Forth & Clyde Canal Society

CANAL NEWS

Spring 2022 £1.50 FREE to Members ISSUE 177

ALL ABOARD: WE'RE CRUISING INTO 2022



MEMBERS' CRUISE
Sunday 24th April
The Stables, Kirkintilloch – 11:00am

MEMBERS' BARBECUE
Sunday 12th June
The Stables, Kirkintilloch – 12 noon

BOAT MAINTENANCE
All the time

CREW TRAINING & CHARTERS
(All subject to prevailing Covid-19 restrictions)

Visit our new interactive website at **www.forthandclyde.org.uk**

CHAIRMAN'S CHAT



New Year brings new hope for a 'normal' canal season ahead

WELCOME to this edition of the Canal News, I am unsure if it will feel like the Spring, Summer or Winter edition due to the way the weather changes so quickly when it arrives.

Well what a past year it has been with Covid-19, as just as we hoped to get back to some kind of normality along comes the latest variation. I am aware that several of you have had it and hope that you have recovered from it.

The virus has again last year resulted in almost no charters other than two for a local primary school and two member's cruises. Our normal New Year member's cruise unfortunately had to be cancelled, again due to the virus.

What has been put to good use last year has been the slipway with it almost constant use, and we already have a number of bookings for 2022.

What will 2022 bring? Well, all going well we hope to have a member's cruise in April and a member's BBQ in June, both subject to any Covid-19 restrictions.

Outwith the Society several events are at the planning stage, they are Union Canal 200, Millennium Link 21 and the opening of the new Stockingfield Junction Bridges.



Charters. We already have one booking with several more at the enquiry stage.

Maintenance of the boats. Voyager requires to be slipped February / March to have her cutlas bearing changed, otherwise just requiring decks and roofs to be painted.

Gipsy Princess requires to be slipped for some minor hull repairs and a complete paint inside and outside.

Front cover picture: November 2021 AGM Cruise

This is where you as members have to create a group to come together and be prepared to organise and carry out the required work not only to get Gipsy Princess back up sailing again, but also to look after her in the long term, as the "someone else" who normally carries out this role have their hands full already.

At this point I wish to thank those who work away keeping the boats afloat, looking after the finances, the paperwork for Companies House, the MCA and any number of other requirements which are required to keep the Society going.

Stewart Procter
Chairman

OSCR Scottish Charity Regulator www.oscr.org.uk Registered Charity SC005463

Editor's Note

WELCOME to this edition. We bring full reports from our first AGM in two years plus plenty of news and events along the canal. Also, in this Year of Scotland's Stories we have plenty of stories for you including canal holidays, geology and wildlife, 'Marathon Memories' and the Flotilla of Lights.

Many thanks to all who sent in stories and pictures, please keep them coming. Canal News is after all a member's mini magazine for you and by you.

Paul Carter, Editor

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NEWS IN BRIEF



COP26 fringe demonstration on Glasgow Branch canal

'Springing' Into Action

IT IS not just birdsong that heralds the arrival of Spring. It is the sound of our volunteers springing into action to get our cruising season off to a successful start.

Our fleet needs continued work to keep it cruising ready, including mechanical work, cleaning and painting, as well as fully trained crews. Gipsy Princess, in particular, is in danger of becoming an orphan, and needs a dedicated team to look after her.

So please respond to chair Stewart Procter's pleas and get fully involved. Approximately 40 members are on Stewart's email list for volunteering.

If you are not on this list, and wish to volunteer for work parties or crewing, please email Stewart at stewartproctercanal@hotmail.co.uk.

Tommy's Talk

Our long-standing committee member Tommy Lawton will be giving a talk on canal history to the Kirkintilloch and District Antiquarians, as part of East Dunbartonshire Heritage Week. They hope to hold the talk in The Park Centre, Kerr Street, Kirkintilloch at 2pm on Wednesday 23rd March.

Tommy has a wealth of personal knowledge and memories, see his article on the Canal Marathons on page 12. Check EDLC website for details.

Canal and COP 26

Colourful demonstrations including monster ghouls were held as part of the COP 26 fringe, on the Glasgow Branch of the canal. For more pics see the Glasgow Canal Coop website.

The Coop, active for several years now, brings together local volunteering bodies, social enterprises, cultural institutions and public bodies. They have run many successful events for the public, including kayaking for kids, along the Glasgow Branch.

Maid of the Loch

Restoration took a big leap forward in 2021 with the completion of a new slipway carriage by volunteers at Balloch, Loch Lomond. The much-loved old passenger cruiser was then successfully brought out of the water. This year will see repairs to the hull and paddles. The boat will continue to attract visitors in its new temporary guise as 'The Ship on the Slip'.

Kilsyth Flood Relief

There are plans for a new flood relief scheme for Kilsyth that will see flood flows from the Garrel Burn diverted round the town using the existing canal feeder lade from Garrel Weir and Banton Loch (Townhead Reservoir). Rather disturbingly, the reports appear to suggest sending up to six cubic metres of water a second down the 250-year-old narrow lade, through Colzium Estate. We trust this amount is not proposed as we would doubt the lade's ability to take this flow safely.

Bonnybridge Closure

The towpath between Bonnybridge and The Falkirk Wheel was closed in January this year until March. Alternative routes are given along the main A803 road or along the John Muir trail footpaths. This is for "essential works to safely reopen the canal and towpath". The work is being carried out by Mackenzie Construction for Scottish Canals.

Rainbow Warrior

Christine Hammell snapped the Greenpeace flagship and reports : -
"I was interested to follow the journey of the



Greenpeace flagship, Rainbow Warrior on the Clyde

NEWS IN BRIEF

Greenpeace vessel Rainbow Warrior as it made its way along the Clyde to Glasgow. There was speculation as to whether she would be allowed to berth in Glasgow. Despite earlier concerns she was able to tie up outside King George the V Dock and deliver young activists to the COP 26."

Pricing Review

Scottish Canals are conducting their first pricing review of leisure and residential moorings as well as transit and navigation licences in five years.

Two independent consultants will make their recommendations in March this year.

Paul Bishop

Sad to report the death of January of Prof. Paul Bishop. Paul was chair of the Scottish Local History Forum and wrote several articles for Canal News.

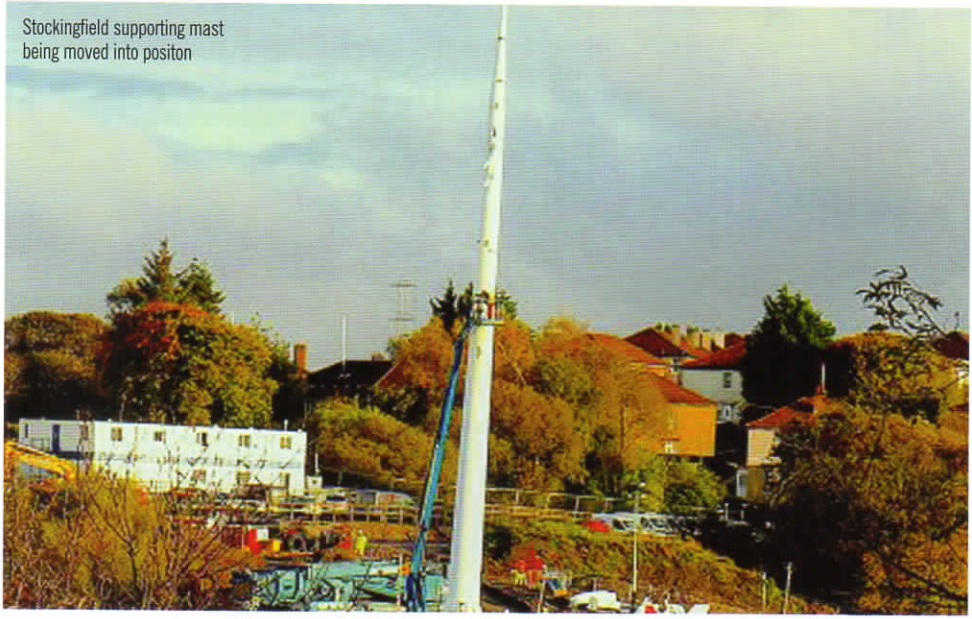
Falkirk Growth Deal

Scottish Canals have partnered with Falkirk Council and the UK & Scottish Governments, signing a Heads of Agreement in December. The parties have initially pledged £130 million between them. It is hoped to attract £1 billion of overall investment and create 2000 jobs.

The eleven projects include £4 million for a new Scotland's Canal Centre, providing opportunities for employment, training and recreation. Importantly, the new centre will include a relocated H.Q. for Scottish Canals.

Stockingfield Nearly There

The impressive 30-metre-tall steel mast for the new three-way pedestrian canal bridge at Stockingfield Junction was erected in November. The new bridge will connect several communities in North Glasgow. It



Stockingfield supporting mast being moved into positon


Pre-Covid charter, many more this year please

will also provide the last link in a continuous canal towpath between Bowling and Grangemouth. The £12.8 million project has been masterminded by Scottish Canals with funding from Sustrans, Transport Scotland and Glasgow City Council. The new structure is expected to open in the summer of this year, with public art works installed by September. A grand opening? We hope so and await details.

Glasgow's Smart Canals

Green minister Patrick Harvie MSP opened the scheme's first connection to new housing in Sighthill in November at a Scottish Canals COP 26 event. Sighthill is the first of five new housing sites in North Glasgow to be connected to the scheme and eventually catering for 3000 new houses.

Surface flood water from storm events will be temporarily run into the canal before release to the main surface water drainage system. The scheme has won awards for Mackenzie Construction and Scottish Canals for Innovation Champion and Initiative of the Year, at the British Construction Industry Awards 2021. We would like to see more information on how the floodwaters, potentially carrying pollutants from road surfaces and elsewhere, are being treated before discharge to the canal.

Charters Get Going Again

Last Autumn saw our charters restart, mostly in a small way but hopefully this will pick up this Spring. Your editor really enjoyed the two cruises in November for Holy Family PS primary 3 pupils, where he was 'history man'. Our crew expertly took 50 excited schoolchildren on cruises from Southbank Marina to The Stables and back. This was part of their canal history project.

As well as looking at all the old photos the pupils asked loads of really good questions about the canal and Voyager.

As a bonus they spotted ducks and swans, with great excitement for a roe deer. Quite a few already knew the canal from cycling along the towpath with their parents, with special mention for fish and chips at The Stables. As they disembarked one wee girl said, "That was so fun, but so sad to get off".

Don Martin MBE

Great to hear one of our longstanding members, Don Martin has just been awarded an MBE for services to local history and libraries.

Don has been a great champion for the canals and has written many historical books and articles, including for Canal News.

FEATURES

Tales of a Narrowboat holiday

Onboard Maia from Marine Cruises based at Swanley Bridge Marina, Nantwich - by Christine Hammell

AFTER almost 2 years of Lockdowns etc. my friend and I were delighted to set off at last on a short break along the beautiful Shropshire Union Canal, Llangollen branch heading for Grindley Brook. It was the end of September, and the weather was not always kind. Our first day was windy with heavy rain but we agreed to battle on regardless. My friend worked the five locks and mechanical lift bridge while I steered the boat and we managed to reach Wrenbury where we moored before the electric lift bridge overnight. You need your BW key here and after pressing a couple of buttons you stop the traffic, the bridge lifts and the boat cruises through.

There are two pubs at Wrenbury, the Cotton Arms and the Dusty Miller. We chose the friendly, old world Cotton Arms. Being later in the season no food being served but we were promised that we would be able to have a meal on our return journey. Thankfully we had plenty food onboard.

Day 2 was sunny with occasional showers and our aim was Grindley Brook. This involved seven locks before the Grindley Brook staircase of three locks however due to an incident, where a man had slipped off his boat and sustained an injury to his face, there was a bit of a bottleneck. It's a lovely spot here so we walked up to the staircase to watch the other boats rise through the locks assisted by a couple of volunteer lock keepers. However, we decided to wind at the bottom of the staircase and go back through four locks to Willeymoor Lock where there is a pub serving meals and moor overnight. Well done Marjory working eleven locks that day. I did help a wee bit!

Day 3 saw us heading back to Wrenbury where we wanted to buy a mooring hook from



the chandlery (long story) and take on water. Due to the heavy rain and wind this was a difficult manoeuvre, but we managed. The by wash from the locks also made getting into the locks a challenge however despite all this we had a great day. Thank goodness for modern heating systems.

Day 4 return to Swanley Bridge Marina. There were quite a few boats moving in the opposite direction which is a help at the locks. It was a bright sunny day, and it was good being able to take our time and chat to other boaters which is all part of the fun. This being our last day we were to moor overnight outside the Marina where the hire company met with us in the morning. We were sad to hand Maia back, she had looked after us well.

Thanks Christine. Please let the Editor have all your holiday stories and pics.

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 £130 first hour.

GIPSY PRINCESS

up to 25 passengers or maybe 20 if you are catering. Hourly rate of £105 for first hour.

MARYHILL

up to 6 passengers. Each charter is considered on its merits and the lowest figure would be £50.

Charges are reduced for second and subsequent hours at progressively reducing 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.

PLEASE CHECK WEBSITE FOR CURRENT COVID-19 GUIDELINES

Telephone bookings to Robert Irvine 01236 735533
Further information www.forthandclyde.org.uk

IN FOCUS


Flotilla of Lights photo competition winner, Lady Galadriel

Fantastic Flotilla of Lights

Twelve boats took part in this year's colourful flotilla organised for the past four years by the Lowlands Canal Association. The main event had been preceded by a gathering on the previous night at the Almond Aqueduct for a BBQ, bonfire and fireworks, with music and singing. FCCS Secretary Christine Hammell takes up the story...

20th November found a number of boats joining in the Festival of Light flotilla. The brightly lit boats left in convoy from Harrison Park on the Union Canal heading for Edinburgh Quay. Children on the bank were encouraged to carry homemade lanterns in return for handful of sweets being thrown from the boats. This year the Festival was dedicated to the canal restoration champion Ronnie Rusak who sadly died this year. Forth and Clyde Canal Society member Christine McKay, of CraftDaftonaRaft fame, onboard narrowboat Yasmin won the prize for the best dressed boat. Christine had hoped to take her converted lifeboat to the Festival but unfortunately due to lock closures this was not possible. Scottish Canals stepped in with two hire boats for the 6-day journey.


Christine Hammell

IN FOCUS

Changing of the seasons brings wildlife wonders


Fieldfare


Goldeneye


Goldfinch

WINTER wildlife along the canal has been a feast for our eyes and ears, and Spring is just around the corner. Big flocks of winter thrushes, the fieldfares and redwings have come winging down from Iceland & Scandinavia. They have been a common sight along the canal, feasting on the ripe red berries of canal side hedgerows and foraging for grubs and worms in nearby fields. The 'chack-chack-chacking' of the fieldfares is a real giveaway.

Long skeins of geese came honking down from the Arctic, a familiar sight and sound as the skeins fly up and down the canal corridor between feeding and roosting sites. Torrance, Kelvinside and Twechar Marsh are particular favourites.

Many different duck species have arrived here from the Arctic and the wider Scottish countryside. Wigeon, teal, goldeneye, tufted ducks, gadwall, and mallard are all here. Banton Loch, Possil Marsh and Dumbreck Marsh being good places to see them. Goosanders and cormorants have flown in to enjoy the canal's plentiful fish.

Big flocks of goldfinches have been roaming along the canal, stripping out the seeds from thistle heads and knapweed. Bullfinches and chaffinches are working the canal side hedges. If you get lucky you may spot Bramblings down from Scandinavia.

Huge changes are due with Spring on the way. The first wildflowers like celandine and coltsfoot appear beside the towpath. Canal side hazels start shedding pollen. Elder and hawthorn are amongst the first to come into leaf. And with this change comes a big changeover in our bird life. Arctic refugees head back north, African birds like warblers, swifts and swallows return north to breed. Adult mute swans chase off last year's young and re-establish their breeding territories. And the first mallard ducklings paddle furiously behind mum along the canal. Toads, frogs and newts return to breed in the canal and nearby ponds.

Enjoy the changing scene and please send the Editor your wildlife pictures


Cormorant

FEATURES

Marathon Memories

Continuing our series of canal activities in the 1970's by Tommy Lawton



Inflatable power boat marathons were held annually along the canals between Glasgow and Edinburgh during the 1970's. Successive events were organised by London Motor Boat Racing Club, Dalgety Bay Sailing Club and Linlithgow Union Canal Society. Sponsored by Scottish Daily Express and then Drambuie Liqueurs. Forty to fifty boats usually took part, but not all made it to the end. Tommy takes up the story...

THE AIM of the Canal Marathons was to show British Waterways that these canals were an amenity to the towns and villages they passed through. They had been neglected for far too long and should be saved. The marathons started in parts of the Forth and Clyde Canal that had the most blockages, to make the point about needing restoration.

These were very physical timed events taking a full weekend. Average time was set by timekeepers hiding in various locations. You lose points if you pass them early and times are calculated at the end of Day One to prepare yourself for a gruelling Day Two. There are more than 30 + portages.

I partnered with Colin Clarkson who competed before and needed a new partner and on our first outing in 1979 we won first place battling with pea soup thick weed, bushes and bull rushes higher than you could see. One expected to meet Hercules the Bear, who had gone missing that week, to appear round the next bend.

Instead, it was just another boat with a

broken shear pin. There were a lot of obstacles under the water like shopping trolleys and old cars. We used many shear pins on these sailings, and to keep up your time one member paddled to keep the boat moving while the other removed the old pin and replaced it with a new one, and off we would tromp again passing a few breakdowns.

Canal locks were a different problem, single ones were ok, but flights had to be decided. Do you attempt them all in one go? Long ones like Maryhill's 5 flight you could have assistance from your backup teams but some out in the country there was no easy access, and you were on your own. Mechanical portages were allowed using a vehicle for passing longer blockages like Forth and Clyde to the Union at Falkirk.

The Union was worse for weed being shallower and more open but still a challenge. End of Day One in Linlithgow gave teams a chance to compare experiences and troubles. We had a fuel problem and stripped our engine outside the Le Tare place we were staying at overnight. The local priest blessed our engine and boat and we put this down to finishing out first marathon.

Colin and I did many more Marathons, Cross Scotland, the Caledonian, Pennine, and also the round London, but that's another story.

Editor's Note: Thanks for a great story, Tommy. I well remember competing with Bill Young in 1976. Having gone ashore for supplies in Kirkintilloch, I jumped back onto the boat and bounced straight out again into the cold deep canal water, surfacing to a resounding cheer from the crowd of onlookers. We finished in 14th place. Any more 70's stories? Please send to the Editor.





FEATURES

Geology of the Kelvin Valley

Murray Reid reports on the geological processes that have shaped our local landscape



Looking across the Kelvin Valley from Croy Hill to Kilsyth and the Campsie Fells. Canal in foreground

IN THE course of its 56 km journey from the Firth of Forth to the Clyde, the Canal crosses a wide range of bedrock strata and an equally wide range of overlying superficial deposits.

However, the most important geological feature is not any single soil or rock type but the Kelvin Valley. This sword-cut of a valley running east-west at the foot of the Campsie Hills provides the obvious direct route from coast to coast with the minimum elevation, and the canal follows the valley for most of its length.

The Kelvin Valley can be well seen from the high ground of Croy Hill and Bar Hill south of Kilsyth (photo above). To the north, the high ground of the Campsie and Kilsyth Hills is formed by basalt lavas, with the scarp formed by the Campsie Fault, which down throws younger sedimentary strata to the south. This line of weakness was exploited by glaciers during the Ice Age, with ice flowing from west to east along the valley excavating a valley over 100m in depth and 26km in length. The valley was infilled with glacial till, sand and gravel and alluvial deposits to form the present-day valley.

The high ground to the south is formed by a sill of dolerite, an igneous rock with composition similar to the basalt of the Campsie Fells but a coarser grain size as a

result of crystallising at depth rather then being extruded at the surface like the lava.

This high ground was utilised by the Romans to build the Antonine Wall, which runs parallel to the Canal for much of its length.

The dolerite is exposed in Auchinstarry Quarry adjacent to Auchinstarry Basin on the Canal (photo above), and in several other old quarries in the area. The dolerite is a uniform, high strength rock and has been widely used for construction, including for cobbles, kerbstones and aggregate. It is particularly suitable as roadstone, as it shows good adhesion with bitumen and the high strength and coarse grain size provide good friction for vehicle tyres. It is still worked at a quarry in Croy beside the Glasgow – Edinburgh Railway.

The friction is also appreciated by rock climbers, who use Auchinstarry Quarry for practice.

In a short article, I can only give a flavour of the geology and how it has affected and been affected by the canal. I have concentrated on the Kelvin Valley as it shows many of the important geological and historical aspects of the canal clearly - and also because I live there.

Colliery spoil tip above the canal east of Twechar Bridge



Dolerite in Auchinstarry Quarry. This face is used by rock climbers



SPLASHBACK From The Canal News Archives

Forty Years Ago

'Horsing About at The Stables' was our February front page story. Whisky barrels were delivered by horse drawn barge by our canal society for the official opening of The Stables restaurant on 25th November 1981.

'Ferry No 8 on way to Summit' was our April lead story. The future Ferry Queen was lifted out of the Clyde by shipbuilder UIE and placed carefully on a low loader for transport to the canal summit at The Stables. 'Speed Bonny Boat up the Maryhill Road' was the Glasgow Herald's headline. We had come a long way in just two years since FCCS foundation.

Thirty Years Ago

Good grief, we had a nine-month gap in Canal News between No 55, December 1991, and No 56 in September 1992. Clearly plenty had been happening including 'Come and Try It' at Temple, 'Gipsy Princess Festival' at Auchinstarry and a 'Coast to Coast' run. Les Black was the reluctant hero hauled into the editorship, like the Speaker being hauled to the House of Commons chair. Nobody told him the role was actually 'Editor for Life' and he went on to produce an unbeatable 62 issues until his untimely and highly lamented death at Christmas 2004.

Twenty Years Ago

'Winter Birdwatch' was our front-page story in March 2002 by yours truly. It does sound a bit familiar, and inside an article on frogs breeding, oh gosh. Back to normal in our May issue with 'The Voyage of Ferry No 8' on the front page, covering the journey of the erstwhile 'Ferry queen' back to the Clyde to enjoy a new life alongside Glenlee.

Ten Years Ago

'Your Canal Society Needs You!' was our headline in March 2012 with a plea for more volunteers, sounds familiar?

'Speirs Unlocked' was our May 2012 headline, including Voyager with raised Jolly Roger, acting as the stage for the National Theatre of Scotland's creative cruises for local primary school pupils. This was part of the 'Speirs Unlocked' event at Speirs Wharf when various local arts organisations opened their doors to the public.

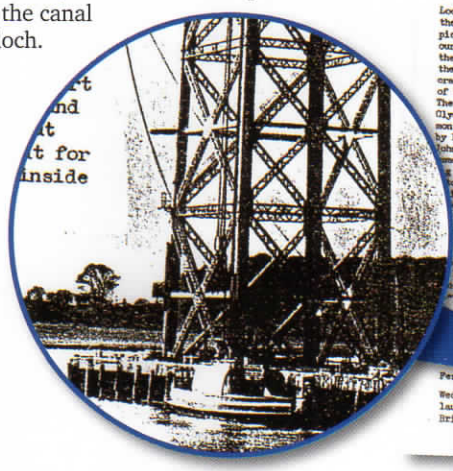
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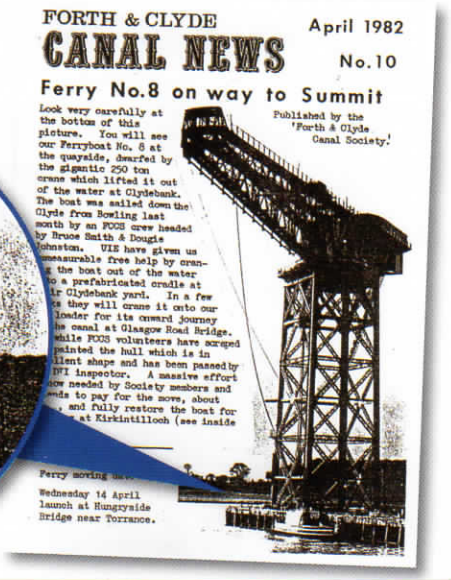
Working on the sensory garden at Auchinstarry, September 2010



Photo Archive Special

Look very carefully at the bottom of the picture on our April 1982 front page. You will see Ferryboat No. 8 dwarfed by the gigantic 250 tonne crane at Clydebank which helped her on her way to the canal at Kirkintilloch.





FORTH & CLYDE CANAL NEWS

April 1982

No.10

Ferry No.8 on way to Summit

Published by the 'Forth & Clyde Canal Society'

Look very carefully at the bottom of this picture. You will see our Ferryboat No. 8 at the quayside, dwarfed by the gigantic 250 ton crane which lifted it out of the water at Clydebank. The boat was sailed down the Clyde from Bowling last month by an FCCS crew headed by Bruce Smith & Dougie Johnston. UIE have given us immeasurable free help by cran- the boat out of the water o a prefabricated cradle at ir Clydebank yard. In a few s they will crane it onto our loader for its onward journey e canal at Glasgow Road Bridge. hile FCCS volunteers have scraped painted the hull which is in llent shape and has been passed by FI inspector. A massive effort ow needed by Society members and nds to pay for the move, about , and fully restore the boat for at Kirkintilloch (see inside

Ferry moving

Wednesday 14 April launch at Hungryside Bridge near Torrance.

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SOCIETY NEWS

with thanks to Robert Irvine



Society AGM in action

Society AGM

We managed to hold a successful AGM, after two years of Covid, with a good number of members present at Southbank Marina, Kirkintilloch, on Saturday 20th November. Chairman Stewart Procter thanked retiring committee members Maie Semple and May Kohn.

The rest of the office bearers and committee were re-elected. AGM reports are given on the following pages.

Events

Sunday 24th April 2022. Members Cruise. Depart from The Stables at 11am for a 2-hour trip. Tea & coffee provided.

Sunday 12th June. Members BBQ at The Stables from 12 noon onwards. Tea & coffee provided but provide your own food to cook on the Canal Society oil drum barbeque.

Weekend of 21st & 22nd May. Union Canal 200. Anniversary events at Linlithgow.

Other Hopefuls... Stockingfield Bridge opening and Millennium Link 21; probably in Maryhill. Details of these two items to be announced. Current Covid-19 guidelines apply to all events.

Crew Training

Crew Training will restart on Wednesday 30th March 2022 at 7:30pm. Venue has still to be confirmed. Check website for up-to-date information.

Charters

Our financial year runs from October to September and charter bookings and events use the same calendar. Since the start of October, we have had one member's cruise, a 90th birthday cruise (not Walter Martin),

another short member's cruise after the AGM, and two trips for the P3 pupils of a local primary school.

Later this year we have one confirmed charter in May, and three at the enquiry stage which look like they'll go ahead. We also have charters with a local Kirkintilloch company. 'Spirit of Alba', for three whisky tasting cruises in May, June and November.

There are also a number of charters that were suspended for 2020 and now that we are able to sail with fewer restrictions, we will need to contact them to, hopefully, arrange to re-book dates. Only one of these charters had to cancel and received a refund of their deposit.

Membership

There is good news and bad news. The good news is that since our last formal AGM in 2019 we have received 20 new members across all categories (Ordinary, Family, Pensioner, Student and Corporate).

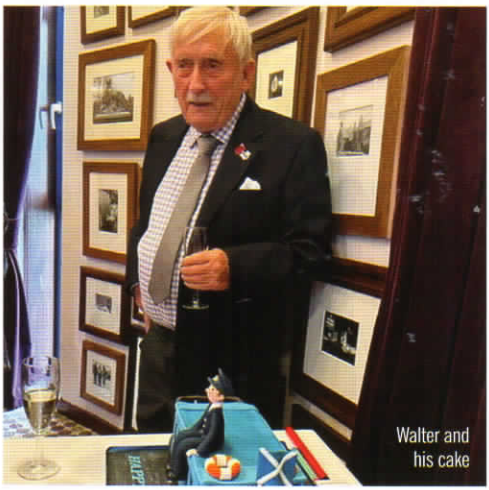
The bad news is that over the calendar years of 2019 and 2020 we have 11 members, one of whom is deceased, who failed to pay their membership and their membership will be cancelled.

These members were lettered two or three times over this period of time and reminders were placed in Canal News. Of seven members who did not pay their membership in 2021, one has paid, one has cancelled their membership, and one has passed away, leaving four outstanding.

(Our AGM Reports, which follow, will cover much of what we would normally put in Society News).

Walter Martin

Longstanding member Walter Martin recently celebrated his 90th birthday. Family and friends arranged for his birthday cake to be modelled on the Janet Telford, which used to be a FCCS boat.



Walter and his cake



Crew training aboard Voyager

CHAIRMAN'S AGM REPORT

Opening remarks for FCCS AGM on 20th of November 2021

GOOD morning and welcome to the Society's AGM. Please ensure that you have "signed in" and that you have completed the form.

If you have been in contact recently or are showing any of the symptoms of Covid-19, can I ask you to leave the meeting.

As you will be aware we did not hold an office-based AGM last year due to the Covid-19 restrictions which were in place, or an "online" version as a number of members would not have been able "to attend".

The society lost our vice-chairman Jim McLachlan in January 2020, with a number of us able to attend his funeral service.

This year a champion of the lowland canals, Ronnie Rusack also passed away. There is an event tonight the 20th of November (today) in Edinburgh on the Union canal in memory of him.

The Society like most other organisations over the past two years has had no or very few activities for most of the membership to participate in i.e., training, charters, winter talks etc. We have managed to produce the Canal News and please keep sending in articles to print in it.

Behind the scenes the operations to keep the Society going have continued, not quite as normal but by phone and email. These included committee meetings, membership details, finance, updating sailing manuals and training plans, enquiries about charters, dealing with Company's House, Scottish Canals, MCA inspections, servicing of the fire extinguishers, repair contractors etc.

It is hoped we can at some point next year return to our normal activities.

Stewart Procter
Chairman

BOAT ACTIVITY AGM REPORT

ACTIVITIES concerning the boats have been restricted over the last two year due to the various restrictions which had been in force due to the Covid-19 virus.

With the exception of the trips with Santa for Christmas 2019, and two other small charters we were unable to offer or accept any charters. Due to Gipsy Princess and Maryhill being broken into, and vandalism having taken place inside both boats they have joined Voyager in Southbank Marina over the past two years. All being well we will return the boats to our moorings at The Stables in the spring of next year.

The boats were regularly inspected to ensure they all remained wind and watertight with any minor repairs which were required carried out.

Gipsy Princess

The hinges of the doors into the outside rear lockers have been changed. The routine maintenance programme i.e., the engine has been serviced and the flexible exhaust pipe has been replaced, has commenced prior to her being slipped in the Spring of next year for further repairs prior to her MCA inspection.

Voyager

Voyager was slipped for her MCA out of water and 5-year hull thickness inspections both of which were acceptable. A requirement for these inspections was that the hull and keel plates required to be scraped and power washed prior to the inspections and then painted.



A task highlighted during the inspection was for the fibreglass like material in the engine room to be covered to contain any loose fibres from becoming airborne. This is all but complete. A repair for next year is to replace the "cutlas bearing" on the propeller shaft. The interior of the cabin and wheelhouse have been painted.

Maryhill

The vandalism referred to earlier was mostly inside Maryhill where a dry powder fire extinguisher was set off covering all of the interior. This took several weeks to clean up. Maryhill has also been slipped for her hull and keel plates to be scraped, power washed and then painted. It has been noted that the engine cooling pipes on the outside of the hull require to be replaced as a number of holes have been noted and repaired.
The work to replace the pipes has now been carried out by a contractor.

Slipway

With the lifting of restrictions, the slipway has been in regular use this year not only were our own boats slipped but a number of third-party boats have used the facility providing well needed income. A programme of dates for slipping has already been created for 2022.

Paperwork and the MCA

As noted above Voyager had her out of water and hull thickness inspections carried out. Voyager has now also had her passenger certificate issued with a minor change to the number of crew required. Before it depended upon the passenger numbers, this has now been altered to a minimum of 3 crew instead of 3, 4 or 5.

Work has also been completed on the operator manuals for Voyager and Gipsy Princess.

Crew Training

A new method of recording crew member's experience / knowledge has been introduced. Requests were made about training taking place out with the normal training evening for groups up to 3, today none have been requested.

Events

Several events which had been planned for 2020/2021 were cancelled due to Covid-19 restrictions.

Charters

Other that those listed above we have been unable to accommodate any charters due to the restrictions. We are receiving inquiries about charters and today one has already been booked for next year

Maintenance

Whilst we are grateful for the small number of additional volunteers who help when a boat is slipped, we require additional help on a long-term regular basis to help maintain the boats, as the present maintenance team are unable to look after all three boats.

What's Planned

All being well we may have a Society cruise and BBQ next year, restrictions and weather permitting.

Both cruises will subject to Covid-19 restrictions and weather conditions.

Stewart Procter
Chairman

TREASURER'S REPORT

YOU should all have a copy of the summary accounts for the year ended 30 September 2021 showing an income of £12,558.42 and an expenditure of £13,504.56, a deficit of £946.14 for the year. Considering we had no sailings during the year but still had to pay for moorings, insurance, MCA survey fees etc, and the main source of our income was from membership subscriptions plus a grant from East Dunbartonshire Council. I think we have done very well.

You will see from the end of year accounts prepared for us by Wylie & Bisset LLP that we have approximately £40k in the bank. This figure includes a "ring fenced" amount of £20k which has been set aside for any unforeseen circumstances. This still leaves us with more than the minimum sum of £15k recommended by Wylie & Bisset LLP to allow us to operate with little or no income for one year, such as we have just experienced.

I referred to a grant from East Dunbartonshire Council. This was a sum of £3,000, and the Full Award was granted for boat repairs, licensing and maintenance.

The grant amount was more than spent earlier this month when we received the invoice for the repairs to the cooling system on Maryhill, and this is allowed as the grant runs from April to March while our financial year runs from October to September.

With the exception of approximately £65 spent in October the balance of the grant, and some, was spent on the repairs to Maryhill in November. These items will be formally reported at next year's AGM.

As usual I am happy to answer anyone's questions on the accounts at this time, or I can go over specific details on a one to one basis at another time.

Transactions between 01/10/2020 and 30/09/2021

Summary

CATEGORY	INCOME	EXPENDITURE	PROFIT/LOSS
Gift Aid	£591.74	£	£591.74
Accountant	£	£972.00	- £972.00
Membership	£2,673.00	£25.00	£2,648.00
Donations	£779.53	£	£779.53
Grants	£3,000	£2,543,43	£456.57
Insurance	£	£823.09	- £823.09
Scottish Canals	£1,468,78	£2,100.96	- £632.18
Voyager	£1,244.21	£3,129.83	- £1,855.62
Gipsy Princess	£435.96	£614.58	- £178.60
Maryhill	£220.22	£795.13	- £575.11
Winch	£2,025.00	£219.73	£1,830.27
Sundries	£58.05	£527.14	- £469.09
Lifejacket Servicing	£37.13	£60.00	- £22.87
Postage	£	£343.69	- £343.69
Printing	£	£1,350.00	- £1350.00
TOTALS	**£12,558.42**	**£13,504.56**	**- £946.14**

Independent Examiners Report and Appointment of Auditors

Also tabled is the Report and Financial Statements for the year ended 30 September 2021 prepared for us by Wylie & Bisset LLP. You will note that this document also includes the Report of the Trustees for the year ended 30 September 2021.

Again, our Secretary, Christine Hammell, must take the credit for preparing the Trustees Report this year. Both Stewart Procter and I had sight of it before it was sent to Wylie & Bisset.

The drop in the total funds available to the Canal Society is mainly due to the reduction in value of our fixed assets, namely our boats. See page 11 in the report for how this is calculated.

If anyone has questions on the Independent Examiners Report I will by happy to try and answer them, but if not, I would like to propose that the report be accepted.

I would also like to propose that Wylie & Bisset LLP be retained for the financial year 2021/2022.

Robert Irvine
Treasurer

MEMBERSHIP REPORT

When we last held an AGM in November 2019, we had 178 members. I prepared a report for our 2020 AGM but didn't get an opportunity to deliver it because of the restrictions in place at the time.

We had 171 members a year ago, and I can report that this year we had 180 members on 30 September. The membership consists of 34 Ordinary members, 43 Family members, 3 Life members, 1 Corporate member, 5 Student members, and 94 Pensioner members.

Over the course of the last two years, we have had memberships cancelled, or been advised that others have passed away. This amounted to a total of 15 members. However, over the same two-year period, we have seen an increase in our membership of 18 new members, 9 in each year. This number is made up of 4 Ordinary members, 5 Family members, 1 Corporate member, 2 Student members, and 6 Pensioner members.

At our AGM in 2019 I reported that there were 130 members signed up to Gift Aid, and I can report that this number is now 133. I have still to submit this year's details to HMRC and the amount received will be included in next years annual accounts. If you are signed up to Gift Aid and your circumstances changes, for example the increase in the personal allowance results in you no longer paying income tax, you need to inform the Canal Society so that we no longer make a claim on your membership subscription.

In relation to the General Data Protection Regulations, it is important that you advise the Canal Society of any changes to your details, as outlined on your membership record. A copy of this record is included with the Spring issue of Canal News. Any changes should be recorded on your membership record and the complete form returned to me at my home address.

Finally, can I thank all those members who included a donation along with their subscription, and thank you all for your continued support.

Robert Irvine
Membership Secretary

Membership Type	2020/2021	2019/2020	2018/2019
Ordinary	34	31	35
Family	43	42	40
Life	3	3	3
Corporate	1	0	0
Associate (Student)	5	4	3
Associate (Pensioner)	94	91	97
Totals	180	171	178

ABOUT US

Forth & Clyde Canal Society Officers

Chairman Stewart Procter

Secretary / Company Secretary
Christine Hammell 0141 561 1953

Treasurer / Membership / Bookings
Robert Irvine 01236 735533

President Guthrie Hutton

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E-MAIL ALERTS keep up with the latest events etc. Join our email circulation list by contacting our webmaster on secretary@forthandclyde.org.uk

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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 £25
Ordinary Member £20
Student or Pensioner £12

Contact

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