org.uk and let them know you'd prefer a good old fashioned paper copy.

Editor's Note

This month I'm sad to report the passing of former Canal News editor, Paul Carter. I only met Paul once. He was going for a walk with his wife. I laughed as he told me how Canal News was made by him writing articles by hand and asking someone to type them up for him. Then, asking the printers to do the layout following his hand written instructions. It was so old fashioned, but I loved it. Every few months he'd send me a new article. Hand written of course.

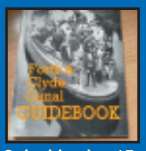
He will be sorely missed and I offer my condolences to his family.

All the best
Ronnie
ronnietucker@gmail.com

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NEWS IN BRIEF



Update: Engineering Works on the Falkirk Flight

We are half-way through our major engineering programme on the Falkirk Flight of the Forth & Clyde Canal (from locks 3 to 16). It is the biggest single investment in Scotland's canals since the Millennium Link Project re-opened our historic Lowlands canal network almost 25 years ago.

The Engineering Programme

Our Engineering & Infrastructure Team initiated the works to address concerns raised during routine inspections of the canal. The contractor responsible for fulfilling the works programme and for managing the construction site (a half mile of the canal) is Mackenzie Construction Ltd.

Oak lock gates typically last around 25 years in the water, where they are subject to enormous pressures, constant use and all kinds of weather conditions. The gates on the Falkirk Flight were showing clear signs of degradation: to maintain safe operation of the canal and prevent future failure of the gates, we decided to take pre-emptive action. We are replacing 10 sets of lock gates altogether: the downstream gates at locks 7, 9, 10, 11, 12, 13, 14, 15and 16, plus the upstream gates at Lock 16. While the current gates are made of oak, the new ones will be made from steel (at Lock 16) and sustainably sourced ekki, a hardwood with at least a 40% longer life expectancy.

While navigation is suspended on the canal, we are also taking the opportunity to install a bypass at Lock

16, which will allow us to divert water to the lower sections of the canal without operating the gates and will reduce diesel-fuelled over-pumping. Lock bypasses are increasingly being deployed on canals as a way of exercising better control overwater levels, and in response to the increased pressure on the canal as climate change brings wetter and more extreme weather.

With the opportunity to access parts of the canal that are normally underwater, we are continuing to inspect the canal's structure and undertaking necessary repairs as we go.

Working with heritage infrastructure

Our programme is a challenging one from an engineering perspective: it is the first time we have dewatered such a large section of a canal to conduct works. We are also working on a Scheduled Monument that is now 235 years old. While the Forth & Clyde Canal was a feat of engineering at the time – the world's first sea-to-sea canal – there is always an element of uncertainty about what we will find once we dewater or excavate within it.

Work on the Monument is done in strict accordance with legislation (the canal network itself is subject to more than 140 pieces of legislation) and in agreement with Historic Environment Scotland. Added to the cautious approach needed for such a structure, we are also navigating around a variety of utilities (some modern, and some historic), some of which are uncharted.

Source: Scottish Canals

KEY DATES

NOTE: As with all civil engineering programmes, dates may be subject to change, and changes will be flagged in our local leaflet drops, stakeholder updates, and on our communications channels.



NEWS IN BRIEF



Top tourist destination makes waves with electric trip boat

The much-loved Antonine passenger vessel, which takes guests on daily trips on The Falkirk Wheel and under the world heritage site of the Antonine Wall, has converted from a diesel engine to all-electric propulsion.

The conversion of the vessel, which has capacity for 96 passengers, follows the launch of self-drive eBoats at the popular tourist sites of The Falkirk Wheel and The Kelpies in 2023.

With the Antonine carrying more than 50,000 passengers each year, it is expected that the conversion to electric will save 150 tonnes of carbon over the next ten years.

Converting the 23-year-old vessel was a challenging prospect and required design of a bespoke solution by Bristol's NoPuttPutt. This family business, founded by father and son Hugo Palmer and Mark Palmer in 2016, has recently evolved from eBike manufacturing to electric boat conversions too.

The refit involved removing the diesel engine and hydraulic components, installing a 50kW direct-drive electric motor, and converting the thrusters to electric operation. The battery life, requiring 13 hours of overnight charging time, is sufficient for twenty 90-minute trips (for days' worth of trips), using an average of 7.5kWh per trip.

Scottish Canals is now beginning work to carry out a similar conversion on the Archimedes, its other passenger vessel at The Falkirk Wheel.

Source: Scottish Canals

FEATURES

The Maintenance Team

Jim Miller shares his tales of woe from the never ending list of work needing done.

I would like to give you a little insight into the sort of tasks that our team manages to keep on top of (most of the time).

We keep a register of work required and try to prioritise the tasking so that our boats remain both serviceable and, more importantly, safe. This seems straight forward but sometimes when tackling one job several more are uncovered that take precedence over the original task.

A recent example of this was with the Bow Thruster unit where we thought that all we needed was a new battery. Unfortunately, we discovered issues with the electrical contactors that had to be addressed and an issue with the battery charger for said battery.

The battery change was accomplished with a degree of difficulty as the battery is a two person lift and it is in a rather inaccessible place. We then had to remove the contactors from the motor and replace them with the spare set, again, not exactly straight forward. Once this was accomplished we found we had an issue with an internal fuse on the port side contactor unit which was duly replaced. This was all on the job list as one item.

One job that we had intended to do was to replace the toilet unit on Voyager and upgrade from a 12V supply to 24V. We have purchased the new 24V replacement unit. However, more pressing issues have arisen so this has not been done yet. It is planned to fit the new toilet after the "Ghost Boat" trips have been completed and we have more time.

The biggest job that we have is the painting of our boats. Internally, we have been busy brightening things up but externally we are at the mercy of the weather. So we're not always able to do the planned work.

Voyager has been taken out of the water to undertake a series of extremely urgent tasks to keep her both safe and functional. Unfortunately, we have had a recent accident where some underwater obstacles have been discovered that resulted in:

1. All 4 of our propeller blades being damaged (beyond repair)
2. The actual propeller shaft being bent out of true.
3. The Cutlass bearing accruing damage by the bent propeller shaft.
4. The Steering Bracket end clamp

FEATURES

The Maintenance Team (cont.)

within Steering Flat, due to induced stress, failed by having the clamp bolts stripping the threads and, because of case hardening, could not be drilled to repair threads.

The only way of repairing this damage was to scrap the original propeller (fortunately, we had a spare), the original shape, and the Cutlass Bearing, and replace with new items – not a cheap option but the only one open to us. It should be mentioned that in order to remove the Propeller Shaft the Rudder had to be removed beforehand then refitted once the new shaft was in place. To repair the steering system, the Steering Bracket was redesigned to remove the point of failure and a new one manufactured.

Please note that the new Propeller Shaft and Steering Bracket were manufactured by a local engineering company (Forrest Precision Engineering) to a very high standard. Fortunately, the Team had experience in the replacement of the above items as we had to do a similar job in November 2022. It should be noted that the original job was down to wear and tear and not damage.

While Voyager was (is) out of water we took the opportunity to give the outer bottom a coat of Bitumastic "blacking" and an above water coat of aesthetic gloss finish. Topsides will be done in water but does require both a dry day that is warm enough to allow the paint to cure.

Our woes did not end there, we encountered a fuel delivery issue with our main engine fuel delivery rail. One of the fuel banjo bolts snapped! This banjo bolt is doubled headed i.e. has two holes in the shaft designed to accommodate both the fuel delivery and excess return function with one bolt – this appears to be a special Volvo design feature that means bolts are hard to come by and are expensive when sourced.

Bolts were sourced and fitted. However, the engine would still not start. On further inspection (well done Wullie) it was found that there was still air in the system. This turned out to be an air leak in the manual priming system that is supposed to charge fuel lines with fuel but ours was pumping air into the fuel line. Just to check, a manual check of fuel level in the tank was conducted, where we found that, as the boat was on slip stern first, all the fuel had run forward thus putting supply pipes above tank fuel level. After some thinking we rigged an alternative fuel source and tried priming again. It was at this point we found that an irreplaceable seal within the priming pump had failed. Not to be beaten, the system was manually bled while cranking the engine. Success! The

FEATURES

The Maintenance Team (cont.)

engine started and ran fine. New manual priming pump is on order which once fitted will sort out the starting issue.

Gipsy Princess is also having work done, but fortunately we have managed to give Gipsy Princess a full coat of external paint. However, a second coat of external finish is required to finish the job. This can be done with the boat in the water as the underside is done. The galley sink tap has been replaced with a new tap that works well.

A new toilet has been sourced and fitted. However, there is a slight issue with the "Joker" Valve (I'm not kidding – look it up). It appears to be passing water which we believe is a bit of debris in the system incurred when fitting. To overcome this a simple gate valve has been fitted in the toilet. So when preparing a boat for a trip you open this valve half a turn, then close it at the end of the charter. This is a work-around until we have a slack period when we can remove, inspect, clean and refit a new Joker valve to finally solve the problem.

Gipsy has also had a full engine, gearbox, and fuel system service with all filters and oils replaced.

From the above tasks being undertaken you can see why we need volunteers with a range of skills and spare time to use them. Our tasking includes; Mechanical Engineering, Electrical Engineering, Carpentry, Steelworking, Sheet Metal working, Painting and Decorating and or finishing items such as carpeting. For people considering joining the Maintenance Team: you don't have to be an expert just willing to learn as we enjoy passing on our skills and experience to people keen to learn.

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SOCIETY NEWS

Community Day Stall

This year we have increased our presence in the community by attending a number of local events. We have hosted stalls at The Campsie Show, Kirkintilloch Gala Day, Lock 16 Open Day, Bishopbriggs Community Day, Volunteer Fairs to name a few.

Attending these events has been very fruitful as we have obtained both new volunteers and manged to book charters as a direct result of our presence. It has also given the Society the opportunity to create and develop relationships with other local Charities.

We were invited to host a stall at a community day which took place in Sked's Garden, Milton of Campsie. This was a fantastic day, full of good wholesome fun - races for the kids, tug of war, ceilidh dancing - rumours were rife that our very own skipper James Pert was spotted doing the Dashing White Sergeant!

Lots of interested parties stopped for a chat and to learn more about the Society - you can see the stallholders are getting younger every year. If you ever get the opportunity to visit Sked's Garden you will not be disappointed.



FEATURES

Gillies Gallery









FEATURES

Just Another Drop

in memory of former Canal News editor, Paul Carter

The continuing story of our canal's water supply by, and in memory of, Paul Carter

Water is the lifeblood of the canals. The two main inputs to our canal are via the Monkland Canal into Port Dundas (see Just One Drop in Canal News #185 and #186) and via Banton Loch (Townhead Reservoir) near Kilsyth.

Last time we followed the journey of a drop of rain falling into a squelchy bog somewhere south of Slammanan. This time we tell the tale of another drop, falling onto a bleak moorland on the Campsie Fells south of the Meikle Bin.

This drop also has a decision to make. Does it seep north from the watershed into the River Carron? If so it will soon spend time in the Carron Valley reservoir, helping with our drinking water supply. Then it will flow down the River Carron, through beautiful Carron Glen, past the sites of old paper mills and the Carron ironworks if once served, and out into the Forth just past the Kelpies and canal sea lock.

Or does it seep south into the Birkenburn Reservoir? Known locally as Johnnie's Dam, a favourite local fishing spot, and end up in the canal's water supply?

Birkenburn Reservoir was built high in the hills in 1830 to augment the flow from Banton Loch into the canal. In recent years Scottish Canals qave the reservoir a major upgrade. Improvements were made to the dam and spillway, the discharge pipe was refurbished and leakage monitoring modernised..

Reservoir water level had to be greatly reduced whilst the works were carried out. If this had been done by simply opening the sluices then the Garrel would have been badly polluted with silt. So a floating pontoon was



Photo: Malcolm Gillies

installed with massive submersible pumps to bring the water level down. And all this achieved at the top of a long steep dirt track. Respect!

Our drop now flows eastwards from the dam along the Birken Burn, passing the evocatively named Lunch Knowe, Plea Muir and Gray Mare. After about 2km it heads over a hydro weir, built recently to supply a hydro pipe to Allanfauld Farm hydro power station.

Then it takes a great leap over Lairds Loup waterfall, falling vertically 20 metres or more over a hard basalt cliff. It also leaps into a new name, the Garrel Burn. Fifty years ago Carol and I took our kids picnicking in the cave behind the fall with water cascading down in front of us. Rockfalls have now altered the waterfall and, I think, blocked the cave, Geology in action,

A series of waterfalls, cascading over lava flows erupted over 300 million years ago, takes the Garrel down 300 metres (1000 feet) to and through the Garrel Glen to an imposing weir in Kilsyth. The weir was built to divert flow into a mill lade to supply Kilsyth Mill on the Tak Ma Doon road. The canal company came to an agreement to take water from the mill's water wheel tail race to increase water supply to their new reservoir, Townhead Reservoir or Banton Loch.

The lade through Colzium Estate to Banton Loch is a much loved beautiful local walk. By the end of 1771 work had begun on the new canal reservoir, which was to cover 70 acres and provide 3000 lock fulls of water. By August 1773 the canal had been completed from the Forth to Kinkintilloch, where boats of 50 tons burden were arriving with cargos from Bo'ness. Our canal was in action!

Improvements to Banton Loch have been carried out over the centuries. Most recently a large amount of armour stone was placed by Scottish Canals just west of the dam. At present, water levels are being kept well down pending funding for improvements to the dam itself. So, if you have a few million to spare.....

Banton Lock was the site of a truly dreadful battle in 1645. Around five thousand men, mainly Covenanters, were killed in this ferocious fight between Covenanters and Royalists in the civil wars that raged across Britain and Ireland. Local names like Bullet Knowes and Slaughter Howe remember the deaths. A cairn beside the dam commemorates.



Craigmarloch
Photo: Malcolm Gillies

FEATURES

Just One Drop (cont.)

Loch	Area (approx. metres)	Capacity (million gallons) (million litres)	Height above sea level (feet)	Length (approx,)
Birkenburn (Johnnie's Dam)	500m long 300m wide	153 695	1415	350m
Townhead (Banton Loch	1000m long 250m wide	137 623	221	100m

Apologies for mixtures of imperial and metric
Imperial measurements from original documents

Our drop now heads out of the dam sluice and down the Townhead Burn. Just south of the A803 it is intercepted by another weir, fitted with new monitoring and flow devices as part of the Glasgow flood relief project. From the weir our drop flows down another lade, past the old canal stables, and into the canal at Craigmarloch.

So where now for our adventurous drop of water? Westwards to the Maryhill locks, Bowling Harbour and the Atlantic? Or eastward to the kelpies, Carron Sea Lock and the North Sea? Well, just like our previous drop which came down the Monkland Canal, that decision will be made by wind direction and Scottish Canals water engineers.

References

The Canals of Scotland, Jean Lindsay (1968)

The Forth and Clyde Canal Guidebook. FCCS and EDC libraries
(copies are still on sale at William Patrick Library, Kirkintilloch)

A Forth and Clyde Canalburn (1991) *

Forth and Clyde, the Comeback Canal (1998) *

Scotland's Millennium Canals (2002) *

The Old Forth and Clyde Canal (2015) *

* all by Guthrie Hutton for Stenlake Publishing

L.M.S. 2" for 1 mile map, Forth and Clyde and Monkland Canals (undated)

FEATURES

Amateur Photographer Norma Sterling

The Society recently had the pleasure of amateur photographer, Norma Sterling from Glasgow aboard Gipsy Princess on a transit sail from the Stables to Lock 16. These are a small selection of the photographs taken by Norma on her trip.









FEATURES

Making Waves: Canal Adventures for Curious Kids



Thanks to a generous grant from the National Lottery Community Fund, a new wave of educational adventures is unfolding along the historic Forth and Clyde Canal. Designed for school-age children, these free boat trips have already welcomed nearly 100 young explorers aboard—and the excitement is palpable.

The initiative kicked off with sessions tailored for Beavers, Rainbows, and Brownies, blending fun with learning in a truly memorable way. Each outing begins with a short presentation about the canal's rich history and unique features, sparking curiosity before the real adventure begins.

Hands-on Activities Children dive into canal-themed colouring sheets, wordsearch puzzles, and a lively object-spotting game that reveals surprising facts—like how clear the canal water actually is. The sessions wrap up with well-earned snacks and juice, giving everyone a chance to relax and chat about their discoveries.

First-Time Wonders For many children, this was their first glimpse of the canal—and for some, their very first boat ride. The buzz of excitement, laughter, and wide-eyed wonder was all the proof needed that these trips are making a lasting impact.

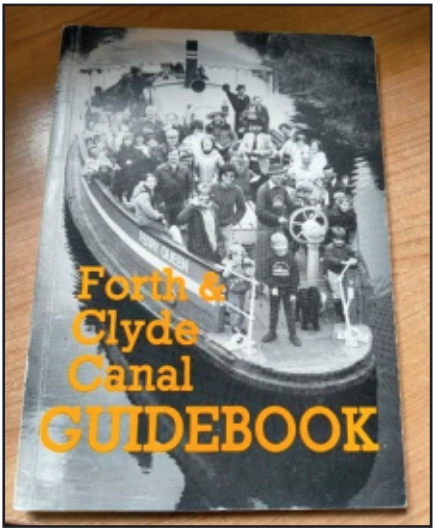
More to Come With more excursions planned throughout this year and into the next, the canal is set to become a classroom afloat—where learning meets adventure and every child gets a chance to explore the waterways of their own backyard.

SPLASHBACK

From The Canal News Archives

40 years ago 1985

Guidebook Published



40 years ago saw the launch of the original ***Forth & Clyde Canal Guidebook*** edited by Paul Carter

30 years ago 1994

MILLENIUM B-LINK-ERED

The main headline was The Millenium Link bid by British Waterways to restore the Canals of Central Scotland was turned down. Beating it to the shortlist was a request for a new national football stadium! All was not lost though. As British Waterways were invited to re-submit their proposal. This led to a campaign to obtain signatures from the public to show their desire and support for the bid. It was felt community support would give more weight to the campaign than a proposal from a government led agency.

20 years ago 2005

MV VOYAGER - IT'S OFFICIAL

The Society's new boat was officially named MV Voyager by Miss Jo Swinson, MP for East Dunbartonshire. Members, Sponsors and invited guests celebrated the event with a sail from Townhead Bridge to The Stables Restaurant for a buffet lunch.

A Public Enquiry into the proposed upgrading of the A80 to motorway standards was being held by the Scottish Executive. Some objectors are putting forward an alternative route through the Kelvin Valley. This would destroy the peaceful environment of one of the best stretches of the canal, including Auchinstarry Basin, Nethercroy and Craigendarroch Hill. The Society wrote to the Reporters Unit opposing the Kelvin Valley Route and pointing out the popularity of the new marina at Auchinstarry.

10 years ago 2015

Falkirk Wheel Waterpark Opens

The Wheel's new £430,000 waterpark was opened by Falkirk Provost Pat Reid and the kids of nearby Easter Carmuirs Primary. The waterpark has now been extended with two new pools, a giant stone map of Scotland, mini canals with working lock gates, water cannons and model boats. The big pool will have hydrozorbs and water dodgems.

IN MEMORIAM

Paul Carter



In Memory of Paul Carter: A Founding Light of the Society

It is with immense sadness that we share the news of the passing of Paul Carter, one of the founding members of our Society and a cherished friend to many. Paul's boundless energy, deep-rooted passion for the outdoors, and unwavering commitment to the Forth and Clyde Canal have left an indelible mark on our community.

Since the Society's inception in 1980, Paul was a guiding force—his enthusiasm never waned. A devoted naturalist and historian, he designed, documented, and led countless walks along the canal, enriching each journey with his vast knowledge of local wildlife, flora, and historical landmarks. His walks were more than strolls—they were immersive experiences that connected people to the land and its stories.

Paul's contributions were as practical as they were inspirational. He played a pivotal role in the design of Gipsy Princess, and his voice was a regular and valued presence in Canal News. His 2001 publication, A Guide to the Forth and Clyde Canal, remains a treasured resource and is still available today—a testament to the enduring relevance of his work.

Even in recent months, Paul was actively helping us revive his documented walks and was collaborating on a new guide highlighting the canal's landmarks and hidden gems. He was especially thrilled about our initiative to offer free canal trips for young people this year, hoping it would spark the same love and curiosity in the next generation that he carried throughout his life.

Paul's encyclopaedic knowledge, sharp wit, and unwavering dedication to the canal and its community will be deeply missed. His legacy lives on in every footpath he mapped, every story he told, and every heart he touched.

Fair winds, Paul. Thank you for everything.

SOCIETY NEWS

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 £100 first hour



MARYHILL

Up to 10 passengers. Each charter is considered on its merits and the lowest figure would be £100.

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

FCCS and Seagull Trust Cruises Receive a Generous Donation of Water Rescue Equipment

Each charity was gifted two sets of line-throwing rescue bags by Open Water Rescue (OWR), a charity committed to enhancing water safety across Scotland. The donation was made possible through funding from The Morrison Foundation and North Lanarkshire Council, with additional support from Lomo Watersports, who contributed by offering discounted equipment as part of their own donation to the initiative.



These vital rescue kits have now been installed on four of the vessels operated by FCCS and STCK in the Kirkintilloch area, ensuring that trained volunteers are equipped to respond swiftly in emergency situations.

The collaboration between local councils, businesses, and charities highlights the power of community-driven action in safeguarding public spaces. With the Forth and Clyde Canal seeing increased recreational use, these efforts are a timely and welcome boost to water safety infrastructure.

FRIENDS OF FORTH & CLYDE

EVERY FRIDAY

from 12 noon till 2pm

Friends of Forth & Clyde will be offering a warm space, free cuppa and loads of chat at the Boatusers Block, Southbank Marina, Kirkintilloch.
Pop in for 10 minutes or stay for 2 hours, entirely up to you.

SOCIETY NEWS

Stables Car Park Resurfacing

MACKENZIE CONSTRUCTION

SAFE IN THE KNOWLEDGE

The car parks at The Stables were a complete quagmire when Mackenzie Construction stepped in to make them useable again.

When wet it was so bad that volunteers were losing their boots when walking along the side of it. Not the best of surfaces to be walking on when slipping or launching a boat. The car park was so muddy it was not safe to use.

The Society are so grateful to Andy Dalrymple at Mackenzie Construction for providing both labour and materials free of charge. A huge thanks to everyone involved.







SOCIETY NEWS

Exciting news! Maryhill is now available for overnight stays



Step aboard the Maryhill - a cosy and characterful 1/3 replica puffer barge nestled on the peaceful waters of the historic Forth & Clyde Canal in Kirkintilloch. This one of a kind floating getaway offers a perfect mix of quirky charm and comfort. Whether you're looking for a romantic retreat, a peaceful solo escape or a unique base for exploring Central Scotland. The Maryhill brings you canal-side living with a Scottish twist.

Property Details

The boat has a double bed split into two single sections at the front and a double bed in the rear. WC and sink. The main cabin has a dining area for 4 guests. Shower facilities /additional toilets are nearby.

The boat will remain moored during your stay unless you have arranged for a sail to take place at a mutually suitable time.



Please note: an additional fee will be applicable for a sail, these must be arranged prior to visit as all our crew are volunteers and we want to ensure they are available to make your experience as enjoyable as possible.

Inside Description

You step through the door into the wheelhouse. Down a few steps to the main cabin which has a dining room table and seating opposite the kitchen sink and worktops. Within this area there will be drinking water (from containers only), a kettle, toaster, fridge, cutlery, and dishes. The toilet which has a sink and WC is located at the end of the main cabin. The forward bedroom which is a double can be split into two singles is just outside the toilet. There are several areas of storage within the main cabin. If you leave the main cabin and head towards the stairs there is a short corridor to the right which leads to more storage space and the double bed.



All this for £95 per night (minimum 2 night hire) Maximum number of 4 guests For further information contact operations@forthandclyde.org.uk



ABOUT US

Forth & Clyde Canal Society Officers

Chairman - **James Pert**
chairman@forthandclyde.org.uk
Vicechair - [vacant]

Secretary - **Paula Braceland**
secretary@forthandclyde.org.uk
Treasurer - **Tuulia McCourt**
treasurer@forthandclyde.org.uk
Membership Secretary - **Fiona Murray**
membership@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.