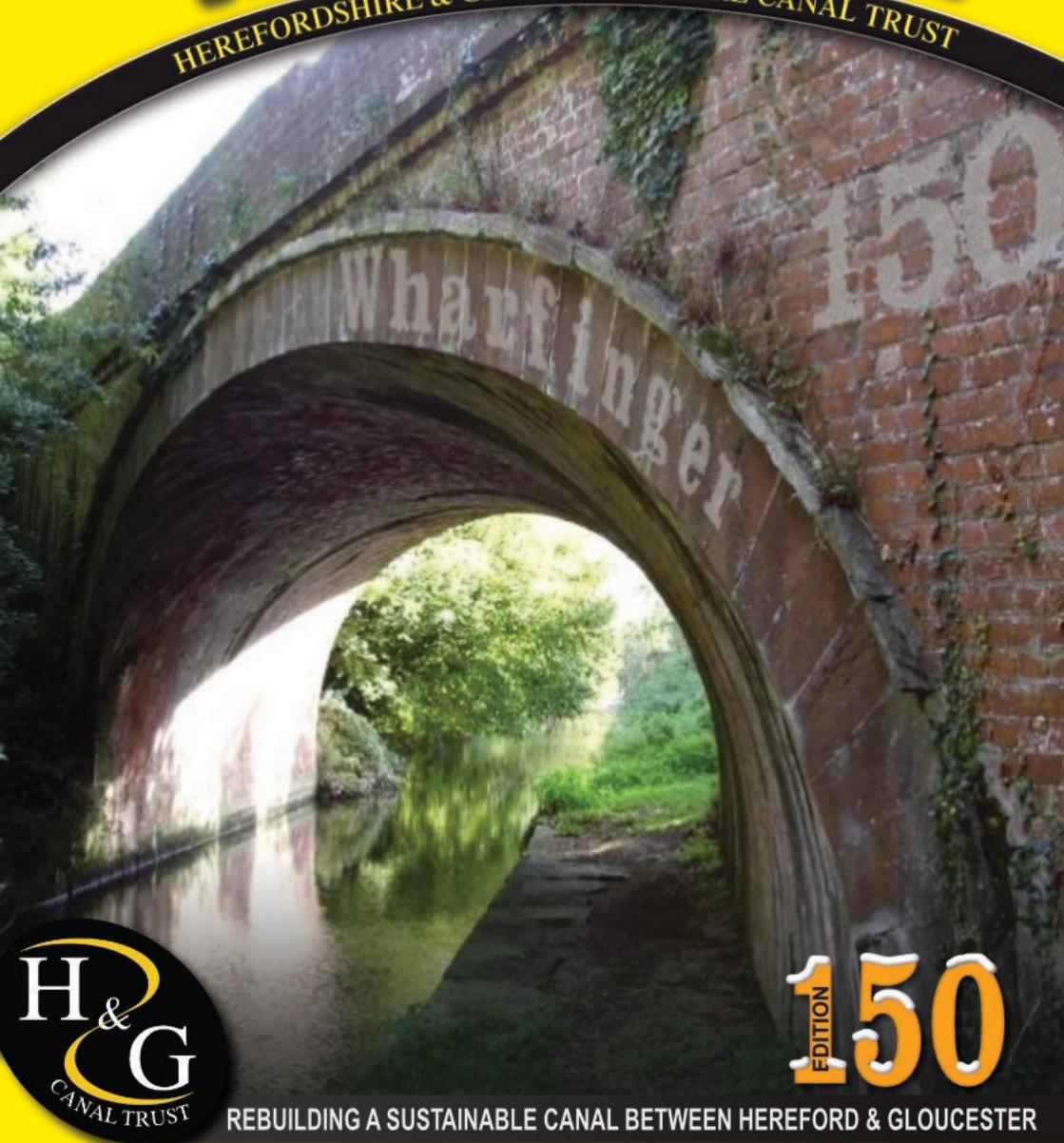


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Winter 2021/22

The Wharfinger

HEREFORDSHIRE & GLOUCESTERSHIRE CANAL TRUST



150
EDITION

REBUILDING A SUSTAINABLE CANAL BETWEEN HEREFORD & GLOUCESTER

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Since our last edition of the Wharfinger, a number of firsts have occurred.

First trip out for the promotions team - they did a grand job at the IWA Festival in August, even with a slight problem with the gazebo taking off one evening! Thank you to the local IWA team who secured it so that the following morning we could set up again. Luckily no damage occurred.

Another first – the Winter Fayre team moved from Ledbury to use the Newent Memorial Hall. A very successful event. The cakes were scrumptious, and the soup extremely tasty. (See the pictures within this edition). Also, our first face to face board meeting of the year was in August. This also gave us the opportunity to walk the Malswick site, that the team have been working on, to see the route the canal is going to take.

Talking of Malswick, we have now heard that we have got planning permission! The team have done an amazing job in getting this sorted out. Just looking at the Planning website with over 100 documents covering the application shows how complex this process is. Well done to the team for doubling the amount of canal, when complete, that boats will be able to use in Gloucestershire. As part of the application the route must now change slightly with a slight kink to avoid some potential archaeology.

Over the last couple of months, it has been good to introduce some new volunteers to the Yarkhill site. Some have also joined the teams at Malswick and Over as well. We always need more volunteers.

We are looking for someone to join us on the Board of Trustees, someone to reach out further to local communities on and around the canal route; to engage with groups and how we can support them whilst giving them an environment they can use. The local Scouts and Guides have used the canal - as you can see later in this edition. If interested in this Community role, or any other role on the Board or in the Trust, please contact me.

Looking forward to next year; 2022 will be the 30th anniversary year of the Herefordshire and Gloucestershire Canal Trust (which also became a charity in 1992). We are looking at what we could do for the membership. A new walk leaflet is being created and the creator has agreed to lead a walk on this next year for members. The team at Over are doing very well with Mr Maysey and we are looking at running some trips on her, also for members. We do however need some more trained volunteers with Helmsman's certificates to operate the boats. Whilst we have an in-house trainer, he needs people to train. So, if you are interested in helping to run the boats, please see the advert page 24. Contact Andy who will be very happy to chat with you about the plans we are developing.

For now, I wish all our members a Merry Christmas and best wishes for the New Year.

Ralph Barber

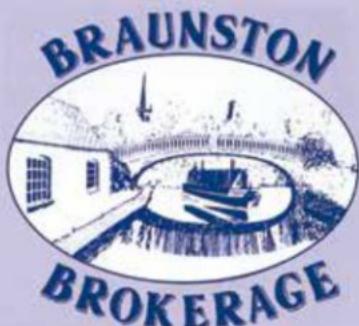
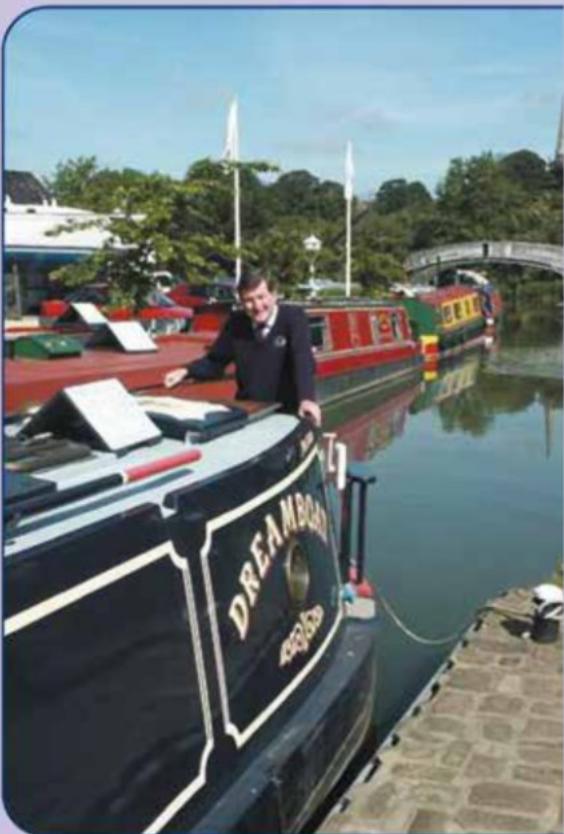
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Board on Tour



With the lifting of Covid Restrictions the Board of Trustees went out on the road after over a year of Zoom board meetings, not forgetting the two AGM's on Zoom.



Malswick was the location of the August meeting. Our thanks go to Alan McBride who gave the trustees a tour of the site - showing us the slow worm area, the culverts and the change to the route due to the archaeology requirements.

Following the tour, the board meeting was then held in a very warm conservatory at Malswick House.

The board reviewed all the positions and co-opted Richard Appleton to the Board (see his profile in this edition).

Chairman	Ralph Barber	Government	Robert Morland
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Three further positions also felt to be needed were then discussed.

- Community – Working with the wider community to get them involved not only in working days but using the canal once complete e.g. scouts, walking groups.
- Fund raising – chasing those major grants and general fundraising.
- Operations – Supporting the sites, helping the sites restore the canal, moving through the 5 steps.



For those of you who have done the numbers, yes - we can have up to twelve Trustees as two can be additionally co-opted for a year. If the above model was to be followed and we do need to find people who are willing to take on these extra roles of Community, Fund raising and Operations we will ask for a change to the Articles to have twelve Trustees, with the option of two more co-opted if required, at the next AGM.

If you are interested in any of these roles, please do contact me. We can invite you to a board meeting and you can see how we operate as well as discuss an area that you may be interested in helping the Trust.

Ralph Barber

Introducing Richard Appleton - Trustee



I was introduced to the wonder of canals way back in the 1950s by my father, a Geography academic, who by that time had become something of an expert on Transport and Communications. As a young teenager I spent a number of holidays assisting my father in his research field work, in particular exploring the canals of the Midlands at a time when there was still more commercial narrow boat traffic than pleasure craft on a number of routes.

Locally, in East Yorkshire where we lived, there was also a lot of river and canal barge traffic from Hull docks and from the collieries in West Yorkshire as well as some fascinating residual traffic through ancient infrastructures on the Beverley Beck and Market Weighton Canal.

After studying Agriculture and Business Management, I started work in 1970 for the then National Agricultural Advisory Service in Shrewsbury and within a year, I had acquired a small cruiser located on the Llangollen Canal and also found myself on the Council (now Board of Trustees) of the Shropshire Union Canal Society at an exciting time just after the restoration of the Welshpool section of the Montgomery Canal when we were struggling to see a way forward to restore the whole canal.

In the mid-1970s, a work colleague and I bought and fitted out two narrow boats and, to recover the borrowings, established a small hire boat business initially operating from a small marina near Chester and then from a marina on the Llangollen Canal. However, time conflicts between the demanding agricultural advisory role and the canal business eventually led to a decision to sell the canal business.

My work with the agricultural community saw me working subsequently in Cheshire and Suffolk before switching into the then new world of Agri-Environment Schemes which saw me moving to launch and run one of the largest of the new schemes on the Cotswolds in 1994 and an opportunity to discover much more about the waterways of Gloucestershire, Herefordshire and the surrounding counties.

I retired from full-time work with Natural England in 2012 but have remained pretty busy with a mix of volunteer work and looking after our small perry orchard and livestock at home in Herefordshire.

I have been involved as a trustee with other charitable organisations over the years and having recently retired from the Board of the Farming & Wildlife Advisory Group, having reached the time limit under their constitution, I accepted an invitation to be co-opted on the H&GCT Board in the summer – I was already a Life Member.

Richard Appleton

The Wharfinger – 150 editions on



When the Herefordshire and Gloucestershire Canal Society was formed in April 1983 little time was lost in producing the first newsletter which appeared only two months later. The letter welcomed everyone to the Society, informed us that Robin Andrews was to be chairman and Frank Frecknall vice-chairman. It then announced that work was about to begin on the clearance of Major Barnes' stretch of the canal at Monkhide and invited volunteers to come and help.



The first actual Wharfinger followed this newsletter, probably in January 1984 when it was called the Hereford Wharfinger – because most of the members were at the Hereford end of the canal! This contained another plea for volunteers under the heading "MORE HELP REQUIRED".

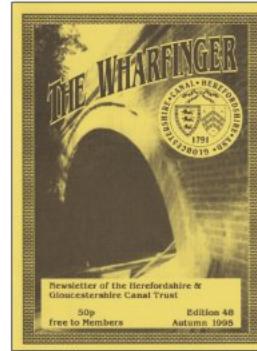
It read "*If the excellent progress made to date is to continue, more help will be required. This clearance work really is fun. Sawing down trees, lighting fires, falling into smelly water is part of the days enjoyment and there is always the Society's mascot, Badger, to supply with treats.*" Badger, of course, was Major Barnes' dog who was always part of the action.

The first editor was Janet White, Mike Potts becoming editor for the Winter 1984 edition which was the first to include a picture of Skew Bridge on the cover. Mike continued as editor until 1991 when Cliff Penny became Editor. Cliff continued in this role, from 2001 assisted by Maggie Jones, until Edition 134 in 2017 when Maggie became Editor but Cliff, in failing health, retained his keen interest as Consultant Editor.

Over this long period the quality of the publication improved enormously thanks to Cliff's insistence that the text had to be 'just right' and Maggie's superb professional skills as a graphic artist and designer. Becca Moult made sure that no typos had crept in.

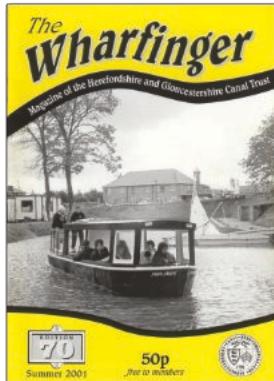
Maggie Jones continued as both editor and designer until 2019 when Ralph Barber took over as both content and design editor. Cliff and Maggie were very hard acts to follow and Ralph would be the first to admit that Edition 140 didn't have quite the polish of previous editions but very soon the teething troubles were sorted out. Another step forward was taken in 2020 for Edition 144 when Nick Dymott took over as Layout Editor. Ralph relegated himself to the thankless task of collecting articles and chasing up the tardy contributors.

Nick was an engineer by profession but his graphic design skills were very apparent from the start. Working from Hebden Bridge in West Yorkshire, Nick also manages the Trust's website proving that distance is no object to volunteering for the Trust.



Around about 1990, the Society decided to outsource the printing of the Wharfinger to Print Plus in Hereford and we have had fantastic service ever since. When we moved from a black and white to full colour publication it was at no extra cost to the Trust.

Your editors' restrictions on my space allowance allows me to mention other important players only in passing – particularly Janet Moult who has managed the distribution since Adam was a lad and Ginny Birkett who has dealt with advertising since 2018, work previously carried out by Colin Dymott and before that by the team at The Wharf House.



My thanks to Joyce and Mike Potts for their help with information about the early editions

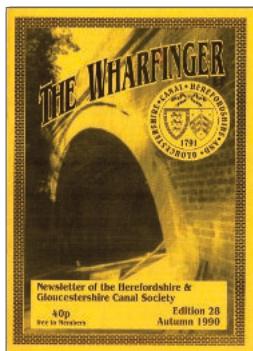
We also owe an enormous debt of gratitude to our editors and all those who support them, but not least to those who contribute articles quarter by quarter, keeping us all up to date with what is going on and what bits of kit have successfully been got going again.

Without all of these people we would have no Wharfinger at all.

Dick Skeet

Many thanks to Dick for his work in drawing the above details together. It has been fascinating looking at past editions of the magazine. By far the majority of these have now been digitally scanned, and work is well advanced to make them available for viewing on the Trust's website Wharfinger pages.

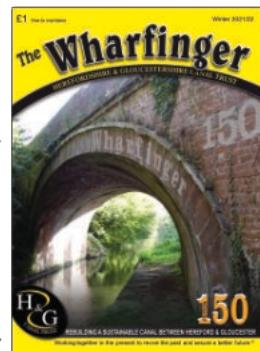
Most readers will be aware that the Wharfinger has generally appeared four times a year, but my research suggests that only three were produced in 1996 and just two in 2005. Curiously, it seems that 1998 saw four editions, but one of them was numbered 20a, before edition 21 came out later in the year.



Edition 28 was the first to feature a proper front cover, with an imposing image of the Skew Bridge at Monkhide. This was retained for all subsequent images up to Edition 70 in 2001, when the familiar black and yellow cover style was introduced.

To mark this, we have chosen to show a very similar view of the Skew Bridge on the cover of this, our Edition 150.

Editor



Scouts and Guides take to the Water at Over



On Monday 27th September, the 1st Cheltenham Scout group took to the waters to test their homemade canoes they had been working on.



1st Cheltenham, is one of the oldest Scout groups in the country, originally founded in 1908 after a personal visit by Baden Powell. Since then, they have offered a balanced and exciting programme to children aged between 6 and 14 years old for over 100 years.

Following the return from their summer break, the Scouts have been working in their new patrols (teams) to build homemade boats from just cardboard and tape.

After two weeks of building, they set sail on the water at Over Basin to see if their hard work and design paid off.

Although there were plenty of wet Scouts at the end, they all had an amazing time, many even commenting how they would like to continue their work on the water.

The Scouts finished the evening by tidying the area to ensure they left it as they found it, and taking some time to reflect on the session, and admire the beauty of the canal.

Jeremy Gibbs

Please contact the Trust via the website before planning any water activities on the Canal.





The canal basin at Over, with its safe calm water, is a great place to practice water skills. Here, the Girl Guides have been using it for a great canoeing session arranged and supervised by Discover Paddling.

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Tales from the Workshop...



The Trusty Oxenhall Tractor was due its annual thorough inspection, all industrial equipment is subject to this check to ensure operator safety and surrounding personnel.

Things went well until the power steering test failed and the brakes refused to do anything but. Recovery back to Malswick House was decided on and the volunteers kindly dismantled the rather classic marquee the tractor is housed in and migrated it to Malswick House to serve as a temporary workshop.

The brakes were addressed first and seized pivots and linkages were freed off, lubricated and fully tested. The power steering was next on the list and proved much more difficult to diagnose.

A decision was made to strip the system and an internal filter was found collapsed and broadcasting debris through the system. This entailed cleaning and flushing the system. New filter and seal kits were called up and refitted together with a final flush.



A steering test proved successful enabling a move on to a full service.

Fresh oil, new fuel and oil filters and a full function test qualified the trusty tractor for a pass with no major issues found, so it sits ready to return to Oxenhall for further sterling work. But whilst sitting there it is being discussed whether to remove the forklift attachment and reinstate the three point linkage to enable its return as a flail mower/topper. A decision is expected soon.

Chris Phelps

... the Murray Mayhem



Richard was so pleased his Murray was back and whirred up and down Oxenhall for hour after hour exceedingly pleased with the tidy and well mown result when BANG and a piston sailed majestically across the meadow. Where did that come from he thought but on lifting the bonnet a gaping hole in the crankcase revealed the escape route. A thorough search of the Willows failed to yield the escapee so back to heartbreak corner at Malswick House.

The trusty trio gazed despairingly at the stricken beast and close to tears were fearing the worst when Mark Atkins enquired of the deep despondency. On being told, he revealed he had a sad little tractor but a with good engine buried in his garage which he very kindly donated to the grieving trio.

The Turner Trailer was quickly dispatched and on return to Malswick House the delicate transplant commenced. Hour after hour of relentless toil saw the stricken engine removed and replaced with Mark's Marvel. We'll pop the bonnet on, then that's it, but it wasn't. There is a big bit sticking out said Ian. Oh Dear! Mark's bonnet was dragged up but needed 6 inches sawn off it. A white knight in the form of Roger bounded over the horizon. Hack hack, buzz buzz and a bonnet to be proud of was produced.



A few tense moments and grazed knuckles the great day came, whirr whirr roar, all fears dispelled, and Murray was ready to face another long grass war. But the trio are not so confident now and wait anxiously for the purr purr of Richard mowing his Oxenhall furrow, not quite sure what's round the corner.

Chris Phelps

Grand Holiday Draw 2021



Another successful Grand Holiday Draw – thank you to all those who bought tickets or made a donation in lieu - we raised approximately £1,750.00.

As we could only attend one event this year, the IWA Festival of Water at Worcester, the greatest part of this sum came from our own members.

We did move into the 21st century and sold some tickets on line via PayPal.

The winners with the successful ticket numbers were:-

1st prize Narrow Boat Holiday (Black Prince)	Derek Wolfendale - Malvern	01014
2nd prize One Day Boat Hire (ABC)	John Robinson - Hereford	05450
3rd prize Dinner, B&B (The Lock Keepers)	Mrs Ramsay - Norfolk	05266

Thank you also to our generous donors of all the superb prizes.



Janet Moult

We seem to have been, so far, quite fortunate with the weather.

Despite vaccinations, there is still a healthy degree of caution amongst our volunteers about Covid and the risks of gathering indoors. As a result, the use of the Site Hut has been largely ignored and all breaks have been taken outdoors - with very few occasions when rain has prevented this. As we move into the autumn this may have to change, but for the present we count our blessings and stay outside.

Site Upkeep

Vineyard Hill - Weed - weed - and even more weed!



The growth of a mixture of Canadian Pondweed and Blanket weed absolutely filled the canal during the early summer - successfully preventing any of the boats from passing along the length of Vineyard Hill.

Thanks to our volunteers, enough of the weed has been cleared to enable a boat to reach the winding hole at the end of our water.

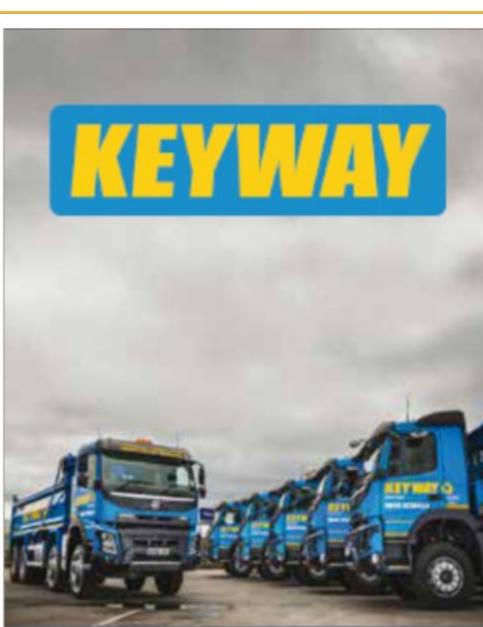
This was all done manually, using several techniques, but all involved significant physical effort. The pictures show one morning's efforts. The actual work took several weeks!



We were very grateful for the assistance Sailing4Disabled, who made their Wheelyboat and a driver available for a number of weeks, the boat providing a good working platform to both drag out the weed and to transport it back to the bank.

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In other areas, the use of a heavy rake on the end of a rope, thrown out into the water then dragged back to the bank proved to be the most effective method.

Hopefully, with the rate of growth now slowing down a bit and with the ability to run the boats again, we can keep the waterway open over the winter and on into next year.



Water Level

Despite some fairly dry periods during the summer, it has been possible to maintain a suitable level of water in the canal. The improved Spill weir, mentioned in the previous edition of the Wharfinger, has worked well with a very low degree of seepage.

The pump raising water from the River Leadon has also worked well whenever needed, with the system of floats on the suction pipe keeping the pipe clear of the mud. The revised method of locating the pipe has survived several very high tides and a couple of bores without any apparent damage, so a similar arrangement may be used next year.

In the meanwhile, the system will be soon dismantled and the pump brought back to the car park before the winter flooding which affects the River Leadon and the surrounding area.

Kubota Tractor and Trailer.

For some considerable time, thought has been given to the possibility of being able to transport the tractor with its flail mower to other sites - the problem - how to transport it?

At Over, our small electric trip boat, Susan-E, has its own trailer, and the idea of converting this to a dual purpose trailer was put forward. Susan's owner, Mr. Alan Keef, very generously gave his permission for the trailer to be modified, so in due course the team from Malswick arrived to tow the trailer back in order for the work to be done.

A few weeks later, Richard returned to Over with the trailer, now converted to a flat bed, towed behind his pick-up truck. With the tractor eventually loaded and secured onto the trailer, Richard set off on the return trip to Malswick.

We are unsure of what exactly took place on the trip, but we understand that Richard has vowed never to tow that arrangement again - at least not with his truck!

After having received a thorough inspection and service at Malswick, mowing at Malswick and Oxenhall was carried out before the machine was brought back to Over - on this occasion by road, driven by Roger Coombs.

Heritage Boats

Mr. Maysey

The repairs to Mr. Maysey are now well under way.

The rear panel of the cabin has been removed and replaced with new timber frame and marine ply, together with new side panels.

The door frame has also been replaced and the door repaired.

Unfortunately, (for Graham), but fortunately for future passengers, whilst working on the door frame, the step into the cabin collapsed. Thankfully, Graham was surprised but not injured.

Subsequently, the next step also gave way so a complete replacement of the cabin steps will now be needed.

The repair work to the hull is largely complete and the blacking has been applied.

Some further work on the transom is waiting completion and a new battery box and helmsman's seat structure is being built.

Susan-E

The re-fit of Susan is now complete and the boat is in a serviceable condition.

There are a couple of small leaks remaining somewhere around the front cabin, but a rainy day is needed to try and find the source of the leaks so they can be sealed.



Alder, Renton and Bosley

These boats are all in an operational condition, and now that much of the weed has been cleared from the canal, it is hoped that more running time can be carried out.

Future Planning and Site Developments

Plans for the new Mill Barn and alterations to the Lock Keeper car park remain in preparation for a Planning application

Volunteers

Some moves to try and recruit more volunteers have been undertaken, with the appeal in the previous edition of Wharfinger, together with some posters displayed in various places.

We received a number of enquiries, and as a consequence we are extremely pleased that Penny and Simon have joined us.

Their contribution will be most welcomed.

The Winget Concrete Mixer

Made in Gloucester and powered by a Lister engine, this mixer has been on site for many years.

Although it was run a number of years ago, it has not been used in recent years - partly because we have not had any need for it, but also because we now have no-one on site with the strength and more crucially, the stamina to get it started.

I would be interested to know:-

Firstly, is there anyone who can remember the history of the mixer - where it came from or who donated it, or was it purchased?

Secondly, is the mixer of any interest or of any use on one of our other sites?

Andy Fowler



Janet Moult writes...



Thank you for all your love and support after Becca's death.

Thank you for your generous support – over £600 has been raised for the Trust by her Hereford friends and another £600 for the Hospice in London.

It is much appreciated.



Janet



The culvert wall restoration behind Malswick House that was started in the summer has been completed to a high standard.

In early Autumn a water connection was made to Oakle Farm's field supply. After locating the existing pipe, a chamber was dug and the link made. Robert Heigham and Ian Bateman can be seen putting the finishing touches to the chamber access cover. The trench was then dug with the Kubota excavator and after 250 metres of digging the temporary tap was installed on the H & G side of the gate post - no leaks and the re-seeded area is sprouting well.



Philip Marshall and Bob Hargreaves in the process of planting the first two dozen hedging plants; mostly hawthorn with a couple of oaks - only 3 thousand plus to go!

Other native species that we will be planting include hazel, field maple, dogwood, holly, dog rose and guelder rose.



Getting ready for the big dig, the two magnificent oak trees in Long Meadow were protected from machinery by fencing panels: quickly assembled by the Malswick team.

Alan McBride

Malswick canal reconstruction gets go-ahead



Amazing News...!!

STOP PRESS



Just before finalising this edition of the magazine we heard that we have gained planning permission for 600 metres of canal at our site at Malswick, Gloucestershire.

Great news for the team who have worked very hard in getting us past this stage.

Well done to all concerned.

Malswick House re-opens for Business

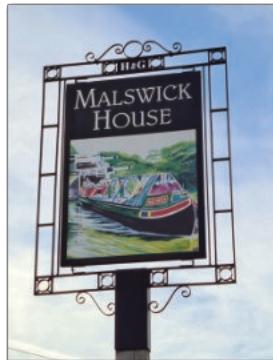


The new licensees at The Malswick House are Marius and Bianca.

Marius originates from Palanga in Lithuania – a resort on the Baltic Coast. After university Marius worked for an international company producing car parts before moving to work at Wye Fruit as their transport manager - where he met Bianca.

Bianca comes from Romania. After studying accounting, she gained a Master's in Business Development Management. With a passion for cooking the couple decided to open their own business. After trading successfully with the burger van they have now moved on up and taken on The Malswick House. They hope that this will be an even bigger success.

We wish them well in their new careers.



SEE ADVERTISEMENT ON P28



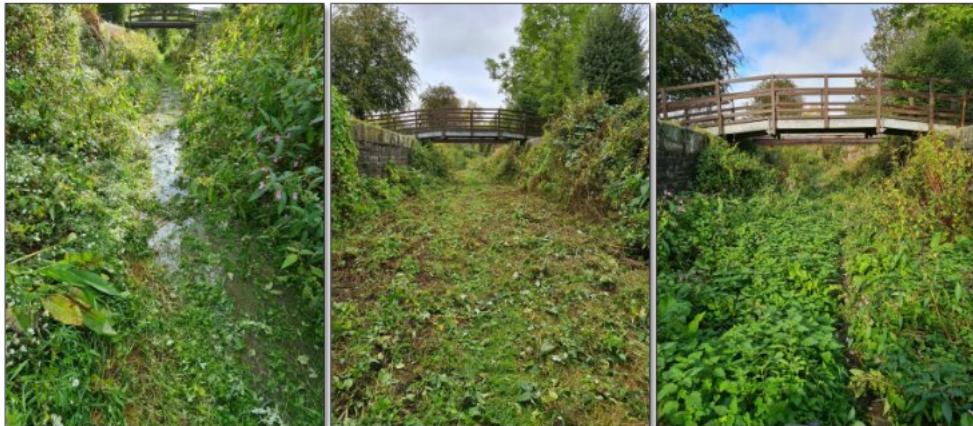
Llanthony Lock News



The Tide is Coming In.

On a bright October morning, Andy, Roger and Ralph visited the lock at Llanthony to clear a great deal of vegetation and open up the footpath through the lock chamber.

A few runs down with the brush cutter and the Shankster (donated last year) we created plenty of space for people to walk, but by this time the tide was coming in and at one point was knee deep.



Thanks to Andy Fowler and Roger Coombs for their help in ensuring people can enjoy the Wysis Way walk, which goes through the lock chamber.

Ralph Barber

Kymin News



The Shankster has also proved its worth recently at Kymin in clearing the overgrowth.



This has enabled the public to enjoy these two parts of the canal at almost opposite ends. Thanks very much for the donation of this great bit of kit.

We have managed a weekend working party every month recently at Kymin and are planning to develop this further.

Ralph Barber



Our work continued as indicated in the last Wharfinger and we successfully tackled the identified leaning tree. With that achieved we decided to up our game and tackle a tree that had fallen across the canal, landing on a degraded section of the opposite bank such that it was lying full length on the canal bed.

This had enabled the trunk to generate, not just one, but four separate trunks to rise up, neatly spaced, across the canal and for each one to root through the trunk into the canal bed.

Effectively five trees for the price of one.

We decided to sever the main trunk between each of the vertical trees and tackle the resulting large sections individually. Robin Nicol, our chainsaw expert, put in some real graft not to mention expertise, to get each section ready for our trusty tirfor.



Using that we quickly found that each stump was held by a mass of fibrous roots giving massive grip. This was tackled by moving the tirfor anchor to a bigger tree and Robin gingerly using his saw on the mass of growth.

Over several weeks we managed to get all but one out and logged up. The final section resisted our efforts so, since it was now partially under water we reluctantly decided to leave it for the spring. At least we know it won't be going anywhere in the meantime.

Even so, the resulting view of Mr Barnes section shows the progress that has been made in recovering the canal.

Bob Comba

Social Evenings - starting again

Please do keep an eye on the web page or phone Janet if the weather is looking questionable. The Royal Oak, Much Marcle has recently changed hands and is no longer open on a Tuesday. So our Socials are now the 3rd Thursday of each month. A benefit is that it is also Pie and Pudding night at the pub.

Thursday 20 January 2022 - 7:30 for 8:00 Harold Armitage – Tales from South America

Check the web site out for further information.

Janet Moult 01432 264366

Samuel Langford - Over Lock Keeper



I'm Becky and I have lived in Gloucester my whole life. I currently live in Abbeymead with my husband and my 8-year-old daughter. I lost my Dad in 2009 and this has left me with a curiosity about my family history. I started researching my family tree about 3 years ago and, despite some dead ends, I have made some really interesting discoveries. One such discovery, made in August, led me to Over Lock and my 4th Great Grandfather, Samuel Langford (b. 1793).

This set me on quite the trail of discovery. Despite the fact I had lived in Gloucester my whole life, I did not know of the existence of the original Lock House, or indeed its latest incarnation as The Lock Keepers. With further research and the help of many kind individuals I was able to find the location of the Lock House and also connect with distant cousins through this Langford line.

Samuel Langford was the Lock Keeper at Over Lock and lived there with his family for many years. Samuel married Sarah Packer (b. 1796) in 1820. The earliest record I have found of them at the Lock House is in the 1841 census. Here began some confusion as Samuel was recorded under the surname Baylis (his mother's maiden name). In the 1851 census Samuel's son, William (b. 1822) was listed as a 'Boatman' alongside his Lock keeper Father.

By the 1861 census Samuel's occupation was 'Clerk to the Canal' and William's a 'Pilot'. Samuel passed away 24th March 1871, a mere few days before the 1871 census. Here, William took over the role as Lock Keeper. William died in 1880 so in the 1881 census his sisters, Sarah (b. 1828) and Mary (b. 1832) are listed as 'head of the household' and 'Canal Toll Collector' respectively. The role of Lock Keeper is fulfilled by their lodger, James Goode aged 20. The last mention of the family in the Lock House is in the 1901 census.

This rich family history led me to try and discover more about the building itself and if it still existed. The original lock house was thought to be built by Stephen Ballad (b. 1804) in 1838. Ballad constructed the canal from Ledbury to Hereford between 1839 and 22nd May 1845. The cottage was built to lodge the lock keeper, with mules in the basement to tow the boats. It later became known as The Lodge and housed staff from neighbouring Over Hospital. When Swan Hill Homes acquired the land for redevelopment they agreed to try and restore the cottage. However, it was found to be structurally unsound, the extension that had been built some years later was separating from the original cottage! The cottage was demolished and some of the bricks kept back.



In its footprint The Wharf House was built. The interior was completed by Herefordshire and Gloucestershire Canal Trust volunteers. The saved bricks from the original Lock House were incorporated into the design!

The Wharf House is now The Lock Keepers and one sunny September morning I paid a visit to the site. I was overwhelmed by emotion as I walked the land where my 4th Great Grandfather and his family lived, worked and played for so long. Having researched the renovation of Over Basin prior to my visit, I was breath-taken by the beauty of the area. So much work had gone into lovingly restoring the area and it showed.



After a wander around I went to Highnam Church to lay flowers on the graves of Samuel, Sarah, William and Jane. This felt like the right way to end such a day.

I haven't been back to the area yet but I fully intend to. I hear it is a great spot to watch the Severn Bore! I have very much enjoyed learning about this part of my family and I feel I am only just scratching the surface. Thank you to Nigel and others at the Herefordshire and Gloucestershire Canal Trust for their help with my research – it means the world!

Becky Cole



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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



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/

Out & About

The H&G Promotions Team have finally been able to get out and about - attending the IWA Waterways Festival in Worcester over the August Bank Holiday weekend.

A steady flow of interested public came to the stall – a big draw was the model of the proposed inclined plane at Newent.



The Winter Fayre at Newent was a great success.

The team, led by Pat Skeet, pulled out all the stops. Even with the required Covid restrictions to help people keep safe it was lovely to meet up with everyone, peruse the quality stalls and enjoy the refreshments – there was a real buzz about the event. The team did H&G proud – thank you to all who helped.



A busy day at the Winter Fayre.

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During the last three months The Gloucester and District Model Boat Club has enjoyed the early Autumn sailing sessions. September seemed to be a month of incidents, two motorboats sank, thankfully both salvaged. Recovery is usually managed from the bankside with nets and rakes. Most of the electrical parts are usually ruined although modern motors after severe cleaning are usually serviceable.

Mid-September saw the final weed clearing party. The amount of weed removed above the slip was not excessive but the canal basin made up for this, a huge mound was removed from the middle. Mike from the paddle boarders kneeling on his board acted like a huge scoop. The weeding session released the most appalling smell to the extent that many of the day's volunteers threw their clothes away.

One of the delights of sailing at Over is the sail to the turning circle, finally the goal was achieved on Wednesday October 6th. You can see from the photograph four various naval craft and a fine gentleman's Riva open launch from an Italian lake.

The model, in the centre of the picture is scratch built. It is the Charlotte Dundas - she was built in 1803 and was the first successful steam tug. The builder, David Exell, specialises in building ground breaking historical craft. The day was a great success with six happy sailors returning home to their wives who I am sure were most impressed!



The Friday sailing competition and general sailing days have been well supported. One general day we had twenty yachts strung across the start line, quite a scramble to the first buoy. It is good to see local residents strolling along to see the general boating activities.

Sunday October 17th dawned wet, but the weather improved for the running of the Clubs Motor Boat Trophy. Seventeen competitors sailed around two different circuits in the canal. The circuits were individually timed, the winner being the smallest difference between the two circuit times. Luck or skill, Paul Guest circumnavigated the two circuits with just one second time difference.

David Exell was just four seconds off the pace with Richard Miles a further six seconds adrift. The ladies competition was won by Jessica Argent with a difference of twenty one seconds while her sister Charlotte finished second with a twenty eight second difference. Jessica and Charlotte finished fourth and fifth overall, both relegating their Grandad.

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

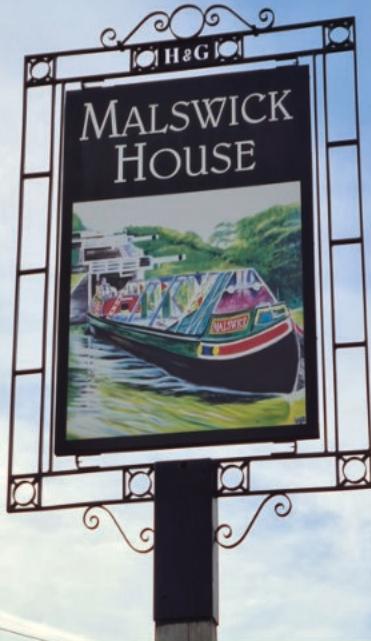
Proceeds to Trust Funds

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.

After April 2022 each log order will need to be 2 cubic metres or 3 dumpy bags @ £75 per bag



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



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Sailing4Disabled



Hello readers, it's good to have something to do and to write about!

As you might have noticed the days are getting shorter and the weather is all over the place and confused just like we are.

Well, being on the water at Over Wharf has started again, but with a lack of clients due to restrictions from the centres that support them daily. The Wheelyboat has made extra visits to support the weeding from the canal, but the batteries having let us down helped make us conclude that the batteries did not like the lockdown. So, they are being given early retirement and will be replaced with four 120amp/h with individual chargers and rewiring for £600+.

So, clients, we need you to make this improvement worthwhile. If you should know of a person who would accept our invitation, don't be shy - tell them about S4D/RP, or I will be put to task at home and I would sooner be helping others experiencing being on the water!

The lockdown also meant that life jackets had to be rearmed as the mechanism has a 3-year life, of which 50% was wasted, but that's life.

That's my moans over from Over, so from all the volunteers at Sailing4Disabled/Rowing Pirates wish you all an enjoyable Christmas and a brighter New Year in 2022. Please help us, help them!

Pete R W Bisson (Long Gone Silver)

07813015018 peterwb49@hotmail.com

Pete AKA Long Gone Silver

H&G Stamps Appeal



Following our piece about the ongoing stamps appeal in Wharfinger 146, news has come through from Steve Bence that the Appeal has now raised over £4,000 for the Trust.

So - at risk of repeating ourselves, (which we do without shame!) please don't forget that we can turn anything vaguely philatelic (any used and unused stamps, old postcards, old stamp albums etc) into cash for the H&G.



With Christmas on the horizon, please remember to save all of the stamps from your Yuletide Mail, even the common ones, and either hand them to Janet Moul or send them direct to Steve at:

35 LIME ROAD, SOUTHAM, WARWICKSHIRE, CV47 1EQ.

Editor

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

Oxenhall / Newent Station
Roger Coombs 07801 455779
oxenhall@h-g-canal.org.uk

Thursdays

Over Basin/Vineyard Hill
Andy Fowler
overbasin@h-g-canal.org.uk

Yarkhill
Chris High 01568 615 575
yarkhill@h-g-canal.org.uk

Ad Hoc

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

Next Edition - Wharfinger 151



Please submit your copy to the magazine editorial team no later than 28 January 2022. Email to editor@h-g-canal.org.uk.

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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.

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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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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.



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