THE sobriety PROJECT

Review of the Year 2008
Steve Waddington brings SERVICE to the Museum in early November. By generous agreement of Steve and his brother Tony, the Sobriety Project will have the vessel on permanent loan for 25 years. It will be used as an activities workshop.
Contents

Foreword
George Robinson, Chair

Finances
Bernard Fletcher, Trustee and Volunteer Financial Adviser

Annual Accounts
at March 31st 2008

Director’s Report
Using the waterways to tackle social exclusion
Bob Watson

A difficult year ahead
Lorna J Lester, Trustee

And how will they all fit in?
Paul Cooper, Training and Safety Manager

We need elastic walls
Clare Hunt, Operations Manager

Young people at risk
William Vodden, Team Leader—Prevention, East Riding Youth Offending Team

Goole Youth Inclusion Programme
Karen Beaumont, Sobriety Youth Worker

Offenders have benefited greatly by working in a structured environment with excellent support from the committed staff many of whom are volunteers
Kurt Charles, Deputy Head HMP Moorland Open

CYRILLE DANEELS comes home
George Robinson and Rachel Walker, Museum Officer

There aren’t too many instances in our industrial past where water freight competed successfully against the advent of rail
Tony Hoyland, Editor, Towpath Talk

A Song for Tom Pudding
Eileen Sherburn, Volunteer

Saving The Lowther Hotel
Howard and Julie Duckworth, Julie Howard Partnership. Making Buildings Live Again

People, landscape and culture
Mick Stanley, Trustee and Vice Chair

After several aerials and a good clout we were back in business
Jess Fussey, Surewaters Co-ordinator

The workshop is now well set up and running smoothly
Colin Derbyshire, Workshop Tutor

York’s ISARA
Susie Gridley, Volunteer

Visitors and Events 2008

Group visits 2008

Grants and Donations

Staff and Volunteers

Management Committee

Facilities and Services 2009
2008 can be perhaps classed as a year of ‘quiet consolidation’ in which the effects of careful management and much hard work by staff and volunteers not only resulted in a more stable financial situation (detailed elsewhere in this Review) but also gave the Project a degree of confidence in seeking ways to grow the business, albeit under strict guidelines. The early part of the year saw the completion of a new Business Plan, taking us through to 2011, continuing many threads of the previous plan while re-examining and redefining our areas of activity. While we considered that there was potential to expand more quickly, we deliberately set a ceiling of 5% p.a. on our growth target. Of course, that was well before any of us knew about ‘toxic mortgages’, insolvent banks and worldwide recession! Nevertheless, our success in securing new funding in the latter part of the year should certainly allow us to exceed the budgeted income for the current financial year.

Particular successes include securing new funding for Waterstart at Thorne, substantially from the Coalfields Regeneration Trust and a new contract with East Riding of Yorkshire Council for a youth activities programme. We have welcomed into our team Gemma White at Thorne and Karen Beaumont at Gool, to help to deliver these projects. Also Rebecca Williams joined us as Finance Officer, allowing Rachel Walker to concentrate on the important curatorial and educational role of the Museum. The very active group of Trustees was joined by Neil Forrest who administers the regional Duke of Edinburgh’s Award scheme from our offices and Chris Platt, Treasurer of Goole Model Boat Club. Susan Capes, Assistant Keeper of Social History, Hull Museums, joined the committee in an advisory capacity.

Sometime while all this was going on, we were joined by a small flock of chickens which had clearly suffered from rural isolation and deprivation for some years, and were immediately enrolled as volunteers in the food supply chain, whilst keeping themselves at a careful distance from the kitchen.

Looking ahead, our refurbished flagship SOBRIETY will be re-commissioned in December and will be joined in the New Year by SERVICE, kindly offered by the Waddington family for development as an ‘educational work boat’ and for which we seek conversion funding.

“Our success in securing new funding in the latter part of the year should certainly allow us to exceed the budgeted income for the current financial year”.

Society needs to re-adopt those fine old Victorian values such as sobriety and service, we will, in the meantime, manage the project with wisdom and prudence, while providing opportunity and progress for all our clients!
The Sobriety Project Limited (a charity) Statement of Financial Activities for the year ended 31 March 2008

Summary Income and Expenditure Account

<table>
<thead>
<tr>
<th>Notes</th>
<th>Unrestricted £</th>
<th>Restricted £</th>
<th>Total £</th>
<th>Total £</th>
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<tr>
<td></td>
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<td>Costs of generating funds</td>
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<td>12,909</td>
<td>-</td>
<td>12,909</td>
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<tr>
<td>Charitable activities</td>
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<td>299,614</td>
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<td><strong>TOTAL RESOURCES EXPENDED</strong></td>
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<td><strong>NET INCOME FOR THE YEAR</strong></td>
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<td>Funds brought forward at 1 April 2007</td>
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<td>Donated Assets Reserve</td>
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<tr>
<td><strong>Funds Carried Forward</strong></td>
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<td>54,289</td>
<td>638,907</td>
<td>693,196</td>
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</table>

All of the above results are derived from continuing activities. All gains and losses recognised in the year are included above. There is no difference between the results as disclosed in the income and expenditure account and the result on an unmodified historical cost basis.
The Sobriety Project Limited (a charity)

**Balance Sheet as at March 2008**

<table>
<thead>
<tr>
<th></th>
<th>Notes</th>
<th>2008</th>
<th>2007</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>FIXED ASSETS</strong></td>
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<td>Tangible Assets</td>
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<td><strong>CURRENT ASSETS</strong></td>
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<td>Cash at bank</td>
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<tr>
<td>Cash in hand</td>
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<tr>
<td>within one year</td>
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<td></td>
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<tr>
<td><strong>NET CURRENT ASSETS</strong></td>
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<td><strong>TOTAL ASSETS LESS CURRENT LIABILITIES</strong></td>
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<td><strong>CREDITORS</strong></td>
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<td>(102,766)</td>
</tr>
<tr>
<td>Amounts falling due</td>
<td>16</td>
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</tr>
<tr>
<td>after more than one year</td>
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<td></td>
<td></td>
</tr>
<tr>
<td><strong>NET ASSETS</strong></td>
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<td>693,196</td>
<td>658,753</td>
</tr>
<tr>
<td><strong>Funds</strong></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Unrestricted</td>
<td>19</td>
<td>54,289</td>
<td>45,302</td>
</tr>
<tr>
<td>Restricted</td>
<td>19</td>
<td>473,458</td>
<td>473,002</td>
</tr>
<tr>
<td>Revaluation reserve</td>
<td>20</td>
<td>140,449</td>
<td>140,449</td>
</tr>
<tr>
<td>Donated assets reserve</td>
<td>21</td>
<td>25,000</td>
<td>693,196</td>
</tr>
<tr>
<td></td>
<td>22</td>
<td></td>
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</tr>
</tbody>
</table>

The accounts have been prepared in accordance with the special provisions of Part VII of the Companies Act 2006 relating to small entities.

Signed on behalf of the Council of Management

Members of the Council of Management

Date approved by the Council of Management: 22/10/2008
For many years a small number of local authorities and other public bodies have successfully invested in inland waterway community projects to deliver social benefits and outcomes. Examples of subjects of contracts are:

- children excluded from school and pupil referral unit returning to mainstream education;
- people leaving prison and not re-offending during the following two years;
- previously housebound women gaining employment;
- offenders on community service orders carrying out environmental improvements in the community;
- adventure residencies for children with a learning disability to help them become more independent;
- adventure residencies for old people in care to help them maintain independence;
- looked after children being given the opportunity to make new friends and visit new places;
- young people at risk gaining transferable skills to help them find work;
- people with mental health problems getting the confidence to share experiences;
- young people from multi ethnic backgrounds living and working together on a canal boat for mutual learning, enjoyment and teamwork.

In spite of this there is no official acceptance by Government or navigation authorities of the potential value of inland waterways to alleviate the effects of social exclusion. The result is that opportunities for individuals to participate in such programmes are restricted and expansion is haphazard and piecemeal. Unless they happen to be acquainted with community waterways projects doing the work, few people will take seriously the proposition that inland waterways can be used as a resource to change lives. Even fewer will see any connection between inland waterways and the possible achievement of Public Service Agreement performance targets.

Recommendations from research by the Inland Waterways Advisory Council (IWAC) and the Association of Inland Navigation Authorities (AINA) have been consistently applauded but ignored. April 2001 saw the publication by IWAC’s predecessor organisation of the report The Inland Waterways: towards greater social inclusion. It recommended that Government should ‘require the incorporation into the plans, policies and programmes of the three largest public navigation authorities of a specific commitment to this work, advise them how best to pursue it, and review their funding needs accordingly’. It should also fund research ‘to measure the value of personal and community benefits created by waterways and their use’.

In May 2003 IWAC’s predecessor published another report Benefits of Sustainable Waterways: British Waterways since 1996 in which it called upon Britain’s principal navigation authority to ‘develop a targeted inclusion strategy... (in which) priority groups would be disabled people... disaffected youth and poorer families.’ Later in 2003 in his Foreword to Spring to Release, an evaluation of the use of inland waterways as a...
re-settlement resource for women leaving prison, Robin Evans, Chief Executive of British Waterways was more specific and said: “It is wonderful to learn how Waterways Work for Women has been used to influence future policy in helping discharged prisoners back into employment... hope we shall see even more use of our waterways for activities like this that clearly deliver real social benefit.”

This was an interesting comment because it now reflects the current (September 2008) ‘core vision’ of the Cabinet Office Social Exclusion Task Force that ‘the most socially excluded adults (must be) offered the chance to get back on a path to a more successful life... (these are people who) may be negotiating a difficult transition such as leaving prison or long term care.’

www.cabinetoffice.gov.uk/social_exclusion_task_force/pas.aspx

PARTLY as a practical follow up to the social inclusion recommendations made by IWAC’s predecessor, AINA produced Making more of our Waterways in July 2005.

On the first page is Spreading the word which says ‘If we are going to reach out to everyone in our local community we will need to consider how we can become more inclusive and welcoming in our approach. This approach is in line with Government initiatives designed to improve local life and encourage healthier more caring communities... (Beneficiaries will be) for example people with special needs, older people... members of black or other minority ethnic communities, families on low incomes, women who feel vulnerable’.

Except at the occasional local level, these recommendations have been ignored and the opportunity to use inland waterways as a resource to combat the effects of social exclusion has not been taken seriously.

The Review of Waterways for Tomorrow (IWAC 2007) summed it up: ‘In the face of uncomfortable changes in society, including the fragmentation of families, the increase in the prison population and the alienation of young people in some ethnic groups, the Government has given increased priority to policies to regenerate communities and enhance community cohesion. Unfortunately the contribution that could be made by the waterways was not recognised in Waterways for Tomorrow and has not been recognised since’.

John Edmonds, IWAC’s Chair, said in a recent article Remembering the Social Dimension (Sobriety Project: Review of the Year 2007) that ‘important opportunities to increase social cohesion are being wasted... (IWAC’s) conclusion is that the contribution that could be made by the waterways (to community cohesion) has not been properly recognised by Government.

At an operational level British Waterways (BW) ended its fifteen year support of the National Community Boats Association (NCBA) in 2004. Even at a local level, request for assistance can be delayed or rebuffed with head scratching about whether it fits with commercial objectives. The Head of BW’s Customer Service, while holding positive views about the contribution that the waterways can make to social cohesion, said in a recent conversation with NCBA’s Chair that it is not part of BW’s core business to support this work other than through the normal provision of waterways infrastructure.

The Olympic Delivery Authority (ODA) appears to have a similar attitude. The 2012 Games were given to London partly as a result of the International Olympic Committee being impressed by the quality of the proposed Legacy. Much publicity was given to the part which the local waterways would play in the Legacy post 2012. The bid also gave the impression that the Legacy would provide benefits to the UK as a whole.

The Waterspace Masterplan however makes no reference to the social benefits that inland waterways might bring to the five boroughs and, in spite of having invited IWAC to be a consultee, it wouldn’t be an exaggeration to say that the ODA appears to regard its interventions as a nuisance.

At its meeting in March 2008, IWAC proposed that an Olympic Community Waterways Partnership should be set up to consider how the Legacy framework could be used to reduce social exclusion in the Boroughs. So far the suggestion has met with deafening silence.
In October 2008 however there is a flicker of light. After an enquiry and consultation, the Efra Select Committee 2007 report into British Waterways criticised the decision to cut mid-year the organisation’s GIA. Following Defra’s confirmation of a 3-year £57M GIA settlement, and the recent announcement by the new Waterways’ Minister Huw Irranca-Davies of an additional £1M to that settlement, hopefully lessons have been learned from that episode.

In its follow-up report (July 2008) the Select Committee refers to:

- the waterways delivering a range of additional public benefits linked to the Government’s strategic objectives as reflected in its Public Service Agreements (PSAs);
- consideration of ‘additional benefits’ which might be ‘bought’ by other Government departments;
- an Interdepartmental Working Group set up to be a focal point for:
  - more effective cross-government coordination on inland waterways matters;
  - a fuller understanding and recognition of the contribution that the inland waterways can make to government policies for climate change, environmental improvement, public health, recreation, regeneration, heritage, planning, transport and community cohesion;
  - discussion on proposed research into the social and economic value of inland waterways.

This is good news but to prevent the intention being buried, the available evidence from the last 20 years needs to be collated and re-packaged to show beyond any doubt that the inland waterways’ contribution to ‘community cohesion’ can bring inter alia the benefits of:

- enhancing training for employment;
- increasing employment;
- reducing offending;
- reducing dependence;
- creating racial harmony.

There is still a danger that the evidence will get lost among more persistent claims for attention. For example helping to put off the evil day when “John’s grandma” succumbs to dementia by taking her on an adventure on the canals would be small beer compared to the value of lucrative waterside development in a northern city. No one will know about John’s grandma unless they’ve looked for the evidence, but re-vamped canal and river access, centerpieces of a big regeneration project, would immediately attract interest and investment.

As the years go by of course there will be more and more of John’s grandmas: the NHS already has problems meeting the current expectations of an ageing population.

A welcome outcome of the Efra Select Committee report into British Waterways is a £150,000 research project lasting two to three years, funded by Defra and managed jointly by Defra and IWAC to establish what the benefits of inland waterways are.

If the potential benefits of inland waterways to combat social exclusion at a local and practical level are to be realised there are three requirements:

ONE: There is a need for a change of perception and understanding by the whole of Government and the navigation authorities – a step change.

It isn’t the job of navigation authorities to combat social exclusion but as reports by IWAC’s predecessor and AINA implied, they ought to have an accurate understanding of how inland waterways can contribute to doing so. If they do not deliver the services themselves they still ought to be ready and willing to support the work. They also need to refresh their commitment to genuine interagency working. There may be just as much need for interdepartmental working in British Waterways as there is in Government.

At the present time the National Community Boats Association has 70 members. About a third of these are already carrying out work which helps government and local authorities achieve inclusion targets but these member organisations live precariously.

Their infrastructure organisation is permanently on the verge of extinction. Less than 0.1% of the
equivalent of British Waterways' GIA income would be needed to secure its future.

There have been suggestions over the years that using inland waterways to tackle social exclusion is covered by making inland waterways 'accessible to all'. However generating social inclusion is not the same as promoting 'access for all'. Effective social inclusion designed to change lives is the outcome of contracts with waterway community projects by 'secular' bodies such as Regional Development Agencies, local authorities and primary care trusts who have no prior affinity with inland waterways. It involves:

- reading and understanding the requirements of the contract or tender;
- friendly persuasion and recruitment of beneficiaries;
- delivery planning;
- inter-agency working;
- monitoring, and evaluation;
- planning for sustainability through marketing and lobbying.

Good staff and volunteers are what make it work. 'Access for all' on the other hand requires customer research and resources to ensure that waterfront facilities are appropriate to meet customer needs.

One process targets the generic problems of disadvantaged adults and children as described in the PSAs; the other tries to remove obstacles to the general public enjoying inland waterways. The one looks to transformational outcomes by using the inland waterway as an intervention to achieve agreed objectives. The other leaves it to the individual.

TWO: There is need for evidence of the effectiveness of the approach.

To assist with this, the National Community Boats Association will set up an independent study group of managers of inland waterway community projects and contract managers from local authorities and other public bodies. Its purpose will be to collect anecdotal and statistical information about delivered outcomes for target groups and individuals. The information can then be made available to research bodies.

THREE: Models of good practice should be disseminated to expand on AINA’s Making More of the Waterways and show the practical stages by which partners can begin to use their inland waterways to meet the needs of individuals facing overwhelming problems.

Features of the good practice model are:

- involvement in local networks of education, training and health providers to identify needs and to find out how they could use the waterway for the benefit of their children, clients and volunteers;
- attendance at network meetings to get ideas discussed;
- attendance at residents’ group meetings;
- survey of young people’s views about the waterway;
- discussions with senior officers of public bodies to find out how they would support the project;
- formation of a working partnership to promote ideas; receive comments and undertake business planning;
- search for appropriate premises;
- applications to funders;
- appointment of staff and volunteers;
- marketing and publicity.

In conclusion I can do no better than quote IWAC’s chair John Edmonds again:

‘Our task and the task of every group that agrees with our analysis, is to make sure that Government fully understands the benefits of using the waterways to address the wider social agenda and improve the quality of life of so many British people’.

Note:
This report was presented to DEFRA in November.
My husband Clive has always had an interest in history and anything mechanical. Given an opportunity, he dives down into the engine room of Wheldale to hear that ‘sweet sounding engine gently thumping away’. I just don’t understand how he can get so excited about an old engine; perhaps it’s a man thing.

My family and friends have found out that the Museum provides a wonderful place for week-end visitors age seven or 70, to poke at screens, pull levers, feed the animals, do boat trips and generally enjoy a day out.

Since joining there has been a substantial shift not only in my understanding and enjoyment of the waterways but also my appreciation of the huge effort that goes into bringing old boats alive for all the community to use and appreciate.

I enjoy listening at trustee meetings to ‘tales of days gone by’ (usually the ‘old hands’ telling them!) or chatting to staff over coffee and bun, and of course taking part in the business planning of Sobriety and looking at all the aspects of a medium size charity - recruitment, budgets, funding and not least, personnel.

My colleagues at Sheffield Hallam are also well aware of the Project and my interest in it and not least my pestering for votes for ITV’s People’s Millions to support the Roots2Shoots allotment bid.

Watching individuals grow and develop both in Sobriety and through moving on gives on a great feeling of pride. In such a small team across three sites their skills have to wide and various including dealing with the media (both being stars on TV and in the press), safety, community boat development and not least successfully obtaining grants and sponsorship deals. The high level of enthusiasm and dedication enables the Trustees to plan confidently for the future.

Apart from enjoying being a Trustee I have had the pleasure of chairing a team to recruit new staff as well as working with an excellent senior management team to develop the Project’s Business Plan for 2008-2011.

This I believe gives us a clear direction for the years to come. It sets out our objectives and the measures which in the light of the level of effort seen in the previous years I am sure will be achieved.

Producing the plan led to some very interesting discussions about our remit and the work we are trying to do. I believe the final document clearly states this and now gives a framework for how we can deliver.

But let us not be complacent; 2009 is going to be a very difficult year for everyone as the impending threat of recession looms. Even so we can go on to do great things in what may be testing times. It’s what we’re here for.

It’s a pleasure to work with such a great crew, management committee and staff who are so committed, work so hard, and deliver so much. I look forward to being part of Sobriety’s future success.
And how will they all fit in?

Paul Cooper
Training and Safety Manager

A year ago the Project’s flagship SOBRIETY was in a sorry state; the main engine had suffered a catastrophic failure, the heating system had permanently expired, the plumbing leaked more water into the bilges than came out of the taps and the remaining, inadequate, services were becoming increasingly temperamental.

Twelve months on and after some set backs, she is now due to return to her moorings at the Museum following a mammoth refit at Louis and Joshua’s boat yard in Thorne. The craftsmen at the yard have created a beautiful interior which, with its new modern services means that the old boat, now nearly a hundred years old, is fit for another decade cruising the waterways and providing excitement, education and pleasure for thousands of people.

Over the past few years ‘Sobriety’ has not been out and about as much as she should have been. Difficulties within the Project, the condition of the boat and more profoundly, a retreat by schools and other organizations away from adventurous activities back to ‘safe’ measurable and controlled in-house ones, have been some of the reasons. The Project is now much fitter and leaner, the boat superb and more importantly, community organisations, Children’s Services, Youth Justice Boards, PCTs and the like, are again investing in innovative, adventurous activities to further their work of improving their client’s life chances.

Keeping SOBRIETY productively away from the museum moorings is now part of the fun facing the Project this coming year if for no other reason than to answer the question ‘How will they all fit?’

Tony and Steve Waddington of Ernest V Waddington in Swinton, hearing that the Project was looking for another Sheffield size barge to help alleviate the over crowding in the Museum, a consequence of increasing activity in all areas, has generously donated, on permanent loan, the motor barge SERVICE. This fifty year old boat is in remarkably good condition and far exceeds our expectations. SERVICE is already in serviceable (ouch) order, but when fitted out, a project within by volunteers and the young people we work with, she may also be able to promote the Project with activities and
exhibitions at other locations when she is not needed in Goole.

The Museum side of the Project’s business is also angling to bring two more local sights on to the moorings to join their tug WHELDALE and improve the interpretation of that aspect of the collection. Rumour and behind the scenes negotiations may also result in two other vessels vying for space along the already congested, although at the time of writing strangely empty, moorings.

The boats, SOBRIETY, WATERSTART, CITY OF HULL, WHELDALE, OPPORTUNITY, TELETHON LOUISE, ROOM 58 and now SERVICE are the key and the hook to the Sobriety Project’s work with its users and a feature of and draw for the Yorkshire Waterways Museum. They add interest and excitement for visitors and adventurous educational or therapeutic opportunities for others.

During the past few decades, the Sobriety Project is now nearer middle age than the first flush of youth; thousands of people who would not normally have had the opportunity have enjoyed and benefited, even if they may not realize it or know why they were given the chance, from their experiences on board the boats.

To some of the more adventurous amongst us, and those who think or would like to think they are, pottering down a canal may seem tame stuff. What is often not realized by the founders and staff of many ‘out door’ activity projects is that proposed expeditions which are challenging and exciting for them often result in either highly exclusive, expensive activities that benefit very few and are inaccessible, unattractive, terrifying or beyond the capabilities of everyone else, or end in tragedy.

The vast majority of us are not, never will be and, when seriously considered, do not want to be, arctic explorers, death zone mountaineers or ocean yacht racers. A community boat is just a vehicle, a means that allows professionals to access unusual activities and environments to help people develop awareness of self and others, grow in self confidence and, often unknowingly to engage in educational activities.

Death-defying expeditions however glamorous, are not a pre-requisite for benefiting from messing about in boats.

The magic of the waterways should be available to all and with Sobriety’s growing fleet we hope we are sailing in the right direction.

From 1990 until 2003, Paul Cooper was skipper of the Project’s sea going sailing barge AUDREY, based in Hull Marina. In 1988, the vessel which began life in 1915 as a lightship marking Whitton Sands in the upper Humber, was purchased by Sobriety. Her conversion to a sailing barge gaff rigged as a ketch, was achieved in one year by young people from the most deprived area of Goole on government employment schemes.

During her 13 years with Sobriety, AUDREY carried more than 7000 young people on residential to Holland, France and round the British and Irish coasts. Many of them were educationally and economically disadvantaged and came from Hull’s former council estates.

The virtue of the project was that it was easy to use. Paul and her volunteer crew were just as content to potter in the Humber as they were to sail the near European coast. AUDREY’s legacy for many of her young people was a memory of a great adventure which we believed at the time was improving their prospects for work, training and life generally.

The operational costs of the vessel were £60,000 p.a.

However in 2004 AUDREY became the victim of local authority and other cut backs and was sold.

Built in 1957 SERVICE is Sheffield size (61’x15’6”) and carried cargo for Ernest V. Waddington Ltd of Swinton, South Yorkshire.
We need elastic walls!

Clare Hunt
Operations Manager

This year we’ve reached most of our Business Plan targets and increased activity in every area so that we’re now short of indoor space. There have been many days when the foyer has been used simultaneously for café customers, art and craft classes and school visits. Navigating through children and their lunches and museum visitors has been an obstacle course challenge.

The space problem will be solved by the Project converting the ‘Sheffield’ size barge ‘SERVICE’ given on long term loan by Tony and Steve Waddington proprietors of the well known Swinton firm Ernest V Waddington.

‘SERVICE’ will be converted to a floating classroom suitable for messy arts and crafts activities and school visits it will eventually accommodate many of the activities currently taking place in the museum. The foyer of the museum will then be used mainly for exhibitions of museum objects. The project is once again a finalist in ITV’s The People’s Millions in which we hope to raise the money for refurbishing the barge in the face of fierce competition from other causes across Yorkshire.

Through the year we have been working on the community allotment project Roots 2 Shoots which won the ITV phone-in vote last year. The allotment provides another place for young people and volunteers to learn construction and gardening techniques. Early in the year heavy rainfall completely flooded the site. A group of young people ended up knee deep in water; one had to be pulled from the mud and left his wellies behind.

The raised beds produced some good vegetables for the museum café as well as some energetic weeds for volunteer gardeners but the strawberries never seemed to get past their young pickers. The fruit cage has been built and is filled with berry bushes, grape vines, kiwi and fig plants which will produce fruit next year.

Some chickens rescued from a battery farm have made their home at the Museum; they were supposed to go to the allotment but became so popular that they were never moved. They’re part of the Museum family and their eggs are popular in the café. Big Bob the cockerel is magnificent and oversees the flock with arrogance and charisma.

For children at risk of school exclusion there are now places in the kitchen, the workshops, the boats and the allotments and these are taken by Vermuyden School, the LEA’s Work Related Learning, Scunthorpe Youth Offending Team, and Bridgeview School, Hull. In mainstream education the young people on work and learning placements usually have poor attendance levels and find it hard to cope in a classroom. For this reason we place them in small groups and to maintain their interest rotate them through different activities. Even in these small numbers they can be very challenging. After a time most of them do settle in and their enjoyment of the informal learning environment is reflected in better attendance rates and improved behaviour.

Some of the most memorable moments this year have involved young people and include my spotting the minibus leaving the car park with a boy lying on the roof. The driver fortunately heard his feet banging and explained that getting on the bus meant getting in and sitting down.

The towpath nature trail: a disappearing pond.
Another young girl spent most of her time swearing loudly in the foyer. We only realized after some weeks that the reason she wouldn’t stop when asked was that she didn’t believe the words were swearing. In view of the words she was using and the bemused looks of museum visitors it’s hard to fathom out what she would consider to be swearing! The opportunity to mix with responsible adults outside the classroom and to learn about their expectations can help such children to come to terms with a wider world.

Other projects have been supported by:
- BBC Children in Need
- A service agreement with East Riding Youth Offending Team
- The Heritage Lottery Fund’s sponsorship of two initiatives – ‘Their Past Your Future,’ a World War II project and ‘Rooting Around,’ a film made by young people about the traditions of Goole Docks.

The workshop training area has been refurbished and expanded to provide improved facilities for a Youth Activities Project (YAP).

The 2008 Museum programme has included more arts and culture events than in recent years and the floating gallery ROOM 58 has been the venue for regular exhibitions of paintings, previews and the occasional folk evening organized by the Sherburn family. During October the gallery was dry docked for survey and repainting.

Theatrical productions have also been an important part of our developing arts programme and included Deep Water, a spectacular three evening production which took place at the Museum, on the Towpath Nature Trail and at the site of the No.5 Boat Hoist. The finale involved aerial trapeze artists and a firework display. It was one of the most exciting productions seen in Goole and was produced by a Leeds partnership of ‘Exponential’ and The Institute of Crazy Dancing. Two weeks of rehearsals changed the atmosphere of the Museum as large numbers of artists and bohemian characters from all over Europe mingled with museum visitors, men from Moorlands prison (who were the production volunteers), escaped chickens and schoolchildren who had never seen anything like it.

Castaway rehearsed their shows at the Museum every Wednesday evening and Shipmates made a pirate film which had its premier at The Gate Theatre in Goole.

Having won the Yorkshire Tourist Board’s White Rose Award in 2007 for Best Small Visitor Attraction, we entered the ‘Access for All’ category this year and were finalists at the award ceremony held at Bridlington Spa. We didn’t win but we were proud to promote the Museum and Goole as a tourism destination in Yorkshire.

In September we entered the Project in the Waterways Renaissance Awards (Education and Learning category) sponsored by the Waterways Trust and the British Urban Regeneration Association. The entry reflects our increasing activities with excluded young people.

To work with young people from Thorne, Moorends and Stainforth the Project has secured two years further funding for Waterstart from the Coalfields Regeneration Trust. A long term sustainability action plan is now in place to support future growth and financial stability.

Humour and good team spirit have characterized the year’s activities. 2009 will produce new developments that fit with the seven new areas of activity outlined in the new business plan which are:
- Educating Children:
- Living and Independence:
- Encouraging Healthy:
- Working with Offenders:
- Training for Employment:
- Making Best Use of the Natural Environment:
- Conserving and Interpreting the Industrial and Cultural Heritage of Yorkshire’s Waterways:
- Encouraging Enjoyment of the Arts.

Bring it on! We’re all ready for action and fighting fit with our secret ingredient of ‘the magic of the waterways.’
The Youth Justice Board (YJB) for England and Wales has developed a range of evidence-based, targeted youth crime and anti-social behaviour prevention models that are based on:

- The early identification of those at high risk of offending
- Their effective engagement
- Assessment-based interventions.

Evidence-based, targeted prevention among eight to seventeen year-olds identified as being at risk of offending, is an effective means of:

- Reducing the number of young people entering the criminal justice system
- Reducing re-offending
- Reducing anti-social behaviour
- Improving the quality of life in deprived communities
- Improving the life chances and employability of socially excluded children and young people.

Working in partnership with key partners such as the Home Office, Department for Children, Schools and Families (DCSF), the Department for Social Justice and Regeneration in Wales and the Voluntary and Community Sector, the YJB has demonstrated that a combination of direct funding of youth offending teams (YOTs) and work to influence and shape the policy of other agencies can increase the number of young people targeted and the effectiveness of youth crime prevention.

The YJB is currently overseeing a programme through funding to YOTs that is managed against the background of an evidence-based performance framework that will help ensure the investment is effective.

The funding is to be used towards achieving a reduction in the number of first time entrants into the youth justice system – a target that has now been incorporated into the Local Area Agreement set of indicators giving youth crime prevention a higher profile.

The investment is being used to deliver services such as youth inclusion projects (YIPs), youth inclusion and support panels (YISPs), and innovative parenting programmes. It will also be a means of promoting inter-agency co-operation, drawing in partnership funding and influencing the agendas of the mainstream service providers both local and national, where most of the resources lie that are needed to prevent youth crime and anti-social behaviour.

The reputation of programmes, such as the Youth Inclusion Programme and YISPs, and the evidence underpinning targeted prevention work, has been growing.

In 1996, the Audit Commission’s report, Mis-spent Youth, found that:

- Efforts to prevent offending and other anti-social behaviour by young people need to be coordinated between the different agencies involved; they should also be targeted on deprived areas with high crime rates, and piloted and evaluated.
By 2004, The Audit Commission reported that:

…we found that targeted and well-managed early intervention programmes can be effective if they are properly coordinated both nationally and locally, such as those managed by youth offending teams.

By 2005, the value of YOT-led targeted prevention programmes devised, funded and supported by the YJB had also been recognised by the Home Affairs Select Committee Report on anti-social behaviour:

The policy environment is complex and dynamic, and therefore activity has to be flexible enough to adapt to changing circumstances without compromising core principles. It considers the opportunities and challenges offered by key central and devolved Government initiatives, and sets out what the YJB’s approach will be to delivering its corporate objectives, particularly with regard to the corporate target to reduce the number of first-time entrants to the youth justice system and its potential impact on re-offending and custody. There is also significant scope to influence police and criminal justice policy on Offences Brought To Justice and the proposed new pre-court interventions - this, combined with a tiered, restorative approach to anti-social behaviour and low level offending, supported by high quality preventive programmes, should contribute to achieving this challenging target.

We welcome the introduction of diversionary and support schemes such as YIPs and YISPs. All the indications are that these schemes are extremely successful and cost effective in terms of their impact on anti-social behaviour.
Goole Youth Inclusion Programme (YIP)

The work has been challenging and soul destroying but fun and full of tears and laughter.

Karen Beaumont, Manager

What changed him? We arranged a personal programme to raise his self-esteem and tried to make sure he received his education. Everything looked as though it was going really well and then he hit rock bottom. However staff refused to give up and with the help of other agencies we helped back onto his feet. It’s to his credit that he accepted the help on offer.

In all the time I worked with him, I’d never seen his hai! I was amazed at the last session to see him without the baseball hat that had been his shield for so long. At long last he had finally achieved some self-confidence and more importantly could recognise this for himself.

He has since visited us on many occasions not for support, but to share with and celebrate his achievements: student of the year at college; positive mentor to young people in the area; drug and alcohol free and living a law abiding life. He had a rollercoaster of a journey with YIP and certainly put my emotions on the rollercoaster with him. He can see the journey he made and the benefits of his decisions. He’s proud of himself and his achievements and I’m extremely proud of him.

Social Enterprise?

No broomsticks — it’s the 21st century

Romania’s witches have branched out since the country joined the European Union in January, offering spells which increase one’s chances of obtaining EU grant money. Fionica the Witch, from Pitsiti, says, “It’s a new type of spell that we had to work out, of course.” She says, her preferred method is to splash a success-causing potion directly on to application papers, at a cost of about £60. Witchcraft, she insists, must move the times. “You cannot pretend you are a real witch if you cannot help a businessman get the European Union funding he wants.”

With acknowledgements to the Guardian newspaper.
In describing the relationship between HMP&YOI Moorland Open prison and the Sobriety Project I think it is appropriate to give some background to the prison itself.

In 1950 the RAF camp at Hatfield (now Moorland Open) was purchased by the then Prison Commissioners who redeveloped the site and opened it as a Borstal linked to a satellite establishment, Gringley, some 22 miles away. Two farms, Tudworth Hall and Misterton Carr were managed by the establishment to provide employment.

Over the years we have changed role to a Youth Custody Centre and then a Young Offender Institution holding young offenders aged 18-21 years old. In 1988 Gringley was closed and staff moved to Hatfield. In 1999 the management of the two farms was taken over by HMP Lindholme.

In July 2000 two of the accommodation units changed their roles to 60 adult Category D male offenders with the emphasis on resettlement. In March 2002 shared services were introduced with Hatfield and HMP Moorland (Closed). On 1st September 2002 Ministerial approval was given to merge the two prisons and Hatfield was renamed HMP&YOI Moorland Open.

Two additional accommodation units were erected because of national population pressures. These 40 bed units hold category D adults. This brings Moorland Open's offender numbers to 200 adult prisoners and 60 young offenders.

Every effort is made to present the prison site in an attractive way. The garden staff and offender workers are constantly praised for the appearance of the flower beds and hanging baskets which help to make the prison a more pleasant place to live and work. Moorland Open has won the 'Doncaster in Bloom' trophy for 6 consecutive years against some very stiff competition.

Moorland Open is part of the Prison Service Resettlement Estate which is geared to supporting the Prison Service aim of helping offenders lead a positive, constructive and law abiding life both in custody and after release. There are a number of Community Voluntary Sector organisations assisting in this namely:

- Alcoholics Anonymous
- Job centre plus
- NACRO
- Samaritans
- Shelter
- SOVA
- Gamblers Anonymous
- Prince's trust
- South Yorkshire Fire & Rescue
- Connexions

Offenders are also encouraged to progress through community charitable work outside the establishment to paid employment. This is known as progressing through Stage 1 (Task Force) to Stage 2 (Paid Outwork). Offenders are expected to use Stage 1 to demonstrate their trustworthiness before further progression can be allowed. Breaches of trust can lead to removal from either stage until further risk assessments are carried out.

Stage 1 can mean working on many diverse projects including helping local councils by keeping cemeteries tidy and well maintained, painting and maintaining public buildings such as community centres and working with local charities. In our case it also means working with the Sobriety Project.

Moorland has had a long and symbiotic association with Sobriety. Apart from offenders helping to decorate, maintain, and in some cases build, parts of the Waterways Museum, work on adjacent landscaping has helped to enhance the appearance of the area. Offenders have benefited greatly by working in a structured environment with excellent support from the committed project, many of whom are volunteers.

Several offenders have gained professional qualifications in respect of working on the waterways.

Kurt Charles, Deputy Head HMP Moorlands (Open)
On 7 July 1924 a particularly fine steamer was launched from the Victoria shipyard of the Goole Shipbuilding & Repairing Company at Old Goole and christened under the name CYRILLE DANNEELS. Her owners were a local company, Buck Steam Shipping and Coal Exports Ltd., traders in the prolific export of coal from Goole.

The origins of the ship’s unusual name remain to be discovered; it seems to be of Flemish origin and one possibility is that she was named for a Belgian client of her owners. As ships with male names remain ‘female’, we can say that she measured 1585 gross tons and had a length of 251 feet, with a triple-expansion steam engine by North Eastern Marine of Newcastle centrally placed between two holds fore and two aft, altogether quite substantial for her period and intended employment in the coal trade.

We are fortunate to have a fine photo of her, sailing from Goole fully laden and preserved in the collection of Charles Hill of Swinefleet, on a postcard by the publisher C. Appleyard of Goole.

Sold to Leith owners in 1932 as ABBOTSFORD, she became one of the many war losses, being torpedoed by U.14 on 9 March 1940 while returning from Ghent to Grangemouth.

However, before her sale out of the Goole fleet an occasion arose which preserved her memory and led to her eventual return to her home port, or more specifically to the Yorkshire Waterways Museum.

In 1930 there was a major trade exhibition at Antwerp, and the Aire & Calder Navigation commissioned for the occasion a fine model of the No3 Compartment Boat Hoist situated on Aldam Dock, as an advert for Goole’s unique system of coal exports. What finer choice could there have been than to place underneath the hoist a model of the port’s latest collier, CYRILLE DANNEELS? In fact, it could be said that the vessel almost dwarfs the hoist, although quite true to scale.

Following the end of the exhibition the model was shipped back to Goole and put on permanent display in the Dock Offices in Stanhope Street. However, in 1967 the model was taken out of the offices and transported to the Waterways Museum at Stoke Bruerne. It was later transferred for display at the Yorkshire Waterways Museum.
National Waterways Museum at Gloucester Docks, a fitting place for this very important piece of national heritage but 170 miles away from its starting point, and some might say, its true home in Goole.

Postscript
Rachel Walker, Museum Officer
It was early in 2008 when we first received an email from the National Waterways Museum in Gloucester to say that staff were redeveloping the galleries and were looking for homes for several objects. Did we want a model compartment boat hoist? We were stunned to say the least. After all everyone knew of the model but we never thought that it would come back to Goole. The number of people who remembered the model in Stanhope Street, or who had seen the model in Gloucester, or who had heard of its removal and wondered where it was now, was overwhelming, and we soon realised that the model’s return home was going to be a major event. We decided that a ‘grand reopening’ was in order. The date was booked for 24th June with Christine Johnstone, Head of Wakefield Museums as Guest of Honour.

It was the day after the invitations had been sent out that we had a phone call that could have scuppered the whole transfer. The people at Gloucester weren’t sure that the model – all 8 foot of it – was going to come out of its third floor gallery home. Frantic phone calls to previous curators revealed that the gallery had been built around the exhibits and there was now a supporting pole in the middle of the corridor on the route out. The only way was to dismantle something, and as it turned out it was going to be the model, not the building!

So, early on the 23rd June in a hired white van, Rachel, Clare and Paul set off for Gloucester, still not quite knowing whether we would come back with Cyrille. And we had with no ‘plan B’ for the preview the next day if Cyrille refused to leave!

When we arrived the model was still on the third floor, but even with the case off, the pole in the corridor was still causing problems. The model’s legs required some ‘surgery’, and eventually came out of the gallery with three people on each end, past the pole and down the stairs at a very strange angle, though not before we had performed ‘key hole surgery’ on the rigging.

After many trips down the three flights of stairs with various bits of model, we were on our way back to Goole at 4:00pm with someone on the mobile phone to volunteer Brian Orange to see if he could come early the next day to fix the rigging and make sure that everyone was on standby for re-assembly duty!

After its 40 year absence and the relief that we had managed to get the model out of the gallery, driving it back into Goole was a special moment. The next morning the model fitted perfectly into its new home, which had been prepared by some of the Moorlands men and Brian was ready and waiting to fix the rigging. News of the grand re-opening had travelled far and wide and everyone crowded in to hear Christine Johnstone’s speech and see the curtain being dropped to reveal the long awaited arrival.

A few months on, and Brian has made a sterling job of putting all the rigging back in place, the case has been re-assembled, and Cyrille is being admired by everyone who sees her.
In more testing times, or even the present credit crunch crisis when belt tightening is the order of the day, our resourcefulness often comes to the fore. An example of this in our recent past is well documented in the lifestyles of the bargees. One group of these boatmen operated the revolutionary ‘Tom Pudding’ system of transporting millions of tons of coal at Goole.

This was a highly effective and successful method of transportation in the area, which came to an end in 1986 after more than 120 years in operation and carrying more than 55 million tons of coal.

In essence, the system involved the hauling of ‘trains’ of pans full of coal, which were quickly nicknamed Tom Puddings (although dimensions varied each was approx 20ft long, 15-16ft beam and just over 7ft in depth), by tug mainly along the Aire & Calder to Goole, where the pans were hoisted so their contents could be emptied into the holds of waiting ships.

‘A popular explanation of why they became known as Tom Puddings is that ‘Tom’ has an Old English meaning of big; and Pudding referred to the fact they looked like strings of black puddings as they snaked their way along the canal,” says Eileen Sherbourn, who is involved as a volunteer at the Yorkshire Waterways Museum at Goole on one of the last remaining compartment tugs, WHELDALE.

And here lies our strong family connection with the history of this particular group of boatmen as Goff (77) and his brother Ernie (71) both spent major parts of their working life on the compartment tugs and still crew WHELDALE on its sightseeing trips around Goole docks.

The WHELDALE began its working life in 1959 as a new fleet of diesel-powered tugs were commissioned to take over from their steam-powered forbears. The new diesel tugs, like WHELDALE, were all named after the collieries they served – the Hatfield, Allerton Bywater, Water Haigh, Brodsworth, Kellingley, and the short-lived converted steamer Waterloo.

Goff recalled those days many years ago when the crew used to supplement their income by living off the land. He said: “We often used to take a shotgun...”
with us on our trips to shoot rabbits and the like to add to our pot, which was always on the boil. And when we reached the locks, we’d find a few scoops of coal were a useful item to trade with the lock keeper for vegetables from his garden or even a pie cooked by his wife."

With each pan carrying up to 40 tons of coal and up to 19 pans linked by chains hauled by each tug – a few scoops would hardly go amiss!

But to discover how the system came about, we have to explore another family connection. The invention of the compartment boats and hoists was by William Bartholomew, who was born in 1831. He eventually succeeded his father as the Resident Engineer of the Aire and Calder Navigation Company, the owners of the Port of Goole and also of the West Riding navigable waterways and canals between Leeds and Goole. His career spanned more than 60 years and included the planning and developing of the port of Goole. He patented the compartment system in 1862. The invention contributed greatly to Goole’s success as a port and its ability to compete with the railways and export coal from the Humber. To avoid the lead pans being swamped from the wash from the tug’s propeller in transit, a curved bow section or Jebus was attached to the front pan.

Originally locks along the journey were between 215-265-feet long, which allowed about 10 pans through in one go. But as demand increased, all the locks from Goole to Castleford were changed to 450ft to cope with a maximum of 19 pans.

The early method of loading the pans when they reached the colliery was to haul them up from the canal via a bogey mounted on an underwater railway track. The fully laden pan would then be pushed back into the canal by a locomotive, where it would float off to be shackled to the ‘boat train’. In fact the system became known as the ‘Railway on the Water’. It was reported that the cost of transporting coal this way was far cheaper than the railways or other canals in the country.

One useful piece of equipment on board was an axe, which was kept to cut the chains on a pan should it sink – threatening to drag down others with it. While on the subject of health and safety, Goff added: “There weren’t as many rules and regulations in those days, except you weren’t allowed to wear boots with studs in case you slipped off the edge of the pans. And the foreman would always sniff your breath in the morning and send you home if you still stank of booze!”

“I remember when my son Chris, then aged five, used to come on trips with us. Someone asked ‘How do you manage to look after him when you’re busy on the pans?’ ‘Easy, I said, we just tie him to the bench seat in front of the wheelhouse, give him a concertina and tell him to play. If he stops playing, then I know there’s something wrong.”

All that practising must have paid off though as Chris, now in his 40s, has just played the accordion at the Albert Hall as part of this year’s First Night at the Proms. Goff’s wife Eileen is keen to point out how well their five children Gillian, Vicky, Jane, Gail and Chris have done in their lives so far – due in no small part to recognising the hard times they came through after she married Goff in 1951.

She said: “When they were young, things were so bad we used to have a rota for who to buy what for next! We were thankful then for extra jobs such as ice-breaking which used to pay by the hour rather than per trip.”

The Sherbourn family ties run strong, as witnessed on Towpath Talk’s visit to Goole, when most of the available close family turned up for a photo call. So too does their connection to the heritage of the waterways, as son Chris is well on his way to...
Railway on the water

completing the restoration of the 1923 Humber Keel, Southcliff.

For further information on the Yorkshire Waterways Museum visit www.waterwaysmuseum.org.uk

Tom Puddings – a brief timeline

- Compartment boat system patented by William Bartholomew 1862.
- From 1863 to 1912, five 90ft high hoists were developed at Goole.
- No 5 hoist was originally a floating hoist that could be moved from one part of the docks to another. It was built in 1910 and dismantled in 1968.
- At peak times over 200 pans could arrive at Goole each day.
- In the first operating year coal tonnage loaded into ships at Goole was less than 10,000 tons.
- Twenty years later more than 200,000 tons pa were loaded from pans through the one hoist.
- Pusher tugs were phased out in the early 1900s when it discovered that a tug could pull 19 loaded pans instead of the six or seven when the original pusher-tug method was used.
- By 1898, the annual tonnage had topped 500,000 tonnes.
- Soon the fleet of pans fell from its pre-war number of 1100 to 600, and then 500. The number of tugs was reduced to eight and these were now diesel propelled.
- In 1907 the tonnage shipped from compartments exceeded one million tons (mainly shipped in trains of 19, carrying a total weight of 600-800 tons of coal each).
- In the early 1930s the first full trains commenced from Hatfield Colliery. In only four years this colliery despatched over 200,000 tons of coal in compartment boats each year.
- In 1947 the tonnage shipped via compartment boats was more than 600,000 tons. In 1950, it fell below 600,000 tons.
- In 1953 tonnage reached more than 800,000 tons. From here the annual tonnages decreased to between 400,000 and 500,000 tons, although they improved to almost 600,000 tons in 1967.
- In 1968, tonnage was just over 500,000 and for the first time comprised 6000 tons of the modern ‘smokeless fuel’.
- By 1971 coal had been phased out and only patent fuels were being carried.
- The tonnage tailed off dramatically. In 1971 it was just below 200,000 tons. While in 1972 it fell to below 100,000 tons.
- There were now only 160 pans, with three tugs. Pit closures, the widespread use of oil and the introduction of North Sea Gas seriously affected compartment boat trade.
- In 1984, the miners’ strike effectively stopped the manufacture of smokeless fuels from coal and the fleet ground to a halt.
- On 19 April, 1986, mv Dimple loaded 1770 metric tonnes of coke from compartment boats for the last time at No 5 Compartment Boat Hoist in South Dock and sailed for Norway.
During the summer months I received a phone call from a member of a folk group ‘Clarty Sough’, who said the group had been given access to some recordings of songs written by my late brother, Gezz Overington, and, with kind permission from Gezz’s wife Gill, the group decided that they would like to perform these songs in concert at the Yorkshire Waterways Museum.

I was asked if I would tell the story of the songs which covered the history of life on the Tom Puddings, the compartment boats which transported coal from the Yorkshire pits to the port of Goole.

There were seventeen songs which were sung in a traditional style and told of the hardship, technical skills, family involvement, humour and commitment of men who for over a hundred years had been responsible for the record of millions of tons of coal being shipped out of Goole.

The concert was held on ROOM 58, the floating art gallery on the night of 13th of September to a capacity audience.

Note: Eileen Sherburn is a volunteer at the Museum. Her husband Goff and brother in law Ernie now retired, had a long and distinguished as skippers of Tom Pudding tugs. Ernie Sherburn was also skipper of GOOLE BIGHT, a dredger operated by Associated British Ports to keep Goole Docks clear of silt and debris. With Steve Gardham, who is Goff and Eileen’s son in law and an expert on Yorkshire folk music, they now look after and drive the Museum’s tug Wheldale.
Imagine going to a wedding and there sat in a corner is a batty old lady who ignores everyone - ignores and avoids. But when you sit and talk to her you find out that she is amazing. You learn what she did in the war, that she was widowed at a young age, brought up all her children with no help, how she worked dawn till dusk to pay the bills to get the children through school to college and university. This matriarch is loved by all the family but time has forgotten what she has done. Goole is this old lady, forgotten as times go by. Goole was a Company Town built with sweat and toil and providing vast quantities of imported goods to a wide area. But a few years ago it was like a beaten dog hiding in the corner.

We were looking for another investment property a number of years ago, one we could restore to its former glory when we fell into Goole’s mystical powers. Have you ever walked around looking up at buildings?

After restoring the Station Hotel and creating eight shops and 12 two bedroom apartments, we acquired Railway Buildings a pile that a lot of people were uncomfortable walking past at night. We created 14 luxury apartments and Goole’s first city centre Bistro Bar and were awarded the Heritage Award for breathing new life and activity to a poorly patronised part of Goole.

We then looked at Aire Street. This was the original High Street where the trains, and ships from the four corners of the world arrived. Here we discovered a block of late Victorian office buildings with hardly any roof, no lead and no windows but millions of pigeons and a space in the roof where there had been a drug factory. The buildings were sturdy, sound and after new roofs, new floors and cleaning, we managed to create seven apartments, various ground floor shops and offices. This led to our next door neighbours re-roofing and cleaning their properties. The building now houses a number of professionals in the offices and low cost accommodation. Not bad for a building that would normally have been pulled down in an area that had been known as ‘blood alley’.

We looked again but this time we had been urged by local councillors, planning people and locals, to buy the Lowther Hotel. The reader by now may think we are insane. The previous owners wanted...
to install flats and had been turned down by the Planner Planning department and rightly so. The design of some buildings will take flats but this one was just not suitable.

The Lowther, a Georgian hotel with its sleek design typical of the period, had been vandalsed, all the lead and many slates removed from the roof, allowing water to pour through the entire building. The rooms were full of rubbish, old furniture, carpets, fallen ceilings and human detritus. Its Georgian elegance had been covered in Artex not in just one room but everywhere, yes everywhere. All the rooms, the toilets, the staircase had been covered in Artex and then painted in the most awful colour scheme. Worse than that, the Georgian murals looked after for years, had been artexed over. All the fire places had been removed and squatters had been allowed to 'squat'. The top floor hadn't been lived in since the 1920's except for 6 months in the Second World War when Canadian soldiers were billeted there on their way back from Dunkirk.

How many people have been prosecuted for vandalism, theft and neglect of this Grade 2 listed building? None!

We then did a silly thing, we fell in love. The first rule of buying a building in need of restoration is not to fall in love with it. It was impossible not to fall for the elegance and style of this one.

We bought the building in July 2008 and have on many occasions wished we hadn't. We found the worst dry rot we had ever seen as well as wet rot and woodworm. Ironically if we had not acquired it, we would have been artexed over. All the fire places had been removed and squatters had been allowed to 'squat'. The top floor hadn't been lived in since the 1920's except for 6 months in the Second World War when Canadian soldiers were billeted there on their way back from Dunkirk.

In common with many people we are at the moment having problems with the Bankers. They are not lending. The Government has given them money but none is forthcoming, nor any grants or visits from English Heritage. The goal is to re-open the Lowther Hotel for Easter. It will be 14 bedroom Hotel with function rooms and conference facilities. We intend the mural rooms to be used for weddings and more importantly we want groups of school children from all over Yorkshire to see the murals, to understand the history of the Docks and the importance of Goole to the history of the County. We would like to think that future generations will be proud to say they are from Goole. They may see that the dotty old lady in the corner as the most interesting person they will ever meet.
People, Landscapes and Culture

Mick Stanley AM, FGS
Vice chair

Bamburgh Castle, Northumberland sitting on the dolerites of the Whin Sill.

Geodiversity is the variety of geological environments, phenomena and active processes that make landscapes, rocks, minerals, fossils, soils and other superficial deposits which provide the framework for life on Earth. Geodiversity is the link between people, landscapes and their culture through the interaction of biodiversity with soils, minerals, rocks, fossils, active processes and the built environment.

An understanding and appreciation of that geodiversity and the Earth’s finite resources is essential to achieving the sustainable development of the world we live on.

Biodiversity relies on geodiversity but what is geodiversity on the ground? A journey through Britain will explain the concept and give tangible evidence of its range and breadth in these islands that spawned much of the early research.

The flatness of a fenland landscape, punctuated by black soil fields, squat church towers in big skies, the occasional wind turbine and remnants of the chimneys of the Fletton brick industry is a one view of eastern England. Another is the crumbling cliffs of Holderness, Europe’s fastest eroding coastline, and the shifting sands and gravels that have created the ephemeral feature of Spurn Point at the mouth of the Humber, now in its fifth position in recorded memory.

Common Ground a Dorset based charity, coined the term ‘local distinctiveness’ in the 1980s. It could equally have used geodiversity to describe the use of local materials to give character and flavour to buildings in the countryside, towns and villages.

Holderness has the local distinctiveness of ‘herring-bone’ cobble walls culled from the beaches and tills but originating in Scandinavia or Scotland or the Lake District. Holderness has the magnificent spire of Patrington Church ‘the Queen of Holderness’, built of the relatively local Cave Oolite from South Cave. The area also has Hornsea Mere, the visible remnant of one of the many kettle holes left after the glacial ice melted.

Equally flat, but for a different reason are the peat moors or ‘wastes’ of Thorne and Hatfield slowly being lost to gardeners’ desire for pretty raised flowerbeds or a richer soil. What is wrong with composting kitchen leftovers, grass cuttings and
other dead floristic remains? At last Government has been galvanised into a more environmentally friendly policy to make local authorities re-cycle 50% of house-hold waste by 2010. Perhaps it will eventually also outlaw the sale of peat-based compost; merely restricting extraction does nothing to maintain that element of geodiversity.

Consider the towering chalk cliffs at Bempton, home to England’s only gannet colony and the country’s largest marine bird site or the magnificent outcrop of the Great Whin Sill holding up much of Hadrian’s Wall. The Romans certainly knew the benefits of the local geology and used the landscape to advantage. It is no coincidence that their roads used immediate local materials and their villas were built from local stone.

Water, the universal solvent, carves a bed across every rock type and in some it is quite spectacular. Take for instance High Force in upper Teesdale where the peaty waters of the Tees plunge 25 metres over the Whin Sill whose rock, is a dominant feature in northern England and the material for prominent buildings. Entire fortifications such as the castles at Bamburgh and Alnwick, are made of it and it is also the bedrock for the nesting sites and seal swims of the Farne Islands.

The Isle of Bute, a mixture of igneous and sedimentary rocks and 100 years ago the playground for Glasgow, is now a quiet backwater for tourists but has breath-taking views of Arran from the almost white sands of Scalpsie beach where inquisitive seals swim close to shore and where the south-western end of the Highland Boundary fault cuts across the island on its way to mainland Scotland.

John O’Groats is disappointing in landscape terms. One expects there to be hills this far north but its local Caithness Flags provide the unique stone walls, ultra thin yet fulfilling the need to demarcate property and keep stock in place. Very different are the dry-stone walls of the Yorkshire Dales with their through stones for strength and ease of climbing or the old Roman walls of the Newhaven area of the Peak District with very large base stones. Nineteen different wall types, built from their local rocks, are displayed in the millennium wall at the National Stone Centre at Wirksworth, Derbyshire. See a Cotswold, a Isle of Skye, a Wealden all in one sweep of walling.

Limestone landscape throughout Britain has spawned thousands of miles of walls, built over a relatively short period during the Enclosures from about 1700 to 1850, when some 6,000,000 acres of land changed from the open field medieval system to a closed patchwork of fields to give the landscape we know today. This is the landscape of
national parks, areas of outstanding natural beauty, national nature reserves and countless local sites. These cultural assets, the result of land use demands, can be easily destroyed and the resource is not renewable. Limestone pavements are still threatened by extraction for domestic and municipal rockeries and other ornamental purposes. It is time that the sale of water-worn limestone was made illegal, as banning extraction obviously does not work.

Conversely limestone is the major source of quicklime, sugar-stone, cement, dimensional stone and aggregate and must be won by quarrying. Sustainability is about striking a balance between demand, extraction and visual impact.

Glaciated valleys, cwms, smoothed rock surfaces, truncated spurs, moraines and erratics are the back drop of Snowdonia from where the best slates in the world used to be quarried. From the end of the 18th century until the middle of the last century the purple-grey roofing slates were transported across Britain, especially with the building of the railways which so changed the landscape by providing a quick, efficient and cheap means to move heavy and bulky materials. Local materials that were once supreme, now made way for exotics to clad buildings and create new ones. Triassic sandstones found their way into Carboniferous country, Cornish granites into Midland towns, Scottish sets into Yorkshire and Lancashire mill towns beautified by architects willing to experiment with a mix of stone, iron and steel.

Telford spanned the Menai Straits with engineering marvels, leaving a lasting legacy here and at Llangollen where the tank is filled with water to take the canal on the Pontcysylite Viaduct high over the Dee. Volcanoes appear at Cader Idris, royal gold in Bont Dhu near Dolgelly and colour-washed houses on steep valley sides and small ports on the coast. Further south black gold is there in the valleys and spoil heaps, all that is left of a proud industry. Even those visual reminders have all but disappeared. Can one or two examples of spoil heaps be saved? Can one be found packed full of plant and insect fossils to create a safe geo-reserve for the public to experience the thrill of being the first to see the fossilised remains of a plant over 300,000,000 years old?

The ground-breaking rock store managed by the Geologists’ Association at Winthorpe in Somerset can surely be matched by sites in South Wales, Kent, Yorkshire and Scotland. We need to maintain this access to the heritage of the coal industry. Spoil is the last tangible legacy of that great mining past. Water hisses and gurgles its way through the Carboniferous limestones of South Wales, dissolving
and depositing calcium carbonate, creating the massive caverns and squeezes of Dan yr Ogof and its sister caves loved by potholers and admired by visitors.

Limestones figure greatly in the ‘ethereal and wondrous’ Cardiff Castle, built by William Burges for the 3rd Marquess of Bute in the late 19th century. At the time he was probably Britain’s richest man and a sponsor of scores of buildings and patron to a dozen architects. His father created the family fortune by building Cardiff Docks. The castle has Roman blue lias limestone remnants surrounded by pinkish Swelldon Stone from Culverhouse Cross and the yellower Creigiau Stone from a few miles to the north of Cardiff.

The granites of the steps of the National Museum of Wales, just across the road from Cardiff Castle in Cathays Park, are Cornish from Bodmin Moor. Steps to the other buildings in this superb suite of municipal structures, the Law Courts, City Hall, University College, the Police Station, the Temple of Peace, the Welsh Office and the University of Wales Institute of Science and Technology are coarse carboniferous sandstone. Cardiff City Centre and Llandaff Cathedral show a microcosm of British and European building in decorative stones with the use of some 108 different types of rock.

Compare Exeter where most stone used for building was local. Take for instance Exeter’s underground passages which were originally built to make access easier to repair the lead pipes supplying water to the properties of the Dean and Chapter of the Cathedral. The original pipes were laid in trenches in about 1170, but enlarging the Cathedral in the 1340s gave an opportunity to build a vaulted passageway in purple-grey basalt locally called ‘trap’, from the site of Rougemont Castle in the City centre. Later passages of 1420 and 1492-7 were constructed in a permian breccia known as Heavitree Stone quarried at Heavitree, two miles to the east of Exeter.

Finally no tour of the geodiversity of Britain and Ireland could be complete without mention of Ireland’s fantastic limestone landscape of The Burren, about to become a World Heritage Site, or the visual delights of the Antrim coast and its igneous rocks. The Giant’s Causeway is on the World Heritage list because of the succession of lava flows, the regular columnar jointing of the basalt, the Causeway, the cliff exposures of columnar and massive basalt and the spectacle they present. It is also on the list because of its cultural importance. The Causeway coast is so called because of the legend of Finn McCoul (Finnn Mac Chumhaill). The story says that Benendoner, a Scottish giant, came over to Ulster by building the causeway. Finn McCoul’s wife suggested her husband dress up as a baby in order to frighten Benendoner. The idea worked as the Scottish giant thought that if this is the size of the barn (baby) what size must the father be and he fled back to Scotland destroying the causeway which can now only be seen at its ends in County Antrim and on Staffa.

Legend also notes that Finn was responsible for creating Lough Neagh in the middle of Ulster by picking up a clod of earth and throwing it at another giant in Scotland. He missed and it fell into the sea and became the Isle of Man. These are myths told to explain the then unexplainable, but the truth is that Finn was a folk hero of the Iron Age of about 400-300 BC and leader of the Fianna warriors raised by the High King Fiacadh of Leinster.

These examples show the importance of geodiversity to people’s understanding of the world around them. Scientists have tended to compartmentalise our world to fit our own specialisms, but the public see the world as a whole and this requires interpretation to make it more easily understood. Geodiversity, the link between the landscape, people and their culture, needs to be emphasised through raising awareness, understanding and increased knowledge to the public and decision makers.

Mick Stanley is Principal of Geodiversity Consulting, and Head of Collections, Learning and Access at Harewood House For the last fifteen years he has been a Trustee of the Sobriety Project. His publications in collaboration with Max Craven include a two volume history of Derbyshire country houses published by Landmark Press.
Surewaters

After several aerials and a good clout we were back in business
Jess Fussey, Co-ordinator of Surewaters, Selby

Surewaters started 2008 minus one staff and one office. LEADER+ funding had ended and SureStart funding had only a couple of months to go. Frightening but exciting!

The new office was now on our boat City of Hull using the latest technology - a laptop dongle and a new mobile phone. At times it would have been quicker to use a carrier pigeon; during this time you would receive nothing or sixty copies of the same email but after several aerials and a good clout we were back in business.

January was spent planning the year’s events which included helping ISARA in York during the York River Festival and developing contacts in Castleford, Ferrybridge, and Knottingley. These destinations are within a days cruising for us. We also spent time reassuring users and volunteers that although there had been changes we were fighting fit and looking forward to 2008.

February brought the first trips of the year with Selby College and SureStart. The other skippers and I resembled Scott of the Antarctic as we broke through the half inch think ice on the Selby Canal. Then disaster! A foreign lorry driver following a sat.nav.tried to drive a forty ton lorry over a three ton bridge. The result was that the bridge was out of action for nine weeks.

During this time three of us put together the first news letter. It was well received and will be repeated next year. During this period City Of Hull established herself as a drop in centre and a venue for local community groups.

February also saw a visit from Francis Maude the shadow Cabinet Minister and Nigel Adams the Conservative candidate for Selby. They put Surewaters in the spotlight but not on the radio. The interviewer turned up three hours late.

With no funding outputs to deliver Surewaters has seen a greater diversity in the groups using the boat. Groups who had previously never booked the boat have used and re used it. They include:
- Making Choices, a confidence building course for employment:
- Barrick Parade School - a treat for attending an after school club:
- Selby Voices, a self run group for people with learning difficulties:
- Retirement homes:
- Private nurseries:
- Barnsley Council using the boat for a team building away day. (Fortunately they brought their own translator).

March brought the launch of a gift voucher scheme for companies to sponsor low income groups to use the boat. But with impeccable timing March also brought steep oil prices and the beginning of the credit crunch. The gift voucher packs are in place ready for brighter times.

Since the beginning of the year Surewaters has been working a lot more closely with The Yorkshire Waterways Museum. We have lots of help with administration, transport and refuelling. Surewaters volunteers have crewed Telethon Louise the boat the Museum uses for dock tours this has been good experience.

In June Surewaters ran a month long programme with Work Related Learning in Selby and Ferrybridge with students coming from as far as Bridlington.

July brought the second visit to York to work with ISARA a new community boat project.

Surewaters has now made three visits to Ferrybridge and with each visit there is more and more interest in community boating. Two groups stand out from the last visit - the Ferrybridge Women Line Dancers (I’m sure this is a Jake Thackeray song) and the ‘movers and shakers’ from Castleford Regeneration Programme. Although the words were different the sentiments were the same - "I never realised it looks so good from river".

Surewaters ended 2008 minus one staff and one office. LEADER+ funding had ended and SureStart funding had only a couple of months to go. Frightening but exciting!
The workshop is now well set up and running smoothly

Colin Derbyshire, Workshop Tutor

Over the past year, the labour and expertise provided by our end of the Museum has contributed extensively to projects large and small. We have built a large lean-to woodstore at the end of the workshop which allows us to keep materials safely out of the way - such as the generous contribution of timber donated by B&Q of Hull. One of our storage containers has been lined out with plywood and made into a welding bay and conservation area. This safe, clean area is now being used for preservation work on an 18th century large rudder.

Away from the Museum, parties of students and staff have been working hard on our allotment. Students have helped in the erection of the perimeter fence, raised beds from railway sleepers, and the soon to be completed polytunnel. We have made and installed a large Noah’s Ark fence decoration out of plywood for Marshlands Primary School. Students have helped in the preparation and painting of the play-park facilities in Percy Street and numerous other small projects have been completed by our clients which have been used to enhance the Museum and its surroundings.

The donation from our benefactor last year has also made it possible to offer project work within the workshop for a wide range of young clients from several education establishments: Vermuyden School, Goole; Oakfield School, Hull; Bridgeview School, Hull; Hessle; Snaith and Bridlington schools and Goole Youth Inclusion Project.

We have to keep in mind that we are a bridge between attendance and non attendance at school. Young people come here when they are not coping with either the behavioural or educational rigours of the National Curriculum. The laid back friendly approach we adopt and the range of activities we offer, help to bridge the gap that has opened up. We make a point of being on first name terms.

One student spent the first couple of sessions hiding around the end of the building until he realised I was not going to tell him off or overload him with work that he was not able to do. Others like the hands on practical approach and find they can tackle projects within their ability either for themselves or for the Museum. One of our girls, Kirsty, produced a full size wooden decorative wheelbarrow which has been painted, planted with flowers and now stands at the Museum entrance. Four students from the Youth Inclusion Group have produced a set of wooden planters which are bursting with vegetables. Young people help with simple maintenance around the site – repairing, painting, gardening and tidying up. We have only had one or two youngsters who have found it difficult to get along with us but these disappointments are more than made up for by the friendly positive attitude I get from former students when I bump into them around Goole.
A member of a group with severe mental health problems said:

“I felt safe all the time, thank you”.

“Unusual, memorable, rewarding and achievable for all” – an observation of someone who benefited from community boating in York.

In summer 2007 an Open Day was held in the city to raise awareness of community boating and its potential benefits. Following the high level of interest, an energetic group of young women volunteers came together early in 2008 to establish a new organisation, ISARA. Our aim was to give local groups and organisations the chance to find out how the inland waterways can be used to achieve a wide variety of social, educational and personal outcomes.

Named after the Celtic word for River Ure which evolved into ‘Ouse’ – (E. Elvow: English River Names: OUP 1928), ISARA set out by working with Sobriety to put together a summer programme of boating. We wanted to give people in York the opportunity to find out first hand what the boating experience could offer them – and the best way of doing this was to get people on boats!

By Easter we had identified willing skippers and crews from Thorne and Selby to offer their time and boats to come up to York over six weeks during the summer. This included two weeks during York’s Festival of the Rivers and coincided nicely with the city’s celebration of the Yorkshire Ouse which flows through the centre of one of Britain’s most attractive cities.

We were encouraged by the numbers of bookings we received and with the variety of organisations who were interested in getting involved. During another open day in May 2008 we had visits from organisations working with young offenders, children and families, young women, education, children and adults with special needs, and disabled older people.

Between them they came up with a long list of ways in which they felt their organisations could benefit:

- Parents and children experiencing difficulties at home could benefit from having time out in a different environment;
- Young people at risk of exclusion from school could benefit from placements giving them responsibility for crewing the boat;
- Dads’ groups could use the boat as a time to bond with their children;
- Women’s groups could run confidence building projects;
- Disabled people could access the boat to get an unusual view of their city;
- Arts projects could be based on the boat, bringing in links with the natural environment.

The list went on!

The floods of the summer, and the ever changing river levels posed a few challenges for our dedicated crews. However over 20 groups and organisations had half day and full day bookings on the boats and came back enthused by their experiences.

A speech and language group for two to three year olds reported “My daughter had such a good time that she told grandma about it and talked about it for 3 days. She also told daddy that she gave bread to the ducks and had lots to say about it”.

A member of a group with severe mental health problems said “I felt safe all the time, thank you”.

And so the many benefits of community boating are already being experienced by people in York. But as we came to the end of the summer, we needed to decide how best to go forward – what next?

ISARA’s overall aim is ‘to enable people who wouldn’t otherwise have the opportunity, to build confidence and learn in a safe but challenging environment’.

Over the next few months we are planning to fundraise for the salary of a co-ordinator whose job will be to liaise with existing and potential users and to encourage further use of community boats in 2009. Through our links with Sobriety and in particular Selby Surewaters, we’re planning a more extensive summer programme for next year.

A key aspect will be to establish a volunteer crew training programme in York and to bring together a local crew qualified to help out with the activities. The co-ordinator will also be looking at longer term options for establishing a York-based boat so that ultimately, low income residents of York who would not normally have access to the river can benefit from their own, sustainable and independent inland waterways resource.

For more information about ISARA, e-mail Susie Gridley: susiegridley@yahoo.co.uk
January
8th Following a grant from ‘The Peoples Millions’ work begins on the allotment Roots 2 Shoots with massive clear up.
9th Invasion of chickens rescued from battery farm. They set up home near the Museum.
11th Martyn Heighton, Director of the Register of Historic Ships comes to admire WHELDALE, the Tom Pudding tug.
16th Museums Libraries and Archives Council holds an oral history seminar on ROOM 58
23rd Young Roots film Goole Docks.
29th Roger Hanbury, Chief Executive of The Waterways Trust comes to explore ideas about tackling social exclusion.

February
5th Project staff attend River Festival Committee in York
7th Museums East Riding and north Lincolnshire Forum meeting on Room 58.
19th Clare Hunt attends Tourist Board marketing seminar at York Racecourse.
21st Francis Maude MP spends lunchtime with Surewaters on the Selby Canal.

March
4th Senior staff of the National Probation Service Humberside come to discuss Community Service contracts.
18th Staff attend AGM of National Community Boats Association in Walsall.
31st Staff go to meet Laurence Morgan, British Waterways Manager for Yorkshire to discuss developments in Goole and East Yorkshire.

April
1st Bob Watson attends dinner in honour of Waterways Parliamentarian of the Year
3rd Filming begins at Museum for Locks and Quays series produced by Granada and presented by Matthew Corbett.
9th Fiona Spiers, Director of Heritage Lottery Fund Yorkshire comes to the Museum to ask questions about our application.
22nd ITV Calendar News visits the allotments to film progress
Visitors and events 2008

May
9th  Jim Godfrey comes from the Yorkshire Philosophical Society to plan his summer visits.
14th Trustees of Charles Hayward Foundation come from London to see the work of the Project.
27th Hook Art Club opens its annual exhibition on ROOM 58
30th Richard Ingles, Chairman of Ingles Trust and long time supporter of the Project spends the day with us.

June
13th Roots 2 Shoots Allotment Open Day. The Mayor and Mayoress of Goole are guests.
15th Goole Model Boat Club Open Day at No 5 Boat Hoist and Classic Motorcycle Show at Yorkshire Waterways Museum
20th Clare Hunt is elected to represent Sobriety on the Board of Goole Renaissance East Yorkshire Division of IWA visit the museum for lunch
24th The National Waterways Museum, Gloucester presents us with an historic model of the No 5 Boat Hoist and Dr Christine Johnstone, Head of Wakefield Museums comes to help us celebrate the occasion.
26th The Art and Craft group visit Bridlington to sketch coastal scenes.

July
3rd Museum staff visit Harewood House to celebrate the achievements of the Renaissance Partnership Initiative.
11th Preview of Jan Jones’ exhibition of paintings on ROOM 58.
12th Saturday Science Workshops commence on ROOM 58 for local primary school children
13th Family History Day at the Yorkshire Waterways Museum
14th Rehearsals for Deep Water theatrical production start at the Museum.
15th Judges of Goole in Bloom inspect the Museum gardens and allotment.
24th Institute of Crazy Dancing and ‘Exponential’ perform Deep Water on the Nature Trail, canal and No 5 Boat Hoist site.
31st Visit of Baroness Andrews OBE, Parliamentary Under Secretary of State at the Department for Communities and Local Government. Lady Andrews was accompanied by the Chief Executive and members of the Senior Management Team of East Riding of Yorkshire Council.

August
7th Stainforth and District Family History Society visit the Museum for the evening
Visitors and events 2008

13th Retired staff of British Waterways spend a day at the Museum.
15th Visit of Richard Watt, Governor of HMP Moorland (Open).
24th We have 1000 visitors to a World War II event at the Museum, the culmination of Their Past Your Future. A Mulberry Harbour interpretation is unveiled during the week end.

September
5th Preview of Art Inc Swanland’s ‘Art on the Barge’ exhibition of paintings.
6th Photo call for Goole Amateur Dramatic Society’s production of Showboat.
13th Folk concert, Songs for Tom Pudding in memory of Gezz Overington.
15th Angela Sanderson from Big Lottery Fund visits to discuss Float Your Boat shortlisted to compete for ‘The Peoples Millions’ in November 2008.
The Yorkshire Waterways Museum is a finalist in Yorkshire Tourist board’s White Rose Awards
16th Rachel Walker, Museum Officer makes a presentation on social inclusion at a national conference for directors of maritime museums at Ferens Art Gallery, Hull.
17th Karen Beaumont is appointed to the post of Youth Worker.
30th York Archaeological Trust assists with the conservation of an 18th century barge rudder acquired by the Museum at the time of the breach in the River Aire in March 1988.

October
10th Preview of Carol Davidson’s exhibition of paintings.
11th ROOM 58 is pushed down river by Graham Acaster’s Little Shuva for dry docking in Hull.
14th Sobriety’s work with excluded children is selected for a visit by the judging panel of the Waterways Renaissance Awards.
21st As member of the Inland Waterways Advisory Council Bob Watson attends a DEFRA stakeholder meeting in Reading to help with ‘Updating Waterways for Tomorrow’.

November
6th Staff attend British Waterways reception in Houses of Parliament.
11th Clare Hunt attends national conference of Association of Inland Navigation Authorities.

December
12th Winter Open Day at the Museum. John Edmonds, Chair of IWAC and formerly President of the Trades Union Congress is the keynote speaker. Sarah Pearson, Head of Humber, Yorkshire Forward, re-commissions Sobriety barge following its full re-fit.
Group Visits

Yorkshire Waterways Museum and Boats

Beverley Probus Club
Boatshed, Goole Marina
Castaway & Shipmates, Goole
Commercial Boat Operators Association, London
East Riding of Yorkshire Council, Beverley
East Yorkshire Branch of Inland Waterways Association
Goole Amateur Operatic and Dramatic Society
Hull College
Goole Mothers Union
Goole Hospital Neurological Department
Groundworks, Leeds
Hesley Village College, Doncaster
Humber Barges, Leeds

Staff of Yorkshire Forward at the Museum in November

Visitors

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Yorkshire Waterways Museum and Boats

Staff of Yorkshire Forward at the Museum in November
Group Visits

Yorkshire Waterways Museum and Boats

Hull College
Goole Mothers Union
Goole Hospital Neurological Department
Groundworks, Leeds
Hesley Village College, Doncaster
Humber Barges, Leeds
Institute of Crazy Dancers, Leeds
Exponential Theatre, Leeds
Cawood Women’s Institute
Kellington Guides
Museum Libraries and Archive Council Yorkshire, Leeds
Newcomen Society
North Duffield Women’s Institute
North Lindsey UCA, Scunthorpe
Professional First Aid Services, Gilberdyke
Proper Job Theatre Company, Huddersfield
Retired Worker’s Association, British Waterways, Leeds
Scarborough Scouts
School Improvement Service, Beverley
Stainforth and District Family History Society
Stroke Association, Goole
Sue Ryder Care Home, Holme Hall
The Hollies Care Home, Scunthorpe
Walking To Health, Goole
Yorkshire Philosophical Society
Youth Action Partnership, Goole
Youth Inclusion Project, Goole
Vermuyden School, Goole
Bridge View School, Hessle
Oakfield School, Hull
Work Related Learning, Beverley
Youth Offending Team, Scunthorpe, HMP Moorlands (Open)
Community Mental Health Team, Goole
The Goddards, Gilberdyke
Pasture Rd. Day Centre, Goole
Woodlands Day Centre, Goole
Worklink, Cottingham
Shamrock House, Goole
St Davids Court, Goole
Cornerstones, Goole

School Visits to Yorkshire Waterways Museum

Boothferry Primary School, Goole
Branton St Willifords, Doncaster
Cawle Primary School, North Lincolnshire
Hemmingborough Primary School, North Yorkshire
Howden CE Primary School, East Yorkshire
Kingsway Primary School, Goole
Manshland Primary School, Goole
Minster School, York
Read Lower Junior School, North Yorkshire
Shawcross Primary School, Dewsbury
Sunny Hill Primary School, Hull
Swanland Primary School, Hull
Swinefleet Primary School, Goole
Thurcroft Primary School, Rotherham
Victoria Primary School, Edlington, Doncaster
Group Visits

Exhibitions of Paintings ROOM58 Floating Gallery

July 9th – August 20th
Catherine E. Inglis: Pastels
Jan Jones: Mixed Media
David Thomas: Watercolours

September 6th – October 6th
Art on the Barge: Swanland ART INC.

October 10th – December 19th
Carol Davidson: Watercolours and Oils

Waterstart Doncaster

Age Concern
Askern Youth Club
Autism Plus
Asholme House
Balne Women’s Institute
Beckett Road Pupil Referral Unit
Bentley Day Services
Catholic Women’s Aid
Coastal Cruising Club
Connexions, South Doncaster
Danum School, Doncaster
Doncaster Alcohol Services
Doncaster Autistic Society
Doncaster Blind/Visually Impaired Society
Doncaster College
Doncaster Mind
Foresight
Giles Special Needs School, Retford
Gingerbread
Good Buddies Single Parent Group
Greentop School, Thorne
GSPB Partnership
Hatfield Visual Arts College
Hatfield Young Persons Support Group
Haynes House Community Health Team, Thorne
Hazel Lodge Pupil Referral Unit
Hickleton Youth Project
Highgrove Nursing Home
Long Sandall Pupil Referral Unit
Mencap, Doncaster
Mental Health Resource Team, Doncaster
Moorends Welfare Centre
Natural History Group, Hatfield
New Beginnings Drug Project, Balby
On Track, Doncaster
OT-CMHT St Catherine’s
## Group Visits

### Waterstart Doncaster continued

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<th>Groups</th>
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<tbody>
<tr>
<td>Parklands Nursing Home, Thorne</td>
<td>Thorne Cruise</td>
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<tr>
<td>Rossington Day Services</td>
<td>Thorne Cubs</td>
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<tr>
<td>Sandygate Residential Care Home</td>
<td>Thorne Festival Group</td>
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<tr>
<td>Stainforth Drug Project</td>
<td>Thorne Girl Guides</td>
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<tr>
<td>Stainforth Waterside Regeneration Group</td>
<td>Thorne Group for the Mentally Handicapped</td>
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<tr>
<td>St Catherine’s Drug Strategy Team</td>
<td>Thorne/Moorends Cancer Support Group</td>
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<tr>
<td>Sue Ryder Care</td>
<td>Thorne/Moorends Learning Partnership</td>
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<tr>
<td>TARA</td>
<td>Thorne Road Day Services</td>
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<td>The Beeches Care Home</td>
<td>Thorne Sea Cadets</td>
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<td>The Bungalow Project, Moorends</td>
<td>Thorne Social Education Centre</td>
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<td>The Dove Primary Care Centre</td>
<td>Thorpe House, Scunthorpe</td>
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<td>The Springboard Centre</td>
<td>Trinity Academy, Thorne</td>
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<td>The Springs Life Resource Project, Hemsworth</td>
<td>Walking Towards Health</td>
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<td>The Winning Post, Moorends</td>
<td>Wednesday Friendship Club, Stainforth</td>
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<td>Thorne S for Fitness Group</td>
<td>Wellington Grove Doncaster Health Authority</td>
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<tr>
<td>Thorne Brownies</td>
<td>Y.M.C.A Training, Doncaster</td>
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### Surewaters North Yorkshire

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<td>Groups Knottingley</td>
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<td>Castleford M.D.C.</td>
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<td>Ferrybridge Community Centre</td>
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<td>Knottingley Carnival Committee</td>
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<td>Knottingley High School</td>
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<td>Wakefield P.C.T</td>
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### Groups Selby

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<td>Barnby Parade School</td>
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<td>Brayton College</td>
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<td>Fastrack</td>
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<td>Groundwork</td>
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<td>Making Choices</td>
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<td>Selby College</td>
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<td>Selby Mental Health Centre</td>
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<td>Selby Voices</td>
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<td>Surestart</td>
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### Groups York

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<td>Aline House</td>
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<td>North Yorkshire Psychiatry Service</td>
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<td>Open Country</td>
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<td>Peppermill Court</td>
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<td>Snappy</td>
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### Special Thanks To

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<tr>
<td>Derrean Project Engineering Ltd</td>
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<tr>
<td>M Hirst boat builders Knottingley</td>
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<td>Mr Keith France</td>
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</table>
Grants & Donations

Grants, Donations and Service Agreements
2007 - 2008

HB Allen Charitable Trust
BBC Children in Need
Beatrice Laing Charitable Trust
David Brooke Charity
Joseph and Annie Cattle Trust
Coalfields Regeneration Trust: Service Agreement
Doncaster Metropolitan Borough Council: Service Agreement
East Riding of Yorkshire Council: Learning Disabilities Partnership Board: Service Agreement
East Riding of Yorkshire Council Commuted Sums
David and Jean Fishburn
Four Acre Trust
Goole Amateur Operatic and Dramatic Society
HSBC Bank plc
Ingles Charitable Trust
Mr John McGrory
Museums Libraries and Archives Council
Neighborhood Learning for Deprived Communities: Doncaster MBC: Service Agreement
The Peoples Millions: Big Lottery
G S Plaut Charitable Trust

The Pilgrim Trust
Mrs Shipley
The Rank Foundation
Sir James Reckitt Charitable Trust
Renaissance Partnership Initiative: Service Agreement
Selby LEADER+: Service Agreement
John Springer
The Tudor Trust
Vermuyden School, Goole: Service Agreement
Steve Waddington
Tony Waddington
Yorkshire Forward: Regional Development Agency
Young Roots: Heritage Lottery Fund
# Staff

**The Yorkshire Waterways Museum**
- Bob Watson MBE: Director
- Clare Hunt: Operations Manager
- Paul Cooper: Training & Safety Manager
- Rachel Walker: Museum Officer
- Colin Derbyshire: Workshop Tutor
- Susan Walker: Catering and Garden Supervisor
- Karen Beaumont: Youth Worker
- Rebecca Williams: Finance Officer
- Julie Frost: Receptionist and Administration Assistant
- Andy Brownlie: Weekend Supervisor
- Wendy Cardwell: Learning Together Manager
- Carole Crouch and Christine Thompson: Cleaners
- Lee Davis and Neil Groom: Sessional Skippers

**Waterstart**
- Gemma White: Co-ordinator
- Neville Nichol: Boat Manager
- Shirley Roberts: Administration and Clerical Officer

**Surewaters**
- Jess Fussey: Co-ordinator

*The Quayside at the Museum*
Volunteers

The Yorkshire Waterways Museum
Alan Jefferson
Amanda Yardley
Brian Orange
Dianne Orange
Eileen Sherburn
Ernie Sherburn
Glynor Walton
Keith Walton
Goff Sherburn
John Sanderson
Katherine Walker
Pat Langford
Phillipa Stainton
Sophia Hunt
Steve Gardham
Steven Walker
Tom James
Will Potts
Ken Rumney
Mike Walker

Waterstart
Dave Cartlidge
Judith Cartlidge
Bob Kershaw
Dennis Wall
Olive Wall
David Boaden
Nathan Burton
Des Foot
John Sellwood

Jason Sellwood
Shane Pleasant
Lee Jacques
David Spencer
Caroline Dooner
Suzanne Powis
Caroline Hardman
Tracy Robinson
Clare Beck

Surewaters
Ginny Barker
Edgar Darley
Ian Donkersley
Keith France
Edward Grant
Mike Hurley
Alison Leggott
Richard Leggott
Mick Petford
Alan Rodgers
Rosie Senior
Carl Scott
Katherine Smith
Jacob Walsh
Howard Warren
Steve Whitehead
Management Committee

PATRON
Jane Glaister,
Director, Arts Heritage and Leisure, Bradford Metropolitan District Council

BENEFACTOR
John McGrory

CHAIR
George Robinson,
Port Manager (retired) Associated British Ports,
Goole

CO VICE-CHAIRS
Izzy Kitt, (resigned in October)
Development Officer, The Churches Conservation Trust

Mick Stanley,
Curator of Collections, Harewood House Trust

Susan Capes,
Assistant Keeper of Social History, Hull Museums

Bernard Fletcher,
NatWest Business manager (retired)

Neil Forrest,
Regional Director, The Duke of Edinburgh’s Award

Chris Platt,
Treasurer, Goole Model Boat Club

Laura Turner (resigned in March)
Assistant Keeper of Art, Ferens Gallery, Hull

Steve Jones
Head of Hearing Impaired Unit, Pickering High School, Hull

Tony Conder (resigned in June)
Curator, The National Museum of the Postal Heritage

Lorna Lester
Human Resources Consultant

Melanie Davis
Organisational Development Consultant
The Yorkshire Waterways Museum
Telephone 01405 768730
www.waterwaysmuseum.org.uk

The Museum displays the story of the Aire and Calder Company’s Town of Goole and of the people and vessels which sailed on the region’s canals and rivers. The Tom Pudding tug Wheldale, is berthed at the Museum and makes demonstration trips into Goole Docks. The tug is managed by volunteers who worked on the Yorkshire waterways and are enthusiastic about the skills and traditions of the region’s waterway heritage. A touch screen interpretation of the history and operation of the Tom Pudding system is featured in the Museum.

Volunteers
There are many opportunities for helping with the Project’s activities. Please ring 01405.768.730 or visit the Museum to get further information.

Personal Development and Training
The Sobriety Project uses the inland waterways to tackle social exclusion and has a special interest in the following:

- Young people at risk of offending;
- People preparing for release from prison;
- People with learning disabilities.

The list is not exhaustive. Our commitment to socially inclusive courses and projects extends to other people who may find that the heritage and environment of the waterways are useful resources for building confidence and developing personal skills for work and leisure.

Training courses in boat related skills and disciplines are available at the Project’s three sites in Goole, Selby and Thorne.

Training in catering and workshop skills is available at the Museum. Further information is available at www.waterwaysmuseum.org.uk

Schools
The Museum offers a service to schools wishing to make a visit or use items from the Collection for work in the classroom. With Hull Museums the Yorkshire Waterways Museum is developing resources for schools which have no tradition of visiting museums.

Education resources for Key Stages 1 and 2 are downloadable from the website www.waterwaysmuseum.org.uk

The Sobriety Project runs an alternative learning programme for children excluded or at risk of exclusion. The sessions and courses include boat handling, woodwork and workshop activities and catering.

Barge residential and other activities are organised for the Goole Youth Activities Project. Extended work experience placements and work-based learning attachments are also available.

Archive and Library
Researchers are advised to make an appointment with the Museum Officer. The reference library is normally open during working hours. Readers may not take books away from the Museum.

The Waterways Café
The café is open 7 days a week during working hours and can be pre-booked for evening events. It has a contract with East Riding Adult Services to provide supported employment for adults with learning disabilities. The community garden and allotment grow herbs and vegetables for the café which serves a lively selection of salads and hot meals. The Museum can cater for conferences and events. Menus, prices and details of facilities can be supplied on request.

ROOM 58 Gallery
This is a former grain barge converted into an art gallery which specialises in exhibitions and previews by local and regional artists. For more details contact Bob Watson, Director.

The gallery is also an outstandingly attractive venue for meetings. It accommodates up to 70 people and can be booked for training sessions, meetings, conferences and private or corporate events. It is fitted with modern IT and projection equipment, central heating and security systems. Refreshments and buffets can be supplied by the Museum’s catering service.

The Workshops
The workshops are staffed by a full time tutor and are available for training courses in woodwork and
**Facilities & Services 2009**

engineering. They can be booked for a single day or longer by schools, youth groups and pathway to employment schemes.

**The Boats**

The Project offers residential trips on Sobriety barge for up to 12 people. The barge has been completely refitted with high standard accommodation and services. Other vessels available for recreational cruises and training are:

- Telethon Louise: a former ship's lifeboat doing history tours of Goole Docks
- Wheldale: an historic compartment tug
- Waterstart: a broad beam boat berthed in Thorne
- Opportunity: a narrowboat for training in boat handling and management
- City of Hull: berthed in Selby

All the boats can cater for passengers in wheelchairs.

**Towpath Nature Trail**

The towpath on the south bank of the Goole to Knottingley canal runs westwards from the Museum and is open all year. The main habitats are pond, reed bed, scrub and grassland with small areas of planted copses. Follow the trail for about a mile up to the stone drainage culvert and return along informal pathways on your right. Take advantage of a viewing platform on the pond and take a break at the picnic area on the Museum side of the railway with its meadowland plants and coppice hedge.

**No.5 Boat Hoist South Dock: Listed Grade 2**

The site of the hoist on Dutch River Side is open to the public and the access can be arranged through Museum reception. Goole Model Boat Club maintains the site and sails boats on the pond. New members and volunteers are welcome.

**Museum Website**

The web address is www.waterwaysmuseum.org.uk

The site is regularly updated with news of events and current activities and there are links to other sites. Educational resources, insurance, certificates and risk assessments can be downloaded for use by schools.

**Waterstart**

Thorne-Moornds South Yorkshire
Telephone 01405.741.122
www.waterstart.co.uk

The Sobriety Project in Thorne has a broad beam boat Waterstart. The office is in Finkle Street and the boat operates from Blue Water Marina. The project specialises in training young unemployed people and volunteers.

Waterstart Media Services is a social enterprise, providing media support, promotional and design services including DVD production to other voluntary and community sector organisations.

**Surewaters**

Selby District North Yorkshire
Telephone: www.surewaters.org.uk

The Sobriety Project in Selby offers training and volunteering opportunities on the wide beam boat City of Hull to people who need the personal skills to get into work. Surewaters’ office is on the boat which is berthed near Selby Lock.

Goole’s oldest building, the Lowther Hotel contains murals dating back to the 1820s. This section shows two small ships outside Goole Harbour’s single set of lock gates. This mural was covered in artex for many years and was recently uncovered by the Julie Howard Partnership. Hirst Restoration did the work on the painting.
Review of the Year 2008

The Sobriety Project, The Yorkshire Waterways Museum, Dutch River Side, Goole, DN14 5TB
Tel: 01405 768730
Email: info@waterwaysmuseum.org.uk
Web: www.waterwaysmuseum.org.uk