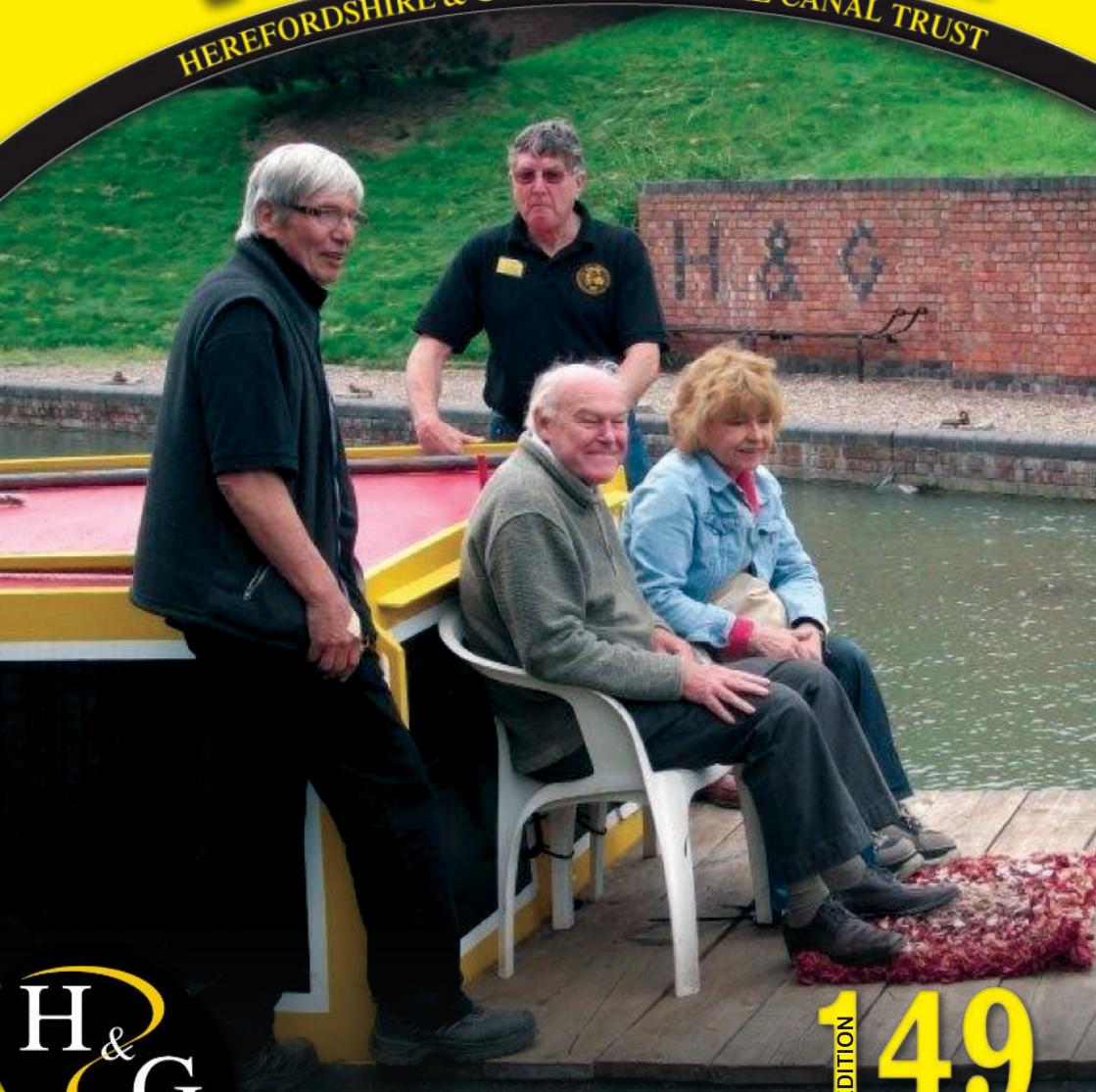


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The Wharfinger

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EDITION **149**

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Trust Business



From the desk of the Chairman

Thank you to all who attended the AGM. The minutes of the 2021 AGM are within this edition of the Wharfinger. Please note that with the change to the financial year to the end of the calendar year we have a shorter accounts period coming up. To be clear the AGM will still be running around the June 2022 date next year. We will of course be looking at any restrictions at the time, but hopefully we will be running it in the old fashion way - face to face.

We were disappointed with the numbers attending the AGM, we only just made the numbers for quorum – although this may possibly be partly due to Zoom fatigue. If you have any suggestions on how we can increase the numbers in the future, please contact me. We do have a process for an AGM should the numbers attending be too low, but this involves extra time spent for already very busy volunteers. If it is a face-to-face meeting that has to be repeated, then extra cost is incurred by the Canal Trust.

It is great to hear and meet several new volunteers coming to both the restoration sites and working on background items that help move the Trust forward. A welcome to Robert Moreland who has agreed to join the Trustees. Robert will be focusing on Government. Building relationships with the local parish and district councils as well as national government. He has already hit the ground running as several meetings with councillors and officers of the councils that cover the Canal route are in the calendar.

We will always need more people to cover all the work required to restore the canal. Know any planners who would help with planning applications both to be submitted by the Trust and replying to? We need help in this area. Extra engineering support is also needed to help with design and drawing plans. Of course, we also need people on the sites to get the canal restored and others to help promote it. See this edition shout out for a volunteers' skill set. If I lived closer, I may have applied for the role myself – see page 22.

Sadly, in this edition you will read about more people we have lost, who have over many years supported the Trust. Thank you to Chris, Wilf and Andy who have created the articles.

Becca Moult has also died after a long illness. Becca was a member who helped us from afar - proofreading the Wharfinger and attending shows to help promote the Trust with Janet, her mother and past Chair. Becca passed away in August 2021. The picture is from one of the many shows that Becca and Janet attended supporting the Trust – Becca is shown here with Janet receiving a donation at the Braunston Show alongside Tim and Pru.

Ralph Barber



Pic - Harry Arnold

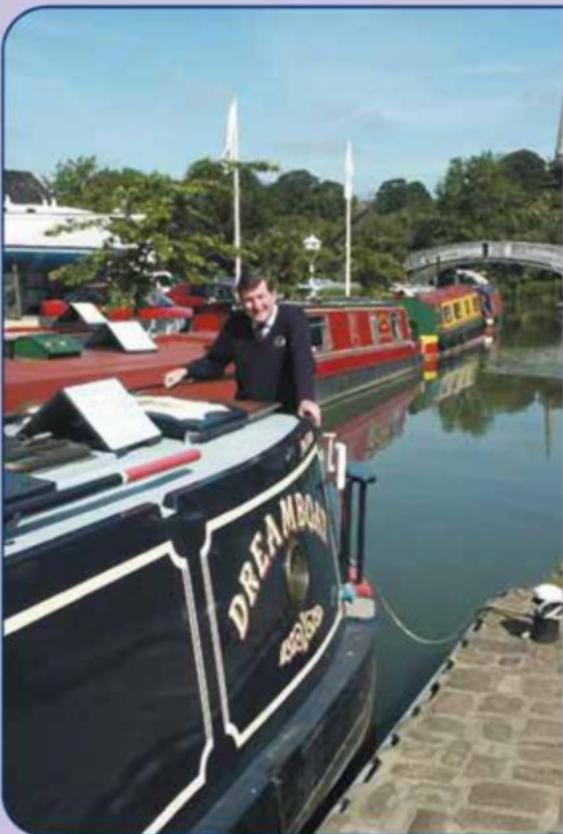
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Minutes of the HGCT Annual Meeting



7.30 pm 23rd June 2021

Meeting held digitally via Zoom

Chairman Ralph Barber welcomed everyone to the meeting, quorum reached. He explained about the polling system in place for the meeting - making for accurate voting. A fun practice ensued – voting for or against a three-day weekend.

Apologies received from Paul Brown, Niki and Steve Clark and John Pritchard.

2020 AGM Minutes: No questions or queries were raised. Voting 96% accept 4% abstain.

Chairman's Remarks: As everyone will have read the Annual Report in the Wharfinger the Chairman restricted himself to comments and updates.

"Thank you to all of you, whatever role you do with in the Trust, it is important. Thank you to my fellow trustees. We are building a group of Trustees who I hope will move the Trust forward dealing with a number of areas that we need to address. Thank you to the volunteers who attend site each week whatever the weather and others working on promotions or in the background. We need all of you and more. Getting more volunteers is going to be one of the many challenges to get this canal restored.

Last year I mentioned about the Hereford end of the canal. We have had a number of discussions and meetings about the very end of the canal, the development at Holmer, next to Aylestone Park. How we work with Herefordshire Council is something that I hope the Trust can focus on more this year. With Robert Moreland putting himself forward as Trustee, we have an extra body to help us engage with all the councils better and further improve our relationships with them.

The work that Chris High and John Kilpatrick and the team worked on is well documented in the Wharfinger recently with the part of the canal next to Yarkhill. Even with the restrictions they did a great job is making this a very picturesque section.

Ledbury, this just shows how much work is being done in the background. Two of us spent most of a week sat in on an appeal - only for us not to be called to speak until 3 months later when the appeal was continued. Thank you to Bob Hargreaves who helped convince the Planning Officer for the Secretary of State that the canal should be included in the development and some funding also supplied.

I just want to talk about the time spent behind the scenes before any canal restoration or excavation can take place. The Malswick Planning Application - this is for 600yards of canal, no locks – just canal – in a blank field, more or less. This has taken an incredible amount of work by the team, of whom too many to mention individually, who have had to deal with so many issues while applying for planning. The work for slow worms, that were reported about in the Wharfinger, Great Crested Newts survey, Bats survey, all take time and money, as well as others. The process has highlighted the amount and complexity of reports required, throwing up numerous challenges, including at the last minute an archaeological dig, I hope the team got

some pictures for the Wharfinger. As well as learning the local councils' processes. We will obviously be learning from this exercise how to improve our approach to the rest of the canal corridor. Thank you to the team in continuing all their hard work.

Jumping to the Over end of the canal. Since the part lifting of restrictions, we have been able to have a visit from the IWA engineer to discuss the connection to the rest of the network. This is well down the list of work, physical work I mean, but we are developing the options and some very interesting work is starting up on this. This will be my first shout out for help. If anybody is interested in helping to shape how we are going to connect to the main system please contact me.

Of course, if you think, as we continue through the evening, you could help in any other way, please do contact myself or one of the fellow people listed in the back of the Wharfinger.
We need help.

Mill Barn project was revived last year, we produced updated plans in the Wharfinger and we are now on the pre-planning process. Surveys are starting in July for the levels as we are planning to include the car park as part of the planning to enable more spaces and hopefully remove some of the congestion on the local roads of an evening. You may ask why July, well fortunately we in this area are not directly affected by HS2, but they are making use of all the same people we need to use to complete work like the surveys around Over. Covid as well has had different effects on the Trust, and Mill Barn not moving on as quickly as I would have liked.

Getting the word out:

We have used the web site, Facebook, Twitter and YouTube to get the word out as the Promotions team have been unable to hold or attend any events. But Janet Moult has had many visits to the Post Office with envelopes of Walk Leaflets that have proved very popular – over 30 requests for walk leaflet bundles. Thanks to all of you for your generous donations. Also, for supporting the Grand Holiday Draw by buying raffle tickets (you can still buy more for friends and family, online as well) The latest numbers from Janet are GHD figures are just short of £1,500 at £1,485.

It is good to see people still want to have a good read and the Rescued from Obscurity book written by Dick Skeet has sold a number of copies via the website. We use PayPal as the payment process and thank you to Nick Dymott who pushed through the work required to get the system available for supporters. PayPal as an American company does not understand UK charities. Thank you also to Nick Dymott for his support also with the Wharfinger and other publications he creates for the Trust.

We are looking at attending our first event this year. The IWA festival in Worcester. Details are slow in coming, but we know it is 3 days over the August Bank Holiday. We need help in supporting this event. Please contact Janet who is looking at the resources for the event.

Our sites have also had many visitors. Whilst it is great to see everyone, we have had some unfortunate behaviour. I am sorry, I just cannot understand that people come to enjoy the canal and think it is right to leave litter dumped on the ground left for others to pick up. "

Accounts - Philip Marshall then spoke about the accounts. Couple of points enlarged on. Very pleased to see that the rents received from Trust and Wharf House Company properties continues to rise.

As mentioned, all sorts of reports are required to obtain planning permission and they are all expensive averaging between £1000 to £3000. Volunteers aren't specifically expert in these areas to meet the requirements of the planners and these have to be paid out of income. That is why Philip is so delighted that trust income from properties has risen from approx. £44,000 in 2018 to £75,000 in 2020/1. A lot of that increase from The Lock Keepers and Malswick House. If we hadn't had Covid and its restrictions, we would have had noticeably more.

Dymock House has been sold, sadly, but although the trust has lost £10000 in rent income, we have also lost nearly £9000 in interest costs due to overwhelming interest charges due to level of borrowing.

The Wharf House Company Ltd and H&G Canal Trust have been through a torrid time over the last few years but are now emerging from the tunnel. When Philip started his role as treasurer The Wharf House Company accounts were a complete mess – there was virtually no financial control and it was a very difficult time but now, after the year end, we have secured the sale of the house at Dymock, a lot of old debt has been paid down and the accounts are looking cleaner and less burdened by debt than they have done for many years. The Wharf House Company has now been financially reconfigured and is producing surpluses and should continue to do so in the future and hopefully the long term.

Query about Malswick House – is rental obtained from the burger stall and the marquee? Prospect of pub reopening. Yes, rental is being received and we are trying to arrange for the pub to reopen.

The poll was held to accept the Annual Report and Accounts - 96% for, 4% against.

Poll held to approve the Independent Examiners Griffiths Marshall for the next year - 100% for.

Election of Trustees:

Standing down by rotation Debbie Barber, Ed Helps and Tony Sellwood.

Tony Sellwood has decided not to stand again. The Chairman thanked him for all his hard work as trustee and thankful that he is staying on to work with the Malswick project team.

Polls for trustees

Robert Moreland – 96% for, 4% abstain – approved

Debbie Barber – 96% for 4% abstain – approved

Ed Helps – 100% for – approved.

The Chairman hoped that next year we can meet in person. No further questions were asked. Ralph thanked everyone attending and closed the meeting.



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Ted Beagles remembered - RIP

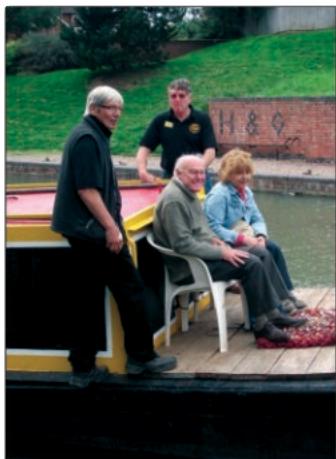


It is with great sadness that I write this to inform you that Ted, a volunteer from the turn of the millennium, passed away in July, following a short illness. Ted was a highly respected and knowledgeable member of the Trust, working primarily at Over, but also lending a hand at Llanthony, Moat Farm, Kymin East, Malswick House and the Malswick Project.

More than able to turn his hand to most tasks, he had a gadget for everything, and his wife Maggie said he always had an excuse to visit Screwfix.

During my working partnership with Ted at Over, we grew a close bond where we appreciated each others contribution with Ted as the brains and me as the brawn.

One of his major achievements was bringing the Vineyard Hill extension into reality of which he was rightly proud. Another was the design, construction and installation of the balcony to The Wharf House now The Lock Keepers.



Ted Beagles shows Timothy West and Pru Scales around the basin accompanied by Wilf Jones.

The balcony being erected against The Wharf House in 2011.



It is with great sadness that I say farewell to a good friend, a wonderful, committed volunteer to the Trust, who will be greatly missed.

My condolences to Maggie and his family.

Wilf Jones

More on Ted Beagles over the page...

Having seen the opening of Vineyard Hill, Ted continued with the task of maintaining or improving the facilities at Over. Projects on the boats, new gateposts at the entrance, and organising and supervising the hard surfacing of the towpath along the length of the new section were all undertaken and completed successfully.

As if the work at Over was not enough, Ted also joined the team at Moat Farm, helping out with their projects. He also became part owner of an excavator, adding digger driver to his list of skills. This list grew again when he successfully completed a course in Boat Management, enabling him to take charge of the trip boats with members of the public on board.

A project to construct a major retaining wall behind The Wharf House to prevent the terrace behind the building slipping into the Severn was organised and largely completed before Ted found it necessary to step aside from the Canal.

Regrettably, he was already in his Care Home when the final phase was completed and was only ever able to see photographs of the finished project.



As far as his work with the Canal Trust was concerned, Ted always seemed to prefer large 4x4 vehicles. When his trusty Toyota could no longer be trusted, it was replaced by a far newer Jeep. Whether this was to enable him to carry the amount of tools and equipment that he always had with him, or whether the amount of kit that he carried was a consequence of the space available in the vehicle is uncertain. However, it was always the case that if any job required a piece of kit that was not immediately available, you could ask Ted. "Just a minute" he would say, then go and rummage around in the back of his vehicle before coming out with the appropriate tool. It could be a chainsaw, an impact driver, a multi-meter or a set of watchmaker's screwdrivers - Ted had it somewhere in the car.

Ted was very accomplished in many skills. However, his choice of a 4x4 vehicle did lead to the discovery of one skill that Ted tried very hard to master, but never really succeeded. It was almost always the case that at the Over site, Ted had the only car with a towing ball fitted. Consequently, when it was necessary to move a boat trailer or the large pump, Ted and his car were the obvious choice.

Unfortunately, reversing with a trailer never ever seemed to go as he intended and led to some hilarious and chaotic situations, with several people giving him varying and often conflicting advice. Thankfully, no damage was ever done, no-one was ever injured, and Ted took the situation each time in good spirits.

Andy Fowler

How is this going to be done?



Whilst we work with landowners to gain access to different parts of the canal, we also gain opportunities via the protected route agreed with the councils along the route. Should a planning application come in and it covers part of the protected route we are consulted about how the canal can fit into the development the application covers. We have a number of these underway currently.

One of them is at the very start, or finish, of the canal in Hereford. Since the city link road was put in place in Hereford City the canal finishes north of the link road between the road and Widemarsh Street. An application has come in for student accommodation on the old Underwood Steel Stockholders site (Planning application 211047) Within the site is the route of the canal and, as this is the end of the canal, the land also in part covers the final basin which will sit next to the link road.

Coming out of Hereford a little, we are collaborating with the council and the developers at Holmer. This site has had many years of history with changes to the canal and the developers involved. Firstly, as reported in past Wharfingers the developer was going to create a number of houses and complete the canal in this part of the city next to Aylestone Park. This plan changed and now with a new developer 120 affordable houses will be built. The land that the protected route of the canal follows will then pass over to the Trust for us to restore to the canal when suitable. Want to see more about this application, see 201838 on the Herefordshire Planning site.

Coming out of Hereford, a house extension was proposed to be sited on part of the route. Following a site visit agreement was reached to support the application whilst also protecting the route in the future. This was only a small application, but they all take a lot of time ensuring the route is continually protected.

In Ledbury, application 171532 has gone through all stages of planning including an Appeal last year, as mentioned in the AGM minutes. The development will give Ledbury 625 new homes, some employment land, and a canal corridor from the Bromyard Road down to the Viaduct. Discussions are ongoing as to the best way forward for the canal corridor and the funds also awarded to help create the new canal line alongside the development.

Whilst the applications above all help with parts of the canal, we still need to work with landowners to be able to join all the sections together. As mentioned in previous Wharfingers we are now working on a new part of the canal next to Yarkhill. The team looking at land have recently visited several sites and once we get the landowners permission, we will share the details.

As to those going through planning, when we have a conclusion for them, these details will also be shared. In the meantime, using the planning numbers above you can keep yourself up to date via the Herefordshire Council planning website.

Ralph Barber

And so, we had cake...

In Edition 147 of Wharfinger, I reflected on the day to come when, “as a team, we can once again work together, eat cake, have a mug of tea and put the world to rights when it rains”.

We are part way there.

At the beginning of July, thanks to Mike celebrating a birthday - we had cake! The first for very many months. It was outside, socially distanced and with no mugs of tea provided, but was nevertheless another definite step along the road to recovery. Thanks also to Mike's wife who I believe was responsible for baking it.

Vineyard Hill

The difficulties in navigating Vineyard Hill still persist, this time in the form of weed growth, which has just exploded in recent weeks.

The members of the Model Boat Club have done sterling work in removing weed from the basin area, but further along the canal it is a totally different situation.

Running the boats up and down the canal on a frequent basis is one of the best ways to help keep the waterway clear, but there have been limited opportunities to do this. As a consequence, weed growth now very much restricts the movement of the boats, which currently can barely travel 50 metres without having to stop and clear the weed before any more progress can be made.

It is the intention now to try and clear a way through the worst sections manually using the Sailing4Disabled Wheely boat as a working platform. Plenty of fit and able volunteers would be an enormous asset.

Overspill weir.

Whilst the water level was quite low during the spring, improvements to the spill weir were carried out, making a more permanent arrangement for removable metal stop planks to be fitted when necessary.

The water level has now been raised again and leakage from below the planks is minimal.



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Selwood Pump

The diesel driven pump used to extract water from the river Leadon was re-positioned on the river bank following it's overhaul and service by the team at Malswick.

Some problems were encountered last year with the suction pipe when the level in the Leadon rose very high. As a result, slightly different arrangements for floating and locating the pipe have been tried this time.

So far, this has seemed to work well, although it has yet to be tested under extreme high levels.



Open Spaces

Generally, areas accessible to the public have been kept clear of brambles and nettles and now that many of the spring flowering plants have seeded or died off, much of the grass is being cut.

I should also record our thanks to John Hamer for his work keeping the area around the back of the basin in a cared for state.

A considerable amount of work has been carried out in the gardens near the entrance. A lot of weeding has been done, avoiding the plants and shrubs there becoming choked by weed. Some of the overgrown trees and shrubs have also been cut back, opening up the space for more light to enter.

Heritage Boats

Mr. Maysey

Welding repairs to the hull are now complete, thanks to Chris, Ian and Roger. Work to repair the transom, where some serious corrosion had been found is still waiting completion. The next task will be to black the complete hull before starting the complete re-build of the cabin.

Susan-E

Several leaks around the cabin and the fore deck on the boat had resulted in some of the interior panels and lockers becoming damp and water damaged over the winter period.

The cabin has now been repaired, damaged sections of wood cut out and replaced and some small areas of damage on the deck also replaced. Both the cabin exterior and all the deck have received multiple coats of paint so Susan is looking in a far better state than a month or two ago.

Externally, the cabin roof will be the next area to be painted.



Internally, all the water damaged panels have been replaced with new wood, stained then varnished before refitting

Alder, Renton and Bosley

These boats are all in an operational condition, but their use on the water has been restricted partly because of low water levels when the pump was being serviced, partly due to the shortage of volunteers and more recently due largely to the amount of weed as mentioned earlier.

Future Planning and Site Developments

Plans for the new Mill Barn are being produced in preparation for a Planning Application to be submitted. Plans for improvements to the car park at the Lock Keeper are also being produced.

In order to enable accurate plans to be submitted, a complete topographical survey of the site was carried out in July, generating a comprehensive record of the site as it exists at the moment.

In addition to providing information for the current planning requirements, the survey will be of significant benefit when other projects such as remedial work on Vineyard Hill and the extension of the canal northwards are being considered.

Volunteers

Our volunteers are a valued and essential part of the work we do. They are also becoming more scarce - for a multitude of reasons. Moves to actively try and recruit more volunteers are being investigated and it is hoped that when the next issue of Wharfinger is being produced, some positive results can be reported.



Ted Beagles

I cannot finish this Site Update without a reference to our previous Site Leader, who sadly passed away in July. Much of the progress at Over during the past 20 years was as a result of his leadership, and he will be greatly missed by many of the volunteers whom he both mentored or inspired..

A tribute to Ted is given on pages 8 and 9.

Oxenhall News



Since lifting of lockdown restrictions, the motley crew at Oxenhall have been busy.

The spill weir and upper sill have been cleared and the Ell Brook cleared of fallen trees and storm debris, and following a request from a local the station end footpath now has handrails installed.



Oxenhall spill weir and station end footpath handrails



The Ell Brook retaining wall has also been repaired.

Oxenhall retaining wall collapsed.... and repaired

Malswick News



The canal embankment will be sited close to the old railway embankment behind Malswick House. Robert Heigham and Mark Atkin are repairing the culvert for the stream that runs under the embankment. This will improve the structure of the extended culvert that will pass under our canal.

As part of the planning application for the Malswick project an investigation was carried out on the remains of a medieval village over which our canal will pass. The excavation ditch was dug using our trusty Kubota excavator and archaeologists from Avon Archaeology spent many hours searching for evidence of medieval remains. Nothing of great significance was found. After being given all clear, the holes were filled in.

It's difficult to say who's being put in the recovery position here, but after an interesting day at First Aid training at Trac (near neighbours of Malswick House) we all felt much better qualified to carry it out.

David Monnington celebrating the final cleaning of the graffiti from the new site hut.

Alan McBride



Yarkhill News



Work has continued on Major Barnes' Section of the canal. Yes, it still consists of removing fallen trees from the canal, removing and burning the brush, cutting up the trunks and moving the chunks to a storage area.

Just for a change we tackled one of the trees that was leaning across the tow path and hung up in the hedge adjacent to the access. The whole team was involved and was very motivated to complete the job so that they could get their cars out to go home ! No this

was not a planning error more a timely job completion tactic.



We hope to repeat this process on the second tree in the photo' in a couple of weeks time.

Chris High.



Kymin News



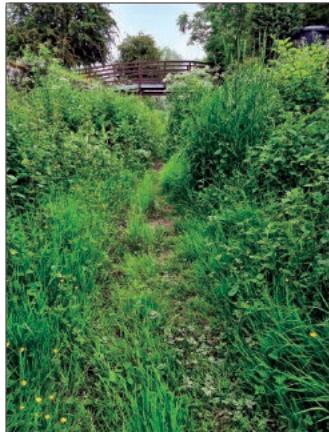
Kymin's newest volunteer working the Shanks Pony along the towpath as part of the first weekend working party at Kymin.

Well, weekend in that it was one day on a weekend. Working on plans to try and make it a more regular occurrence so that those who want to help but who work Monday to Friday have an option to join in.

Julian Seymour working the Shanks Pony. Picture by Ralph Barber

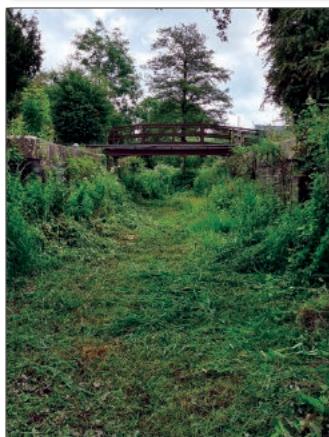


Llanthony Lock News



I am telling you, there is a lock here!

Some of the H&G canal route has permissive footpaths - thank you to the land owners for permitting access. One part of the canal however has a public footpath - and it is very much part of the canal as it goes right through the middle of the lock chamber at Llanthony – this is part of the Wysis Way.



Starting at the Wye bridge in Monmouth, this 55 miles walk linking the Wye Valley walk (and Offa's Dyke Path) to the Thames Path. It heads eastwards into the Forest of Dean, to the top of May Hill (at 971 ft with views of the River Severn), it then works its way to Alney Island, by Gloucester and finds itself passing right through the middle of the lock chamber at Llanthony. The walk continues - to finish at Kemble, where it meets the Thames Path.

Public footpaths must be kept clear – with this in mind, a small working party visited the lock earlier in the summer.

After a few hours of brush cutting, the lock walls can be clearly seen, and walkers will enjoy an unusual view of a lock, from within instead of from the top.

Thank you to Andy Fowler for joining me for a few hours of brush cutting at Llanthony Lock.

Pictures by Ralph Barber.

Owl Boxes



H&G Canal Trust goes far and wide.

Our grateful thanks go to Mr Guy Taylor from Rutland, who has made these owl boxes as his contribution to the Trust. They were delivered to the Chairman at the end of July. One is to be placed on our Moat Farm site – just discussing the best place for the second.

I am sure the local Owls will be very happy in these boxes.

Ralph Barber

The Murray Mower



Mowing merrily there was an almighty bang followed by silence...

A quickie, said the lads lifting the bonnet to reveal the engine had made a valiant break for freedom. So, a quickie became a longy and was duly recovered to Malswick House.

Whilst liberating itself the engine had sheared its mounting studs and destroyed its muffler. Much drilling and tapping ensued, new studs fitted and some salvaged muffler parts sourced and fitted. Eventually after much hard work came the moment we had all been waiting for.

A turn of the key, a burst of life then a spluttery run. No probs says Chris, I'll wave my magic wand over it which he did, then it would not go at all. Oh dear...

So off to a secret rural shed for many hours of deep thought and thoughtful gazing.

A torn and shorted magneto wire within the deck was the first villain found followed by a shorted seat switch and then the lighting wiring was found entangled shorting out the magneto, no doubt the aftermath of the great engine escape. A steady repair programme was embarked upon until finally the great day came and whoosh, to everyone's amazement it burst into life.

With palpable relief it was whisked back to Oxenhall to continue blazing a mown trail through the ever-growing Newent grasslands.



Chris Phelps

Promotion / Socials / Events



Sales and Promotion

We do expect our own Winter Fayre in Newent on 13th November to go ahead, fingers crossed! See page 25 for more on this.

Social Evenings.

We are planning to re-commence our programme of social meetings, starting on 21 September 2021 at the Royal Oak, Much Marcle. Our Chairman will present a catch up on the work of the Trust over the recent months.

More details on this on the website or from Janet - details on the inside back cover.

Debbie Barber

Robert Moreland - Trustee



Much of my life has been connected to canals and rivers.

For the first four years of my life, I lived only a few hundred yards from Gloucester docks and not far from my father's business which used the Sharpness canal to bring lumber in from Latvia and then Canada.

My father was then sent to a factory in Liverpool Docks and then on to Glasgow where the factory was on the Forth and Clyde Canal and our home was not far from that canal. In a later incarnation when I was chairman of an EU committee on regional policy I was involved in the restoration of that canal with the wonderful Falkirk Wheel.

We then returned to Gloucester where we bought two dinghies to sail on the Severn.

After I graduated in Economics from Nottingham University, I spent six years in Canada as a civil servant involved with Canadian regional policy which meant a lot of work with waterways of one kind or another on the eastern side of Canada. I then returned to the UK and became a management consultant with a well-known firm of chartered accountants.

In 1979 I found myself elected as a member of the European Parliament for Staffordshire - the heart of the UK canal network. I could hardly ignore canals raising issues related to canals and EU waterway policy in the European Parliament and with the government.

I was elected from 1990 to 1998 as a councillor for Westminster becoming chairman of its Environment Committee and then its Planning Committee. Both tasks involved me in many issues related to the Regents Canal and the Thames not least of the transfer of waste by boat. Back in Gloucester I became a Councillor on Gloucester City Canal for the ward which included Gloucester Docks and the Canal to Netheridge Bridge.

In 2012 I was appointed by the Canal and River Trust (CRT) on its creation as a member of its Partnership for South Wales and Severn covering the Mon & Brec, Swansea, Gloucester & Sharpness and the Worcester & Birmingham Canals and Navigation of the Severn between Gloucester and Stourport. In 2018, the CRT reorganised its structure and I became a member of the Regional Advisory Board of CRT for the South West - losing the Welsh Canals and Worcester & Birmingham but gaining the Kennet & Avon and the Bridgwater & Taunton with an increasing interest in the reopening of the Stroudwater Canal.

The Herefordshire and Gloucestershire is not really a next step. I have been a member of the Trust for around 30 years, but am excited about becoming a trustee and participating in progress towards reopening.

Robert Moreland

Colin Dymott - RIP



I started work at the Yarkhill site in December of 2005. Early 2006 there was a very small team borrowed / stolen from Aylestone and Oxenhall. As the year moved towards spring, the weather improved, and word seemed to have spread. Various other volunteers just turned up...

... Colin was one of them !

I have just looked through a large number of photos and unfortunately found very few usable ones of Colin - but it did remind me of what he got up to. Colin just joined in what ever task was set for the day which at that time was cutting our way through various brush and vegetation to gain access to the site.

Having gained access then came tree removal with the Team being kept very busy removing branches and foliage from the felled trees. Debris then had to be disposed of. Colin showed considerable skill, interest or was just an acquired destructive bent, in fire management!

The canal bed becomes " dry " in the summer and Colin and Bernard became an expert sub-team spending it digging, cutting, and winching "smallish" trees and saplings from the canal bed.



Colin not only donated his time at work parties he also showed his generosity in providing Yarkhill with a new and very shiny ride on mower, donated considerably to the Trust funds as well as being a member of the Yarkhill Syndicate that purchased "Sam", our JCB 3 ton excavator.

During this time Colin also looked after the Wharfinger Magazine's advertising.



By the time Colin's mobility caused him to stand down from the Yarkhill Team he had already sorted himself out another job - becoming the Trust's photo archivist. Colin's contribution to the Trust as a whole was very significant and he will be missed. As the mower cuts it way around Yarkhill he will be gratefully remembered.

With my thanks,

Chris High.



You could help us make a difference - and enjoy yourself

On the canal at Over Basin just outside Gloucester, the Herefordshire and Gloucestershire Canal Trust have a small fleet of heritage boats and want additional volunteers to help maintain and operate them.

Interested in boats or waterways ...?

... we would welcome your involvement

Not steered a boat before ... ?

... we can train you

Have any practical skills ... ?

... we would be delighted to have you on board



Why not come and give us a try..
...we don't bite !!

For more information and details of how you could make a difference, email

Andy Fowler at Over Basin - overbasin@h-g-canal.org.uk

or see our webpages - www.h-g-canal.org.uk/support/volunteer/

Grand Holiday Draw 2021



Friends and colleagues will be eager for the chance of a great holiday for just £1!

Once again we have some great prizes, so let's make this another successful fundraising event!

**1ST
PRIZE**

NARROW BOAT HOLIDAY for FOUR

ONE WEEK PRIOR TO 31/5/22 excluding Bank Holidays. Donated by Black Prince Holidays

**2ND
PRIZE**

One Day's BOAT HIRE on the MOP & BREC CANAL

Donated by ABC Boat Hire

**3RD
PRIZE**

ONE NIGHT DINNER BED & BREAKFAST for TWO

at The Lock Keepers, Over Wharf, Gloucester. Donated by The Lock Keepers Company

Tickets still just £1 each.

The prize winners will be drawn at the Social Evening in The Royal Oak, Much Marcle, on 21 September 2021.

Our thanks to our friends and supporters **Black Prince Holidays**, **ABC Boat Hire** and **The Lock Keepers** for donating the holiday prizes – every pound raised is a pound towards restoration of the Canal.



Members have been sent two books of tickets to sell to family and friends. If you would like more books or as a non-member wish to purchase some tickets please contact Janet Moult via the Contact Us page on our website.

Alternatively, virtual (but valid) tickets can be purchased on the Trust website [Fundraising Makes a Difference](#) page.

Thank you.

Janet Moult

Promoter: Mrs J Moult, 18 Coningsby Court, Coningsby Street, Hereford, HR1 2DF.

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H&G Winter Fayre



Newent Memorial Hall, (GL18 1PT)

Saturday, November 13th.2021 09.30 – 15.00

This year sees a change of venue. We have all got very cold in St Katherine's Hall in Ledbury. The hall at Newent boasts an enclosed "entrance hall" so no icy blasts blow straight into the hall and radiator central heating guarantees a continuously warm environment. An idyllic place to spend a cold, possibly wet, winter's day!



There is a large hall for the stallholders to sell their wares, adjoining a smaller hall, cosy-warm for eating in, which is attached to a large, modern kitchen.

A variety of stallholders have the date in their diaries, the hall is booked, and we are hoping that Covid rules will allow the event to go ahead, with our usual catering available. Usually, we provide scrumptious home-made cakes with teas and coffees throughout the day, and home-made soup and rolls at lunchtime.

This should be a good opportunity to catch up on missed shopping chances this year, with a wide variety of goods on sale in time for Christmas and to find out the latest details about our canal restoration.

There is free parking at the hall for traders and helpers. Visitors and shoppers should park in the car park alongside the Recycling Bank off High Street (GL18 1AN or What3Words //mountains.silk.shimmered). Please don't use the Co-op car park.

If anyone fancies coming and helping on the day, you'd be very welcome. I'd also welcome offers of home-made soup and cakes for the day. Please contact me on 01432 850788 to offer. If you can't come and help, just come and enjoy the warmth of a really lovely shopping experience and melt-in-the-mouth refreshments. We do hope to see you there.

If in doubt as to whether it is on, please phone 01432 850788 BEFORE the day!

Pat Skeet

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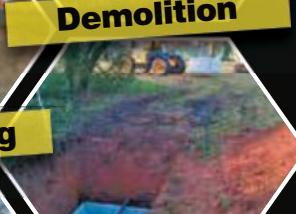
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Gloucester & District Model Boat Club

During the last few years David Exell has kept readers well informed of the activities of the Gloucester & District Model Boat Club at Over. David and I, Edward Tedaldi have exchanged Club positions. I would like to thank David for his promotion of the Club and the value we put on Over basin.

Covid had certainly curtailed our sailing programme, but I am pleased to say mid-June we were allowed off the leash.

As usual at this time of year the canal weed growth becomes a problem and so early June we set to with a number of working parties. The picture images a section of a manual working party. Dozens of wheelbarrow loads were removed from the basin which will allow the Trusts barges and ourselves to recommence a sailing programme.

Our latest mechanical device is a 1936 Grab Hopper Motor Dredger once used as a harbour dredger around Whitby. Christened ESK she is 100 ft long with a beam of 6 ft driven by a 6-cylinder engine. I am sure you are aware something is amiss, yes, the photograph illustrates Club member Mike's two year's work on this fine model. Mike has incorporated many working features, as the bucket is lowered over the side so the jaws open to act as a grab, the bucket once lifted swings around to unload the silt into the hopper, yes, the hopper doors open to deposit the silt into the deep ocean.

We see Club members enjoying the fruits of their labours and for spectators a rather picturesque scene. During the lockdown most members built at least one model but there is always a twist to tales.

During lock down a member of the public, who uses the canal path in his exercise routine built a model of a German police launch. Returning to unrestricted boating he wished to donate the model to the Club or a Club member. Rob Strong, one of our long term members was the recipient of this fine model. The donor wished to remain anonymous.

Ted Tedaldi



Canal Walks



H&G Canal Trust has updated its series of walk leaflets which explore various parts of the Herefordshire & Gloucestershire Canal.

**STAPLOW,
WITHINGTON WHARF,
DYMOCK,
LLANTHONY LOCK,
OXENHALL and OVER BASIN**

All proceeds towards the promotion and restoration of the Herefordshire & Gloucestershire Canal.

More details and ordering options available on the website.

Logs for Sale Proceeds to Trust Funds

These logs are processed by our volunteers from the clearance work during canal restoration. The sale of them helps to fund the cost of our work restoring the Herefordshire and Gloucestershire Canal.

Logs are available for purchase at £75 per builders dumpy bag.



Purchases can be arranged by contacting our Malswick site team by email: malswick@h-g-canal.org.uk

Winter Fayre

SATURDAY 13th NOVEMBER

9.30 – 3.00 Newent Memorial Hall

GL15 1PT (Next to the Co-op)

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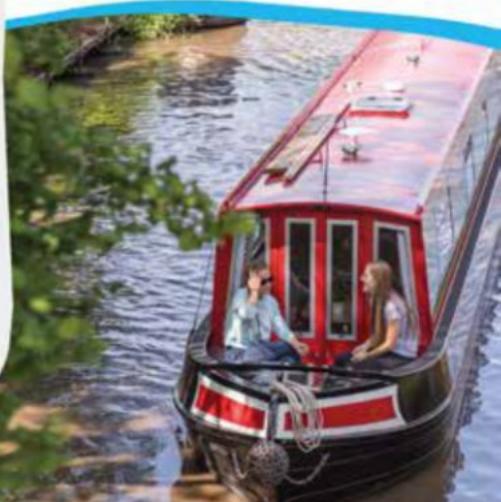
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Sailing4Disabled



Hello everyone, just hope you've all come through this pandemic as we have at S4D/RP.

Having made our first official visit to Over Wharf we find that sailing would not be possible until the "weed" has been parted/removed to allow the boats to navigate the whole length of the canal, if the big boats get into difficulties, I'm in no doubt that our little boat would not get past the bend.

Our tented "boathouse" has taken a turn for the worst so now we have to find a generous benefactor who just happens to have a 30-foot container that they could spare and who would like to give it a new loving family?

Also, if anybody has the misfortune of disposing of their electric car could we have the batteries? as the 2 batteries have a combined weight of 100Kgs - with gel batteries this would reduce the weight and allow us to float higher in the water and therefore above the roots of the "weed". We've tried a solar panel but due to no roof on the boat this has made it impossible to captcha the sun!

Sorry to have made this into a request for help article, but what else is there to complain about during this layoff period? Except, what hand cream could I use? - when the dishwasher broke I had to do all the washing up, and it played havoc with my soft hands.

Pete AKA Long Gone Silver

Membership Matters



Have a question on your membership? Contact Nigel, our membership trustee - details on inside back cover - see opposite.

Your personal details – membership status, address, telephone number or email address - anything need amending? Contact Nigel to have the changes updated.

Your membership renewal due date appears on the envelope your Wharfinger has arrived in. Send the payment to Nigel to continue with your membership.

Want to make a single or establish a regular annual payment to the Trust via your bank? The Trust's sort code is 16-21-20 Account number 11600694.

It will help greatly with the admin if you can please mention on the banking paperwork your initials, surname and postcode so we can match against your membership.

Thank you,

Nigel C Jefferies

Site Days



Regular Volunteer Work Parties

Volunteer work parties regularly convene at restoration sites as listed below.

Please contact team leaders to check for latest situations.

Tuesdays

Malswick

Robert Heigham

malswick@h-g-canal.org.uk

Thursdays (cont)

Yarkhill

Chris High 01568 615 575

yarkhill@h-g-canal.org.uk

Ad Hoc

Oxenhall/ Newent Station

Roger Coombs 07801 455779

oxenhall@h-g-canal.org.uk

Hereford Roving Team

John Pritchard 01432 272972

hereford@h-g-canal.org.uk

Kymin

Ralph Barber 01432 853 086

kymin@h-g-canal.org.uk

Thursdays

Over Basin/Vineyard Hill

Andy Fowler

overbasin@h-g-canal.org.uk

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As ever, we are grateful for their support, without which publication of **The Wharfinger** would not be possible.

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The Lock Keepers	8	River and Canal Rescue	29
PrintPlus	8	Everything Canal Boats	30

New advertisers are always welcome - rates start at £39.00 per issue and include artwork if needed. For information on advertising in **The Wharfinger**, please get in touch with Ginny Birkett - see opposite page for contact details.

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Malswick Site Leader - Robert Heigham

01452 790498 malswick@h-g-canal.org.uk

Yarkhill Site Leader - Chris High

01568 615575 yarkhill@h-g-canal.org.uk

Kymine East Site Leader - Ralph Barber

01432 853086 kymineast@h-g-canal.org.uk

Hereford Team - John Pritchard

01432 272 972 hereford@h-g-canal.org.uk

General enquiries -

information@h-g-canal.org.uk
6 Castle Street, Hereford HR1 2NL

Want to Help?

The Canal Trust is always in need of new volunteers as our activities continue to expand. We can normally find a use for any skill from gardeners to first aiders, brickies to those willing to help with a shovel, pen or laptop.

The H&G CT also welcomes offers of gifts of good quality used tools and machinery from those who no longer need or cannot use it.

Want to Join?

Please support our voluntary work by becoming a Member of the H&GCT. A membership form is available online or from our Membership Secretary.

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H&G CT, 6 Castle Street, Hereford, HR1 2NL

Visit our website:

www.h-g-canal.org.uk

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Membership records are computerised. Your entry is available for inspection if you send a SAE to the Membership Secretary. We try to ensure details of talks/events are correct — please verify with the relevant organiser if travelling long distances.

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Our objective is to rebuild the 34 mile Canal linking the centre of Hereford to Gloucester and its connection with the 2,500 mile inland waterway network. We have major restoration sites in each county, together extending to some 4 miles. The intention is to provide a financially sustainable independent Canal which does not require regular financial support from public bodies for its future operation and maintenance.

The H&G Canal Trust

The Canal Society, formed in 1983, became the Herefordshire & Gloucestershire Canal Trust, a registered charity, in 1992. It has an ordinary and corporate membership approaching 1,400, here and abroad.

The original Herefordshire & Gloucestershire Canal

Work started in 1792 reaching Ledbury from Gloucester by 1798. In 1827 Steven Ballard was appointed to oversee the Canal's completion, which reached Hereford in 1845; this was one of the last major canal routes completed in Britain. The Canal stretched from the River Severn at Gloucester, via Newent, Dymock and Ledbury to Hereford, using 22 locks and 3 tunnels. It was closed in 1881 to allow construction of the Ledbury-Gloucester railway which in turn closed in 1964.

= Canal Walk leaflet available.

= Restoration sites suitable for public access.

It should not be assumed that Rights of Way exist.

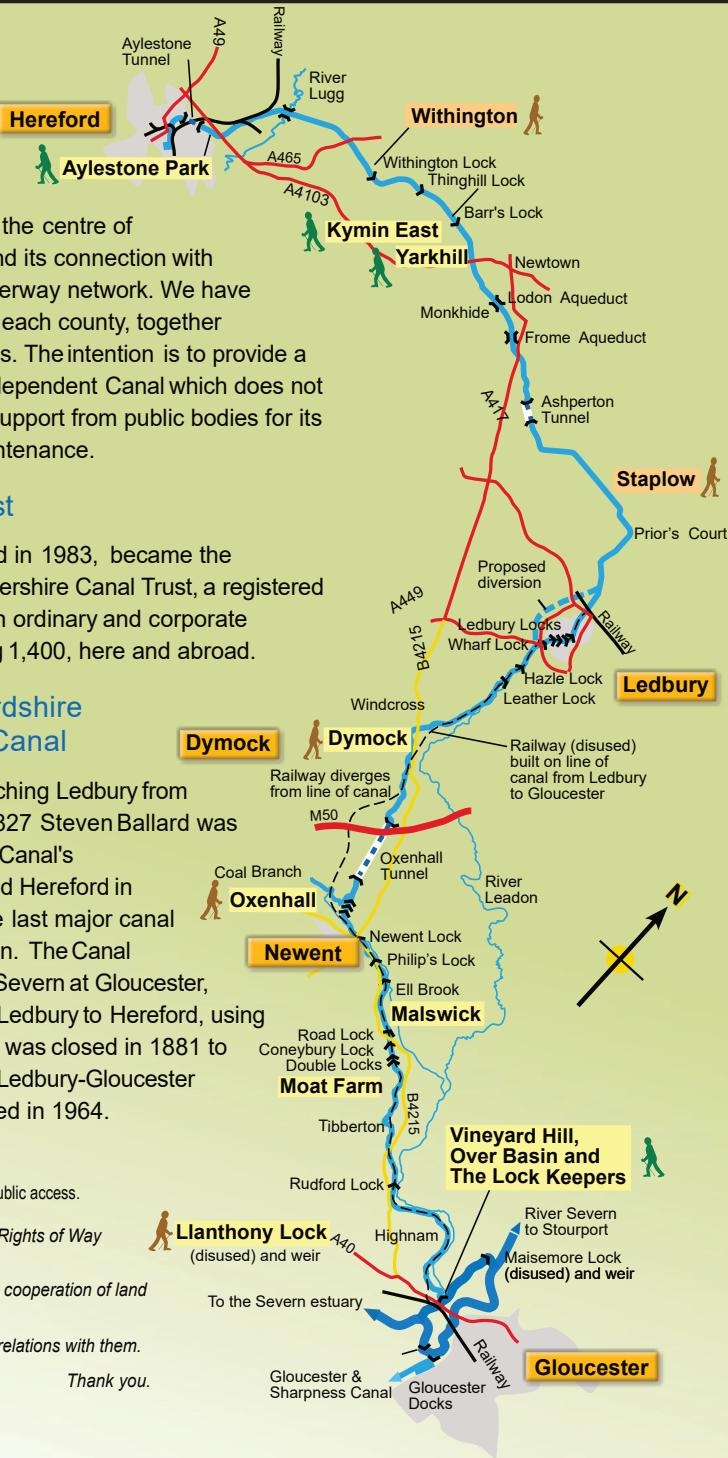
We work on the Canal with the cooperation of land owners and their neighbours.

Please help us maintain good relations with them.

Thank you.



The Queen's Award
for Voluntary Service



Map based on original by Martin Ludgate, Canal Boat Magazine.