

Market Weighton and Wallingfen Drainage

Early times to the Twenty First Century



A History of the Market Weighton Drainage Board

John N Waudby

Cover Illustrations

Photograph

The original Lock House and Lock built 1776 and the Board Inn

Painting

The Sod House Lock 1900

Foreword

Dr Jean Venables CBE FREng FICE,
Chief Executive, Association of Drainage Authorities



I commend John Waudby for his diligence in researching this book and so placing on record the history of the valuable land drainage work undertaken over so many years by the Market Weighton Internal Drainage Board for the benefit of their community and of wider society.

Creating new watercourses and pumping stations over past centuries has extended and improved the drainage regime and allowed business to prosper. Since 1300 maintenance has been always taken very seriously, and the tradition of the Annual Inspection to view the conditions of the drains encourages this responsibility.

As described in this book, the centuries have seen many changes of organisation responsible for land drainage and water, amalgamations and changes to legislation. The constant throughout these changes has been diligent, daily operation of the land drainage works by dedicated staff under the direction of Board Members. These Members, over several generations of family in many instances, including John Waudby's, have given freely of their time and expertise. Their passion and support the water level management is evidenced in this book, which records the distinguished history of the Market Weighton Internal Drainage Board.

The Board's Last Chairman, Jeff Atkinson, served from 1983 to 2012 with strong leadership and wise council. His long-standing support for the Association of Drainage Authorities (ADA), both regionally and nationally, has been much appreciated – a further example of voluntary activity for the benefit of society.

Water level management in an area not only enable agricultural businesses but also safeguard our infrastructure such as power supplies and transport systems on which we all depend. Fifty-three percent of the electricity generating capacity of England and Wales are located in IDBs' areas, so we must continue to look after the power stations, and the roads, railways and pylons supplying them. And we must also remember that the environment generally, especially many designated sites, need water level management to continue for their health and integrity.

The Market Weighton Internal Drainage Board amalgamated in April 2012 with the Lower Ouse Internal Drainage Board and I wish the new Board, the Ouse and Humber Drainage Board, every success. The significance and relevance of water level management will increase as public expectations over flood risk management and climate change impacts have to be met, and as food security for arising population becomes ever more important to society. I wish the Ouse and Humber Drainage Board the very best for their contributions ahead to these important challenges.

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Chapter 1

Preface

This book was inspired by members of the Market Weighton Drainage Board to record the early attempts to improve the drainage of the area comprised of 20,000 Hectares or 49,500 acres, much of which was low lying Carrs, Marrs and Saltmarsh. To follow these activities through the centuries, to record and commemorate the activities of the Board from the 1772 Act of Parliament ‘To drain and preserve certain common low grounds in the parish of Market Weighton and other adjacent parishes and to make a navigable cut or canal from Market Weighton to the River Humber’. Following through from the first Commissioners, to the Trustees under the 1900 act that led to the creation of the present day Internal Drainage Board created out of the 1930 land Drainage Act.

Beginning with the physiography and geology, and the natural drainage of the area. Changes to the drainage began with the Knights Templars owners of Faxfleet – Temple Dam, the Courts of Sewers set up by King Henry VI and St Leonard’s Hospital at York owners of land at Broomfleet. The jurymen of Wallingfen Common also exercised some control over drains in the area. Embanking of the Humber during the thirteenth Century prevented floodwaters from the river flowing back into the lower parts of the area.

John Leland in his 16th Century Yorkshire Itinerary said “ That this fenne is comunely caullid Waullyng Fenne: and hath many Carres of Waters in it: and is so bigge that 58 villages ly in and abutting it part be yn Houghden Lordship and part yn Harthil Hundrith. The Fenne is sixteen miles in Cumpace and is all of Houghdenshire.”

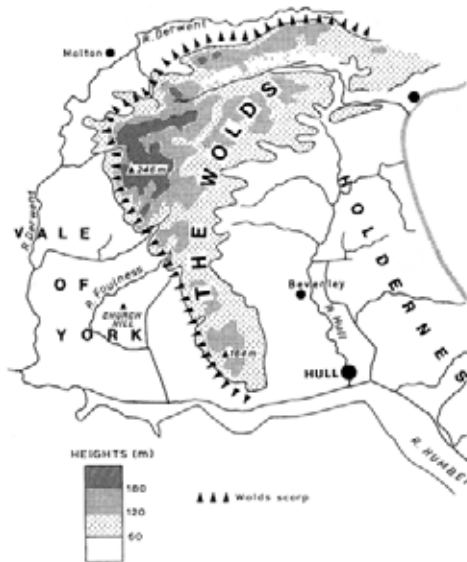
Chapter 2

Physiography

To the east of the area is the escarpment of the Yorkshire Wolds, formed of chalk, these rise up to a height of 246 metres at their highest point. The scarp slope facing west and north overlooks the Vale of York. The west of the area extends to the River Derwent beyond the drainage area. The River Humber, which forms the southern boundary drains around a fifth of the area of England, it has a tidal range of 7.2 metres.

The Vale of York has generally little relief and much of the Vale lies at less than 10 metres above sea level, except for the Church Hill at Holme-upon-Spalding Moor, which rises to around 40 metres. The natural drainage is by River Foulness (Foulney or Foona), which originally ran into the Humber, now into the Market Weighton Canal, and springs that occur along the western scarp exiting at Brough Haven.

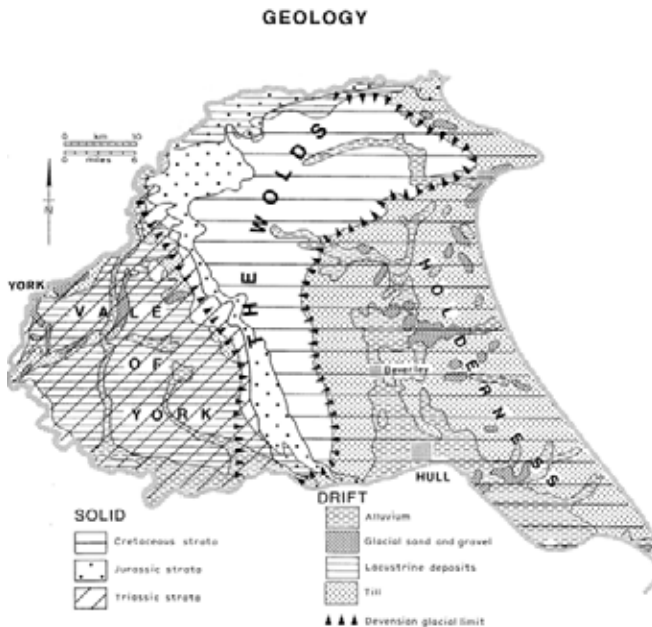
Much of the area was covered by rough grassland; lowland heather moor, Carrs and Marrs (meres) and salt marsh close to the Humber. Forestation was mainly birch and scrub; the area is now predominantly arable.



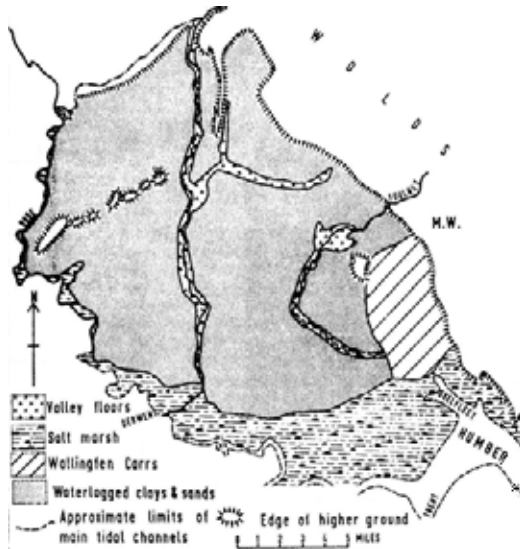
Chapter 3

Geology

The area is underlain by rocks of the Triassic Period, rocks of the Mercia Mudstone Group the uppermost being the Tea Green Marls, on Church Hill Holme-upon- Spalding Moor. To the east the Yorkshire Wolds consist of porous Chalk underlain by impervious Jurassic strata giving rise to a series of springs issuing from the scarp edge. At the end of the most recent ice age, the Devensian till (Boulder Clay) blocked the Humber, as melt waters increased much of the lower areas became covered by the Lacustrine deposits of Lake Humber. Areas of alluvium formed close to the Humber are of natural warp along with the Newchurch series, the more clay soils around the Foggathorpe area belong to the Foggathorpe series and alluvium along the Derwent and Foulness river channels are soils of the Fladbury series. The area around Holme-upon-Spalding Moor consists of sandy-loams of the Holme Moor series. On slightly higher ground patches of blown sand were deposited. In low and wet areas such as Hotham Carrs, Oxmardyke Marr and Yapley Marr peat began to form, with many 'Bog Oaks (Norrs)' the remains of submerged forests. Near to the escarpment are deposits of gravels from the erosion of the Wolds Chalk.



Chapter 4 Early Drainage



The Area in its original state

There were two major problems to the drainage of Wallinfen, firstly in that the area of the fen was considerably lower than the surrounding area with no real outfall for water. Secondly at periods of high tide in the Humber the area of saltmarsh was inundated by floodwaters. Evidence of Stone Age activity has been found in the area, the Romans had been present in the area around Humber lock, at Holme on Spalding Moor, potteries were active and iron smelting took place around the Foulney. In 1984 a logboat, some forty feet in length hollowed out from a huge oak tree was discovered near Hasholme, it is likely that such vessels would have been used to transport goods down the Foulney to the River Humber. There is no remaining evidence that they were involved with any drainage. However not until the 12th Century were serious attempts made to improve matters when a number of dykes were dug by landowners at Broomfleet. The Hodlet drain was created by the monks of St Leonard's Hospital of York. The Knight's Templar of Faxfleet dug the Temple Dam drain; landowner Gilbert Hansard was responsible for Hansard Dam (Gilberts Dyke), which led to the village of Gilberdyke being named after it. The Cannons of Thornton Abbey in Lincolnshire held land at Faxfleet creating Thornton Dam. Several of these drains also had Water Mills at their outfalls on the riverside; they functioned by outflow and also by the tidal inflow.

Hodlet ran from the Oxmardyke Marr to the Humber south off Broomfleet village. Temple Dam took waters from the river Foulness to the river at Faxfleet, with Hansard Dam and Thornton flowing to the river between Blacktoft and Faxfleet. A further drain called Frisdike ran from Oxmardke Marr to the Humber at a point where the Canal now enters the river, it has been suggested that it may have been created by Scandinavians (Frisians).

Early in the 1300s the Commissions of Sewers were set up. These were the earliest drainage authorities with powers to investigate drainage problems, direct by whom works were to be carried out and assess the method of payment. Commissions in 1295 and 1300 inquired into the banks, ditches and sewers between Cawode (Cawood) and Brungarflete (Broomfleet), the banks of the Ouse and Humber received special attention during the next 20 years 1300 – 1320 when there no less than eight commissions concerning them during that period. The ditches and drains of the area being mentioned only as a secondary consideration, for the first 30 years of the commissions the drains however were not named individually. In 1323 some of the drains lost their anonymity, when a commission after ordering the “view and repair” of the banks of the rivers, referred to the water-courses of Fulnath, Ragolf Dike, Lange Dike, Skelflete, Temple Dam, the Mulndam of Broukflet, Frisdike, and Hoddeflete, all of which were diverted out of their rightful courses. Most of these drains, namely, Fulnath (Foulness), Ragolf Dike (Ragg Dike), Lange Dike (Long Dike), Skelflete, (Skelfleet), Temple Dam, the Milldam of Broomfleet, Frisdike and Hoddeflete (Hodlet drain), can be identified as they either bear the same names today or appear on older maps or eighteenth century enclosure awards. In a Commission of 1399, dimensions of some of the larger drains were given in the juror’s returns – Foulney, Longdike, Ragolf Dyke and Skelfleet were twelve feet broad at the top and six feet deep. The importance of Long Dyke, which is mentioned on eight separate occasions, can be explained by it being essential in carrying the waters of the Foulney, via Skelfleet to the Humber, some of these may refer to Ragolf Dyke which was a continuation of Lange Dyke. Responsibility for the maintenance of some of the drains in the area of Wallingfen fell on the commoners of Wallingfen, representatives of the forty- eight townships met at the eight and forty house, which stood on Yand Hill nearby the present Newport Church.

There are several references in the document “The proceedings of the governors of Wallingfen from 1425 to 1756, one of which states “There are seven sewers belonging to the common of Wallingfen which are yearly maintained by the commoners of the same and chargeable banks belonging to them all (that is to say); Long Dyke, Skelfleet, Fosdyke, Head Dyke, New Dyke, Ploughfur and Hoddlit. Hoddlit is maintained by the Manor and tenants of Broomfleet”.

There is a legend attached to Wallingfen, it was said that there were forty-eight witches in the fen, beginning with a poem:

*We're eight and forty jolly girls, though witches we may be
We live upon the best of food and like the air we're free
A moorhen, coot or leveret, a duck or good fat hen,
Each day we're almost sure to get round old Wallingfen*

*From Blacktoft, Eastrington or Holme, we get a daily dish,
Old Foonah's waters will provide us with the best of fish,
And Hotham Carrs we often comb and take the best of game,
None live happier than we who bear the witches name*

*Then fill your glasses everyone and drink till all is done,
Here's whiskey hot from Saltmarsh Hall, good ale from Howden
Town,
Long may we eight and forty live, long live old Wallingfen,
And may she never fail to breed fine women and bold men.*



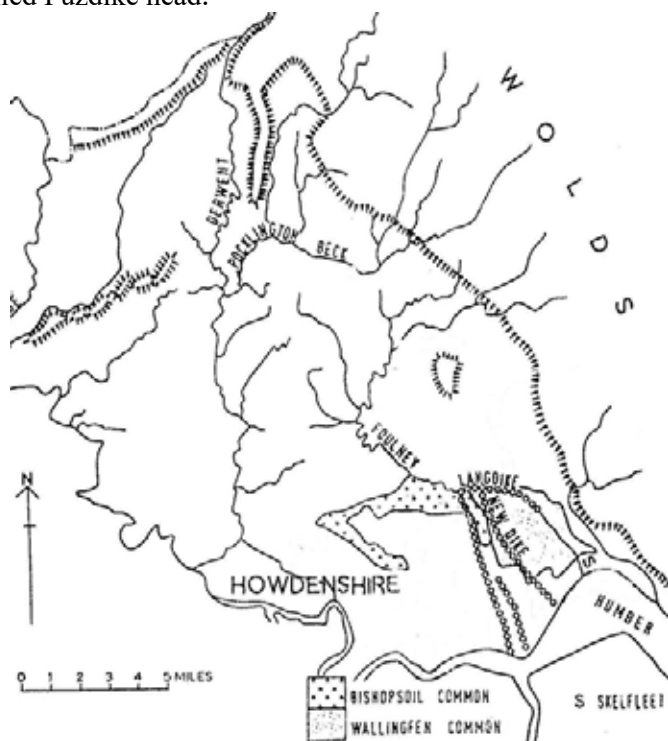
The Eight and Forty Meeting House

There are several references to Lang Dike, the cutting of which had divided the fen into two parts this division had become official by 1425, the carrs north of Lang Dike had been divided between the townships of Market Weighton, Holme, South Cliffe and Hotham. A complete record of all the drains and sewers was made in 1664; this drew attention to two areas that badly needed improvements.

The first, a mill owner had constructed a dam near Bielby, when in times of floodwater overflowed and found its way into the Foulney.

The Court of Sewers ordered an alternative channel to be cut round the mill and to block the old overflow route. The second problem was that of silt that had begun to accumulate about 1650-52 in the great bay of the Humber into which the waters of Skelfleet flowed, the silting of the outfall was having serious repercussions on the conditions in the carrs.

Therefore in 1688 the Commissioners ordered the cutting of a new channel known as New Dike from Lang dike to link up with the short drain known as Hodlet that opened into the Humber west of the area of silting, this restored the drainage of the affected area. There are several other instances of the Courts of Sewers exercising authority over the Wallingfen drains. The lords of the Manors of Broomfleet and Faxfleet had been informed that they should well and sufficiently cleanse and scour eight score roods in the sewer called Fuzdike in August 1705. On the 15th of August 1741 two fines of £100 had been imposed on the lord of the Manor of Broomfleet for the neglect of Hodlet drain and Hodlet Head, in July 1754 a fine of £10 was imposed for the clough called Fuzdike head.



Map of Drains Circa 1664

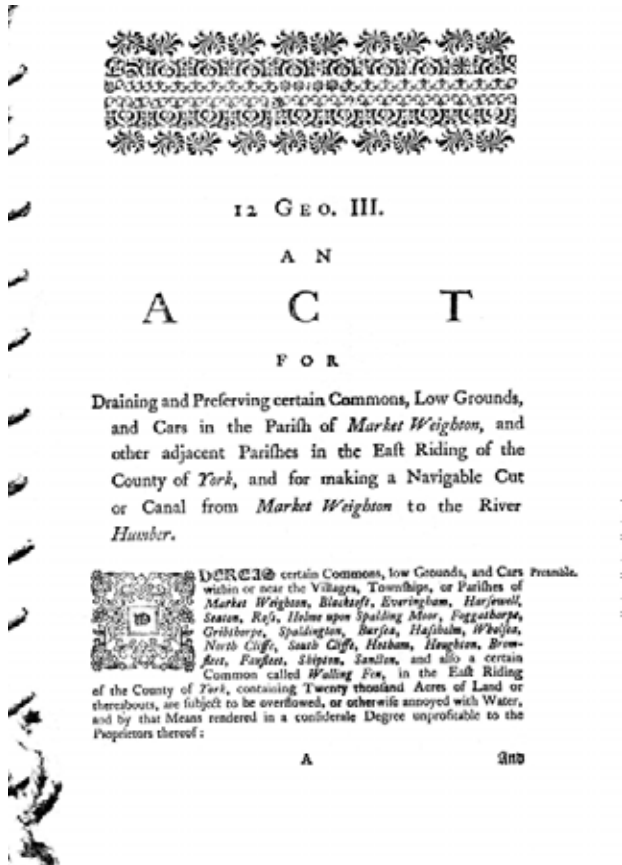
Chapter 5

The 1772 Act

The first person to take a serious interest in the improvement of drainage in the Wallingfen area was Mr Leuyns Boldero, who purchased the South Cave Estate in 1748 and with it an interest in Wallingfen. Wallingfen was not an easy area to drain, however, even with the improved techniques available, partly on account of its lowness (all was at least 5 feet and parts as much as 10 feet below high spring tide level in the Humber), and partly on account of the large number of commoners. The carrs would probably have had to wait for some years. However, it was suggested that the navigation canal wanted by Pocklington and Market Weighton should be cut southwards through Wallingfen to the Humber. The idea arose of making this a dual function canal, to provide for drainage as well as for navigation.

This idea gave birth to the Market Weighton Navigation and Drainage Act of 1772.

The formal petition to Parliament, the result of a long debate between the local landowners from at least 1765 was entered in the *Commons Journal* on February 25th 1772.



The 1772 Act
An
ACT
For

Draining and Preserving certain Commons, Low Grounds and Cars in the Parish of *Market Weighton*, and other adjacent Parishes in the East Riding of the County of *York*, and making a Navigable Cut or Canal from *Market Weighton* to the River *Humber*

"Weareas certain Commons, low Grounds, and Cars within and near the Villages, Townships, or Parishes of *Market Weighton, Blacktoft, Everingham, Harswell, Seaton Ros, Holme upon Spalding Moor, Foggathorpe, Gribthorpe, Burse, Hasholm, Wholsea, North Cliffe, South Cliffe, Hotham, Houghton, Broomfleet, Faxfleet, Shipton, Sancton* and also a certain Common called *Walling fen*, in the East Riding of the County of *York*, containing Twenty Thousand Acres of Land or thereabouts, are subject to be overflowed, or otherwise annoyed with water, and by that Means rendered in a considerable Degree unprofitable to the Proprietors thereof:" Five Commissioners were empowered to carry out the Act, their final decisions were to be embodied in an official Award, which was to be executed once both the drainage and navigation were deemed to be complete at this stage their responsibility would be discharged and the trustees named in the Act would take over, exchanging, an earlier watching brief for an active one.

The Commissioners were John Lund of the City of York, Robert Foster and John Raines of Burton Constable, John Dunnington of Thorganby and Edward Johnson of the Town of Kingston upon Hull. The Trustees, of the scheme numbered around 90, mainly Estate owners and Landlords. In order to qualify and act as a Trustee each person had to advance a minimum of £200 or more.

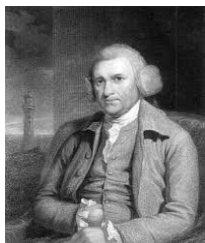
The Commissioners and Trustees each swore an Oath: -

"I do swear, That I without Favour or Affection, Hatred or Malice, to the best of my Skill and Judgement, execute and perform the Powers and Trusts given to and reposed in me by virtue of an Act for: - Draining and Preserving certain Commons, Low Grounds, and Cars in the Parish of Market Weighton, and other adjacent Parishes in the East Riding of the County of York, and making a Navigable Cut or Canal from Market Weighton to the River Humber."

"So help me GOD."

Within Six Weeks of the passing of the Act the Commissioners, or the major part of them shall meet within Six Weeks after the passing of this Act, at the House of *William Vawser*, known by the sign of The Black Swan, in the Town of Market Weighton, or at some other House in the said Town, and shall then proceed to the execution of this Act.

The Commissioners were also required to hold One general annual Meeting at Market Weighton, on the Fifth Day of May in every year until all and every Powers and Authorities given by this act shall be fully and completely executed and performed. Plans were already going ahead before the Bill received its assent. A Plan by Smithson Dawson is dated February 1772, John Smith had appeared as a witness for the Bill which received the Royal assent on the 25th of May 1772. The Trustees wanted a man of the stature of John Smeaton, a Yorkshire man, 1724 - 92 or John Grundy as a consultant, John Grundy had made a further plan in 1772 (undated) as an improvement on Smith's survey, the Commissioners, were impressed by this report, Smith was dismissed and John Grundy appointed in his place with Samuel Allam as surveyor.



John Smeaton



John Grundy



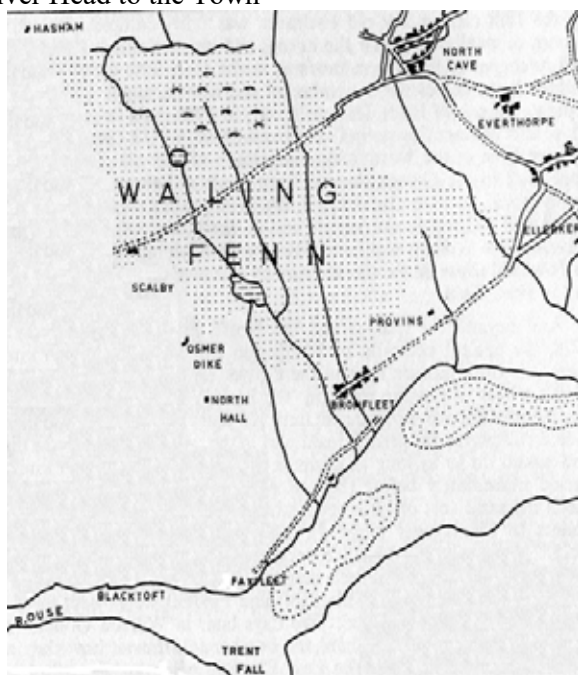
William Jessop

The Pinkerton brothers James and John from near Barnsley were appointed as contractors for the Canal. The Canal was planned to be nine and a quarter miles in length, with the water level no higher than within 3 feet of the land surface to accommodate vessels drawing a maximum of 4 feet, commencing at Humber Lock or the Sea Lock. In the late 1770s William Jessop was taken on to oversee the Pinkerton's work, as there was concern on their work and progress.



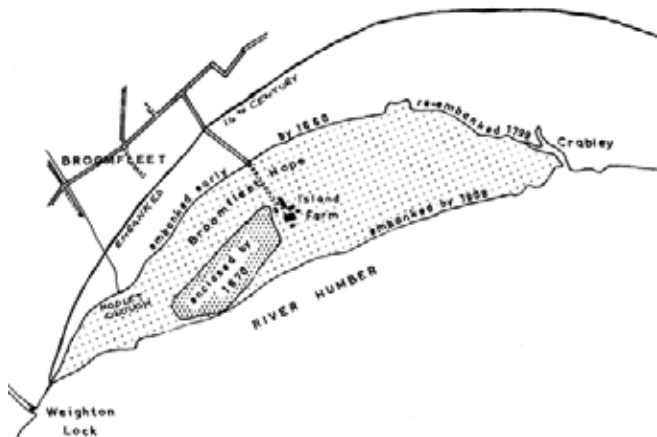
Plaque on the Lock

In 1777 they were threatened with legal action. In 1779 James Pinkerton moved to North Cave, purchasing the White Hart Public House, he was imprisoned in York Castle in July 1782 for debt, several closes of land in nearby Parishes were sold to pay off his debts, and John took over the White Hart, when he died in 1813 he left £7,500 in his will. The canal had reached only as far as Sodhouse Lock by 1778 when finances were deemed to be insufficient to complete the section to 'River Head' a further £2900 had to be raised by a second subscription, the works were paid for by other 37 subscribers. It had been decided to terminate the canal at River Head some 2 miles short of Market Weighton as a further six locks would have been necessary to reach the Township due to the rapidly rising land surface over the remaining distance. Horses and Carts would be relied upon to transport goods from River Head to the Town

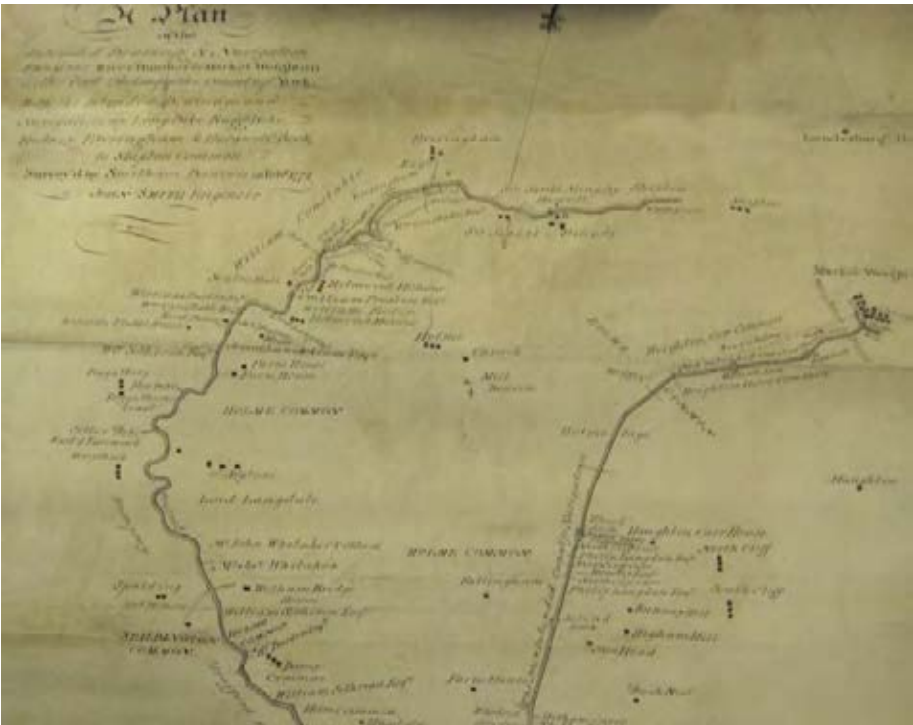


Jeffrey's 1770 Map of Wallingfen showing drains prior to the commencement of the Canal works, showing the outfalls left to right of Fuzzdyke, Hodlet, Plough Furrow and Skelfleet. Also showing is the Position of the Cave Causeway. The Outlet for the Canal was placed to the west of the Hodlet as continuing accretion of silt in the bay of the Humber was threatening to block its outlet in 1772, as it had done with the Skelfleet in 1688.

Accretion continued into the twentieth century, which eventually led to the reclamation of Broomfleet Island in 1908 and a Farmhouse and buildings for the 300 acres being built in 1910.



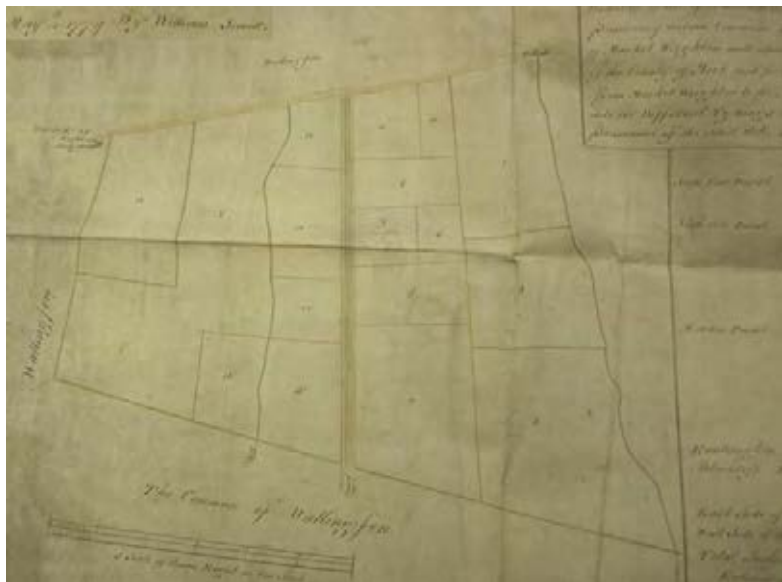
Broomfleet Island



1772 Plans of Canal by Smithson Dawson for John Smith



1772 Plans of Canal by Smithson Dawson for John Smith



Plan of enclosed land by William Jessop 1779

The Commissioners enclosed 490 acres on either side of the canal to the south of the present Newport Village in lieu of drainage taxes, and remaining free until 1938. Wallingfen was enclosed by the Wallingfen Enclosure Act of 1777 by 1781 5,000 acres were enclosed.

This led to network other drains feeding into the main channels The Holme on Spalding Moor enclosure Act was executed by three Commissioners, John Lund of the City of York, John Raines of Burton Constable and James Stovin of Doncaster, however on the 8th of August 1774 he resigned, being replaced by Peter Nevill of Long Riston in The County of York, two Surveyors were appointed Joseph Butler of the of York and Joseph Dickinson of Beverley, some 8,000 acres were involved in the enclosure. The Commissioners executed their award on then 3rd of November 1784. Part of the canal had been earning tolls from 1776, when completed it was nine and a quarter miles in length, with two further locks to enable it to reach the canal head some two miles short of Market Weighton. Water supplies were taken from Weighton Beck, Beils Beck and the River Foulney. The Canal or 'Mother Drain' was constructed as some 63 feet wide at the top 30 feet wide at the bottom and 11 feet deep, discharging into the Humber west of the Hodlet Clough and close to the Fuzzdyke Clough.

The Foulney was to be 20ft wide at Welham Bridge and 22ft wide at its confluence with the canal. From Humber Lock the Canal headed northwards to Oxmardyke Marr, across Cave Causeway (the B1230) to Yapley Marr, where New Dyke and Temple Dam entered the Canal. On reaching Long Dyke here the River Foulney joined the Canal, then in a gradual northeast curve up to River Head. Meanwhile Plough Furrow and Skelfleet were connected into a new dyke, Clegg Dyke on the eastern bank. In 1772 Mr Smith was instructed to buy a crane from Linton Lock, north of York for the works, it is uncertain whether this was John Smith the engineer or Mr Smith the carpenter.

A Daniel McLaren was employed by the Commissioners to construct most of the dykes that entered the canal, a Daniel McLaren was later landlord of the Kings Arms in Newport, and another man involved in the works James McTurk built the Turks Head Public House in the village. The Lock House at Weighton Lock was built in November 1776 along with wharves and other buildings. A John Whitworth was appointed as lock keeper on the 6th of May 1776 at a salary of £30, and he must give security of a bondsman of £200, amongst his duties, he had to collect tolls.

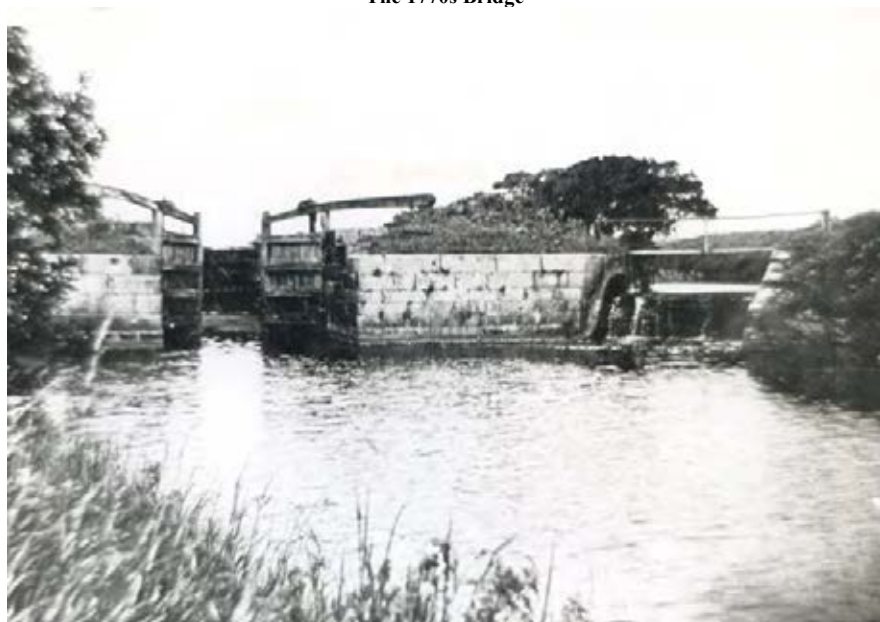
M^r Grundy the Engineer being sent for by the Order of
several Principal Proprietors of Lands, will be affected by
the proposed Drainage and Navigation to revise the
proceedings of M^r Smith the Engineer of the said Works
Did attend this Meeting and having produced and read his
report and also produced his Plan and Scautlings of the
said Works and the same being approved by the said
Commissioners and by all the Trustees present It is
Resolved that the Plan and Scheme of the said M^r
Grundy be carried into Execution —
Ordered that M^r Grundy do prepare an Estimate of the
Expence of the # # # Sea Sluice Locks and Canals —

John Grundy's Appointment

The lock was opened on several occasions to lower the water level to enable work to be carried out; in September of 1780 the lock keeper was instructed to buy a small boat. The first vessels were invited to use the canal in an advert in the York Courant after the 27th of September 1780. A stone Bridge was built across the canal in 1777 by a John Peacock. Properties began to be constructed soon after this, the area to the west of the Canal was known as New Gilberdyke, the east side to the north of Cave Causeway was Newport and the south side was called New Village, eventually all becoming Newport. Many of the older inhabitants referred to the village as 'Brig' in reference to the Bridge over the canal. In 1783 work began to erect a house at Sod house lock, during 1785 it had become necessary to bridge over the lock, Joseph Morley became the first Lock keeper in 1784. During 1778 a Swing Bridge was constructed at Sod houses over the Canal. In 1792 the lock structure was repaired with stone, in 1799 John Whitworth was to continue as the Lock keeper at Humber Lock.



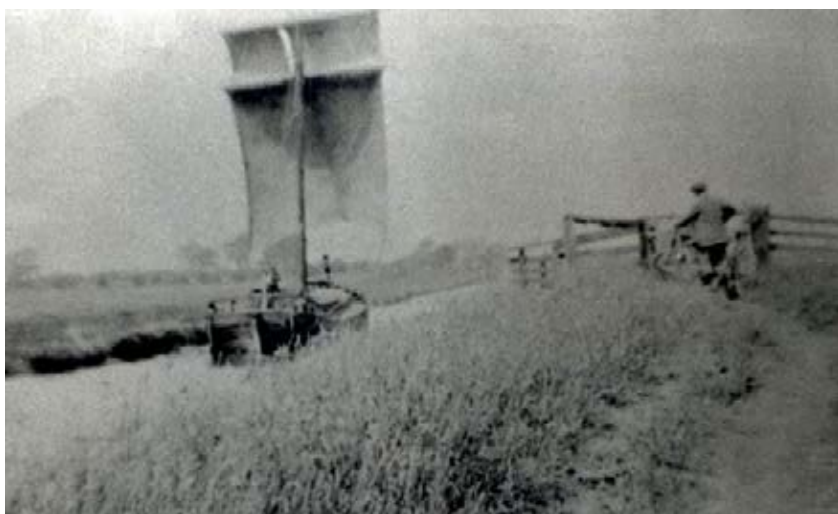
The 1770s Bridge



Sod House Lock



Sod House



Keel above Sod House

In 1809 an order was made to provide Humber lock with a proper boat for use on the canal, in 1811 Joseph Morley was to remain as Lockkeeper at Sod Houses. In 1813 the swing bridge at Cliff Carr Haust on the road from North Cliffe to Holme on Spalding Moor, “a *Haust* is an old name for a pass in Old Norse”, along with the swing bridge at Sod Houses were to be repaired. Humber Lock Keeper John Whitworth died in 1819, being replaced by John Hutchinson who was from a family of keel owners.

In 1822 new gates were fitted to the west sluices at Humber lock, in 1824 it was reported that persons were removing sand from the canal banks between the Foulney and the bridge at New Village. Work was put in hand to make good the damaged banks. At this time the meetings of the Trustees began to be held at the Devonshire Arms (Londesborough Arms) at Market Weighton. Complaints about the poor drainage led to enquiries into the reopening of the Hodlet Drain, some estimates were prepared, but nothing further was done about the matter. John Hutchinson died in 1838. His wife becoming the temporary lock keeper, the same year a brick manufacturer, Samuel Blackburn from the lock took over, both John Hutchinson and Samuel Blackburn were not ideal lock keepers. Being from a family of Keel owners, Hutchinson was reprimanded on numerous occasions for keeping the water level too high for drainage, whilst there were problems with the collection of tolls by Samuel Blackburn, as well as levels. In 1843 there was a change at Sod House lock when James Kirk a carpenter was appointed as the lock keeper. The York and North Midland Railway was completed and opened in 1840, the line crossed the canal to the north of the Broomfleet brickworks on a Steel Bridge. On the 22nd of July 1847 The York and North Midland Railway Company put an Act of Parliament forward to authorise the purchase of the navigation interests of the shareholders of The Market Weighton Canal along with several other East Yorkshire Canals. The subscribers were bought out for the sum of £14,405 as from January 1st 1851. Railway Companies were pushing routes across the East Riding, they saw the Canals as direct competition, and by taking over the canals they then neglected them to encourage the use of the Railways. The North Eastern Railway Company absorbed the North Midland Railway in July 1854 after 14 years as an independent line.



Broomfleet Railway Bridge

The village of Newport/New Village had by the 1850s grown, with a population of over 700 inhabitants, along with three public houses, three blacksmiths, a chapel was constructed by 1789. A number of farmers many of the inhabitants being brick workers, as by 1823 there were no less than 7 brickyards operating, A number of brick and tile works became established at Broomfleet and Newport, following the excavation of the canal and the discovery of the high quality lacusterine clay deposits of Lake Humber. Evidence of these works can be seen in the number of ponds excavated over the years. However bricks had been made from surface clays at Broomfleet from the 1400s as documents show that ‘walteyles’ (bricks) were being shipped to York at this time. Over time the number of works ceased to exist as Henry Williamson and Company bought out works and concentrated production at the modernised works at Broomfleet and Newport. Just north of the Sod House lock is Landing Lane, where the landing place for Holme on Spalding moor was situated. Here vessels unloaded some of their cargo to enable them to sail further up the canal, as the depth of water was not great. Here there was an Inn the Anchor Inn, the men would get a few drinks, then settle down to sleep it off, the area became known as the “Land of Nod”. The name became permanent and there is an official sign pointing the way there.



Land of Nod Sign

John George Weddall of Faxfleet reported in June 1851 the possibility of using the canal as a warping drain to enable the warping of almost 5,000 acres of land surrounding the canal, once warped, all complaints about the poor drainage would be at an end, however it was conceded that the navigation on the canal would suffer, nothing further regarding the scheme took place. 'Warping was widely practised around the River Ouse large areas of land were warped. This entailed using controlled deposits of river born silt, a slimy substance found as a suspension in the river water. The warp was deposited by embanking an area of land, then flooding the land with river water at high tide, then after a period of settlement, draining the water back into the river at low tide, so depositing a rich layer of fertile silt over the land, over a period of time warping took place from the 1880s until the 1930s. The last warping took place on the Yokefleet estate, close to Blacktoft.

The original concept of a dual function canal for both navigation and drainage was from the very beginning fundamentally flawed. Vessels using the canal required perched water levels for adequate flotation whereas drainage outfalls, if they were to operate successfully, needed constant low water levels in the canal. These two specific functions of the canal were in conflict and remained so for many years and if anything this is even more critical today. A Plan of August 1851 shows a proposed railway line leaving the brick fields and following the canal bank up to Market Weighton, also a further line running down to the Humber to a jetty to be built at the lock, again another plan that never came to fruition.

In 1862 advertisements were placed in newspapers, for the post of lock keeper at Humber lock, Samuel Blackburn had given up the position, some 14 applications being received. On the 22nd of July 1862 Richard Leaf of the City of York, a railway clerk was appointed to the position.

In 1874 James Kirk resigned to farm at Belasize, his position was then taken by David Towse of Market Weighton. The Landlord of the Anchor Inn and coal merchant at the Land of Nod was drowned on the 19th of September 1878, his headstone in All Saints Church graveyard, Holme on Spalding Moor reads, "*Richard Westoby of the Land of Nod who was drowned on the 19th of September aged 58, In life respected – In death lamented,*" it is believed he drowned following travelling on the canal by boat. In May 1876 Market Weighton lock keeper Richard Leaf died, his son Benjamin took on the position. The Trustees, towards the end of 1880 hired from the Trustees of the River Ouse Navigation a steam bucket dredger, 7 men and two boats, they were in use from the 8th of November up to the 16th of December. The Ouse Navigation had purchased the dredger and six hopper barges in 1879.

The Railway Company were reluctant to give the Trustees monies from the tolls for repairs and maintenance, although the company hotly disputed this in later years. Neither the railway company or the trustees had much interest in the canal as a navigation after 1865, in 1896 to 1899 a loss was incurred, at one point the 'three feet limit' had been violated to allow vessels to pass over the considerable shoals, that had developed in the canal. After the passing of the 1888 Railway and Canal Traffic Act, the revision of rail and waterway rates (and the trustees dire financial position) soon raised question of the North Eastern's relationship to the canal. The railway company refused to help with dredging the canal in 1888; in 1896 a response to the Board of Trade stated 'the North Eastern Company do not concern themselves with the workings of this Navigation, nor were they in possession of any information on the subject. A second railway was to cross the canal at Newport in 1885; this was the Hull Barnsley & West Riding Junction Railway, constructed to break the monopoly of the NER for transporting coal to the Docks. The Railway Line crossed the canal to the north of village by a steel bridge.



Hull and Barnsley Bridge

In 1905 the name changed to that of the Hull and Barnsley Railway. It became part of the North Eastern railway in 1922; the line operated until 1955 for passengers and was closed to goods traffic in 1959.

The Hull & Barnsley was always colloquially known as “The Hull and Push”, perhaps because of the number of tank locomotives that were used on the line and frequently were to be seen pushing rolling stock.

The brick makers Henry Williamson and Co were not to be put off so easily by the railway’s continued denial of responsibility. Because of the accumulated mud and a grounded keel, in 1896 they found themselves unable to deliver bricks to Market Weighton, they petitioned the railway company, the drainage trustees and the Board of Trade. Meanwhile due to the foul condition of the upper reaches were causing complaints from persons living close to the canal of sore throats and the stench emanating from it. The health hazard resulted in the Pocklington R.D.C. and the Local Government Board becoming embroiled in the affair. One outcome of the dispute was that the trustees called in William Evans of Beverley to report on Humber Lock, which was giving concern; they decided to approach the railway for financial assistance.

The lock was repaired for £542 in 1897-8; nothing however was forthcoming from the directors of the North Eastern. In November 1898 a traction engine broke through the bridge over sands lane near Cliffe, it being the responsibility of Rural District Council to repair. The only answer to these ongoing issues appeared to be the promotion of a Bill to give the trustees authority to abandon part of the canal, revise the tolls and unify the administration.

At a meeting on February 1899 the Trustees began discussions regarding their thoughts on proposals to promote a Bill aimed at the closure of the upper part of the canal. They would have liked to abandon the whole of the navigation on the canal, but there was strong opposition from the brick and tile manufacturers. By This time the only traffic on the canal was that on the stretch from Newport to the Humber Lock. The importance of the canal as a primary drainage channel could not be overlooked where some 85% of the local area drains into the canal and surplus water discharges through Humber Lock into the Humber Estuary.

At the next meeting in May 1899 the Trustees decided to go ahead with the proposal of a Bill. The Bill did not have an easy passage, being opposed by local traders who had concern of the warping scheme, the East Riding County Council over bridge maintenance and also the Humber Conservancy Board over the Trustees wanting to gain some rights over part of the Humber foreshore. After some amendments the Bill was passed on the 6th of August 1900 as the Market Weighton Drainage Act.

Chapter 6

The Market Weighton Drainage act 1900

MARKET WEIGHTON DRAINAGE ACT 1900.

AN

A C T

For incorporating and making better provisions for the meetings and proceedings of the Trustees of the Market Weighton Drainage and Canal in the East Riding of the County of York for better defining the lands subject to taxation by the said Trustees and making other provisions relative thereto for relieving the said Trustees from their obligations to maintain a part of the said Canal for conferring further powers on the said Trustees and for other purposes.

ROYAL ASSENT 6TH AUGUST 1900.

There were at this time twenty-four Trustees and there should be no less than ten or more than thirty. All powers, buildings, drains and watercourses mentioned in the Act of 1772 were to be vested in the Trustees. Three Commissioners were appointed to apportion the amount of tax paid by each proprietor. The Act provided for the closure of part of the navigation, the trustees were released and discharged of all obligations to maintain the navigation and towing path of the portion of the canal between Sodhouse Lock and the Market Weighton Canal Head.

The shares and interests of the subscribers to the Market Weighton Canal vested in the North Eastern Railway shall be vested in the Trustees. The Trustees shall have the power to sell, lease or dispose of any lands or buildings not required by them for any purposes of the Act of 1772 or of this 1900 Act. A reserve fund could be formed for maintenance when toll receipts proved inadequate. Henry Williamson and Company took on the lease of the navigation; part of the arrangement was for the Company to do maintenance work on the canal. In May 1901 a roadway was made over the canal at Cliffe lane, by filling the canal with spoil and the swing bridge was removed. Messrs Williamson and Co requested that the wending place (an area where vessels could be turned) at Newport be repaired. The house and premises at Sodhouse Lock were let to David Towse.

In January 1902 the Humber Lock keeper Benjamin Leaf was accidentally killed at work, when a plank gave way and broke, "he was precipitated into the lock pit, and rendered unconscious hitting his head in his descent and drowning in the water". The Trustees sent a letter of regret to his niece Miss Dawson, who lived at the lock together with the sum of £10 towards funeral and other expenses. Due to the condition of the track from the lock to Broomfleet, whether this was due to mud or snow, it was after all wintertime. His body was taken by across the river by boat to Whitton, where his remains were interred. In later years there was conflict with some of the landowners, who would not allow a coffin to be taken along the track to the village, this was eventually resolved.



The Boat Yard

A meeting was held to discuss safety arrangements at the lock, boat builder Frederick Shuttleworth who had a yard on the canal near Broomfleet Landing stated that the platform was dangerous. Two trustees, Alfred Williamson and John Underwood (the author's great grandfather) were to inspect the lock and deal with any matters regarding safety. Miss Dawson was to see that the water in the canal did not rise above the navigation height. His nephew Tom Henderson of York succeeded him as lock keeper. At the May meeting of the Trustees it was decided that repairs should be made to the road bridge at Newport. During November 1902 a scheme to divert the waters from Broomfleet Beck from around the village direct to the canal was discussed as the Crabley Clough was causing concern, because of silting. August 1904 saw the Trustees Seal attached to the Commissioners Award relating to the 1900 Act. During November 1905 plans were discussed to dredge the canal from the lock up to the railway bridge at Broomfleet landing to give a draught of 6ft –3 inches. Notices were erected at all bridges prohibiting traction engines from crossing them. A committee was set up in 1908 for the purpose of looking into the sale or otherwise to deal with the upper end of the canal. The lock keeper was interviewed by Phillip Langdale the Chairman of the Trustees in May 1909 and told to keep the water level in the canal as low as possible and to take no notice of any persons wanting more depth of water for fishing. Then in August of 1909 there was a proposal to dredge the canal from Humber lock to the railway bridge at a cost of not more than £500. In 1910 the surveyor reported that the Bucket Dredger hired from the Ouse Navigation Trustees had arrived on the 25th of September 1909 and left the canal on the 10th of December 1909.



A Bucket Dredger

Due to excessive bad weather, which had impeded the work and clay sticking to the buckets, had necessitated a man standing on a platform with a spade to remove clay from the buckets, also making the unloading of the barges a very difficult and rather dangerous occupation. The dredging however had enabled the water level to be reduced by up to one foot. 1911 saw a new house for the lock keeper erected at Humber lock at a cost of £235 -15 shillings.

The Trustees met on the 23rd of June 1911, but as a quorum was not present, no business was transacted, four Trustees only were present– H. Boast, Lloyd Patchett, John Underwood and Alfred Williamson. There was discussion in November 1914 on the cost of putting into proper order the swing bridge at Sod House, and a brick bridge over the Delfin to carry traction engines. Work began on the replacement of the swing bridge at Sod Houses in January 1916, using 5 timber beams 19ft long, from part of the dam used in the renewal of the sluice doors at the lock and covering boards 4 inch thick to be used for decking. Old gas pipe was to be used for uprights and guardrails across the bridge.



David Towse on the New Bridge

In 1916 the canal was closed to navigation, on the orders of the War Agricultural Executive Committee. This was a move to enable more food to be grown in a time of need, some cargo was still moved down the canal, vessels carrying half loads to enable them to use the reduced water levels. In 1917 a telegram was sent to the offices of the Market Weighton Trustees from the engineer in charge of construction at the Driffield Airfield requesting that cargoes of bricks should be allowed to be transported down the canal for use in work of National importance.

The clerk was requested that he should endeavour to obtain soldier labour for drain cleansing and locate suitable accommodation along with the sum of £30 for boots and tools. On the 30th of August the Trustees received a letter from the “War Ag” to reduce the level of water in the River Foulness by lowering the staunch and the removal of a sand bed. The trustees were instructed by letter on the 5th of January to open the doors on the canal for two weeks to allow more water to be drained from the canal. Also that an Officer of the “War Ag” was to be sent to assist Tom Henderson in keeping records from the gauges now fixed at the lock and in a further letter that no further vessels were to be allowed to pass down the canal. The Trustees meeting on the 7th of January was adjourned, as once again there was no quorum was present. The airfield engineer was now requesting more bricks, as he required 100,000 per week to keep his work on schedule. During 1918 a siding from the Broomfleet Works to the Doncaster /Hull railway had been built, thus bricks were delivered to the airfield by rail. A meeting on the 16th of May 1918 to discuss a request for additional labour and the provision of a depot for prisoners of war, who were to be used for work on the drains and the canal. The trustees attended a meeting in June 1918 with the “War Ag” at Beverley to discuss the intention of the “War Ag” to assume the powers of the Trustees under orders of National Importance. Clearly the Government at this critical time realised the essential need of adequate drainage for the purpose of maximising Agricultural Production. At this time a number of drains were deepened – Clegg Dyke, Temple Dam, Carr Dyke, Long Dyke Holme Ings and Foggathorpe by 8 inches. Early 1919 saw a number of soldiers from the Agricultural Companies of the Labour Corps employed on the cleansing of drains, they were billeted at the Board Inn at lock and the Red Lion and houses in Broomfleet. Some were also being used to mow the banks of the canal and remove bushes and endeavour to clear silt from the canal. During August 1919 an order for the withdrawal of the soldiers came, leaving much work still to be completed. The County Council made the suggestion of taking down the bridge at Newport and replacing it with a girder bridge. The Trustees received a grant of £500 on November 30th 1919 for the cleansing of the canal by hand labour. By January 1920 the canal was over flowing, through the lock being silted up through lack of water and vessels passing through it. The Bishopsoil Trustees made a request in May 1920 being allowed to make a breach in the Foulney bank to relieve their Bishopsoil Drain. Complaints came from the East Riding Farmers Union in July regarding the condition of the canal; the winter of 1922 saw more flooding.

During the year the site of the Reformatory swimming pool was to be inspected by some of the Trustees and authorized to give permission if it was considered no detriment to drainage. Messer's Williamson and Co was written to regarding using the canal again for transporting their products at their own risk, but water would not be held up for them.



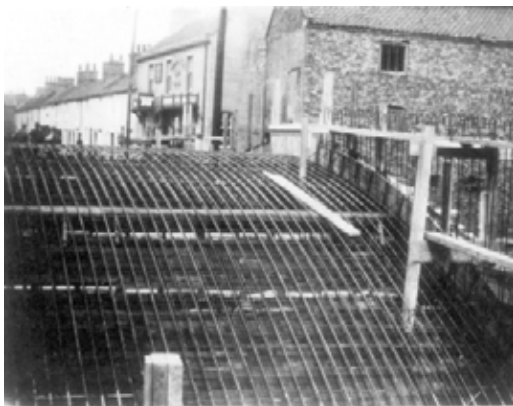
Harry Towse and Family at Sodhouse Farm

In 1924 the surveyor Harry Towse gave up the tenancy of the properties at Sod House Lock and moved to Duck Nest Farm nearby. Repairs that had been made to the Humber lock and the Ebb gates cost £2,204 -3sh-1d in September 1925. The Newport Sports Club were to be allowed to use the canal for aquatic sports, in May 1927. On the 25th of July 1928 the Clerk wrote to Messer's Priestman Brothers Excavator manufacturers, requesting them to send a representative to meet the Trustees at the next meeting.

An agreement with the County Council was signed and the Trustees Common Seal attached on the 31st of August 1928 for the Newport Bridge to be taken over by them. The East Riding County Council, around this time, built a new replacement bridge.



E.R.C.C. Road Bridge



Construction of The Bridge

On the same day attending a meeting at Sod House lock, Mr J W Priestman of Priestman Bros explained the most suitable dredger for the Trustees purposes, the Clerk to write to the Ministry of Health for financial assistance. In February 1929 it was resolved that the Trustees should purchase a Priestman Cub excavator for cleansing the canal and River Foulness, along with other drains. Mr G J Bradley was appointed as Consulting Engineer at a salary of £200 a year. The Engineer reported in May 1929 that after an inspection of the work done the dredger had also been used in the Foulness. The Trustees proposed that the dredger was used to cut a relief channel from the mouth of the Foulness to the Sod house lock; all Trustees were in favour of the proposal. The work of the dredger was inspected and the Engineer was to see that the silt and clay spoil was levelled in order that the landowners were able to cultivate the areas.

Chapter 7

The Land Drainage Act 1930

MINISTRY OF AGRICULTURE AND FISHERIES.

LAND DRAINAGE ACT, 1930.

Market Weighton Drainage District.

Notice is hereby given that the Minister of Agriculture and Fisheries has made an Order under the Land Drainage Act, 1930, amending the Market Weighton Drainage District (Alteration of Boundaries) Orders, 1933, by extending the period during which the first members of the reconstituted Market Weighton Drainage Board shall hold office, and that the Order will become final and have effect as an Act of Parliament, unless within thirty days from the date of this Notice a Memorial that the Order shall not become law without confirmation by Parliament is presented to the Minister by some person or body affected by the Order, and having an interest sufficient for the presentation of a Memorial.

A copy of the sealed Order has been deposited at the Office of the Clerk of the Drainage Board, A. E. Young, Esq., Market Weighton, for public inspection for a period of thirty days from the date of this Notice and may be inspected during ordinary office hours.

(Sgd.) *A. T. A. Dobson,*
Assistant Secretary.

Ministry of Agriculture and Fisheries,
10, Whitehall Place,
London, S.W.1.
5th October, 1934.

The London Gazette October 5th 1934

1930 saw the introduction of a new Land Drainage Act, which inter alia re-established all existing drainage authorities as Internal Drainage Boards and also established new ones. The Market Weighton Trustees would thereafter become the Market Weighton Drainage Board.

The August meeting 1930 considered the damage done to the outfall sluices at the lock by the Keel “Ousefleet” regarding insurance and failing that the Clerk be authorised to commence proceedings for the recovery of the amount for the damage done. The New Legislation was discussed and the clerk and the engineer should see the Ministry on the position of the Trustees under the New Act. In June 1931 the Chairman Colonel Phillip Langdale and the Trustees stood in silence for a moment in tribute to one of its oldest and most valued members, Colonel John B Stacey Clitherow. The Clerk submitted his report on the Land Drainage Act of 1930, also reporting that Harry Towse had left his employment as foreman with the Trustees.

At a meeting held at Humber lock in August 1931, the clerk reported on his meeting with the Keel and Lighters Association. This was regarding the damage done by Messer’s Richardson’s keel “Ousefleet”.

In February 1932 the Ministry of Agriculture suggest a plan covering the Scheme for the Ellerker and South Cave area, they requested a Cheque for £10 for a Provisional Order that was required.

The Engineer stated in May 1932 that dredging work was now complete and as to where the dredger should be employed next, after much discussion, it was resolved that the clerk and engineer be empowered to sell the dredger for as much as possible, but not less than £900. In the event of the sale of the dredger a Sub Committee were authorised to purchase a “Cub” excavator. The Clerk H.S Powell had become ill and some thought he resigned as the Clerk, with A.E. Young replacing him. The Scheme for a new cut to divert the waters of Broomfleet Beck direct into the canal, rather than through and round the village at a cost of £300 was discussed. The Ministry of Agriculture sent the draft order for the extension of the Market Weighton Drainage Area.

In June 1933 the dredger was sold with the help of Priestman Brothers, to Messer’s Knight and Company, Priestman’s were allocated £10 for their assistance in the matter, Trustee Mr John Underwood of Northfield House died during 1933.

An agreement had been made with the Bishopsoil Board to allow them to construct a Clough in the banks of the Foulness to the satisfaction of the engineer, the control of the Clough to be in the hands of the Market Weighton Board.

A letter from the Ministry of Agriculture arrived in October 1933 requesting a list of persons to be the first members of the new Market Weighton Drainage Board. The Clerk was instructed to be in attendance at the offices for persons wishing to see the papers relating to the formation of the board.

The clerk was to submit the following names as members of the New Board: - Thomas Kitson Blackburn, Robert Bruce.

Cyril Herbert Cambell, Thomas Clark, Lt Col Thomas Claud Clitherow.

John William Featherby, Alexander Forbes.

Thomas George Hunt, Edwin Thomas Ibbotson.

Jesse Kirk, Lt Col Phillip Joseph Langdale.

Johnathon Martinson, Charles Patchett.

Henry Tindall Tate, Albert Williamson.

The First meeting of Market Weighton Drainage Board was held on the 6th of February 1934 at the Pocklington Offices of Powell and Young, Col Langdale the Chairman, Mr C.H. Cambell the Vice Chairman, A.E Young the Clerk and Mr R Smith as Deputy, The Clerks salary £300 plus £50 travelling expenses. Mr W Elcock was to be the Board drainage foreman and Mr G.T. Bradley was to be Engineer to the Board. The Clerk produced the sealed order of the "Market Weighton Drainage District (Alteration of Boundaries" Order 1933; the Order came into force on the 1st of January 1934. The Seal of the Trustees would now have to be altered, the Clerk was authorised to have any necessary alterations made.

At the January 1935 meeting the Clerk referred to an agreement with the Humber Conservancy Board regarding the Crabley and Skelfleet Cloughs entering the River Humber that the Conservancy Board would do the maintenance work. The Clerk was given notice and it was decided that the Deputy Clerk should be appointed Clerk from the 31st of March 1935.

The Meeting on the 18th of March 1935 decided it was now necessary to purchase furniture and equipment for the offices occupied by the Clerk an allowance of £65 was made, an office safe was also discussed and it was resolved that a safe at Humber Lock should be repaired and brought to Powell and Young's offices at Market Weighton.

In 1937 Broomfleet Parish Council and Howden Rural District Council had requested the Board to have the cill at Carr Bridge raised, this had been a continuing saga for several years. If the cill was lifted it would allow more water to flow round the village, as it was used by the villagers for household uses, the village as yet did not have a piped water supply. Work began in 1939 to lay a main to the village. The water supply to the village was turned on in June 1939. On the 10th of June 1937 Mr A Horsley of North Ferriby requested permission to have usage of the Foulness for drainage purposes on the erection of a milk factory at Holme on Spalding Moor. The Engineer was given three months notice to terminate his service with the Board as it was decided there was insufficient work for a permanent Engineer. September 1937 the Clerk reported that he had purchased a safe, sufficiently large for the valuation lists and rate books to be accommodated in it, at an auction sale at Pocklington for £6-0-0. The itinerary for the annual inspection of the district on the 30th of September was given. At the November Meeting, the Lincolnshire and Howdenshire Electricity Board made a request to cross certain Board drains with overhead lines. The Clerk was to purchase a copy of the Public Health Act 1936, which contained clauses relevant to Drainage Authorities. The Chairman Col Langdale reported that he considered it necessary for the Board to obtain a set of draining rods and also a set of levels, it was resolved to obtain a second hand set at a cost of no more than £10.

In February 1938 the Clerk was to obtain an insurance policy against accident in respect of horses borrowed for drainage purposes. He considered it necessary for the Board to purchase 'trucks' and lines for throwing back Foulness banks. On the 30th of March there was a letter from Messer's Southwick's Wholesale Dairies Ltd asking for permission to pump water from the River Foulness for the purpose of milk cooling, this was granted subject to paying £30 per annum. In July the Clerk reported that the request to pump water from the River for milk cooling had been withdrawn.

On the 21st of July the Board area was to be divided into electoral districts for the election of Board Members.

Districts and number of Members: -

Broomfleet -One, Brantingham, South Cave, North Cave and Ellerker - Two, Wallingfen - One, Faxfleet and Scalby - One, Market Weighton, Hotham, North and South Cliffe and Shiptonthorpe -Two, Holme on Spalding Moor - Four, Spaldington Willitoft and Wressle - One, Bubwith Aughton Gribthorpe Harlthorpe and Laytham - One, Everingham Harswell Bielby Hayton and Melbourne -Two.

Making a total of Sixteen Members, subject to the approval on the Ministry of Agriculture and Fisheries. On the 15th of September the Clerk reported that steps regarding the election of Board members had been approved. The Chairman brought to the notice of the meeting of the unsafe condition of a bridge at Sod Houses, resolved that four steel posts were to be obtained at a cost of £1-12sh-6d each and the work of repair was to be done by the Boards workmen. At the meeting on the 2nd of March 1939 the Clerk announced the annual inspection was to be on Friday the 10th of March, leaving Market Weighton at 8-45 am. Complaints were received from the NFU regarding the bad state of repair of sections of the Humber bank; the matter was to be left until the annual inspection. On the 12th of July a scheme of repair was to be put forward to the Ministry of Agriculture to see if grant aid was possible for the Humber bank. On the 3rd of November it was reported that a Guard had been placed at Humber Lock on the outbreak of hostilities and that his services should now be dispensed with. Two days later a report was received that part of the River bank at the Hull Timber and Sawmills Co at Brough Haven had collapsed. In March 1940 the Clerk read a letter of thanks from Lock Keeper Mr Tom Henderson for the sympathy and floral tribute from Members of the board on the death of his wife. Repairs done at Humber Lock done by Henry Connells cost £754-19sh-5d, whilst the work was been done the lock was frozen over and ice on the canal broke up this resulted to some of the planks on the sluice doors being badly damaged with the blocks of ice, and had to be repaired. In July 1940 members considered the question of erecting an air raid shelter at Weighton lock for the use of the lock keeper, but could not see their way clear at this time.

A letter regarding the letting of Board Offices at Market Weighton for the use of district officers of War Agricultural Executive. The Clerk reported on the 2nd of October 1940 that owing to the failing health of the lock keeper, he had put Tom Leaf Henderson on the staff in order to assist his father and in the event of death, he was to carry out the duties of lock keeper for a period of three months. During the month the War Ag had reported that they had obtained alternative office accommodation and would not require use of the Board offices. Lock Keeper Tom Henderson died on the 22nd of December 1940, the Board sent a letter of condolence to the family, receiving a letter of thanks from his son Tom Leaf Henderson the temporary lock keeper. At the January board meeting a letter from the Ministry of Agriculture stated that the election for members would be postponed. The Board was to supervise state aided farmer's ditching schemes in their area.

The Clerk was arranging for the use of four extra men from the War Ag, Tom Leaf Henderson was interviewed to become the permanent lock keeper, he was appointed provided he resided permanently in the house provided by the Board. One of his passions was wildfowling; He owned a large punt gun and was reputed to have shot 44 birds with one shot. The July Board meeting considered organising an excavator for use in the canal and Foulness. The Clerk was to write to the Ministry of Agriculture asking for allocation of a Priestman Cub Excavator. A letter was received back stating a Priestman Cub had been allocated and would be available at the end of September. The question of a suitable driver for the excavator was discussed and it was decided that the foreman should be offered the position and go for a weeks training at the training school that was situated at Wawne.



Cub Excavator

The War Ag offered extra training on the Cub on a machine that was working at Barmston during October, prior to attending the school at Wawne. A letter from the Ministry suggested more drastic dredging of the canal; making flood banks along low lying sections of the canal, and improvements to the ford at Hasholme. This was at an extra cost of £10,623-0-0; the Ministry sanctioned a bank overdraft for an amount equal to the estimated revenue for the current year. A letter from the contractors at the Royal Air Force Station site at Holme asking for permission to make a crossing over the Holme Main Drain. In January 1942 correspondence from the Ministry of Labour at Goole was received regarding the return to work of employee Harry Atkinson, that the Ministry would take no further action.

The Board took the decision that if the Labour Exchange does not take further steps in the near future to compel Atkinson to return to drainage work. The matter would be put before the Head Office of the Ministry of Labour. During the pre-war years most of the essential maintenance work of the Board in keeping open the various drains and watercourses under its jurisdiction At this period of time up to 66 men were working for the Board, including contract labour this work had been mainly done by hand labour, with the men riding bicycles and carrying their tools. Due to the shortage of labour the Clerk was to seek the deferment of calling up of the Boards workmen and that he be authorised to submit forms for other men who became liable for military service. In addition he was authorised to employ hostel labour from Bubwith at 1sh-3d per hour to carry drainage work for the Board. A month later a letter from Priestman Brothers stating that they hoped to be able to supply the 32 ft jib and two slurry scoops for the cub excavator within 3 weeks. A letter from the War Agricultural Executive saying that a further Preistman Cub excavator was to be allocated for use by the Board. In May 1942 the Clerk received the sealed approval of the Foulness Scheme at an estimated cost of £18,600-0-0.

The Clerk requested permission in August to hire from Messer's Fen Drains and Excavators Ltd, their Ruston Bucyrus 19 R.B., as it would be quicker than the Cub. There were a number of slips in the canal banks, which the Engineer reported he had made investigations into; he read the soil scientists report of analysis, stating that if the bank was laid back to a batter of 30% they would be stabilised. The cost would be around £600 at 7/6 per yard; if the works were not successful the cost to the contractors would be £200. Members attended a meeting at the Station Hotel at Brough with landowners and proprietors under the Brantingham Award with regard to repairs of the Humber Bank. Regarding the lockkeeper, the position of Tom L. Henderson was considered. The Clerk had an interview with a Mr Alfred Thomas of South Cave in accordance with the instructions of the Manpower Board, however he was considered as not competent. A letter was received from the Ministry, postponing the election of Members for a further year and giving approval to purchase land for the Foulness scheme. June 1943 Messer's Henry Williamsons requested the cleansing of the berth in the canal where vessels were swung round. The Civil Defence wrote regarding a telephone for the use of the wardens at Broomfleet, the board could see no objection to the lock phone becoming a party line. In September 1944 the Clerk stated that costs of Prisoner of War labour were £125-1sh-6d. On the 15th of June 1945 the Clerk received notice to quit the office premises at Market Weighton on the 1st of April 1946.

Chapter 8

The Post War Years

The Clerk announced that the permanent Offices of the Board would be at Regent House, Pocklington from the 6th of April 1945. The Clerk was to advertise the register of electors and proceed with notices for the forthcoming Election. The Clerk and the Vice Chairman were to inspect a machine for the manufacture of concrete blocks that could be suitable for the board to make concrete blocks for use in constructing culverts and headwalls, if it proved suitable they were to purchase one for not more than £60. In September the Board was to obtain 500 angle iron pickets from the Ministry at a cost of 2/- each for fencing posts. By February 1946 payments to the War Agricultural Executive had risen to £1510-19sh-6d, the Clerk announced the annual inspection would be on the 25th of June and that he would make the necessary arrangements. The position of lock keeper was considered in view of his refusal to accept the terms and conditions that were offered in August 1946, an increase in wages from the 6th of April 1946 was agreed between parties. In December 1946 a report from Brundell and Farren on the condition of the lock was accepted and agreed to go ahead to prepare tenders, so the work could begin in the spring. In early January a Board Sub-Committee met representatives of the Railway, Humber Conservancy Board and Ministry Engineers at Brough, regarding the severe erosion of the foreshore and the Humber bank, which could cause flooding. Messer's Brundell and Farren were to prepare a scheme, this would be forwarded to the Ministry for the construction of a new banks.



Heavy Snowfall

A huge snowfall that began on February 4th 1947 this resulted in ditches being filled with drifting snow, roads were blocked and prisoners of war dug out the snow each day. Severe frosts kept much of the snow with little thawing occurring during the daytime. When the thaw came along with heavy rainfall, the Canal and the River Foulness were overflowing their banks. The High Tides in the Humber meant that the window for the sluices to open at the lock was considerably reduced. Much of The Boards area was flooded, with low areas to a considerable depth.

Drainage Board workers, Brickworks labourers and Farm workers were kept busy heightening the low places and the canal banks with 'dowls' of clay from the brickworks.



Floods Bromfleet Landing 1947



The Foulness in Flood



A flooded road

It was well into the early part of the summer by the time water levels had subsided and farm work could start again. The Lock repairs were completed by June 1947 at a cost of £3090-6sh-4d, the annual inspection was to be on the 8th of July. In September there was a request from the East Riding County Council to erect a fish grill in Mires Beck, this was not to be allowed as there was the possibility that it could cause flooding. The Board purchased 8.68 acres of land at accost of £250 from the Railway at Brough to construct a new stretch of embankment. In March 1948 the East Riding County Council agreed to transfer the air raid shelter at Sod Houses to the Board for the sum of £1. The Chairman Col Langdale resigned on the 21st of September 1948, due to his infirmity. The Clerk stated he had been a Board member for 50years, the Chairman for 40years, who rarely missed a meeting or inspection of the district, who was always ready to give his wise guardianship and experience to further the interests of Market Weighton Drainage Board. He wished to express the appreciation of the Vice Chairman and every member of the Board for his long and valued services and to convey the Board's best wishes to him in his retirement.

The Clerk sent a letter of protest to the War Ag, protesting against the excessive price of DP labour (Displaced Persons), which was currently 2sh-4d per hour, prisoners of war had been repatriated in 1947. The annual inspection of the District was to be on the 31st of May 1949. In October 1949 the Hull and East Yorkshire River Board was set up, around this time, the Board had joined the Association of Drainage Authorities. On the 30th of March 1950, the North Eastern Branch of ADA was held at the Station Hotel at York, all members of the Board were invited. During June 1950 a Bathroom and W.C. were installed in the lock house. Pollution of ditches occurred around Holme on Spalding Moor caused by Northern Dairies, who agreed to put work in hand to correct the nuisance.

In September 1950 a sub committee were to meet the River Board and Northern Dairies regarding pollution the meeting took place at the offices of the River Board at Beverley on the 30th of January 1951. Northern Dairies were to install treatment works and to pay the Board for extra work involved in cleansing drains and the Foulness. A tour of inspection was arranged for the 26th of June to travel by bus to the milk factory at Holme on Spalding Moor and then to the lock to view the very satisfactory work that had been completed there. In November the Board arranged on behalf of the dairies for Fox Excavations to carry out work in the polluted dykes, all works would be supervised by the Drainage Board.

In February 1952 the North Eastern Branch conference was to be held in York again with all members invited, the Clerk was to notify all members a week prior to the conference. A sub committee meeting held on the Humber bank at Brough to inspect a breach in the bank, the committee were considerably alarmed at the dangerous position and endorsed the Clerk's actions in ordering chalk and slag for repairs. A cargo of 100 tons of chalkstone was been discharged into the breach, the Clerk was authorised to ensure the breach was sealed to his satisfaction. In September following a quote for an electricity supply to the lock the Clerk was instructed to write to the Yorkshire Electricity Board, that the members could not see their way to pay the charges.

The Lock keeper T.L.Henderson was ill and away from work, the Clerk was to write that it was necessary as from the 1st of June 1953 that accommodation in the lock House should be made available for a man to attend to the lock. The position of T L Henderson was considered, the Clerk and the Chairman Mr Tom Clark were to see Dr Mckenzie, after which the Clerk was to give Henderson three months notice to terminate his appointment with the Board. The meeting on the 3rd of February 1953 after much discussion it was resolved that Mr T.W. Henderson, son of the lock keeper be offered the position on a temporary basis. In June 1953 the Chairman expressed sympathy on the death of Mr G. Forbes who had been a diligent member of the Board for 19 years, members stood in silence for a moment as a mark of respect. Around this time the last commercial Vessel to enter and use the canal was the 'Marfleet' that had delivered a cargo of coal for the Brickworks. The Clerk was to renew Bill Henderson's appointment for a further 6months and then to see if he could be deferred from Nation Service. The Board received a letter from T.L. Henderson's Solicitor dated July 2nd they stated that his present condition was due to an accident he had sustained at work in November 1944. After considering the matter the Clerk was instructed to reply denying any responsibility and to send a copy to the Boards Insurance Company. There was no Quorum at the October meeting as only three members were present the meeting was adjourned. The Clerk had attended a meeting at Hull regarding the appeal for further deferment for Bill Henderson, Clerk was to consult the Board's Solicitor and obtain an opinion with regard to possession of the lock house, as T.W. Henderson's parents lived there. In November 1953 Bill Henderson's employment was to be extended from the 3rd of December 1953 until the 2nd of January 1954 in order that he could find alternative accommodation for himself and his family.

Mrs T.L. Henderson sent a letter applying for the position of lock keeper, along with a letter from Mr George Odey M.P. Member for Howdenshire, supporting the application. Members resolved that the nature of the work did not lend itself to appointing a woman to the post and that Mrs Henderson be informed of the decision along with Mr Odey. The Solicitor advised that T.W. Henderson's appointment should not be extended beyond the 2nd of January; the matter was to be left in the hands of the Solicitor to obtain possession of the house. Adverts for the post were to be placed in the local newspapers; on the 6th of January Mr Frank Hall of Goole was interviewed for the post, and offered the position, as there was great possibility of the lock house becoming vacant. The Clerk read a letter from Henderson's Solicitors, he was to contact the Boards Solicitor to report that the house had been vacated and that a new man had been appointed, Mr Frank Hall was confirmed as the new lock keeper, for some 92 years members of the Leaf and Henderson families had been at Humber Lock.

The Hull and East Yorkshire River Authority stated in a letter that arrangements between them and the Drainage Board were to be concluded and that in future the River Board would carry out the maintenance of Main River and a charge precepted to the Board. Effectively Main River, ie The Canal and River Foulness became enmained by a river transfer order at that time and all appurtenances attaching thereto e.g. houses, structures etc were all transferred to the River Authority. The maintenance of Main River in future years became the responsibility of the River Authority. The Drainage Board, however, retained the function of Navigation Authority for the Canal.

In November 1954 the County Council proposed to carry out road improvements at Newport to create a dual carriageway through the village and to construct a new bridge over the canal. On the 10th and 11th of November 1954 there were very high tides in the Humber, on the 11th the River banks were overtopped flooding many acres of land at Crabley and Broomfleet, the bank around Broomfleet Island was completely washed away. There was an urgent call from the Humber Conservancy Board for assistance; The River Board was requested to move an excavator that was at work close by, the Humber Conservancy Board were to recompense the Drainage Board for any expense incurred. It was later stated that the tide on the 11th of November was the highest that had ever been known. The Clerk was to arrange an itinerary for the annual Inspection that was to be held on the 30th of November, it would enable new members of the Board to become familiar with the area, further due to the continuous rainfall that had been experienced, members would see places where work may be needed in the future.

The former Lock Keeper Tom Leaf Henderson had died in December 1954, and in May 1955 the Chairman Mr Tom Clark was taken ill, members wishing him a speedy recovery. There were only three members present at the December meeting and it was adjourned. The humped - back Bridge over the canal at Newport was demolished prior to the start of work on the new Bridge. Following the completion of the A63 road bridge through Newport, the County Council applied to the Ministry for an order to abandon the section of the canal beneath the bridge.

This order came into place from the 5th of January 1965, the order effectively prevented navigation by Keels from the Bridge to beyond Newport up to Sod Houses.

EAST RIDING OF YORKSHIRE ADMINISTRATIVE COUNTY COUNCIL

Market Weighton Canal : Newport Bridge Order of Abandonment

Notice is hereby given that the Minister of Transport under the provisions of section 45 of the Railway & Canal Traffic Act, 1888, having on the application of The County Council of the Administrative County of York (East Riding) made a warrant authorising the abandonment of the section of the Market Weighton Canal beneath and in the immediate vicinity of the bridge at Newport which carries the Liverpool—Leeds—Hull Trunk Road (A.63) over the canal, being that section of the canal which lies between a line 13 yards north of and parallel to the centre line of the bridge and a similar line 22 yards to the south of that centre line, has now ordered that as from the 5th January 1965, the Hull and East Yorkshire River Board shall be released from all liability to maintain the part of the canal described above and from all statutory and other obligations in respect thereof, or of or consequent on the abandonment thereof.

R. A. Whitley, Clerk of the County Council.

County Hall,
Beverley.

8th January 1965.



The A 63 Road Bridge

In February 1955 at the meeting on the 28th the Clerk read a letter from the lock keeper Mr Frank Hall to give three months notice of his intention to leave the post. On March the 27th applications for the position of lock keeper were considered at some length, on the 24th of April the Clerk stated that he had received an application for lock keeper from T.W.Henderson as he expected to be out of the Army by the end of the month. The committee decided to wait for a further month to see if Henderson had been able to leave the Army, as he would be the most suitable person for the job. In June 1956, the Board learnt that Bill Henderson had decided not to buy himself out of the Forces, the matter was now closed. He went on to complete his National Service with the Royal Engineer's in Korea, later becoming a game warden on the Scottish island of Rhum. The Clerk recommended only one applicant to the Board, Mr Tom Dickinson, who was appointed on The 25th of June The Clerk reported that he had attended an interview with the Department of Regional Officers of the Admiralty, who had required information for an enquiry regarding suggested closures of various canals in the County. He stated that a Strategic oil pipeline of 8 inches in diameter for the use of the Air Ministry was to be laid across part of the Drainage District; the route would cross parts of the Parishes of Aughton, Bubwith and Harlthorpe including a number of the Boards ditches. In November 1956 a meeting was held to inspect work done by the ERCC on the new road at Newport.

The Clerk had received a letter from ADA asking him to attend on the 12th of December to give evidence before a Committee of inquiry into Inland Waterways in connection with the suggested closure of Canals. HRDC had given notice relating to a demolition order in respect of the Sod house property owned by the Board, the property was now beyond repair as far as the house was concerned other than as a store house for tools and other items. The Clerk was instructed to give notice to the tenant who was occupying the House as soon as the closing order was received, from HRDC.

In January of 1957 the Application for grant aid for the Humber Conservancy Board Scheme for the improvement of the Broomfleet Island banks, it was proposed that the Boards seal be affixed and it be then forwarded to the Ministry for approval. The Clerk reported on the inquiry into canals and inland waterways he had attended in London. A letter had been received from the HRDC enacting the demolition order under the Housing Act 1935 in respect of the House owned by the Board at Sod house Lock. It was proposed that the Board seal be attached to the Order and be returned to the Council.

At the February meeting it was reported that some 30yards of the canal bank at the brickworks bridge at Broomfleet Landing had slipped as much as four yards into the main channel and that the wing walls of the bridge were parting from the main structure. The Clerk was to have discussions with the River Board. The Clerk read a letter at the next meeting from Mr P.J.O Nicholls offering his resignation from the Board, he was instructed to write expressing the Boards appreciation of his long service and good works he had done with regard to the Drainage District. The Ministry of Agriculture had sent a letter regarding the reconstitution of the Hull and East Yorkshire River Board, following a meeting with the River Board Engineer it was learnt that Messer's Sanguin's had been instructed to repair the bridge.

The Clerk had attended a demonstration of Ditching Machines at Castle Howard and North Duffield, however he did not see that they would of any use to the Board. At the September meeting Mr T.W. Featherby the Vice Chairman paid tribute to the late Tom Clark referring to his sudden death and to place on record the unique services rendered by him as a member over 30years, Vice Chairman and as Chairman for 9 years, always ready to give his valuable time, wise guidance and experience to further the interests of the Board. Mr Featherby was then appointed as the Board Chairman. The Clerk reported there had been no shipping on the canal during the last month and that he had asserted that that coal for the brickworks was now being delivered by road transport.

At the October meeting a letter had been received from the Humber Yawl Club applying to clean out Brough Haven, the Humber Conservancy Board could see no objections, with the spoil being placed on the bank tops. The Board learnt of the proposal to create a new Internal Drainage Board, it would join up with the Board at Brough Haven and took in the Brough works and the Airfield called the Elloughton and Welton Internal Drainage Board. In November Henry Williamson & Co had written to the Board stating that following an extended trial of road transport of their coal supplies and that they had found that it would be the most economical and convenient way for them and that all future would now be delivered by road. The Clerk suggested that the water level of the Canal could be reduced to 4 ft -6, which would help keep the canal some 18 inches lower than it had been for some time. He also suggested that he should contact the Canals and Waterways Commission in view of the fact that there was now no shipping traffic on the canal and the Market Weighton Canal should be listed with others for abandonment. At the lock bridge there were problems with heavy traffic attempting to cross the bridge, it was resolved to erect a locked gate be erected at the Faxfleet side to prevent Heavy traffic crossing. In January 1958 a Committee had inspected the Delfin Drain from the Land of Nod to Sod Houses they decided that the machine should continue and cleanse the whole of the Delfin to Cliffe Road. The machine was to travel on the bank between the Delfin and old canal and make a track for further work, the clerk reported on a meeting with the River Board. It was resolved that the Clerk write to Messer's Henry Williamson and Company asking that if they wished to use the canal that they should guarantee a sum per annum to help enable the Trustees to keep open the navigation. The Clerk had obtained an estimate for an extending ladder that was required for the lock; a 17ft ladder extending to 30ft would cost £14 -4sh. On February 19th the Chairman had been nominated to serve on the Committee of the ADA (NE) Branch, a number of clough doors were in need of repair, plans for repairs were put in motion for the repairs. The Mill Beck had broken its banks in three places; soil from road works was to be obtained in order to make the banks more substantial.

Particulars of the notice for the formation of the new Internal Drainage Board had been sent from the Ministry, the documents were at the Offices of the River Board; the clerk was to inspect them. May 6th 1958. The Clerk reported that at a meeting with representatives of the Hull and East Yorkshire River Board and the Fisheries Board, they were to contact the Board with suggestions as to the improvements to the canal, which might benefit fishermen.

The Clerk told the Board meeting that he had defiantly told the representatives meeting that no works could be carried out at the expense of the Drainage Board, which was not purely for the benefit of land drainage. In July the river Board had written agreeing to the Clerk's suggestion of a contribution of £100 and £50 from the Angler's Association, if the Board would contribute a further £50 towards cleansing the canal.

The Humber Yawl Club had attended a meeting with the Engineer of the River Board; the members of the meeting then went on an inspection round sites at Seaton Ross, Laytham, Foggathorpe, Spaldington, Holme on Spalding Moor and Market Weighton, then after lunch proceeding to Brough and on to the Lock. October 1958 the public enquiry regarding the new Elloughton and Welton IDB, the Chairman reported that he and the Clerk had attended, there were objections from the Blackburn Aircraft Company with regard to erosion of the Humber Bank, and they felt that this should be a state matter or be certainly dealt with by a larger Organisation than the formation of a comparatively small drainage board. The Humber Keel Trust had made a request to moor for a temporary period, a keel the "*Mayday*" in the canal, permission was granted subject to mooring in a position that had been approved by the Board.



A Humber Keel

There was an enquiry from the HRDC to use the Scalby warping drain as a refuse tip, the Clerk had investigated the possibility of land drainage into the drain, and had no observations to make and the Board raised no objection to the plan.

The Humber Yawl Club wrote requesting a sliding bridge over the lock pit; the proposed bridge would only carry up to six tons, which would not be sufficient to meet the Board's needs. An application was received from Colonel K. Walker of York for permission to moor his cabin cruiser in the canal whilst cruising on the River Humber; the Board raised no objections to his request. The excavator was to work on the stretch of the canal from Newport village to Higham Lodge Farm. Work that had been carried out on Mill Beck, Broomfleet Beck, Clegg Dyke and Seavy Carr had been inspected and was considered to be satisfactory. February 1959 The Clerk read a letter from The Ministry of Agriculture that he had received along with a copy of the order for the constitution of the new Elloughton and Welton Internal Drainage Board and for it to operate from the 1st of July 1959.

**MINISTRY OF AGRICULTURE,
FISHERIES AND FOOD**

23 Soho Square, London W.1.

LAND DRAINAGE ACT, 1930

RIVER BOARDS ACT, 1948

Hull and East Yorkshire River Board

Elloughton and Welton Internal Drainage District

Notice is hereby given that the Minister of Agriculture, Fisheries and Food has now confirmed the Order made on the 20th January 1959, confirming, with a modification, the Scheme submitted by the Hull and East Yorkshire River Board under section 4 (1) (b) of the Land Drainage Act, 1930, as applied by the River Boards Act, 1948, making provision for the following matters:

(a) The constitution of the Elloughton and Welton Internal Drainage District and Internal Drainage Board;

(b) matters supplemental to or consequential on the matters aforesaid.

The Scheme affects lands in the parishes of Elloughton and Welton.

A copy of the Order may be seen at all reasonable hours at the Office of the Clerk to the Hull and East Yorkshire River Board, 37 North Bar Within, Beverley, Yorks, and also at the Offices of the Ministry of Agriculture, Fisheries and Food, 23 Soho Square, London W.1.

(Sgd.) *H. G. Lambert*, Assistant Secretary.
26th May 1959.

The London Gazette 1959

The Chairman reported that Mr Shimmins the Board Surveyor had recently died, the Clerk would write a letter of condolence to Mrs Shimmins. Following an advertisement, Mr P Slater of Pocklington was appointed to the post of Board Surveyor to work four days a week. A letter had been received with a request to purchase land at Sod Houses where the building stood, no action would be taken on the issue. November 1959 Mr Shouksmith of Faxfleet, new to the area, had drawn water from the canal for irrigation purposes. In future he must seek permission from the Board to draw water from the canal. It is interesting to note that it had been a very dry summer and little water in the canal, as a result the water was extremely saline due to ingress of water from the Humber, needless to say the potatoes did not do too well, and permission was never requested. The Crabley River bank was in need of repair, which was estimated to cost £3,800, but had been amended to £4,500. There was a request from the Fisheries Board for the Board to do 'brushing' work on the canal banks costing up to £50. A Mr Milner had requested to bring his boat up the canal to repair its superstructure; there were no objections to his plan. A resident of the lock, Mr. C. Richardson had requested to use the Faxfleet road as an egress and exit from his house. The Clerk stated that under the National Parks and access to the Countryside Act of 1949 the road was described as a bridle path and as such he was not entitled to use the road and the lock keeper was instructed to keep the gate locked at all times. October 1960 work on the Humber bank near Sands Drain the board had offered £150 compensation for Sands Cottage and the buildings. In November the Hull Auctioneer Mr Gilbert Baitson had been appointed as Bailiff to the Board. Spoil was to be levelled out on the Foulness bank following a request by Mr Halkon as the spoil was heavily infested with rabbits. The Clerk asked the Board if they would like a demonstration of the JCB4, as it was understood several of the machines were working in the locality. April A letter was read from Mr G.H.Hall a Board employee, who had fallen from his cycle on Saturday night of the 11th of March and injured his arm, his wages had been made up to a full weeks pay and he asked why no further payment was made to him. The Clerk had informed him it was not the practice of the Board to pay benefit out of working hours. The Board's flat bottomed boat used on the Foulness and at the Lock had been moored at the lock when a large piece of timber had fallen on it smashing it, the canal was running at the time, a section of the vessel had then gone out into the river, the Clerk had arranged for another boat to be purchased. May 1961, a discussion concerning the extensive weed growth that was now in watercourses, it was decided to do trials to see which chemicals were most effective.

The Clerk had arranged a demonstration of a Massey Ferguson machine with equipment suitable for maintenance on watercourses. August 1961 The Weed Research Organisation stated that much of its work was still at the experimental stage. The board decided that some experimental work should be started permission was given a small-scale trial with 'Dalapon'. Board members along with members of the River Board had observed a demonstration of a JCB4 working in Ploughfurrow it appeared to be just the tool for maintenance work. March 1962 Members had asked if the Board could supply them with 1in to mile maps of the district, this was left in the hands of the Clerk. It was decided to hire a JCB4 and driver from J.D. Moore Contracting at £2-3sh an hour.

In May it was unanimously agreed to support the Hull and Yorkshire River Board against amalgamation with two other River Board's in connection with the Water Conservation Bill. The Clerk had sent a letter to the Board in August asking to be released from the office of Clerk due to illness a sub committee was to advertise and then appoint a new Clerk. In September after holding interviews the sub committee recommended the approval of Mr Laurence Cowley Sands a Solicitor of Pocklington, he was appointed from the 1st of October 1962. The Chairman paid tribute to Mr Smith for the work he had done over a period of Forty Years from office junior, assistant Clerk, Deputy and then Clerk since 1935, Mr Smith had given had given loyal and instructive service throughout the drainage district, Mr Smith then thanked the Chairman and members for their kind remarks. In November 1962, interviews were held to appoint an assistant foreman; Mr G.E. Redshaw from the Holme Gang was appointed. Much discussion regarding erosion of the Humber Bank at the lock took place, the Humber Conservancy Board were to be contacted for their opinions.

At an executive committee meeting on the 1st of January 1963 it was decided that spoil on the Foulness banks should be levelled. In February a decision to purchase a "Power driven Saw" and so far as was possible only one person should use it, Mr P Slater of Pocklington had been appointed as Surveyor to the Board. In August 1963 the members resolved that the Mill Beck banks should be heightened following flooding, and that the mill race was to be taken out with the dragline excavator. February 1964 the Surveyor reported that the River Board Dragline was working in Ellerker Beck.

Resolved that a flat-bottomed boat should be bought for use on the River Foulness, a boat at Thorne Marine was to be inspected and if found to be suitable to make a purchase.

Around this time the Properties at Sod houses were demolished and the site cleared.

A tour of inspection was to be on the 30th of June, leaving Market Weighton at 10am, lunch was to be taken at either Market Weighton or Brough. July it was resolved that the next tour of inspection would be taken in either late autumn or early spring in order that watercourses could be seen in better conditions. On the 11th of May 1964 it was decided to purchase two petrol Ford Thames 10/12 cwt vans for use by the gangs, and the were to be painted a dark yellow with suitable inscriptions.



Ford Thames Van

Chapter 9

The Improvement Years

A JCB 3c digger was to be purchased by the Board, June 1965 Mr W.Elcock, Foreman retired after 33years with the Board. Mr Redshaw was to be Foreman for the Holme Gang and Mr R Cressey for the Newport Gang. November meeting after unprecedented rainfall in early September, members of the Fire Brigade were to endeavour to remove mud and silt from the lock with water pressure from fire hoses.

After the war years the Ministry of Agriculture had encouraged the introduction of tile drainage schemes under arable land in order that the land became drier, hence more workable to achieve higher crop yields. The lockkeeper reported that back in 1956, after heavy rainfall it took 24 hours for the water to reach the lock, it now arrived at the lock within 10 hours. As a result of the tile drainage schemes that had taken place in the intervening years, each meeting had seen an increasing number of applications for field drainage outfalls into board ditches. This resulted in less water being retained and more rapid run off into the drainage system leading to Main River. Without the purchase of a small van for use by the JCB men and the Holme District foreman, no doubt it would have been impossible to have dealt with the September emergencies, (if still in the bicycle age.)

Throughout the 1960s farmers had continuously complained of the inefficiency of the drainage in receiving and disposing of waters running from the evolving tile drainage schemes. This was because the side drains discharged by gravity into Main River through clough outfalls Main River itself could only discharge to the Humber estuary for a limited period at low tide. Between tides water tended to back up in the system and in particular the lower reaches There was insufficient freeboard available in the tide-locked system to cope with the wettest conditions the only way to counter this problem would be by lowering the drain bed levels and the installation of pumped drainage in the lower areas. The River Authority were concerned with increased run-off from two sources Agriculture and Local Development, combined with possible increased rainfall. The Main Rivers were upland water carriers, moving upland water through the lowland drainage district. The River Authority began considering the possibility of heightening and strengthening the river embankments to contain the situation that was developing, These works would lead to gravity outfalls becoming even less effective, strengthening the case for pumped drainage.

In December 1965 a report on flooding was given, consideration on the installation of pumps at various outfalls and the lock was discussed.

On February the 22nd 1966 it was decided to purchase two knapsack sprayers for aquatic weed control. The Clerk reported that the Board had 350 sandbags in stock; it was decided to purchase a further 1,000 for future use. Investigations had been made into rainfall warnings, a service from R.A.F. Leconfield via the police station at Brough, who would call the lock keeper; also a service was available from the Met Office at Bracknell. In November 1966 the Hull and East Yorkshire River Board became the Yorkshire Ouse and Hull River Authority.

Repairs to the lock gates and sluices had been estimated at between £7,500 and £10,00 following an inspection of the structure, and the canal area in October 1966. The lock keeper Tom Dickinson resigned, in February 1967 he was replaced by Mr John Strachan a Scotsman, he had been born on the island of Bressay in the Shetlands, a merchant seaman, he retired from the sea in 1965 after 32 years sailing from Hull as Mate. Mr Frank Reed a worker for the Humber Conservancy Board was the relief lock keeper allowing Johnnie Strachan one day off in eight. The work of the Lock Keeper is crucial to the functioning of the entire drainage system, with a potential 7metres in head between high tide level in the estuary and the retained level in the canal, it is vital that the operator understands the timely operation of the lock. In addition he should be able to understand the weather and if high rainfall is forecast be prepared to run the canal down beforehand to create storage room in the canal. John Strachan had the experience of his seamanship a great deal of common sense to undertake the task of Lock Keeper so efficiently over his tenure at the Humber lock. A tour of the District was to take place on the 20th of June leaving Market Weighton at 10am with lunch to be taken at a convenient Hostelry. During October 1967 a demonstration of a "Jari" weed cutter on a boat was to be organised for members.

In February 1968 Board Member Mr T.K. Blackburn asked a question regarding the installation of pumps at the lock, when two years ago the cost was estimated at £100,000. A survey of the canal and River Foulness was to be carried out by the River Authority. May 1968 the fire brigade had attended the lock one weekend and jetted out an accumulation of mud and silt around the lock, this became a regular occurrence for a period of time. In October the Clerk reported the Shell and B.P. were making exploratory boreholes adjacent to Mill Beck, they were notified that in future they must seek permission if they wished to carry out such work in proximity to the Board's Dykes. The Board hired a flail mower from Messer's Cook and Richardson of Burstwick for 4months or 750 hours, whichever was the lesser.

A number of Board Members visited the tidal model of the Humber Estuary at King George Dock in Hull on the 26th of November, which proved to be extremely interesting.

In February 1969 the Surveyor was to investigate the possibility of placing pumps at Crabley and to see if they would link up with Skelfleet. The Clerk had obtained a 6inch - mile map of the Board area that was of a convenient size to bring to meetings. The Clerk reported in July that the Ministry of Transport had prepared draft orders in regard to the closure of the lock to navigation. The River Authority weed-cutting boat was working in the canal, they were asked if it could continue in the Foulness if the water was kept at sufficient depth for the boat to pass over the ford. In September it was decided that the Board should not replace the JCB and to hire on contract in future, (the machine had been very expensive to operate due to the repairs that it had necessitated of a number of years). The van that was used by the Holme Gang had been destroyed by fire on the night of the 28th of September, when parked near a haystack, power saws and tools within the van had also been destroyed. A report of a meeting with the River Authority that took place on October 1969 proposed that a water storage area of 85 acres be constructed on the north of the Hull to Doncaster Railway line, at the east and west sides of the canal. This was preliminary to the major improvement scheme, which was to follow. It was also proposed to raise the height of the canal banks by at least two feet, an estimate for repairs to the lock of £14,000, to enlarge the River Foulness channels, install a number of pumping stations at the discharge points on the following drains - Clegg Dyke, Faxfleet Drain, Oxmarydyke, Seavy Carr and Yapley Marr and the cost of the whole scheme would be around £650,000. Following a revision of The Board Areas a new board had been constructed from the 1st of November 1969. In December some members who had been on the Lincolnshire tour to study the River Ancholme Scheme and the Louth Canal Scheme expressed their gratitude to the Clerk of the Ancholme Board for the arrangements he had made and how worthwhile the whole of the tour.

On the 24th of February 1970 Mr Farran of the Engineers Grantham, Brundell and Farran was appointed consulting engineer to the Board to co-operate with the River Authority, with regard to the proposed joint improvement works. The Clerk had reported that Messer's Henry Williamson and Company had withdrawn their objections to the closure of the lock to Navigation, the Clerk and the surveyor had a meeting at Beverley with the River authority on the 20th of July 1970. At a meeting on the 29th of December, details of the canal scheme were discussed; the works would probably not commence until 1972. The whole scheme was to be programmed for a period of 3 years.

Some Board Members had expressed concern was that if the Board pumping stations were brought into operation before the canal works were completed it may cause flooding. Mr Farran explained that the Ministry of Transport would contribute to the cost of the pumping stations, as they would take run off from the M62 Motorway.

TRANSPORT ACT 1968

The Market Weighton Canal (Weighton Lock) Proposed Extinguishment of Navigation Rights

The Minister of Transport hereby gives notice that he proposes to make an Order under section 112 of the above Act with respect to Weighton Lock on the Market Weighton Canal. The effect of the Order will be to extinguish any rights of navigation through the Lock conferred by the Market Weighton Drainage Acts of 1772 and 1900 and the York and North Midland Railway (Canals Purchase) Act 1847 and any obligations imposed by those Acts to maintain the Lock for the purposes of navigation.

Copies of the draft Order and of a map which shows the part of Market Weighton Canal affected may be inspected free of charge at all reasonable hours from 8th August 1969 to 8th September 1969, at the Ministry of Transport, St. Christopher House, Southwark Street, London S.E.1, and at the offices of the Market Weighton Drainage Board, Waterloo Buildings, Pocklington, York.

Any person may within one month from 9th August 1969 by notice in writing to the Minister of Transport at the address of the Ministry stated above object to the making of the Order. Such notice should quote the reference NTB 24/2/02 and state the grounds of the objection.

**A. H. M. Irwin, An Assistant Secretary of the
Ministry of Transport.**

8th August 1969.

The Clerk formally reported that the Minister of the Environment had made an order closing Navigation at the lock, and for a distance of 52 yards north of the Lock, operative from the 13th of January 1971. The Clerk informed the river Authority that they could now make plans for replacing the lock gates with sluices. At the May meeting a number of the members stated they would attend a weed control demonstration to be held on July the 8th, a tour of the district was to take place on Monday September the 13th. The River Authority changed its name to the Yorkshire River Authority in August.

On the 9th of November 1971 the Yorkshire River Authority proposed that the lock, lock apparatus, house and the employment of the lock keeper be transferred to them, subject to a number of matters, the Clerk entered a formal objection. The Authority gave assurances for the take over and the lock, house and employment of the lock keeper was formally transferred to the Yorkshire River Authority as from the 4th of March 1972, under the River Board Transfer Order 1951 S.I. No 979. Notice came regarding the Hull City Water Order for a pipeline to take water from the River Derwent at Barmby.

In February 1973 the Surveyor Mr P Slater had suddenly died, and on March the first 1973 Messrs Grantham Brundell and Farran were appointed as Engineers to the Board. A letter from Sir Paul Bryan M.P. and a communication from the Department of the Environment, assured the Board that Market Weighton Civic Trust as to the fact that the lock apparatus had been listed as an apparatus of interest and not scheduled as an ancient monument. The lock was actually listed as a Grade II listed structure by English Heritage as Building No 164969 on the 28th of August 1987. A tour of the district had been arranged to take place on April the 18th. At the Meeting on June the 5th Mr Noakes of G.B.F became Engineer to the Board. The Clerk read two letters from the MWCS a registered charity from 1974 until 1993, regarding the rehabilitation of the abandoned section of the canal, requesting permission to clean out Sod House Lock and the portion of canal from the lock to Cliffe Lane. Mr Noakes could not foresee any problems for the Board, Mr B Miles of the Society had an offer of a hundred boys organised by a School's organisation "Outset 73".

It was stated that the Society should obtain the necessary permissions from all riparian owners and the owner of the airfield, where spoil would be deposited and that the permission should not be regarded as a precedent for any further actions in the future. At the September 4th 1973 meeting the Clerk stated that Mill Beck had breached its banks in four places after excessive rainfall on the 16th of July, the Holme on Spalding Moor Gang had returned to work on the evening of the 16th to help stem the flood. Mr Noakes said that spoil would be obtained from the bed of the beck to make up the damaged banks. Two breaches had occurred in the Bealsbeck drain and two bridges were washed away in Bowmans drain. The Clerk had received further applications from members of the public requesting permission to use boats of various types on the canal and that he had mentioned this to the River Board, pointing out that the Board was still the Navigation Authority whether they liked it or not, and would act accordingly when applications were made, he stated that existing permits had a fee of £1-00. Mr T.W. Featherby retired as Chairman in November 1973 after 16 years, Mr George Laverack was appointed as Chairman and Mr Harry Waudby as the Vice Chairman.

Mr Noakes reported that the Mill Beck Banks had been raised in the danger areas and that the tender documents for pumping stations would be issued shortly. The Clerk reported that the position of the Board was sympathetic with the plans of the Canal Society in principle, but nothing should be done that would interfere with any works on the Delfin and that the Board had no powers to spend money on the improvement of amenities. W.M. Gray Contracting Ltd had requested a review of the rates for the hire of their dragline. The Clerk reported that the outdoor staff now had 6 men at Holme on Spalding moor including the field officer. The Three men of the Newport Gang had been made redundant as more work was now done by machine.

The Main River and the Boards Canal Area improvement Scheme had received Ministry approval in February 1974, at the following costs.

Yorkshire River Authority -----£ 634,300

Market Weighton Drainage Board ---£568,543

Making a total of £1,202,834.

There was a 50% grant available from the British Government, a 25% grant from the EEC, leaving a balance to finance of £111,000.

The Clerk reported that the greater length of the footpath from River Head down to Humber Lock had been placed on the ERCC Definitive Map, apart from the stretch from Cliffe Lane to the Land of Nod, it was resolved that the contract with W.M. Gray Contracting Ltd for continuous use of their dragline at £2-10 per hour be approved. The Clerk reported to the May Meeting that work had now started on the Eastern Water Reservoir of 57 acres. Pump tenders had been received and it was resolved to accept the tenders of £48,982 for Seavy Carr and £14,618 for Yapley Marr, from Allen Gwynne Pumps Ltd. A tour was to be organised for the area covered by combined improvement scheme, members were to travel by mini bus and cars. At the August Meeting two members of Boothferry District Council were welcomed by the Chairman. Messer's Allen Gwynne Pumps Ltd had withdrawn their previously accepted tender to supply pumps. Tenders had been received from Weir Pumps for Seavy Carr £ 50,107 and from Sulzers £14,597 for Yapley Marr, the Chairman and Vice Chairman had accepted the tenders, their action been confirmed by the members. Following the North Eastern Branch meeting of ADA the Clerk made a brief resume of the proceedings – pressure would be brought to bear if Board's were not amalgamate voluntarily. He also reported on a meeting on the 15th of July with representatives of the Elloughton and Welton, Lower Ouse and Wilberfoss and Thornton Board's. It was suggested that that the Board could cope with an amalgamation with the Elloughton and Welton Board with its 1,062 acres.

The Board however was emphatically opposed, but not on personal grounds to an amalgamation with the Lower Ouse Board, with or without other Boards as the resulting area would be too large for convenient administration and the preservation of the personal interests of Board Members. The Clerk had received a letter stating that the Market Weighton Board would remain as a Board in its own right without an amalgamation with any other board, Lower Ouse and the Wilberfoss and Thornton Boards would merge and the Elloughton and Welton Drainage Board would cease to exist. The Yorkshire Water Authority under an order of 1989 then reconstituted the Wilberfoss and Thornton Drainage Board. Messer's A. Barker (Contractors Ltd) had tendered for the two Pumping station structural contracts of £ 69,193-38 and £32,998-64 respectively, it was resolved that they be accepted. The Grant from the E.E.C was now promised at £106,705. The Clerk reported he had applied to the Ministry to Borrow from the Public Works Loan Board for a sum of up to £100,000 on a 15-year term. The Board was to make a tour of the pumping station sites on the 21st of October 1974. At the November meeting the Clerk reported that the Canal Society appeared to have persuaded the River Authorities Amenities Committee to ask the Land Drainage committee to consider reinstating the lock gates instead of installing sluices. This was to enable the canal to be used for pleasure purposes. The Clerk had also received a lengthy document setting out plans for the whole rehabilitation of the canal for use as a Country Park or the like with a suggestion that Humberside County Council might be asked to take over.

A Public Meeting was to be held at North Cave Village Hall on January the 7th to explain details of the Pumping Station Scheme to the ratepayers of the area. The Clerk announced that the Main River and Board Scheme was going ahead on the structural contract, the pumps were due to be delivered in August/September. The earthworks tenders were due on March 18th 1975; the works should start on the first of September. The Drawings For Clegg Dyke and Oxmardike had been completed and the documents had been sent to the Ministry for approval, work on the Barmby -Hull pipeline was due to start around mid April. Continuing problems of silting at the Skelfleet Clough were brought up at the June meeting, these had been ongoing for a number of years, the British Transport Docks Board (successors of the Humber Conservancy Board) were to be requested to clear silt in the outfall channel. The Main River and Board Scheme, a tender from Squire W. Swift of £85,894-15 for the Seavy Carr earthworks was accepted, a tender from W.M. Gray (Contracting Ltd) of £11,848-54 was accepted for the Yapley Marr earthworks. A tender for the Clegg Dyke structural contract had been received from Squire W. Swift of £40,519-18.

This year was Election Year; notice of the election was to be published in the Hull Time's publication of Friday the 12th of September. The Seavy Carr and Yapley Marr Structural works were now virtually completed, the Clegg Dyke Structural contract was to commence in the autumn and should be completed in six months. The Oxmardike tender documents were now in draft form. It was stated at the November meeting that pump deliveries had been delayed; the Seavy Carr and Yapley Marr pumps were to arrive in December. A Public Relations meeting for the Broomfleet area was to be held in the Village Hall on the 3rd of February 1976. It was reported that the pipeline contractors were to bore under the canal. Boat licence fees were to be increased, canoes and non-motorised boats £1-00 and those for motorised boats to be £5-00.

At the February Meeting regarding the canal area scheme the engineer reported that all four Seavy Carr pumps were now in place and that the Yapley Marr pumps were expected to arrive in March. The Clegg Dyke Scheme Wrights Garage (Crockey Hill Ltd) had been awarded the contract for a sum of £75,318-78, tenders for the Oxmardike pumps and structures had been sent out. The Engineer reported that everything appeared satisfactory on the water pipeline project, but plans had changed, the pipeline was to be buried as it passed through the canal. The Canal would be dammed at either side of the working area with a pipe to maintain water to exit from one dam to the other.



The Dam for the Pipeline



Burying the Pipe



The M62 Bridge

The Motorway Bridge had walkways beneath the carriageway, which due to the low height of the bridge became flooded when the water level in the canal rose. In May 1976 the Clerk reported that he had received word that the Department of the Environment had accepted all responsibility for all of the motorway dykes in the Boards area.

The Board was to maintain them for a period of three years, and then the situation would be reconsidered. The Motorway had been opened on the 19th of February 1976, constructed on the track bed of the former Hull and Barnsley line crossing the canal by a bridge on the site of the old H&B.R. Bridge. The construction of the M62 Motorway coincided with development of the Canal Area Improvement Scheme. It was arranged that water draining from the Motorway would drain to the Seavy Carr and Yapley Marr pumping stations and that the Department of Transport would meet some of the ongoing costs. The Engineer reported that the Seavy Carr pumps were now in fully working order, with just the paintwork to complete, the earthworks were now complete. Yapley Marr pumps had been on test at Leeds and were about to be delivered. Messer's Sulzer had stated they would pay for the temporary pump due to the late arrival of the fixed pumps. A Telephone warning system for pump failure had been installed Mr Noakes would send five numbers to be rung in succession in case of emergencies, his office and his private number, the Clerk's home number, Mr Bell's home number and one other. The tenders for the Oxmardike Pumping Station had been received, British Pleuger pumps £14,889, and Messer's Barker pump house structures £26,143-12. The Clerk reported that many of the culverts on the water pipeline had been reinstated either too high or too narrow, he was to arrange with the pipeline Consultants Messer's Haiste & Partners were to ensure that that were corrected

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The disused section of canal was discussed, the Clerk had a tour of inspection with Mr Miles, secretary of the Canal Society, it was resolved to give the Society permission to clean out the Top Lock as applied to Sod House and to erect a crane on the Board's Land. The Finance Officer was coming up to retiring age, and it was decided in August 1976 that the post would be combined with that of the Field Officer, 40 applications were received following an advertisement, a sub committee appointed Mr Douglas Wilson of Beverley to the full time post. He had recently retired from the East Riding Constabulary as a Police Sergeant.

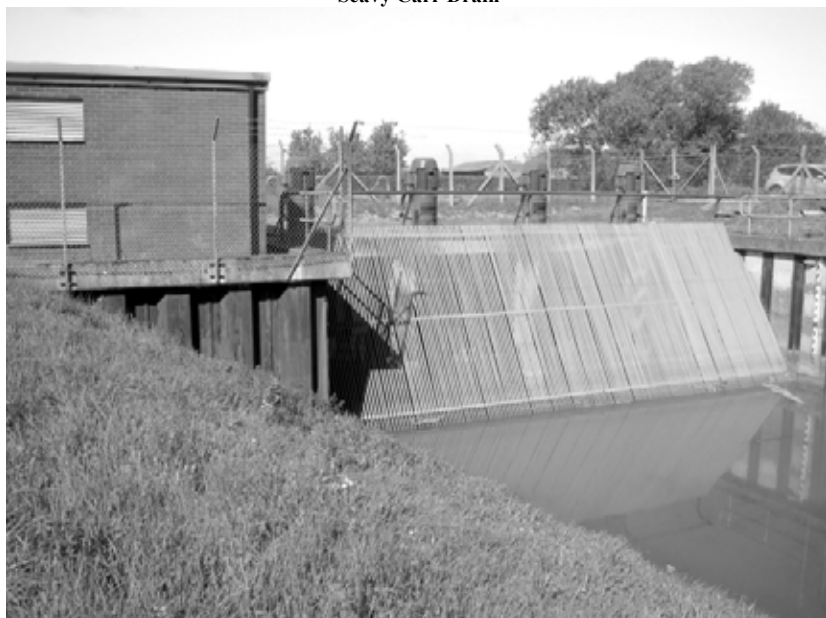
Mr Robinson resigned as Finance Officer the Clerk was to write to him thanking him for his 14 years service with the Board. The Engineer reported that the Yapley Marr pumps were now operational and that the Clegg dyke pumps were due, the earthworks and structure works were up to schedule and work had begun on the Oxmardike Structure. Grantham Brundell and Farran were about to start work on the documents for the Faxfleet and Hasholme pumps. The Clerk reported regarding licences for boats, that there were to be no charges for pleasure craft as under the 1772 Act it had been found that no charges could be made for them, only for commercial craft. At the November meeting it was reported that the Seavy Carr Pumping Station was now complete, the station had four pumps each with a capacity of 1230 litres per second.



The Seavy Carr Pumping Station



Seavy Carr Drain



Seavy Carr Weed Screen

The Yapley Marr station was making good progress, and work was going well on the Clegg dyke station, work had started on the structure for Oxmardike. There had been some complaints regarding the Seavy Carr Pumping Station concerning noise from the pumps, the Engineer had fitted a 'Silencer' to one of the pumps and would do so to the others.

By the May meeting the Engineer report that the Seavy Carr noise problem had been solved. Work on the Yapley Marr site had been slow due to the weather, however the station was now completed, having two pumps each of 375 litres per second capacity.



The Yapley Marr Station

The Clerk had received a letter from the HCC saying whilst they had sympathy with the Canal Society they could not give any more money to the project. A culvert beneath the railway, which was a part of the Clegg dyke scheme was too high, upon investigation it was found that the bottom had been filled with old steel rail line and covered with concrete. British Rail had been requested to remove the obstacles, however men from the contractors Wright's completed the work. Good Progress had been made on the Oxmardike Scheme and the contractors for the Hasholme pumps Messer's Birch and Sons of York were to start work in June. The drawings and contracts for Faxfleet had now been drafted.

Tenders for the Holme Main Improvement Project had been received, one from A. Baker (Excavators) Ltd for £60,282-51 had been accepted, and the job should be completed in 30 weeks. The Canal Society were hoping to use old Humber Lock Gates that were to be provided by the Yorkshire Water Authority in the Sod House Lock and open up the stretch of canal to Cliffe Lane.

However a new swing bridge over the road would be required, but the County Council had no money for this. In July a defective pump at Seavy Carr was to be repaired by the contractor at no cost to the Board. All was in order at Yapley Marr and Oxmardike. Messer's Birch's were on schedule at Hasholme. By the November meeting it was reported that Oxmardike was now nearing completion, work at Hasholme was progressing satisfactorily and good progress was been made on Holme Main. A contract for Electrical Maintenance had been awarded to the firm of Henry Jubb of Snaith.

Before the meeting was completed the lighting failed due to Industrial actions and the meeting was adjourned to the 29th of November.

In February 1978 it was reported that the Clegg Dyke Pumping Station was now complete, Oxmardike was now virtually complete and the Hasholme had been delivered and Faxfleet earth works contract had commenced. ADA had asked if they could send representatives to accompany Board members on their tour of the improvement works planned for September.



Clegg Dyke Drain



The Clegg Dyke Station

The Clerk reported that it had been discovered that persons unknown (and without the knowledge of the Board) had diverted the Brough Golf Club Drain from flowing into Brough Haven into the Brantingham Drain thereby increasing the catchment by 525 acres. The Clerk recommended that the authors of the diversion should redirect the Golf Club Drain or accept the cost of the work caused by the diversion. Some slips had occurred at Seavy Carr and Clegg Dyke. The Holme Main Improvement had now been completed. The Yorkshire Water Authority had been requested to weed cut on the River Foulness from Major Bridge upwards. The grass cutting Contract had been split into two, Cook and Richardson the northern half and Dunning the southern portion in order that the work could be done more quickly. The pumps at Hasholme and Oxmardike were now completed. The Hasholme pump had a capacity of 336 litres per second. The Oxmardyke Station had two pumps each of 467litres per second capacity.



Oxmardike Pumping Station

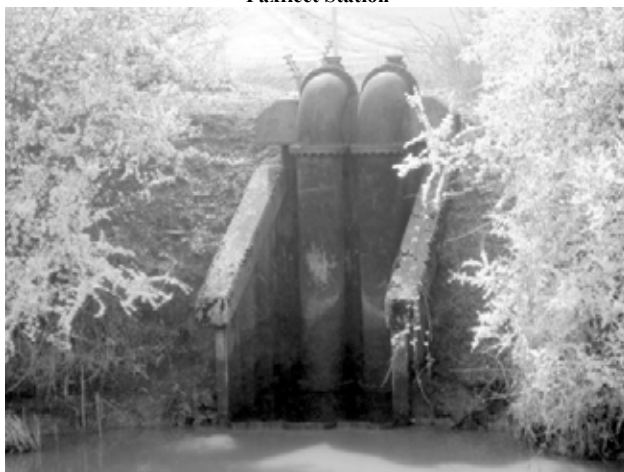
The tour of the Canal Area scheme had been fixed for the 12th of September. At the August meeting it was reported that there were odd minor slips at some pumping stations, Hasholme road had to be made up, work on the Faxfleet road had started. The Engineer reported in November that Grantham Brundell and Farran had approached the Yorkshire Water Authority, requesting them to move back some of the flood storage bank to remove pressure on the Clegg Dyke slips. The Oxmardike area was now being tidied up, the Faxfleet pumps were now ready and other works would be completed in 2/3 weeks. The Clerk was asked if there was any time limit on the lock keepers employment. The Clerk was to have a word with YWA it should be emphasised that he had immense knowledge, was remarkably fit and a key man for the drainage of some 40,000 acres. February 1979, the Faxfleet pumps were being delivered that very day, with the structure now being almost complete; the two pumps were each of 470 litres per second.



A Faxfleet Pump



Faxfleet Station



Faxfleet Discharge

In view of the lock keepers impending retirement there was a need to have appointed a permanent lock keeper. Members attended a meeting at the Yorkshire Water Offices at Beverley, followed by a visit to the flood storage areas and the lock. The Lock, the whole Structure was set on a huge raft of timber and was showing signs of deterioration, the lock keeper John Strachan spoke mentioning his methods of his work relating accounts of both day and nocturnal work, how he anticipated rainfall and when to “run the canal down” ready to receive excessive rainfall. The Water Authority intended to keep a person resident in the lock house, but contemplated changing the job title to ‘Outfall Attendant’, but not always present on site. The Authority hoped that the early warning system would be improved and rain gauges installed, some of those present preferred to back the suggestion that the keeper should be a knowledgeable man on the spot, whose “fuse was not likely to blow”. A tour of inspection was held on the 1st of May 1978 by a sub committee and various officials to look at the lock, western flood area, the non swinging bridge at Cliffe lane, the ancient ruin of Mill Lock and the unearthed walls of the Sod house lock.

The Engineer reported on the 22nd of May, that repairs had needed to be done to the pump house roofs at both Seavy Carr and Yapley Marr, the felt had been glued rather than nailed, the contractors Barker’s are to bear the costs of £291, all others appear to be satisfactory. At the meeting on the 7th of August 1979, the Chairman Mr George Laverack was in hospital and Mr Harry Waudby took the Chair. The Clerk was to write wishing the Chairman a speedy recovery. An advert for the post of Lock Keeper had been placed; the Oxmardike electricity supply had been struck by lightning with the result that one pump was functioning at 10mins on and then 10mins off the fault had been completed, although one pump was still on manual control. Harry Waudby took the chair at the meeting on the 13th of November the lock keeper had retired on the 31st of October; he had been succeeded by Mr Frank Thompson. It was resolved that the Clerk wrote a letter of thanks to Mr Strachan who had originally been the Boards employee as lock keeper for the very excellent and conscientious manner in which he had always pursued his duties. The Faxfleet pumps were connected to the electricity supply on the 22nd of November.

At the first meeting of 1980 the Chairman was still unwell, the Engineer reported that a pump at Yapley Marr had developed a fault and had been removed for repair, it had been reinstated the costs were £3,000 and were to be met by an insurance claim. The meeting was then adjourned and resumed after lunch at the Bear Inn at South Cave following an inspection at Featherbed Drain and Provence Gate. The Faxfleet pumps were now operational. The Clerk reported that he had received a letter of thanks from the Local Branch of the NFU for the Boards efforts to keep a permanent man as lock keeper. The Chairman suggested that members might think it appropriate to make a presentation to Mr Strachan for his splendid services as a lock keeper to the farming community in the Board’s Area. On the 10th of June there was much discussion regarding the Crabley and Skelfleet area it was felt a pump at the Skelfleet outfall would be an answer, the Docks Board were uncertain as to whether they would contribute or not, the cost was likely to be in the region of £45,000.

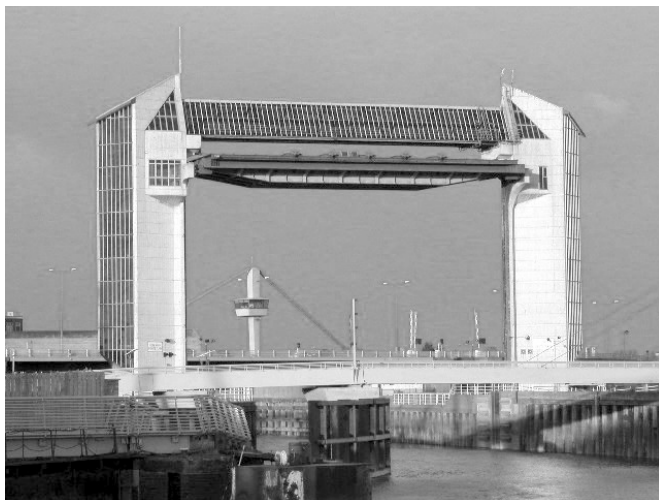
The Clerk was to suggest the Drainage Board would contribute half of the costs. This introduced the possibility of providing improved drainage in the South Cave, Ellerker catchment by pumping direct into the Humber Estuary. It was resolved to purchase a wheelbarrow chemical spraying machine, in order that the men would not have to carry as much water over a long distance, this would enable them to do at least two and half times as much weed control in the same amount of time, the machine would cost around £625. The Engineer reported that the turning area at the Faxfleet Pumping Station had now been made larger. Mr and Mrs J. Strachan joined members prior to the tea interval, during the interval the Chairman made a presentation to Mr Strachan of a silver plated tray in recognition of his services during his time as Lock Keeper.



Johnnie Strachan with his Wife and Family

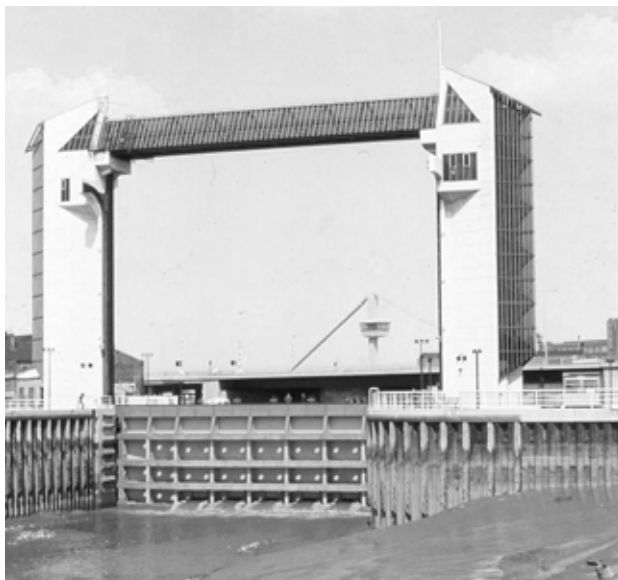
At the August meeting the Clerk read a letter from the Chairman Mr George Laverack requesting the Board to accept his resignation due to illness and the passing of years as Chairman an honour he had proudly held for a number of years. The Clerk was asked to express the member's thanks for his Chairmanship and their sorrow at the reason for his resignation and hope that he would continue as a member for Holme on Spalding Moor. The proposal for the Crabley Scheme was now estimated to cost some £55,000.

Regarding the Clerkship a committee had interviewed six applicants, none of whom appeared suitable for the position, they were to conduct further interviews. At a meeting on the 11th of September it was resolved that Mr Doug Wilson who had been acting as the Clerk's assistant should be appointed Clerk from the 1st of October and the present Clerk, Mr Laurence Sands continue as "Retiring Clerk" for a transition period up to the 31st of October 1980. On November the 4th 1980 Mr T.W. Featherby resigned from the Board, the Chairman thanked for all his good work as Chairman and his contributions as a Board member. The retiring Clerk also thanked Mr Featherby for his help and guidance through the years. Concern was expressed at the MWCS operations being done in the bed of the old canal south of Caves lane, the Clerk was to write to Mr Miles the secretary of the society and request that they cease this work immediately and that all future applications to carry out any works must be in writing and considered by the Board before any permission is given. A tour of the district was to be arranged to take place on Wednesday the 19th of November 1980. The first meeting of 1981, an application was received from the Canal Society seeking permission to carry out further work on the closed section of the canal; it was recommended that the application be refused. A further application was received from Messer's Towse Brothers to create a fish hatchery on part of the old canal between Mill lock and Cave lane. The application was granted provided that an agreement to lease or rent the portion of the canal from the Board was to be entered into. The meeting of the Board on the 19th of May 1981 was held in the committee room at Burnby Hall, Pocklington, the Clerk reported that Geo Houlton and Son's of Hull had applied to purchase a further 200-300 tons of spoil from the canal bank at 50p per cubic metre £3 per 4wheel lorry load. Towse Brothers possible lease or purchase of part of canal north of Cliffe lane. It was resolved that if possible the closed section north of Cliffe Lane to be disposed of by way of sale to adjoining land owners, including Towse Bros following valuation by the district Valuer. The Clerk was asked to convey to Mr Parkin of the Y.W.A. the thanks and appreciation of the members for the tour and working demonstration of the River Hull Tidal Barrier. The River Hull Tidal Surge Barrier was opened during 1980, the second largest in Britain. Whilst on the visit in June 1981 to the Tidal Barrier the Chairman was invited to lower the Barrier into the flood position, members then crossed the river on the Barrier followed by a trip to the top cross member viewing platform, where excellent views of the river and parts of the town could be seen. When back on terra firma the Chairman then raised the Barrier to its normal position.



The Raised Barrier

The Author who was not a Board member at the time, accompanied members to the site took a number of photographs whilst there, a member of the YWA staff had noticed an obstruction in the river bed and asked if he could have a copy to study.



The Barrier in flood Position



Over looking River Hull



Barrier View

In July a power failure occurred at the Faxfleet Pumping Station, lasting 36 hours and resulted in some crops being temporally flooded some of the floodwater had found its way into the Oxmardike catchment area. In February 1982 it was reported that some large slips had occurred in the Faxfleet and Marr Drains.

The Engineer had reported that after discussion with the Ministry, they had agreed to grant aid the expenses to stabilise the banks. The Clerk reported that the YWA. had advised that an official agreement was advisable to transfer the navigation rights to them, as they were now acting as our agents in the issuing of boating licences.

The Ministry had approved the stabilisation works and Messer's Hagrapat were about to commence the work. The Pig hills outfall drain had partially collapsed repairs could cost up to £6000, dredging work by the YWA. had caused the Canal bank to slip.



The Pighill Clough

The Engineer reported that the experimental 'MebraDrains' had been inserted and were working well. The Clerk reported that the closed section of the canal had been sold to neighbouring farmers for £4,500. The sale effectively put an end to any further activities of the Market Weighton Canal Society, in fact the old lock doors from Humber lock remained submerged in a pond for several years until removed by the water authority. An application was received from M. Laverack of Landing Farm, to purchase a part of the closed section of canal. This was to be left in abeyance, he would then would be informed that his interest had been noted and if the land was to be offered for sale he would be notified. In November the Engineer reported that the YWA had refused to accept any responsibility for the damage at Pig hills, and he had prepared a scheme to carry out modest repairs at a cost of £1000-£2000. The Clerk reported that the Government were reviewing IDBs; a consultation paper was to be issued early in 1983.

In February 1983 the Clerk had obtained figures from the Public Works Loan board in regard to a loan of £100,000 over five years. A Yapley Marr a pump drive shaft had broken and the bearing had burnt out. The Manufacturers had quoted six months delivery of parts, it was decided to have the shaft welded by local Precision Engineers and use another make of bearing.

Mr Stephen Towse of Holme on Spalding Moor had been welcomed to the Board, as Mr Rooke had resigned. In November 1983 Mr Harry Waudby resigned as Chairman, Mr Jeffery Atkinson was appointed as the new Chairman. Specimen tender documents and drawings for the Crabley Scheme had been prepared.

At the first meeting of 1984 the Chairman reported that due to a reorganisation at Grantham Brundell and Farran subject to the Boards approval Mr Bruce Gelsthorpe, one of the other partners should be become responsible for the Boards area. Mr Noakes was thanked for his work and it was unanimously agreed Mr Gelsthorpe take over his duties. A storm in January had resulted in a considerable number of trees being blown into drains and having to be removed. Three Pumping Stations, Cleggdyke, Oxmardike and Faxfleet stations had been overwhelmed for a short while, water had been overflowing from the Bishopsoil Drain of the Lower Ouse D.B. and finding its way to Oxmardike P.S. Full details of the Crabley Scheme had been sent to the Ministry at York on the 19th of December 1983 but it would be some time before it was dealt with, due to staff shortages. Estimates for the Crabley Scheme had increased from £719,500 to £791,449 by May 1984; the application was still with the Ministry at York. In August 1984 the Engineer reported on a meeting at the Boards Offices, at which Mr Inwood of the Ministry of Agriculture and Mr Parkin of the YWA were present, approval would be given to the scheme if satisfactory answers to some technical problems were received. It was estimated that the cost to the Board would be £284,000 after grants; the Board was to take out a loan of £100,000 from the Public Works Loan Board.

At the November meeting the Chairman welcomed two new members to the Board, Mr J.N.Waudby and Mr J.B. Mowforth, as members for Broomfleet and Spaldington respectively.

The Chairman felt that it was an opportune time to mention the Board's appreciation for all the good work Mr Harry Waudby had done for the Board over the 25 years he had been a member of the Board and the last 5 years as its Chairman. Members were sorry that he had felt the time had come when he should retire. The Clerk was requested to write to Mr Waudby to express the Boards thanks and good wishes.

At a special meeting on the 24th of February 1984, the Clerk reminded members, the purpose of the meeting was to inspect the remaining closed section of the canal comprising some 20 acres and report back. An application had been received from M. Laverack to purchase the land for irrigation water storage, it was agreed that he should be allowed to clean out and store water in the section. At a meeting in May a proposal was put forward that the land should be sold, five members were in favour of selling the whole of the land, six members supported an amendment to retain a five yard strip by the side of the Delfin Drain for Board access with three members against any sale. It was resolved that the land be offered for sale excluding a strip of five yards adjacent to the Delfin Drain, which would be retained by the Board. On the 6th of August the Clerk stated that 15 acres of land forming part of the disused stretch of the canal from Sod Houses to Cliffe Lane had been sold to Mark Laverack of Landing Farm for the sum of £14,420.



The Abandoned Lock at Sodhouses

In August 1986, a recommendation that the tenders for the Crabley Scheme Phase one be accepted was considered the Structural contract J.N. Bentley £169,899-62, Thrust Bore contract J.N. Bentley £57,691-40, Mechanical contract W.H. Allen £40,729. However Problems reared their head in the form of the Railway line, because of the unstable ground conditions, after test bores it became apparent there were two alternatives (A) to freeze the ground or (B) to use chemicals to stabilise the ground in order to complete the thrust bore beneath the railway. A further snag cropped up when British Rail stated that an order would have to be obtained to take over the track.

The various options were all going to be difficult as a result the Engineer had prepared an alternative scheme, with two pumps at Crabley pumping the water into an embanked area to flow by gravity under the railway through the existing culvert then into the Humber and construct a pumping station at the Skelfleet outfall with one pump. Savings made on the thrust bore would offset the cost of the extra pump for Skelfleet. It was resolved that the contractors should be instructed to go ahead on the alternative scheme.

By May 1986 the Crabley Pumping Station structure was well advanced, the pumps were expected to be on site in June. British Rail had offered £1,000 to strengthen the culvert beneath the line. Yapley Marr gravity outfall door was leaking water back into the pump area; repairs were estimated at £3,200, a similar situation was occurring with the Faxfleet outfall the repairs were estimated at £4,829. It was resolved that the repairs at both Stations should be commenced forthwith. A ratepayer had been found to have planted potatoes on the access strip adjacent to the Delfin; the Clerk was instructed to write to him telling him to desist from such activities. At the November meeting the Chairman spoke of the sad loss of Mr Laurence C. Sands and of his excellent qualities as Clerk a remarkable man, much revered by all who knew him. Members unanimously agreed to donate a cheque for £10 is sent to his executors to be shared between Pocklington Church and the Scout Centre at Raywell. The Clerk was to send a letter of condolence to Mrs Sands. Laurence Sands was a man of many parts, by profession a Solicitor, Clerk to the Board 1962 up to 1980, he also had been Scoutmaster at Pocklington for several years, then in 1967 become the District Commissioner for Scouts in the County.

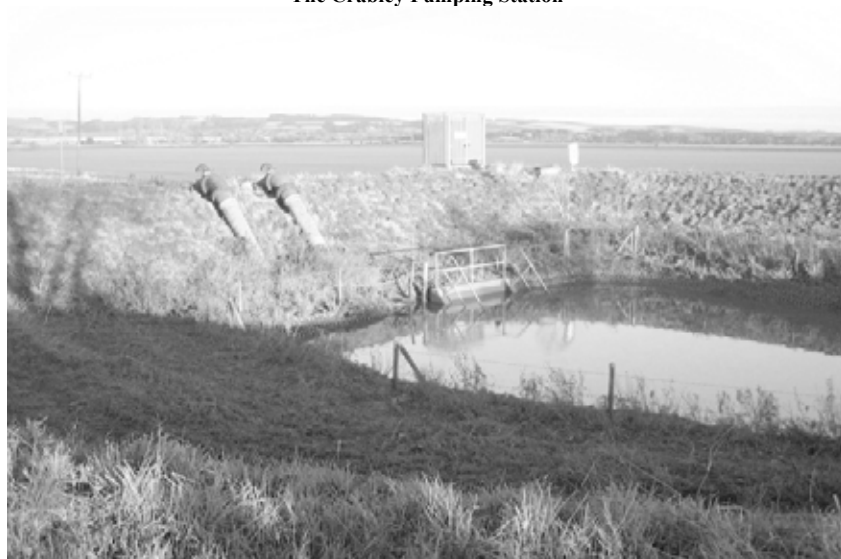


Mr Sands presenting Queen's Scout Awards in 1970

The Engineer reported that the Pumping Stations at Crabley and Skelfleet were now complete and fully operational. The Crabley Station had two pumps each moving 425 Litres per second; The Skelfleet Station had one pump moving 425 Litres per second.



The Crabley Pumping Station



Crabley Lagoon



The Crabley Drain

Much of the Concrete in Crabley Farmyard had been damaged by the activities of the contractors. In July it was reported that the earthworks contract for Crabley Beck the tender from Messer's Hagrafat Ltd of £133,610-90 had been accepted. Work on the Station was progressing satisfactorily with the structure now virtually complete. One pump at Faxfleet had been withdrawn; it was found the bearing had become worn and that the pump required an overhaul. Tenders had been received for the outfall repairs at Faxfleet and Yapley Marr, W. M. Gray was to repair Faxfleet and Hagrafat had replaced the Yapley door with a modern steel flap valve.

The Clerk reported in February that the Crabley pumps had coped extremely well with the melt water from the January snows. The Faxfleet pumps had been suffering with vibrations, it was then discovered that off cuts of timber from piling works had lodged in the intake ports of the pumps. The Engineer reported in May that 70% of the Crabley earth works had now been completed. The Clerk reported that on the 8th of April a control panel at Clegg dyke had burnt out putting both pumps out of action, new parts had been ordered and the insurance company had been notified. It was resolved to purchase a new motorised 'Fontan' chemical Sprayer at a cost of £310. On the 11th of August the Chairman spoke of the death of Councillor K. Wilson, the Clerk had written a letter of condolence.

At the next meeting the Chairman informed the Board of Mr T.W. Featherby's death, he had attended the funeral on the Board's behalf. The Board's Van was in need of replacement; it was decided o purchase along wheelbase Land Rover and trailer, as chemicals and fuel could not now be carried in the same vehicle as the men. The 50th Anniversary Conference of The Association of Drainage Authorities was being held in London on the 18th of November 1987.

The Clerk being in Hospital, the conference was attended by The Chairman and Vice Chairman, the Chairman had wanted to visit a Printing Exhibition on the way back to King's Cross Station. The tube station was some distance from the exhibition hall, as we walked along the road to the hall a female remarked –*"If you are returning to King's Cross turn right when you leave the exhibition, the tube station is quite close it will save you the long walk"*. This we did and duly arrived at the Station and went to board our train home, on looking round we saw smoke issuing from the tube station. On reaching Doncaster somewhat later, we learnt of the Tube Fire in which 32 persons lost their lives, at Doncaster we phoned our wives to say that we would home a little later. We had both received the special China 50th Anniversary Dish.



The Vice Chairman's Dish

Some time after we had returned Jeffery remarked to me "John did you see those wings beneath the ladies coat" - *Who Knows!*

In December 1987 the Hasholme Pump had failed, it was found that the motor windings had blown, a diesel pump was hired, but as it was unable to cope a larger electric pump had to be hired whilst the unit was at Ruscador Marine Electrics in Hull. The Board received notice in May to quit its offices at Pocklington on the 30th of June 1988, but the lease could be extended. A Betting Shop in Southgate, Market Weighton that would have made suitable offices had been sold, several other options were considered, the Clerk was to seek offices on an annual tenancy for the time being. The Engineer reported that tenders for the Sands Drain Outfall at Brough Haven had been received; the tender of J.N.Bentley Ltd of £78,635-58 was accepted. Yorkshire Water were considering installing a gauging station in the Delfin Drain at Sod houses in order to measure the flow of water in connection with abstraction licences.



Delfin Gauging Station

A tour of the district had been arranged to take place on the 3rd of November 1988. The Clerk was planning to retire on the 31st of March 1989, it was decided that the posts of Clerk and Engineer would be combined, applications were to be invited for a Clerk/Engineer and the employment of a separate Engineer discontinued. At the November meeting it was reported that the work on the Brough Haven outfall was progressing satisfactorily, the parts required for the Hasholme pump had been delivered from Germany and were awaiting assembly. A committee had interviewed some ten applicants who had applied for the position of Clerk/Engineer, including Grantham, Brundall and Farran the present Engineers to the Board. The Committee had been impressed by the high standard of the applicants. Mr Peter Clark of Holme on Spalding Moor, a Chartered Civil Engineer, who was employed by Humberside County council Technical services as an Area Engineer was appointed to the post of Clerk/ Engineer as from the 1st of January 1989.

Chapter 10

A Period of Consolidation

The new Clerkship ushered in a period of consolidation. Following several years of major capital Improvement Schemes the new Clerk/ Engineer was left to tie up the final phases of construction work and to prepare final accounts for these various schemes. During this period of high capital expenditure there had been some degree of neglect on general maintenance work. There were considerable lengths of slippage found in drain embankments, following the major works on drains and this became the subject of a rolling programme of remedial works involving regrading and where necessary piling work over the next decade or more. Initially Grant aid was available through the Ministry of Agriculture, this then dried up following the creation of DEFRA. Grant Aid was then only available to works having environmental benefits as opposed to works that were for the improvement of drainage to increase agricultural production, which was no longer a Government priority.

The Sands Drain Outfall had been completed by the 14th of February; the tenders were received for the Mires Beck and Mill beck improvements. It was resolved that the tender of Messer's Hagrafat of £125,319-43 be accepted, winter cereals had been sown on the strip of land adjacent to the Delfin Drain, these had been sprayed –off with Dalapon. The Hasholme pump was now in working order at a cost of £11,305 an insurance claim had been submitted, the claim had been settled for £9,044 –32.



Sands Drain Clough

At the May meeting members reported that the ratepayer was continuing to sow crops on the access strip. Firm action was to be taken the Clerk and the Chairman were to meet with transgressor to inform him to desist from his activities.

The Market Weighton Drainage Board had been host to the North Eastern Branch Conference at Cave Castle. A tour of the Crabley and Skelfleet along with the new outfall at Brough Haven was undertaken. The Chairman of the Yorkshire Water Authority Land Drainage committee spoke on the formation of the National River Authority as a consequence of the Governments privatisation policy for the Water Supply Industry.

Mr Douglas Wilson who had retired as the Clerk on the 31st of March 1989 attended the meeting, the Chairman on behalf of the Board made a presentation to him of a woodturning lathe and appropriate tools in recognition of his long service with the Board, thanking him for the efficient manner he had managed the Board's affairs and wishing him a happy retirement.

The August meeting heard that good progress was been made with the Mires Beck improvement works. The Chairman and Clerk had met with the transgressor, who had given and undertaking that he would cease to grow crops on the access strip. Powers of entry – the need for Board personnel to enter land in execution of their duties were discussed. It was resolved that Market Weighton Drainage Board authorise the Clerk, Foreman, Dikers, Consultants, Contractors and agents to enter land in connection with the Boards business pursuant under "Section 39 of the Land Drainage Act 1976".

The Chairman of the Adlingfleet Drainage Commissioners had expressed his appreciation to the Board for accommodating their visit to the Crabley Scheme in June. The Board had been notified at the November meeting that the Ministry of Agriculture had agreed to grant aid additional piling works in Clegg Dyke and the Marr dyke for £4,965. The Clerk informed the Board that the Water Act of October 1989 had now received Royal Assent. This led to the formation of the National Rivers Authority to assume the powers previously held by the former Yorkshire Water Authority. The Market Weighton Canal Society requested permission to site a public information board at Sod House lock; this was granted subject to the wording and the location of the sign.

February 1990 the Clerk reported that he had now acquired office accommodation within the Council offices at Burnby Hall Pocklington. Under the IDB Finance Regulations 1990 Special Levies Act required that the owner's rate was to be abolished in 1993 and that Boards were required before December 1992 to revalue all agricultural holdings.

Council representation on boards may be in proportion of special levies paid up to a maximum of 2/5ths of the total membership prior to 1993 and be restricted to a bare majority of one. The Clerk reported that Mr T.N. Leake had retired from the Board, as it was his wish to make way for a younger person. The Board had received a request from the Canal Society to erect fencing in order to form an amenities area at Sod House lock and to maintain the fencing at their expense; approval of the Board was given. In May the clerk reported that the Crabley Improvement Scheme would shortly be completed with the final connection of upland water. The Seavy Carr gravity door was not satisfactory the contractors were to rectify the door. A Board tour of Inspection was planned for the 8th of November 1990. At the meeting on the 13th of November 1990, the Clerk reported that the seal on the Pighill outfall had been leaking water back into the drain, but work had been completed to remedy the situation. Regarding the tour of the 8th of November, the Clerk expressed his appreciation to John Waudby for speaking on the various soil types met with on the tour.

The meeting on the 20th of February 1991 brought news of a problem regarding the ownership of the stretch of disused canal. The custodians of St William's School were contesting the title of the land sold to Messer's Henley, Payne and Towse. It was resolved that the Catholic Welfare Society be granted permission to view the Boards Records deposited at Beverley – conditional upon reciprocal arrangements for the Board to have sight of the Welfare Society records. The clerk was to undertake further research to ascertain the true facts and to seek legal advice if found to be necessary. At the next meeting in May, regarding the dispute of the sale of canal land, the Clerk reported he had carried out research into the 1772 act and the Holme on Spalding Moor Inclosure Award documents, both of which show that the original Commissioners had purchased land for the purpose of constructing the canal. The land had been formally awarded to the Drainage Commissioners and that he was satisfied that the present Board were successors in title to the original Commissioners and as such were entitled to dispose of the land as they thought fit in accordance with the Market Weighton Drainage Act 1900. Subsequently St William's had therefore withdrawn their claim on the disputed land. Pump problems were reported Yapley Marr had had new probes fitted, Seavy Carr No1 pump motor had burnt out and had been removed for repair, Oxmardyke pumps had malfunctioned and were making abnormal noises. The gravity outfall doors at Yapley had been found to be seized open and this was later rectified.

The ADA demonstration at King's Lynn had been attended by the Clerk, John Waudby and John Williamson and found the visit interesting and worthwhile. The valuer had virtually completed the revaluation exercise. Notices of determination would be issued to all ratepayers. The Chairman informed the meeting that former Board member Mr R. Rook had died during the month of May; the Clerk was to write a letter of condolence to Mrs Rook. In November a meeting took place with the NRA regarding proposals to construct a fish pass in Mill Beck. The Board had applied to become an affiliated member of the East Riding FWAG at a subscription of £25 per year. The Oxmardyke No2 pump was now repaired following a bearing failure; Hasholme station electrical failure may require new probes and a timer to solve the problem permanently. A tender for the fish pass was accepted from Hagrapat for £10,892-52. The Clerk had written to St William's refuting their claims as the farm manager had resurrected their claims. It was resolved that the matter be passed to the Boards Solicitors Messer's Powell and Young for a formal response. Communications the Board had phones at three pumping stations, foreman's house, the office and the Clerk's home phone, if there were problems the office could not contact the Clerk if out of the office, the men could not be contacted except if at pumping stations. The Clerk had previously considered portable phones, but coverage and size made them impractical. More recently he had tried lightweight phones and found them to give full coverage over the board area, two were to be purchased and reduce the land lines to one at Seavy Carr, the Clerk was to investigate two way radios. At the August meeting the N.R.A. Tidal Defence seminar at Willerby, the Clerk in responding to questions stated it was unlikely that the Board district would be affected in the short to medium term.



Mill Beck Fish Pass

In November 1992 it was announced that the fish pass had now been completed, the Clerk had received a letter from the NRA fisheries officer expressing his satisfaction of the pass. Following the Board's tour of the district, Mr David Rooke of the NRA had written thanking the Chairman and members for their hospitality. The Clerk after looking into all the alternatives was requested to seek the best terms and conditions available for mobile phones.



Mill Beck

As part of the canal area scheme the NRA had erected a wall along lengths of the canal bank, in places where earthen banks could not be constructed along the brickworks road at Broomfleet the wall was constructed of concrete, but through Newport it had been built of brick as residents of Newport had complained that the concrete was unsightly, the wall extended as far as North America, (*so named as the area was some distance from Newport*). Also as part of the scheme the ford on the River Foulness had been replaced by a newly erected bridge



A Section of the Wall



The Foulness Bridge

In February 1993 the chairman paid tribute to Mr John Williamson who had died on the 1st of December 1992, he had joined the Board in 1972 on the same day as the Chairman, a well liked and respected member of the Board, several members had attended his funeral at Holme on Spalding Moor, his son Mark was co-opted onto the Board as a member for the Holme on Spalding Moor area. In May new probes had been installed at Clegg Dyke to help defeat the efforts of vandals at the site. The NRA had commenced preliminary works on the proposed major refurbishment of the Weighton Lock structure. Cracks had been detected in the masonry and work had been started during April to remedy leaks in the structure. The Timber raft structure would be exposed for the first time since the Lock was constructed, the mechanical sluice gates would be isolated within a reinforced concrete surround supported by piling to remove weight from the lock structure. A temporary outfall would be put in place whilst the works were in progress. The Chairman reported that Mr Harry Waudby had died on the 23rd of June 1993, having joined the Board in 1963, Vice Chairman in 1973, becoming Chairman in 1979; he retired from the Board in 1984. He remembered him as a 'down to earth' man who could readily put his finger on a problem, he had helped successfully steer the Board through the canal area improvement scheme during the 1970s; Members stood in silence to observe his memory. The Oxmardyke No1 pump had been refurbished, Clegg Dyke No2 and Skelfleet were in need of similar treatment, quotes were to be obtained. A meeting to inspect the remedial works at the lock was held on the 17th of August there was concern that some works had begun prior to the bypass channel being properly in operation.



The Bypass Channel

February 1994 repairs had been made to the Clegg Dyke and Skelfleet Pumps; several pumping stations had been cut off by an electrical storm on the 28th of January. At Weighton Lock there were a number of problems with the temporary gravity outfall, now the only egress for the canal water, it was not functioning at full capacity, one door did not open properly and weed screens were blocking up



An Aerial View of the Lock Refurbishment showing the Diverted Canal

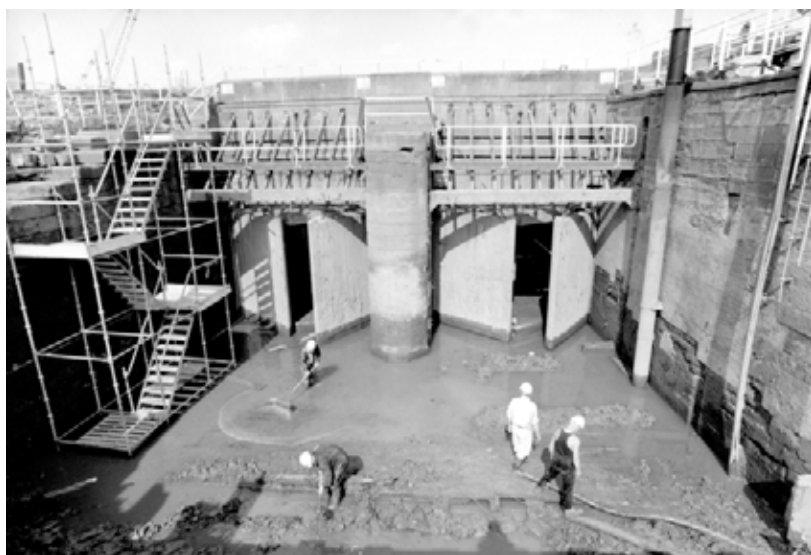
The Consulting Engineers for the Weighton Lock refurbishment project undertaken by the NRA were the countrywide company Ove Arup & Partners with the main Contractors Shepherd Hill Civil Engineering Ltd of Bristol, along with other specialist firms. The supervising project engineer for the NRA was Mr Keith Slaney It had been decided to repair the timber grillage renovate the Septum wall and repair masonry, refurbish the main sluices, rebuild the outer lock gates to a revised height compatible with the intended sea defences.



Temporary Cofferdam across the Canal



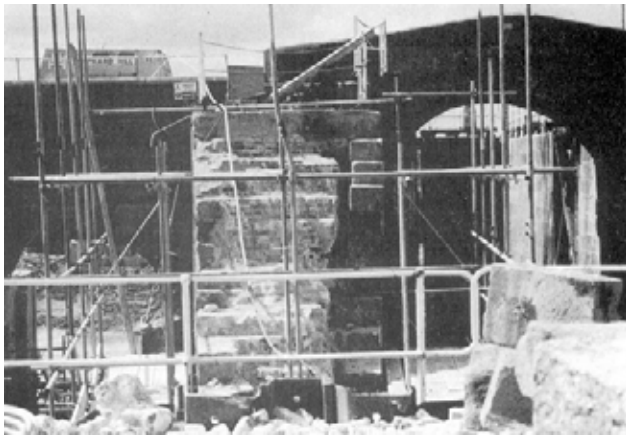
The Riverside Cofferd Dam



Work cleaning the Timber Raft



The Drained Lock



Stonework Repairs

The Clerk reported in May 1994 that he had received confirmation that it was intended to replace the retiring lock keeper and that an appointment would be made shortly. He also confirmed that the new lock keeper would be fully trained in the operation of the lock and sluices and to have an aptitude for understanding the relationships between the tides, weather and canal, this would be an important consideration. The Chairman informed the Board of the death of former Chairman Mr George Laverack, he said he had been a good member over the years and he would be sadly missed by those who knew him. September 13/14th saw over 50mm of rainfall over the period, but the outfall had coped well



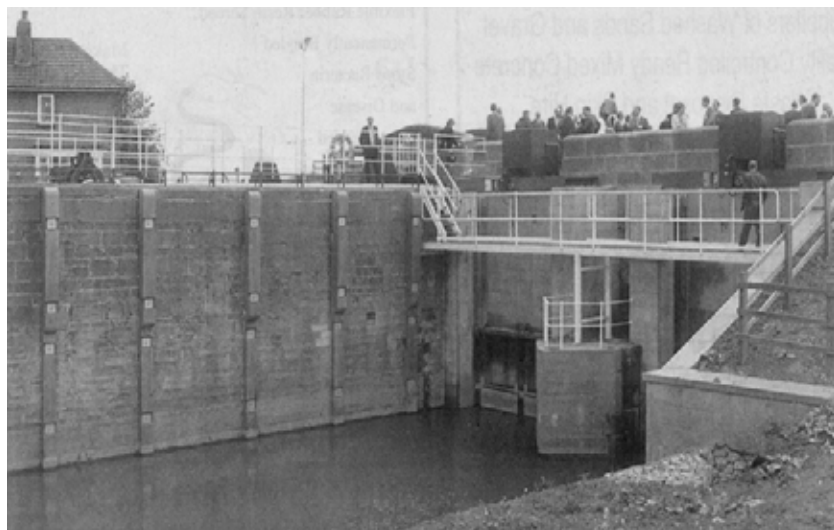
Frank Thompson entering the Lock on his Narrow Boat

In November Mr Peter Payne resigned as Vice Chairman through ill health and John Waudby was elected as Vice Chairman in his place.

In early February the Clerk reported that the works at the lock were virtually complete, with the new sluices in operation since Christmas, with water flowing normally. The remedial works at the lock were now well advanced and they were expected to be completed in early 1995. On the 9th of May 1995 it was announced that an official opening ceremony would take place on the 26th of May. The retiring lock keeper Mr Frank Thompson sailed through the lock to his retirement on the narrow boat he had purchased and renovated for his retirement. The Official Opening Ceremony of the refurbished Lock and sluices was performed by Mr A.W.D. Pexton, the Deputy President of the National Farmers Union by opening the sluices. Attended by some fifty Guests from NRA, Ove Arup, Shephard Hill, a number Chairmen of Flood Defence Committees and other bodies. The ceremony was followed by Lunch at Cave Castle Hotel. A number of the Board members expressed their feelings, stating they thought the full Board should have been invited to attend. Initially only the Clerk and Chairman had been invited, however at his insistence the Vice Chairman as Board Member for Broomfleet did also receive an invitation. It had been confirmed that the newly appointed lock keeper Mr Paul Tune had authority to override the automatic sluices as necessary. The Canal had been dredged between the Lock and the Railway Bridge, there was some further to be done at the lock and other dredging would continue as necessary.



Tony Pexton left Roger Hyde centre



The lock Opening 26 May 1995



The Open Sluices



New Plaque on the Lock

At the November Meeting a proposal to extend the workings of the Selby Coalfield by R.J.B. Mining (U.K.) Ltd was discussed. The Chairman Clerk and the Vice Chairman had met earlier in the day with the Companies Mineral manager for a meeting. The coal seam was some 980 metres below the surface; the area to be affected by the proposed extension was some 95 square kms, bounded by the villages of Bubwith, Aughton, Ellerton, Latham and Foggathorpe. The area covered part of the Board's area and a number of drains could be affected, there would be no surface development in the Board area. The Hasholme pump had been reported as sounding noisy, on removal nothing untoward was found, but in view of the isolated operating position a full refurbishment took place, being returned on the 28th of September. A hole had been found in one of the Oxmardyke discharge pipes where it passed through the Canal embankment and was awaiting repair. The Board Foreman Bob Scott retired on the 23rd of December 1995, Bob had been brought up at Sod houses, he had joined the Board as a dyker in April 1971, becoming the Foreman in April 1982. Bob was a man who called a 'spade a spade' he did not suffer fools and was always in the forefront, and dedicated to his job. Following his retirement he was succeeded as Foreman by Paul Burton, who remains the present Board Foreman.

In February 1996 Humberside Aggregates were seeking permission to extract clay from the gravel quarry at North Cave. The transgressor had again encroached again on the access strip, he was to be informed that he must plough the strip and then return it back to a level condition, if he refused to cooperate the Board would do the work and then charge him.

There were now regular liaison meetings with the NRA taking place, the biannual Board tour would take place during May/June to inspect the North and South Cliffe area along with a visit to the lock. A meeting was held in the evening of the 2nd of February at the Londesborough Arms, Market Weighton to discuss drought measures following a meeting with NRA.

The day previously the Environment Agency had taken over the roles and responsibilities of the National Rivers Authority under the Environment Act 1995, they also took over from the Police the issuing of flood warnings. This would later prove to be a most significant change, more than appeared so at the time, as under the new regime the emphasis would gradually change from that of effective Main River maintenance to management focussed on environmental issues. In its brief 5 year existence up to this point the former National Rivers Authority had done an excellent job in maintaining Main River.

The Chairman paid tribute to two Board members Mr J.C Beal and Mr W. Layton who had recently died. In May the Clerk reported that the transgressor had restored the profile of the access strip and it was to be left to regenerate vegetation. Messer's Harrison Patchett (Plant) Ltd the contractors of the Seller dyke improvement works had gone into liquidation, it was agreed that they were released from their contract and to negotiate with Hagrapat the second placed tender. At the August meeting Mr B. Taylor the County Land Agent and Board Member for the Caves area, he said that he proposed to retire after the coming election, having given 23years service. The Chairman said the Board was most grateful for the work put in by Mr Taylor on its behalf, both in the full Board and the Executive Committee. Mr Taylor then said it had been a pleasure to serve on the Board and that he was possibly the fourth County Land Agent to do so and that he would be the last as the post was to disappear in these changing times. The Clerk reported that the electrical contractor had completed servicing the pumping stations; several gravity doors had begun leaking and were to be investigated.

In February 1997 The Clerk reported that there had been substantial rainfall on the 19/20th of December (44 mm), the Foulness had overtopped at Welham Bridge followed by 150mm of snow over the 30/31st December, but frost had helped to slow the thaw down. The Chairman had been elected to serve on the ADA Executive Committee in 1996 and he attended his first meeting in 1997. The E.A. following detailed negotiations with the Board had now agreed to reduce the winter water levels in the canal. May 1997 the clerk reported that a protective grill had been fitted over the discharge slope of the Oxmaryke pumps, as youths had been observed sat on the slope, if the pump had commenced they were in danger of being washed into the canal due to the force of water.

The Environment agency said that they had now completed the dredging programme. At the May meeting the Clerk reported that over the period April up to June the pumps been running for the longest period of time in their history (Some 325mm of rain had fallen). The Board had taken delivery of their new Land Rover The N.E. Branch of ADA Conference had been held at York, prior to the meeting guests were taken on a tour of the York flood defences along with the River Foss Barrier constructed to prevent the Ouse flowing back in times of flood. In August the Clerk reported that the new Association of Inland Navigation Authorities had recently held its first meeting, he had not attended the meeting, however from the minutes he had noted that the Authority appeared that they could become a significant lobby group.



The River Foss Barrier

The EA had recently received a number of enquires regarding the use of the lock by vessels, he considered it important the Board kept a watchful eye on events for implications for the drainage functions of the canal. In November the Clerk reported that he had engaged the solicitor to provide advice, the view from the solicitor was transgressor or his tenants had no legal rights to use the strip and that the Board would be entitled to issue County Court proceedings against him or his tenants. The Board was to arrange a 48-hour closure of access by the erection of a physical barrier to establish its rights.

The Clerk stated that it had been alleged that Messer's Hagrapat had severed an overhead electricity line whilst carrying out sludging at Yapley.

February 1999 the Chairman paid a tribute to Mr G. Kendall member for Market Weighton, Cliffes and Hotham who had recently died, also Mr Johnson White Chairman of the Lower Ouse Board and Mr John Kitching its former Clerk and latterly a member, who both had died over the Christmas period. The Clerk had arranged for a 48-hour closure of the access in November, but enquiries regarding the public footpath had not reached a conclusion and it was rescheduled for January.

A letter from the transgressor's solicitor said that his client had acquired rights by prescription. The Clerk and Chairman had agreed to postpone the closure until discussions had been held between the solicitors. Powers of entry, it was resolved that Board members should have powers of entry for the purposes of inspecting the drainage in the district that they represent and committee inspection elsewhere pursuant to the powers conferred by section 64 of the Land Drainage Act 1991. By May the Clerk reported that there was little progress in access the strip saga, the solicitor had sent four reminders to the transgressor's solicitor, a number of photographs of the damage to the Boards land had been taken by the Clerk. Delegates were to meet the transgressor and his representatives.

The Hasholme Pump had failed the rotor shaft having sheared allowing the impeller to drop and run on the pump casing, serious failings had been experienced in the past. The Board had to now consider options of which there were four (1) do nothing (2) repair (3) install a replacement pump (4) extend the structure and install two pumps, Resolved that a sub committee look into options (3) and (4). On August 10th a meeting took place with the offender together with respective solicitors, with his record of abusing both the Boards land and its Bye Laws it was decided to go ahead with the closure. The Clerk was instructed to engage Consultants GBF. to proceed with the Hasholme scheme estimates of the cost were between £72,000 and £80,000, it was resolved to go ahead with the scheme, to install two new pumps at the station At the November meeting the Clerk reported that the closure had been erected on the 12th of September with a timber post and rail fence, this was found to have been demolished on the 20th of October and later recovered from the Delfin Drain. The Police were informed of Damage to the Boards property, it was resolved that a permanently locked steel gate and fence arrangement be erected with all the posts concreted in. There was a report that the offender had dug a trench across the Board's Land and refused entry to the Boards Contractors (Wright's).

He had been issued with a notice of entry on the 25th of June 1999. The Board would issue a further notice and then proceed to enter the land to carry out its works.

February 2000 the Faxfleet pump remained away at the works, the EA had begun to dredge the top section of the canal. There was no further progress with the Hasholme pumping station as Mr Heald of GBF was off work, he had been ill for 3 weeks. The EA. had dredged the top end of the canal up to Sodhouses, following a diesel spillage in the River Foulness measures had been put in place to prevent the pollution spreading. Faxfleet No 1 pump had been returned and was back in situ following its lengthy repair; it was decided to install only a single pump. At the Environment Agency liaison meeting the Agency had stated that dredging would in future only be carried out as been determined by a sonar survey. A tour of the district by the Board was planned for the 24th of May. In August a new Solicitor had been assigned to the transgression case, the advice of a Barrister had been sought who had reinforced the Board's position. The Hasholme Station a revised design had been received for a cost of £114,902 for a twin pump option. The Clerk and Vice Chairman had attended the ADA (N.E) Conference this was preceded by a tour of the ongoing River Ouse flood defences south of Goole. The Board had decided to continue as a member of the Association of Inland Navigation Authorities. The Members and guests on the Board Tour had found it to be interesting and informative, it had provided an opportunity to meet the new EA. Flood Defence Manager Mr David Wilkes who until recently had been in charge of the Thames Flood Barrier. By the 14th of November there had been no response from offender's Solicitor a second letter had been sent on August 2nd stating that if no response had been received in 14 days, after which Court proceedings would be commenced.

There had been no response since the last Board Meeting; he had taken no action to undo the damage he had previously caused, also damaging Wholsea Bridge over the Delfin on the 27th of September. There had been a confrontation between a ratepayer and C.J. Laverack of Wholsea Grange the Clerk and the Police had been called to the incident, the Solicitors action was to continue and if necessary Court Proceedings to begin. The motor from Seavy Carr No3 Pump had been removed for oven drying and refurbishment this had been quickly replaced before excessive rainfall during October/November 2000 when over 197 mm fell. The Foulness overtopped, the Clegg Dyke and Oxmardike pumps struggled to cope with the volume of water, the canal had overtopped south of Newport and water was leaking through the wall.

On the 11th of November the Clerk was called by the EA to attend a meeting at 8am at the LOIDB Offices at Howden with Mr David Pellymouter and Graham Wilson of the EA along with Mr Paul Jackson Clerk of The Lower Ouse Board. A breach in the River Derwent had occurred at Wressle, with the possibility of more water being expected from Malton, there were dire consequences for Howden. A plan was devolved to retain floodwaters north of the Hull - Selby Railway line; An Emergency Control Centre was established at Howden Fire station and the Army was drafted in to plug the Derwent breach with bales of vehicle tyres. Fortunately this operation was successful in stemming the breach and helped to avert a major crisis, which would have impacted on both Board's drainage districts. Local MP David Davis who lived nearby in the affected area called in at the control centre to view the operational proceedings. Lower Ouse Contractors were used to seal off all the railway culverts concerned and the bank between the Lower Ouse and Market Weighton Board Districts, however this work was not completed due to the Army being relocated elsewhere.



Chinook in Action

A Large Dutch pump was allocated to be installed at the lock in readiness for any additional volume of water to help discharge the canal. Over the weekend the Army had sealed the breach in the Derwent flood bank. On the Sunday a pump of 2 cubic metres/second was installed at the lock by the EA to operate between the river tides, the intended pump that was to have been sent to the lock of 15 cubic metres/second had been taken elsewhere. Over a period of the three days some 64mm of rain had fallen in the district.



The Dutch Pump at Weighon Lock



The Open Sluices



Discharging through the Ship Lock



East of Welham Bridge November 2000



The River Foulness at Hasholme



Holme Main Near Sod House Lock

February 2001 the transgressor's Solicitor had issued a response back to the Boards Solicitor, stating that he further maintained his right to use the 5-yard strip and denying trespass on the 5-yards. The Chairman and the Clerk had met with the Boards Council Mr Robinson and the Solicitor on the 24th of January, the advice currently given was not to proceed to Court immediately, but to seek mediation, it was resolved that the matter be delegated to the Executive Committee. Oxmardyke No1 pump had failed and a temporary pump installed in order to gain control of the catchment again following the substantial rainfall.

The Clerk and the Vice Chairman had attended the ADA conference in November 2000; the rail network had been in chaos leaving home at 3-30am to arrive just in time for the start of the Conference, which had coincided with the autumn flood event. A Board delegation had met with planning officers at Goole in August to discuss the effect of development in upland areas and problems with soakaways. The Board's Contractors were to remove an unauthorised bridge erected over the Egremont drain by the offender, also they had erected marker posts, a night watchman was employed whilst the concrete had set. On both occasions the police had attended and they had to be shown documents to prove the Board's actions were within their powers.

The Clerk had submitted a claim to DEFRA for costs attributable to damage caused by the 2000 flooding of £23,000. The Hasholme Pumping Station was now finally completed and had now been re commissioned. The programme of works resulting from the previous years flooding was expected to continue into 2002. The Executive Committee had met David Wilkes and other staff from the EA on the 4th of October spending the morning inspecting sites on Main River, followed by lunch and then attending a Board meeting in the afternoon to discuss the impact of the flood crisis and maintenance of Main River. The Chairman and Clerk had attended the ADA (N.E.) conference where some interesting statistics had been quoted – It had been the wettest autumn since 1766, flooding in North Yorkshire had been a 1 in 400 year event, the River Ouse had peaked at its highest level since 1625, which had seen a level of 34.58 feet O.D. in that year. The resulting floods had been due to (a) 40% No flood defences (b) 28% Overtopping of flood defences (c) 32% Inadequate ordinary watercourses, which emphasised the essential need for ongoing maintenance At the November meeting the barrister had declined to take the case regarding the transgression dispute, to Court; the Solicitor had engaged another Barrister in his place, Mr Morris who had made a site survey along with the Clerk and Solicitor. The Clerk had prepared a witness statement going back to the beginning of the dispute.

There was a long wait for the Court papers to be prepared, a number of injunctions and orders were being sought by the Board, if these were ignored the offender had been informed that he could be sent to prison for Contempt of Court. It was resolved that all matters should be referred to the High Court for determination.



The Hasholme Pumps

February 2002 The Clerk reported that notification had been received from the Solicitor on the 11th, that the Crown Court proceedings had been issued to offender in respect of all the points of dispute. The hearing was to be at the Leeds Court on The 25th of February 2002. A number of pump problems had now been dealt with, two cases of pollution had been found in the Foulness and at Wallingfen these were reported to the EA. An Extraordinary general meeting was held on the 20th of March the Chairman welcomed Mr Morris (Council) the offender's Solicitor had asked for an extension of time, the date of the hearing was put back to the 27th of March following a discussion, it was resolved the Board proceed to summary Judgement or alternatively to full trial.

At the meeting on the 14th of May the Clerk informed members that he, along with the Chairman, Vice Chairman, the Board foreman and Mr C.J. Laverack had attended the hearing at Leeds, the Clerk had had been the main witness, the Barrister had requested Injunctions and orders. The Judge had agreed to the penal notices, limited to one year, also recommending mediation, damages were awarded against the defendant for the Board's costs regarding works involved £1,433-69, he was informed that he must deposit £10,000 on account of costs to be assessed between the Solicitors for Court appearances if any orders were breached. The Board were to call the Police for assistance and the Solicitor would apply for a committal hearing for Contempt of Court, The Executive Committee were to appoint a Professional Mediator for the Board. At the August meeting the Clerk reported that that the sites referred to in the court orders had been seen to have been complied with, the Solicitor had been asked to provide a progress report on all outstanding issues. Concerning the Hasholme pumping Station. the Consulting Engineer was requested to provide an itemised breakdown for additional costs and attend the next meeting to explain. The Clerk informed the members that David Noble the Chief Executive of ADA had been awarded the O.B.E. for services to flood defence and land drainage, a well-deserved award, also David Rooke of the E.A. York. In a different vein a Vice President of ADA had been found guilty of corruption charges concerning his position as a Councillor, he had immediately severed his connection with ADA. The Chairman then commented that this should come as a warning to all who served in a Public Office.

In February 2003 the Clerk reported that during the wet period in January, the Foulness had overtopped at Welham Bridge. An Oxmardyke pump had failed and was found to have a piece timber jammed in the impeller, the lock keeper had been operating all sluices at the Humber lock. The Clerk reported that G.B.F. had now explained the case regarding the additional costs for the Hasholme Station costs. The Association of Inland Navigation Authorities intended to introduce membership fees, the Clerk had applied and the Association were to class the Board as a special case. At the May meeting the Chairman reported that Mr John Strachan the former lock keeper had died having been employed as lockkeeper from 1967 until his retirement in 1979, he had provided the Board and its ratepayers with excellent service during those years. The Clerk had sent a letter of condolence to Mrs Strachan; the Vice Chairman had attended the funeral on behalf of the board. The Clerk reported that an insurance claim for pump costs had now been settled; safety signs had now been erected at all pumping stations.

There had been complaints from landowners concerning the drainage at Boothferry Golf course, the Clerk had written requesting that the main drain on the course be cleaned by a machine, and this had not been done. The Clerk had informed all parties involved, the owners East Riding of Yorkshire Council, the occupier and his sub-tenants, that unless the work was completed, the Board would issue a notice to remedy and complete the work and make charges for the work. The EA had notified the Board that work was to commence to heighten and strengthen the Humber bank between Brough and Crabley and would take two years. At the ADA Conference David Rooke stated that although funding was to be increased from £400million to £500 million, Defra itself had a need for expenditure of £800million.

The Chairman had been in discussion with the LOIDB Chairman in regard to the question of the Clerk's being off work for a period of time that each Clerk would endeavour to assist in the running of each other's board. In September there were questions on the ownership of the Wholsea Bridge, Mr Waudby had visited the East Riding Archives at Beverley to research the Board's Documents on deposit there. References in the Trustees minutes for June 1788 stated that the Bridge had been constructed by the Trustees. Various subsequent enactments would also need to be consulted. The EA had identified one Critical Ordinary Watercourse (COWs) at Market Weighton but this was out of the Board's district. Some dredging had been done by the Environment Agency south of the railway bridge at Broomfleet.

In February 2004 Mediation had been agreed between both parties in the transgression dispute, to be held on the 12th of March 2004. A board tour of the district had been arranged to take place on the 29th of June to inspect the tidal defences at Crabley and to see the development of the Yorkshire Wildlife Trust wetlands site at North Cave. At the Board meeting of May 11th members learnt that the mediation talks had broken down after a tiring full day and that the Mediator was unable to assist further. Immediately following the Board's Solicitor issued notice that all outstanding Court Orders must be complied with, this had since been achieved, and the defendant had also settled costs awarded against him in Court.

The Oxmardyke Nol pump had failed on the 27th of March, due to shaft failure, the pumps were now nearing their 30 year design life, it was resolved that scheme of replacement works be looked into. A notice of enmaining had been issued to the Board by the EA for Market Weighton Beck and Mill Beck, both of which were outside the Board boundary and then flowed into extensive connecting lengths of Board drains.

It was reported in August that costs for the Oxmardyke Scheme were in the region of £18,000; Arup's were asked to prepare a report on all the Board's Pumping Stations. It was decided the time had come for the Board's Land Rover to be replaced. The Board's tour of the district took place as planned on the 29th of June viewing local drainage works; the River bank works at Brough and to view the North Cave Wetlands Project. This was an example of what could be achieved in a former sand and gravel quarry, rather than infilling the site with household rubbish, which had been the original intention. The Board had cooperated in developing this project.



The North Cave Wetlands

The North Cave Wetlands were officially opened on the 9th of July 2004; the Clerk had received an invitation to the opening by the Right Honourable David Davis the local Member of Parliament. Mr Stephen Martin, Chairman of the project, thanked all parties involved in the development including the Market Weighton Drainage Board. In November the East Riding of Yorkshire Council had expressed concern at the amount of special levy and the levels of reserves held by IDBs, having complained to the District Auditor, who said it was in order to hold reserves for specific purposes.

In February 2005 the Board decided that the reserve funds would be restructured, retaining the vehicle depreciation fund and the pumping station depreciation fund, and to create a new emergency fund, the capital reserve fund should be reduced in line with the other funds.

The Clerk told the meeting in May that the Board had been informed of the Transco Ganstead to Asselby gas pipeline would be routed through the Board area, crossing four of the Board's drains. The EA had informed the Board that the COWs would become enmained from the 31st of March 2005 and that the Board would be contacted regarding the possibility of contracting back the maintenance of them. At the ADA (N.E.) Conference at Escrick, David Noble O.B.E.Ceng, had indicated that he was to retire at the end of the year, it was resolved that thanks be sent to him for his unwavering efforts on behalf of land drainage and flood defence service. During August 2005 the land that was required for the Oxmardyke Pumping Station refurbishment scheme had now been purchased. The Board's Land Rover had been stolen from outside the Foreman, Paul Burton's house; a replacement vehicle had been hired from Stratstone, Hull. An insurance claim had been submitted, the land rover had later been found virtually stripped down. In November the Clerk reported that a tender for the Oxmardyke works had been received from J.N. Bentley Ltd for £98,462-11. At The ADA Conference in London there had been talk of the impending IDB review.

February 2006 the Land rover had been returned to service on January 11th after its repair. In May the Board hosted the ADA (N.E.) Branch Conference at Cave Castle a visit was made to North Cave wetlands, a former gravel and clay pit that had been turned into successful wetlands, with avocets arriving, nesting and rearing young. The Board were grateful to Mr Stephen Martin the Chairman of the wetlands for arranging the visit. Dr Jean Venables O.B.E. the new Chief Executive to ADA spoke on the IDB review, but at this stage could not add a great deal more. On June 12th 2006 the Board's Offices in Burnby Hall had been affected by a fire in the boiler house outside the building, the windows in the Clerk's Office and filing room had exploded due to the tremendous heat, both rooms had been blackened by smoke, all the salvageable papers had been boxed, electrical wiring had been replaced. The Clerical assistants had endeavoured to provide a normal service throughout and the Clerk's Office had been vacated in order to be refurbished and he was coping the best he could without an office. Flash flooding had occurred in Market Weighton Town following a downpour, the Oxmardyke pumps were now completed and operational. Court costs for Summonses were to increase from £3-50 up to £25; the Board had increased its costs up to £50 to cover the increase. The November meeting the EA had stated that with regard to COWS only assets pertaining to flow control or flood management would be taken over by them, they had no obligation for Wholsea Bridge, Sod House lock or the 5yd strip.

Chapter 11

The Winds of Change

At the ADA Conference, following questions from delegates on Government Policy on Agriculture. It was stated that the industry was seen as a trade and should comply with set legislation; there was no need for a food policy. The Chairman of Dun Drainage said that “he had served long enough to remember food rationing, Ministry grants had been used to persuade farmers to increase food production by draining wetlands and removing hedges. He went on to say now Defra grants were being used to encourage reversion to wetlands and the reinstatement of hedges, the present situation with climate change and terrorism made it essential that the Nation should be self-sufficient and we ignore the lessons of history at our peril”. Many delegates agreed with these sentiments.

January 2007 work on the offices had been completed just before Christmas, the Clerk was now back in his office, but it would be some time yet before all documents were back in their rightful place. The year 2007 was to turn out to become particularly significant for the Board regarding its operating position and its future. By the May 2007 meeting the EA had confirmed that the Pumping Station Strategy plan had been approved by them for grant aid during March. The detailed plan by Consultants Arup covered all the Board’s nine pumping stations and recommended a rolling programme of mechanical, electrical and structural refurbishment costing up to £1.5 million. With the EA having responsibility for grant aid there was a change of policy by them, meaning that rural areas would not qualify for aid, as the Board area did not have sufficient population density. This left the Board in a seemingly impossible position where the Boards ratepayers would be expected to meet the full cost of refurbishment, a make do and mend approach would have to continue in the hope that government policy changed. The Board members had much discussion regarding the IDB review implementation plan.

During the month of June 2007 there had been very heavy rainfall June 20 to the 25th (203mm) was recorded to have fallen in the Board area. This had been a countrywide event, overtaking all previous records, Drainage Board districts fared better than most as they already had the appropriate drainage infrastructure in place. Watershed from the wolds escarpment into the lowland drainage district resulting in bridges washed away and drainage channels being ripped apart. The EA later described the flooding as a 1 in 400 year event, which was exceptional. Several main roads were closed including the A63 at South Cave.

The Board's pumps had coped initially but those at Crabley and Oxmardyke had tripped due to overload, with Seavy Carr and Yapley Marr suffering a power outage, caused by a tree branch falling onto power lines.

Yorkshire Electricity were some 12 hours in repairing the line, due to linesmen being stranded in Hull due to flooding. The delay resulted in some temporary flooding of land in the Hotham Carr and Newport areas; at 1am the Clerk went out and restarted the pumps when the power was restored. However all of Board's pumping stations had recovered normal water levels within a week of the start of the unprecedented rainfall.

Water had spilled from the River Foulness resulting in significant flooding of the neighbouring Lower Ouse area and was then flowing over the Sandholme flood bank in spite of it being heightened during the year 2000 flood event. The Clerk, Chairman and Vice Chairman had inspected the bank and decided to engage Messer's Sweeting Bros to heighten the bank. By bringing chalk stone from South Cave and placing on the bank the operation successfully stemmed the flow of water and prevented further damage to the Yapley Marr pump. An indication of the volume of rainfall showed in the number of increased hours that the various pumps had been operating.

January 2008, The Board had now leased the ex Council depot at Market Weighton from the Council, the site had now been tidied up and a garage for the Land Rover erected. In February the Chairman informed the Board of the death of Doug Wilson, he had joined the Board in May 1976 as the Field and Finance Officer, appointed the Clerk in 1980 until his retirement in March 1989. By May the depot had seen the transfer of the chemical store and a tool store, electricity and water had been connected. The Chairman and Clerk had attended a meeting of Yorkshire IDB Chairmen at Escrick, regarding the IDB review implementation plan. The key message was that Board's should seize the opportunity to reorganise themselves before others did it for them. On a National plan by the ADA in consultation with Defra and the EA, this showed the existing 150 or so Boards being condensed into around 20 operating units. It was shown that MWDB should join with LOIDB to form a single IDB. This was Defra's stated requirement. In response to the serious Country wide flooding that had taken place the Government instructed Sir Michael Pitt to compile a national report with recommendations that the government was committed to adopting. When the report was published it to some extent overtook the IDB review already in progress, Pitt's report recommended that new legislation was required and it was proposed that there would be a three tier national structure led by the EA who would set the national policy, local Councils would determine local policy and IDBs despite their specialist knowledge would be placed on the third tier.

This was to colour the Board's view regarding the proposed amalgamation. At the August meeting the Clerk reported that a number of the Board's pumping stations were now requiring building and fencing repairs, Clegg Dyke, Seavy Carr and Yapley Marr station buildings all had leaking roofs. In November the Clerk reminded the Board that he was due to retire in early 2010, he would at this point have reached retirement age.

May 2009 the Chairman reported that the Board member for Faxfleet Mr J.H. Patchett had died, he had been a member from 1996 until 2008 he had been a valuable member, interested in all local issues, he had a grass roots knowledge of the drainage district and a great sense of humour, members stood in silence in his memory. In response to the IDB review, the Board had resolved that it would gradually work towards an amalgamation, over the longer term and it was decided that a new Clerk should be recruited. The Clerk and Chairman of the Lower Ouse Board had made a proposal through the MWDB Chairman and Vice Chairman to begin a consortia arrangement, but this was rejected. Both Board's had been reluctant to lose their independence by amalgamation as proposed by ADA in accord with Defra's wishes.

The Regional Flood Defence Committee Chairman had been charged with conducting negotiations with the Yorkshire area Internal Drainage Board's with a view to bringing about the proposed changes and a number of discussion meetings had been held. At one meeting Board's were effectively given an ultimatum that if they did not proceed with the proposed amalgamations voluntarily then measures would be put in place to do it for them. The Chairman reported this message back to the Board, indicating that there were merits in proceeding with amalgamation on the board's own terms. Following further discussions it was decided the Board should seek a full amalgamation. Afterwards, regarding the Clerks impending retirement, and in agreement with the LOIDB, it was decided not to replace the MWDB Clerk but instead to recruit a Chief Executive (designate) to cover the MWDB Clerkship whilst simultaneously steering the proposed amalgamation process through to completion. This person would then lead the new amalgamated Board following Ministry approval. The Clerk had sent an electronic copy of the Pumping Station Strategy Plan to the EA, as they had lost the original plan.

A quote from Ripon Land Rover Services for a new high specification long wheelbase Land Rover had been accepted. This vehicle had proven to be a highly effective as an operational platform for the Boards four-man gang, in their programme of work.



Market Weighton Board Land Rover

In August the transgression dispute reared its ugly head again, the Clerk had been approached by the Police and C.J.Laverack who had reported that the transgressor had damaged the Delfin access strip. The Clerk had written to him to reinstate the strip, he had then asked that his offer to buy the strip be put to the Board, this had been rejected by the Executive Committee, and by the full Board. Lower Ouse had agreed to accept the Boards proposal to amalgamate. It was resolved that a Joint Board Management Committee be set up to oversee the amalgamation process, the Market Weighton members would be, the Chairman, Vice Chairman, Tom Featherby, Stephen Towse and Councillor Burton. The latter resigned later as he had applied for the post of Clerk; he was then replaced by Barry Mowforth.

The Clerk was to issue notification informing the Board's ratepayers of the decision to amalgamate. The Clerk after discussion with the Chairman had agreed to extend his contract of employment until the end of the financial year 31st of March 2010.

Messer's J. Atkinson, J.N. Waudby, and S. Martin along with the Clerk had attended the ADA (N.E) Conference held at Doncaster it was. The Conference had been preceded by a tour of the Isle of Axholme District. The Conference had provided a good opportunity for networking with colleagues from other boards. In November the final payment of grant had been received for the Oxmardyke pumping station. At a meeting of the JBMC a proposal was suggested for a name for the amalgamated Board, the Ouse and Humber I.D.B. the next step was to rationalise the electoral districts to condense the number of members to 21 or less. The Clerk confirmed the advert for the Chief Officers post would be placed in the appropriate newspapers etc from the 3rd of December to the 12th of January 2010. At an Executive meeting the issue of reducing electoral districts, at present there were 10 electoral districts with 16 members, the requirement being six districts with 6-7 members each. It was confirmed the JBMC would be disbanded when the new Board was formed. The JBMC had met on the 14th of March 2010, ten applications had been received as a result of the advertisement, six applicants had been interviewed at Pocklington on the 25th of January, three of which had been selected for a second interview. J.B.A. had been allowed to make a presentation to the Committee regarding their offer of management services to the new Board; it was decided not to follow this option.

The second interviews were held at Howden on the 6th of February 2010, at which each applicant was asked to make a presentation to the Committee on how they would proceed with the amalgamation, each Candidate was allowed one hour for their presentation. The Committee came to a unanimous decision to offer the post of Chief Executive (designate) to Mr A. F. Morritt of Market Weighton who was presently working for the Coal Authority. An offer of employment was made and was accepted by Mr Morritt, who later confirmed his starting date as the 1st of June 2010. It was envisaged that 91, Bridgegate, Howden, the present Offices of the Lower Ouse would become the joint base for the new Board.

A meeting of employees had been previously held to apprise staff of the forthcoming changes. In May Mr Andrew F. Morritt FRSA was officially appointed as Chief Executive and Clerk Designate to the new Board. The Vice Chairman, Clerk and Stephen Towse had attended the EAs dredging trials on Burstwick Drain near Hedon. It was a wonderful sight to see EA excavators actually removing silt from drains, improving channel sections and clearing the overgrown bank sides. A preliminary report by the consultants responsible for the National trials had concluded that such maintenance did in fact improve the flow of water in drainage channels (*are we surprised*).

On a tour of the Board's district members together with colleagues from the Lower Ouse Board by coach visited a number of sites to view the E.As. neglect of COWs on Market Weighton Beck, projected Lower Ouse Capital Schemes at Gilberdyke before visiting Weighton Lock on the 8th of April 2010. At the Lock prior to taking lunch at the Triton Inn at Brantingham Photographs were taken of the group.



The JBMC Committee

L to R John Wright, Stephen Towse, Tom Featherby, Barry Mowforth, Jeffery Atkinson, Peter Clark, John Waudby, Robin Screeton, John Sweeting, Andrew Morritt, Eddie Allen.

On the following two full page photographs

The names are for **Board Members and Staff at Weighton Lock.** Page 119

L to R Stephen Towse, Andrew Morritt, Graham Bean, Derrick Wraith, Robert Patchett, Yvonne Huitson, Mark Williamson, Jean Roughley, Robert Inglis, Peter Clark, Colin Eastwood, Jeffery Atkinson, Margaret Wilkinson, Charles Bayram, Barry Mowforth, John Waudby, Robert Kendall, John Wright, Paul Burton, C. Alden, N. Preece, Stephen Martin.

Members and Guests at Weghton Lock. Page 120

L to R – Stephen Towse, Lock keeper Paul Tune, Graham Bean, Mark Williamson, Robert Inglis, Barry Mowforth, Robert Patchett, Robin Screeton, C. Alden, Richard Foss NFU, Charles Bayram, Margaret Wilkinson, Colin Eastwood, Yvonne Huitson, John Sweeting, Stephen Martin, Jean Roughley, John Wright, Peter Clark, Jeffery Atkinson, Robert Kendall, John Waudby, Paul Burton, N. Preece, Anon ERYC, Andrew Morritt, Anon ERYC, Eddie Allen.



Board Members and Staff at Weighton Lock



Members and Guests at Weighton Lock

The Tour was notable for two reasons, firstly it would be the last occasion when all Board members and staff would have the opportunity of going on a Market Weighton Drainage Board Tour of inspection and secondly during the latter stages of the lunch the Chairman made a presentation to the retiring Clerk on behalf of the members of a laptop computer. He thanked Peter Clark for the excellent work that he had done for the Board over his tenure of Office.



Peter Clark C eng, MICE at his Presentation

Following Peter's response and further photographs, the tour then proceeded to Crabley to visit the Pumping Station to complete the Tour.



Jeffery Atkinson Peter Clark John Waudby



Andrew Morritt, Peter Clark, Eddie Allen



Market Weighton Board Staff

L to R – Coin Eastwood, Yvonne Huitson, Peter Clerk, Jean Roughley, Graham Bean, Paul Burton.

The amalgamation proposals had been submitted to the RFDC on the 30th of July 2010, the new Board would be known as The Ouse and Humber Drainage Board, it would have eleven elected members and twelve appointed members. Mr Morritt stated after staff consultations it was planned to relocate the M.W.D.B. Offices to the Bridgegate Offices during either December or January 2011. Discussions were taking place between the Board and the EA aimed at transferring the River Foulness and non-critical sections of the Canal and Delfin back to the Board.



The Board Area



The Board Drains

Plan showing the Canal and the Board Drains within the Board Area, with Pumping Stations marked with red squares.

The lock keeper Paul Tune had indicated that he intended to emigrate to the U.S.A in the near future In November it became clear that a revaluation of the two Board's would be necessary following examination of the two rating figures, as there was a significant difference in building values between the Board's.

The RFDC had ratified the amalgamation proposal on the 21st of October; the EA were to advertise the amalgamation in January 2011 and would now forward the proposals on to Defra. During the year the senior dyker Mr Chris Bean had died following a long illness, the Chairman and members of the staff had attended his funeral. February 2011 The Clerk reported a recent fatal accident that had occurred during December 2010 when an excavator slid into an Environment Agency watercourse during the recent cold spell, resulting in the operator being trapped and sadly losing his life.

The Clerk reported that it was essential that all Board activities be covered by adequate Health and Safety documentation. In future **all** prospective contractors **will** be required to provide a suitable risk assessment and method statement when tendering for future contracts. The Board had completed its relocation of its Pocklington Offices to 91 Bridgegate Howden on the 31st of January 2011, following some minor structural changes and redecorating.



The Offices 91 Bridgegate



Plaques at the Offices

The EA had informed the Clerk on Friday the 7th of January 2011 that the lock keeper Paul Tune had now ceased his employment with the Environment Agency; the Agency's Operations manager had stated his preference was for a resident lock keeper. A decision as yet has to be taken regarding the future of the lock keepers cottage, which is in need of refurbishment and modernisation. The lock and canal is currently managed by a team of staff, with 'out of hours' cover on a rota basis. The Crabley No 1 pump had failed recently; prices had been gathered for removal and repairs, which were estimated at between £6,000 and £10,000. It had been proposed by the EA to transfer the complete length of the River Foulness to the Board, the transfer was to be advertised on the 28th of January 2011. The May meeting of the Board was held in the Market Weighton Community Hall, it was reported when the unit was removed the Crabley pump impeller had been found to be badly corroded, A new pump had been priced at £22,000 and a replacement motor pack and impellor as priced at £14,000, the unit was rebuilt with the corroded one until the new parts are delivered, which would be in some 12weeks.



Pump Removal

It was proving difficult to find a suitable contractor to meet the weed boat requirement needed to comply with the maintenance regime. Following enquiries into the purchase of a weed cutting boat, the estimated cost of purchase was £55,000 with an annual operating cost of £1,000 a year.

In the short term it may be possible to contract these works back to the EA. The Chairman, Vice Chairman and the Clerk were to attend the ADA (N.E.) Conference at Cave Castle on the 26th of May. The National Grid plan for a pipeline to transport liquefied Carbon Dioxide from industrial sites in West Yorkshire to a storage site off the coast near Hornsea. The pipeline would pass through the OHDB area and require the crossing of the Derwent the Foulness and a number of the Boards Dykes situated on the route of the pipeline. Members had attended public meeting that were held at several locations. The construction of the one metre diameter pipeline is due to commence during 2014. ADA had requested nominations for the various committees within the Association; the Clerk had applied to join the Technical and Environment Committee.

The annual level of water management was under discussion in light of the proposed sale by the EA of the lock keepers house. The E.A. put up the Lock House for sale by tender, through an agent, it was sold eventually for £120,000. The water levels had been held lower during May and June but it appeared they were now being held higher after complaints from Environment Agency staff.

The Commemoration of the Market Weighton Drainage Board following a discussion regarding how to mark the passing of the MWDB, it appeared the favoured option was to look into producing a book/booklet detailing the origins and history of the Board. The ADA (N.E.) are hoping to share a stand at the Great Yorkshire Show July 2012 with York District Council, Harrogate District Council, the EA and the Fire and Police Service. The Clerk reported on work that had been undertaken within the Oxmardyke washlands area, the work was funded by Natural England on behalf of the RSBP. The Board has been commended by RSBP for the Quality of these works and they intend to publish an article in a forthcoming RSBP magazine. Peter Clark the retiring Clerk had left the Board on the 31st of August 2010; he had been with the Board for 21 years during which time he had been an excellent and dedicated servant of the Board and a friend to many. On the 1st of October the Environment Agency officially transferred maintenance responsibility of the River Foulness back to the Drainage Board. An informal meeting of the members of the proposed new OHDB was held on Friday the 7th of October, the meeting was well attended with only four absentees, members were given a presentation outlining the current state of the amalgamation, works completed and works yet to be completed. Constructive discussions took place regarding the way forward, members were invited to attend other Board meetings, as observers should they so wish. The Clerk Andrew Morritt had been appointed to the ADA's Technical and Environment Committee, which would involve three meetings per year. The Committee is an important forum for discussing technical and environmental issues.

On the 19th of October the clerk attended a meeting with the RSBP, the ERYC, the YWT, NE and Mr Robert Patchett, the meeting confirmed the feasibility of redirecting pumped land drainage water into the washlands from the Boards Oxmardyke and Clegg Dyke Pumping Stations. Natural England is very keen to facilitate this project and have provided £4,900 for initial survey work and a further £3,850 for design works. On November the 2nd 2011 the Chairman, Clerk along with the Vice Chairman attended the 2011 ADA Conference, It was held at a magnificent new venue 1 Great George Street, Westminster, the home of the Institution of Civil Engineers.

Delegates were informed that Mr David Rooke had been now appointed Director of Flood and Coastal risk Management, his appointment was warmly welcomed, well known to the Board from when he had held the post of Regional Floods Manager for East Yorkshire. The main speaker Lord Taylor of Holbeach, the Parliamentary Under Secretary of State and Government spokesman for Defra addressed the conference stating the Governments support for IDBs and its desire to put IDBs on a secure footing for the future.

Department for Environment, Food and Rural Affairs

LAND DRAINAGE ACT 1991

THE OUSE AND HUMBER DRAINAGE BOARD ORDER 2012

Notice is hereby given that the Secretary of State for Environment, Food and Rural Affairs in exercise of the powers conferred upon her by section 3(5) and (7) of the Land Drainage Act 1991, proposes to make an Order confirming a Scheme submitted by the Environment Agency under section 3(1) of the Act.

The scheme makes provision for:

- (i) the abolition of Market Weighton Drainage Board and Lower Ouse Internal Drainage Board;
- (ii) the amalgamation of the internal drainage districts under the jurisdiction of those internal drainage boards into one new internal drainage district;
- (iii) the constitution of a new internal drainage board for the internal drainage district formed by the amalgamation;
- (iv) matters supplemental to or consequential on the amalgamation;

A copy of the draft Order, together with a copy of the Scheme has been deposited at the offices of the Lower Ouse and Market Weighton Internal Drainage Boards (91 Bridgegate, Howden, Goole DN14 7JJ) and at the offices of Environment Agency, (Rivers House Office Reception, 21 Park Square South, Leeds LS1 2QG) and at the offices of the Department for Environment, Food and Rural Affairs, (Area 2D, Ergon House, Horseferry Road, London SW1P 2AL) for public inspection during normal office working hours for a period of thirty days after the date of publication of this Notice.

Copies of the draft Order may be obtained from the Department for Environment, Food and Rural Affairs.

Any objection to the draft Order should be made in writing and sent to the Department for Environment, Food and Rural Affairs, at the above address, within the period mentioned above, quoting reference number LDC 2490.

Carol Tidmarsh, Flood Management Division

Dated: 29 November 2011

(1504669)

The Last Meeting of the Market Weighton Drainage Board was held on Thursday the 16th of February 2012 at 2pm, in the Market Weighton Community Hall, Market Weighton. It was unusual in respect that all main Board Meetings had traditionally been held on a Tuesday, however due to the Clerk being indisposed the date had to be changed to the 16th.

Those present were: J Atkinson (Chairman), J N Waudby (Vice Chair), Cllr Bayram, Mrs M Wilkinson, S Martin, J Wright, M Williamson, Mrs H Ellis, C R Patchett, T Featherby, S Towse, R Nicholls, J B Mowforth, A Morritt (Clerk/CEO).

The Chairman opened the meeting by reminding the members that it was likely to be the last formal gathering of the Market Weighton Drainage Board as the proposed amalgamation is on programme for completion and the new Ouse and Humber Drainage Board would formally come into being on the 1 April 2012.

The Chairman then thanked all the members past and present for their contribution, dedication and commitment in aiding the Board deliver such an excellent service to its ratepayers and stakeholders.

The Clerk had attended the ADA Technical and Environment Committee meeting on the 25th of January; where it was stated that discussions had been held with Monsanto the licence holder for the use of Glyphosate based weed killers in aquatic weed control, will now be seeking to renew their licence when it expires. The following day the Clerk had attended a meeting of The Yorkshire Regional Flood and Coastal Committee to which he had been appointed. A Drainage Rate and Special Levy had been prepared for the coming year, in case of the amalgamation being delayed unexpectedly.

The Clerk outlined his proposals for the transition to the new Board.

- (1) To hold a 'Shadow Board meeting' in the third week of March 2012 in order to Update members of OHDB on the status of the amalgamation. The election of the Designate Chairman, Vice Chair and Executive Committee members. To provide an information pack containing Board policies, control documents to Confirm dates and times of OHDB Board meetings.
- (2) To hold an Extra Ordinary Board meeting mid April 2012 to Ratify Chairman, Vice Chair and the Executive Committee. To approve the new Board's major policies and controls. To approve the new Boards Auditors and Accountants for 2012/13 and sign new Bank Mandates.
- (3) To hold the first ordinary Board meeting of the new Board during early May in order to approve the Audit of MWDB and LOIDB, to approve the Accounts of the MWDB and the LOIDB, to approve the Annual Return of LOIDB and MWDB and to approve the annual maintenance contracts for 2012/13.

During any other business Mr Towse requested a map of the new Board and its drains be provided. Mr Martin thanked, on behalf of the Board, the excellent contribution that the Chair had made to the management and operation of the Board; this was then supported by the Board. Mr Waudby gave an update on progress of his history of the Board and requested photographs that might be of use. The Clerk thanked the Board for the support and guidance they had provided since his appointment in June 2010 and that arrangements were to be made to hold a luncheon/buffet for Board Members and staff to mark the passing of the Market Weighton Drainage Board. The Chairman then closed *The last Meeting of the Market Weighton Drainage Board* at 4.05 pm.

The New Ouse and Humber Drainage Board officially came into being on the 1st of April 2012. The Market Weighton Drainage Board and The Lower Ouse Internal Drainage Board then ceasing to exist.

During the existence of the Market Weighton Drainage Board there had been fifteen Chairmen who served over the years from 1772, the first elected Chairman was William Preston 1776 – 1778, Phillip Langdale 1778 – 1812, The Hon William Stourton 1812 – 1816, Charles Langdale 1816 – 1867, The Rev John Blow 1867 – 1873, Lord Herries 1873 – 1880, Charles Langdale 1880 – 1883, Lord Herries 1883 – 1894 Henry Stourton 1894 – 1908, Phillip Langdale 1908 – 1945, Thomas Clark 1945 – 1957, Thomas W Featherby 1957 – 1973, George Laverack 1973 – 1980, Harry Waudby 1980 – 1983, Jeffery Atkinson 1983 – 2012.

The Board was served by fifteen Clerks over the period –
J Spofforth 1772 – 1784, Robert Spofforth 1784 – 1825,
John Peirson 1825 – 1846, Mathew Peirson 1846 – 1889,
John Kirkpatrick 1889 – 1894, Herbert Usher 1894 – 1897,
Temp Clerk Messer's Stamp Jackson & Birks 1897 – 1897,
K T McTurk 1897 – 1898, H Syd Powell 1898 – 1932,
A E Young 1932 – 1935, R Smith 1935 – 1962,
Laurence Cowley Sands 1962 – 1980, Douglas Wilson 1980 – 1989,
Peter Clark 1989 – 2011, Andrew Morritt 2011 – 2012.

Lock Keepers resident at Sod House Lock.

Joseph Morley 1783 – 1811, Anon 1811 – 1843 James Kirk 1843 – 1874,
David Towse 1874 – 1899, when the post became defunct.

Lock Keepers resident at Weighton Lock

John Whitworth 1776 – 1819, John Hutchinson 1819 – 1838,

Samuel Blackburn 1838 – 1862 Benjamin Leaf 1862 – 1902,

Tom Henderson 1902 – 1941, Tom Leaf Henderson 1941 – 1953,

Bill Henderson 1953 – 1954, Frank Hall 1954 – 1956,

Tom Dickinson 1956 – 1966, John Strachan 1966 – 1980,

Frank Thompson 1980 – 1994,

Paul Tune 1994 – 2011.

After 2011 there was no resident lock keeper.

From April 1st 2012

Andrew Morritt, EnvDip NEBOSH FRSA then became the Chief Executive of the Board

Edward W Allen becoming the Chief Engineer to the Board.

The nominated Members of the Ouse and Humber Drainage Board

From MWDB Messer's B. Mowforth, T. Featherby, J. Wright, S. Towse, R. Patchett and R. Nicholls.

From LOIDB R. Screeton, J. Sweeting, R. Falkingham, A. Wraith, and R. Martinson.

Appointed Members J. Atkinson Chairman, Cllr C. Bayram, P. Blenkhorn, Cllr A. Burton, Cllr N. Evans, Mrs H. Ellis, Cllr S. Lane, Stephen Martin, Cllr C. Mole, Cllr P. Robinson, J. Trail, Cllr K. West.

Glossary of terms

ADA	Association of Drainage Authorities
ADA (NE)	North Eastern Branch of ADA
Barrier	A device lowered to prevent the ingress of water
Batter	The slope on drain banks
Clough	A drain outfall with a door to prevent water flowing back
COW	Critical ordinary watercourse
Drain	Ditch, Dike, Dyke, a watercourse
EA	Environment Agency
EEC	European Economic Community
EN	English Nature
ERCC	East Riding County Council, prior to 1974
ERYC	East Riding of Yorkshire Council
FWAG	Farming & Wildlife Advisory Group
HCC	Humberside County Council
HBR	Hull and Barnsley Railway
HRDC	Howden Rural District Council
IDB	Internal Drainage Board
JBMC	Joint Board Management Committee
LOIDB	Lower Ouse Internal Drainage Board
MWCS	Market Weighton Canal Society
MWDB	Market Weighton Drainage Board
NER	North Eastern Railway
NFU	National Farmers Union
NRA	National Rivers Authority
OD	Ordnance Datum
RFDC	Regional Flood Defence Committee
RSPB	Royal Society for the Protection of Birds
Spoil	Earth and silt removed from Drains, Rivers
War Ag	War Agricultural Executive Committee WW1, WW2
YW	Yorkshire Water
YWA	Yorkshire Water Authority
YWT	Yorkshire wildlife Trust

Sources

The Trustees Minute books, and Board Minutes, plans and documents in the DDMW/7 series deposited at The East Riding Archives, Treasure House, Beverley.

The book “Broomfleet and Faxfleet through two thousand years.”

E.M.Reader. 1972.

Documents and Minute books held by the former Market Weighton Drainage Board at the offices, 91 Bridgegate, Howden.

Documents in the custody of Board Member, Stephen Towse.

Documents in the author’s own collection.

My thanks to The East Yorkshire Local History Society for the use of parts of their booklet “The Draining of the Marshlands of South Holderness and the Vale of York,” June A Sheppard, 1966.

My thanks to Susan Butler, Messer’s Stephen Towse, Peter Clark, and Andrew Morritt for the use of their photographs.

Mr Peter Clark Ceng. MICE, for proof reading the draft copy and his editing.

Dr Jean Venables CBE FEng FICE, Chief Executive, Association of Drainage Authorities, for writing the foreword.

I am grateful to the four ladies at 91 Bridgegate, Howden Betty, Jean, Tracy, and Yvonne, for accommodating me and providing refreshment.

The author whilst researching for this book had discovered a number of his family members had served the Board or its predecessors. He had served on the Board as member for Broomfleet, 1984 to 2012. Two of the original Trustees a lock keeper. A Trustee following the 1900 Act, and two Board members after the formation of the Board. The abolition of the Board in 2012 had ended a connection of over 200 years.

The Photograph on the back cover is a clay model.

The Broomfleet Clay Man.

The model is believed to have been made by Albert Williamson
Director of Henry Williamson & Company
A Trustee and later a Board Member.



Broomfleet Clay Man

