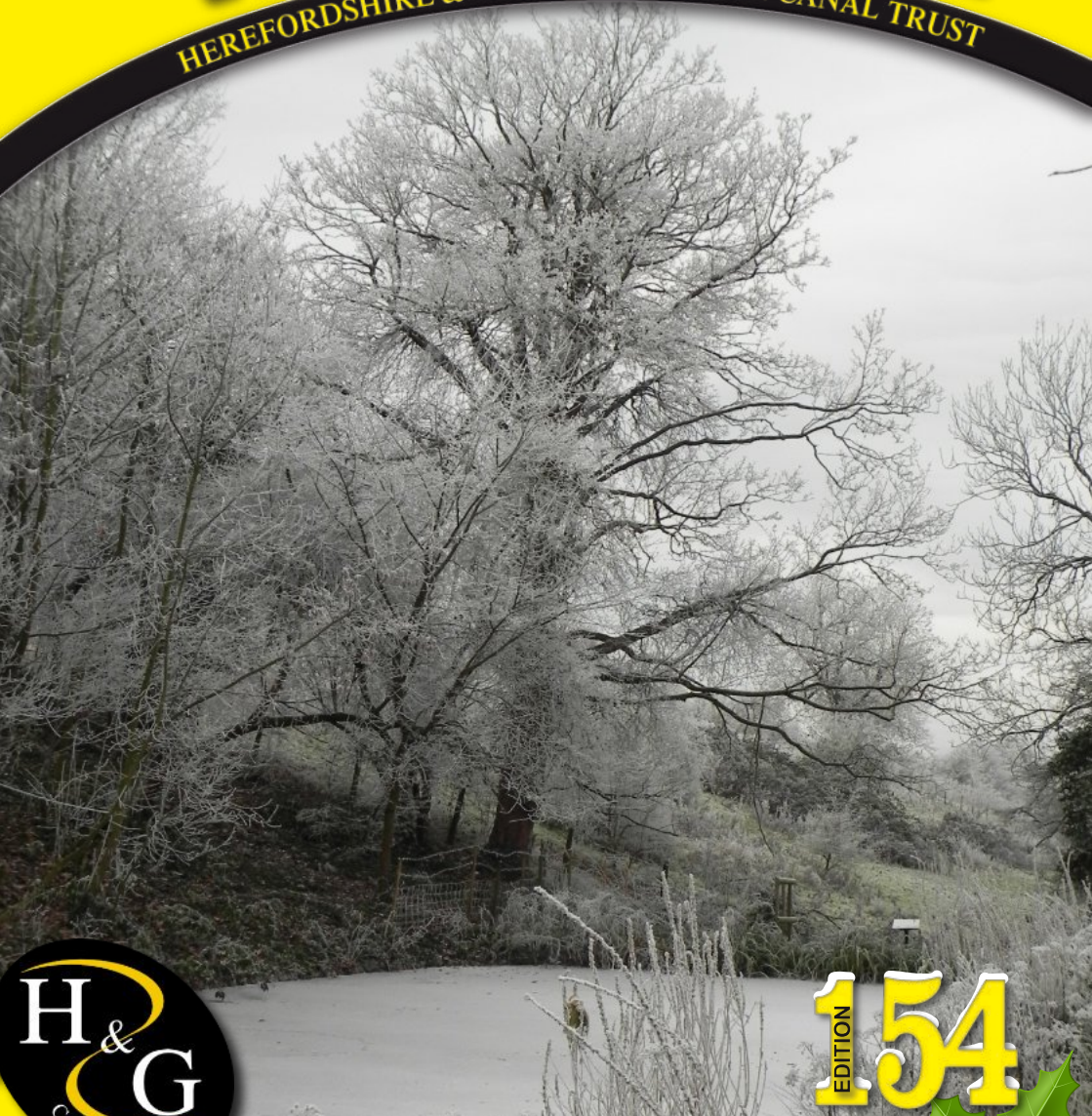


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Winter 2022/23

The Wharfinger

HEREFORDSHIRE & GLOUCESTERSHIRE CANAL TRUST



154
EDITION

REBUILDING A SUSTAINABLE CANAL BETWEEN HEREFORD & GLOUCESTER

Working together in the present to revive the past and secure a better future.®



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Merry Christmas to all our readers – members, volunteers, and supporters. I hope you have a great time with your families and friends. Also, a Happy New Year to you all.

Within this edition of the Wharfinger you will see that the H&G Canal Trust has a lot going on and we need your help to make it a brilliant future for the Hereford and Gloucester Canal.

Those who know me, know I like my sayings. One given to me, on my wedding anniversary card, was “When I am right, no one remembers, When I’m wrong, no one forgets”. Yes, given to me by my wife on our wedding anniversary! Another is “Love, Money and Career, if you can get two right at any one time you are doing well”. So, how does this relate to the Herefordshire & Gloucestershire Canal Trust?

Well, money wise, we could always do with more coming into the trust coffers. Who couldn’t? Thanks to several large donations this year and the continuing smaller sums paid in regularly to the Land Fund we had sufficient resources to purchase Lot 1 of the Malswick Land, adjacent to the eastern side of the current Malswick Project. The legal paperwork process is ongoing when going to press.

This has now given us from the West Wood (end of our current Malswick site) to the end of East Wood, almost double the length of canal that the current site has. We are still working on the western section of land. Once we can negotiate the purchase and agree a route across Hooks Lane, we will then have access to some further land already owned by the Trust. Please don’t stop the money coming in – every little helps.

So, what about Career?

Well to have a successful career you need resources to support you. Our lack of resources is hurting us. The lack of volunteers is proving a limiting factor as we try to build the canal across the two counties. Whilst Malswick has a lot of volunteers on the ground, they also need help in the background. The engineering team have done a grand job in getting the old digger working again, as well as the dumper truck, but they need more hands to help with fixing all the other equipment waiting for their skilled hands.

When ready, we must apply for planning permission to restore the next length of canal. This requires us to engage with many areas of expertise that, if we don’t have volunteers to help us, will leave us with costly bills to pay.

And finally, Love.

As volunteers we love what we are doing, so why not share the love and ask/suggest to friends, neighbours and other people you know that the canal is a great place to enjoy nature, improve the environment and give something to the next generation that is going to last for many decades to come.

Ralph Barber

Aylestone Park

A bright Sunday morning had the chairman explaining to a local councillor the work planned at the park that morning. Namely removing a large branch from a nearby tree that had collapsed into the water, and clearing undergrowth from the side of the canal going back towards the car park.



Volunteers arrived. Robin came first (the chainsaw master), who took charge of the team working on the tree, with help from Julian (wood transport and winch operator), followed by Nien (water worker), who got the waders on so we could get ropes around the branch as it was slowly removed.

In support, we also had Paul and Jonny. Damian (trimmer operator) worked along the edge of the canal clearing the growth with support from Mike to remove the material.



We set up a table with information to highlight what we are doing and to talk about the Aylestone Park Community Basin, so we could get feedback from the public. Tony manned this, and he let no passer-by escape without talking to them first.

The chairman tried just to direct but somehow still got dirty helping to pull the branch out.

An excellent morning's work and the feedback from the people walking past was very positive about the idea of a community basin outlined in Wharfinger 153..

Ralph Barber



In September a team of volunteers from Wells Fargo came to visit us for two days.

The tasks that they were involved in were laying an extended concrete base in the engineering area behind The Malswick House, logging up firewood using the log splitter and miscellaneous brick shifting / ground clearance. Their efforts were much appreciated, and we hope to see them again next year.



The engineering work in our yard behind the Malswick House pub needed more room so it was decided to move the log store closer to the source of the wood.



Once in operation, cord wood was brought to the store and logged up using chain saws and a seriously powerful log splitter (lent to us by a supporter of the trust) – here Steve Dixon is demonstrating it.



The bed of the canal is taking shape and is clearly able to hold some water, though not enough for a boat, yet!

The bottom of the cut shown is about 500mm higher than it will be eventually. When the Waterways Recovery group visited us in the summer, we asked them not to go to full depth as the weather was so dry that compacting the bed would have been difficult.

One of our tasks in the near future is to use our newly recommissioned Kubota excavator to dig a narrow trench along a length of the cut. It will be filled with water so, when the final dig takes place, keeping the earth damp for compacting will be easier.



The embankment near the small culvert is to be slightly higher than we allowed for, so Mark Atkin is laying another two courses of blocks to the downstream chamber.



After our summer activities it's time to tend to some housekeeping activities and Peter can be seen giving the site hut a spruce up with a fresh coat of paint.

Most of the saplings planted last year survived the scorching summer. They were watered every week during the driest spells.



The ground next to the farm fence is being prepared for the next tranche of hedging to be planted later this autumn making several hundred metres of hawthorn and other native species. They should help to keep our new inquisitive neighbours out of the cut.

Alan McBride

News



Sometimes things move very slowly in the canal world, just like a narrow boat, but sometimes they can zip along. It would be good to be able to inform you all about any urgent matters in between issues of the Wharfinger.

Please therefore, do think about registering your email with us for such news updates – the newsletter is generally only once a month – your inbox won't be flooded with emails from us.

To get on the list just send an email to newsletter@h-g-canal.org.uk.



Major Barnes TD's section of the canal at Yarkhill only infrequently goes dry and then for just a week or two – until this year when it has been dry for most of the last three months.

Consequently, the team concentrated on work that required access from within the canal before the water returned.

The bed was full of branches and limbs shed by the surrounding trees over the years. In the course of removing them we found some had rooted along their length. We were keen to remove them before they could become as troublesome as the two large willows that had fallen across the canal at the end of the section. These had rooted and produced four further trees along the length of the fallen trunk.

We had made headway with one of the trunks last year when we had to abandon it to the rising water. That one has now been cleared and several sections of the other one as well.

Another benefit of the dry canal is when felling trees. They can be dropped along the bed then cut up on the bed for removal by hand without having to resort to the tirlor to haul the trunk out.

The work done this quarter has finally cleared enough to provide a clear vista along the canal. Unfortunately, it also reminds us of how much remains to be done.

Bob Comba

The pictures show the stretch of canal from either end.



Over Update



Now that Andrew Fowler has hung up his boots and is no longer assisting the Trust as team leader at Over a review of the site operations is underway. As an interim measure I have been attending to open the site and coordinate the tasks required during this Autumn season.

Tasks we are working on are as follows: -

- The diesel water pump used to keep canal in water during the summer has been removed from the flood area to safe storage. The pump will be shipped up to Malswick for the engineering team to service before it goes back in to use next year
- Historic signage for the site is being repaired and associated QR codes updated
- New gravel is to be delivered, in all around four tons is to be delivered and man-handled along the tow path
- Investigations into the electrical and water services to the containers and portacabin from the Lock Keepers is underway
- Ascertaining an appropriate method to obtain diesel and petrol to the site now the trust cannot use “red” diesel for the equipment or heritage boats. The cost for a new bunded tank and diesel delivery cost against monthly usage was considered and it was agreed to use Jerry cans from local forecourts. This then caused the next issue to be overcome, which was how do we get the diesel from the forecourts. A trailer was available from the site, but it is in need of repairs. This is a task that will be undertaken during winter
- Heritage boats’ diesel tanks top up to prevent water condensation contamination. A new hand pump is to be procured to offer the ability to move diesel between boats
- To start clearing the area for the proposed Mill Barn, work is underway to ascertain the usage for the existing four containers. A full inventory of the contents is in progress with a view to reducing the number of containers required. This will assist the team moving forward to know the status of what we have following Andrew’s departure. A similar undertaking is being done for items around the site with a view that some would be of use throughout the canal restoration
- The portacabin used for the volunteer environment area needs replacement prior to Mill Barn been built. The portacabin will then be used along the canal corridor once Mill Barn is complete
- The Lock Keepers garden areas need some work. A discussion with the manageress and an offer from trust volunteers to assist in this task was made and accepted and is underway

Lots going on, so come and join the team as we further improve the site.

Dave Goff

Oxenhall

Work continues with Roger cutting the grass with the tractor from Over. Martin and Keith are continuing with the stonework, just down the slope from lock cottage next to the footpath. They have completed the stonework down on the canal edge and this will enable the pound to take more water

Roger Coombs is working on an improved sluice gate that will enable further control of the water in this middle pound.

Part of this work is to greater improve the habit for wildlife as we work on the top pound as the stop gates require replacement.

Further planning is under way to replace the stop planks in early January and as in the picture clear the cill of plant growth to ensure the lock is kept in good condition.

Ralph Barber



Dymock Dilemma



Like Captain Hook's crocodile clock, it's always there to haunt you...

... after two years of trouble-free operation the news we dread – the pool at Dymock is parched.

Extensive metering and tests in the kiosk reveal lots of electricity pouring down the borehole but nothing roaring up. 50m of cable and pipe are painfully hauled up and the pump taken for a paddle in the pool.

This confirmed the pump was merely wasting electricity, so off to ATV for a sad and painful chat. They stripped the pump, which is a specialised job as it runs at 440 volts under water, and found the electric motor to pump coupling was corroded and worn through, and disappointingly beyond repair.

Their comments were that this was a budget pump, a premium replacement with some sort of longevity comes in at £900.00. Couple this with an explosion in energy costs and this means the Trust will have to sit down and have a bit of a think on the best way forward.

Chris Phelps

On a very wet day, 20 May 2021, Andy Fowler and I met with John Heather, an IWA Honorary Consultant engineer. We discussed the connection to the River Severn at Over and then onwards to the Eastern Channel that would enable boats to go down into Gloucester Docks or work their way up the River Severn onto other parts of the system that connect off the River Severn. After reviewing a large-scale map and then a walk down to the bridges, that cross down river of the Lock at Over and around the eastern side of the river bank, a number of possible solutions were discussed.

A note of caution: the River Severn at this location has a strong flow that varies depending on the state of the tide. Other navigational risks are also present, such as the Severn Bore. All the options below will be affected by different navigational issues. If Over Lock is part of the solution, access times could be limited to certain states of tide. This should not be seen as a showstopper. Many marinas can only be accessed plus or minus a couple of hours each side of the high tide and links like the Ribble Link can only be passaged on average 5–6 times a month in each direction.

The following options are presented in no order of choice from the people involved, as there will be lots of further work required before a final route could be put forward.

Option 1

Travel out of Over Lock (when first created it was approx. 30ft deep, this would be the deepest on the system if we went anything over 20ft). Travel down river and past the three bridges (only the railway bridge – furthest down river is a navigation concern with its two piers in the river), then cut into the Alney Island as close as suitable to the southern edge of the railway line and follow this under the A417 Over Causeway and enter the eastern Channel around Fair View Caravan Park.

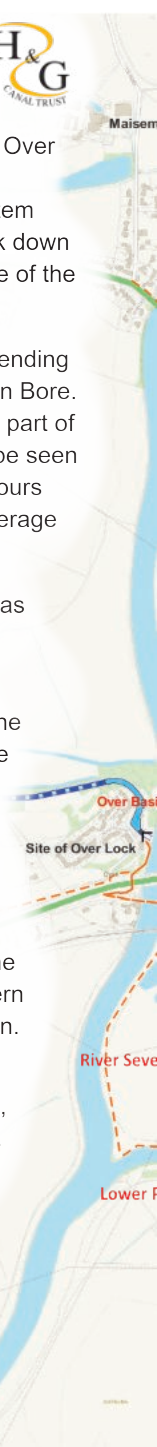
The cut across Alney Island would need a stop lock to prevent the water from the Eastern channel flowing back into the River Severn which is otherwise held up by the Llanthony and Maisemore weirs close by. The stop lock would be close to the western end of the cut so as to keep the cut in water when not open to the main River Severn.

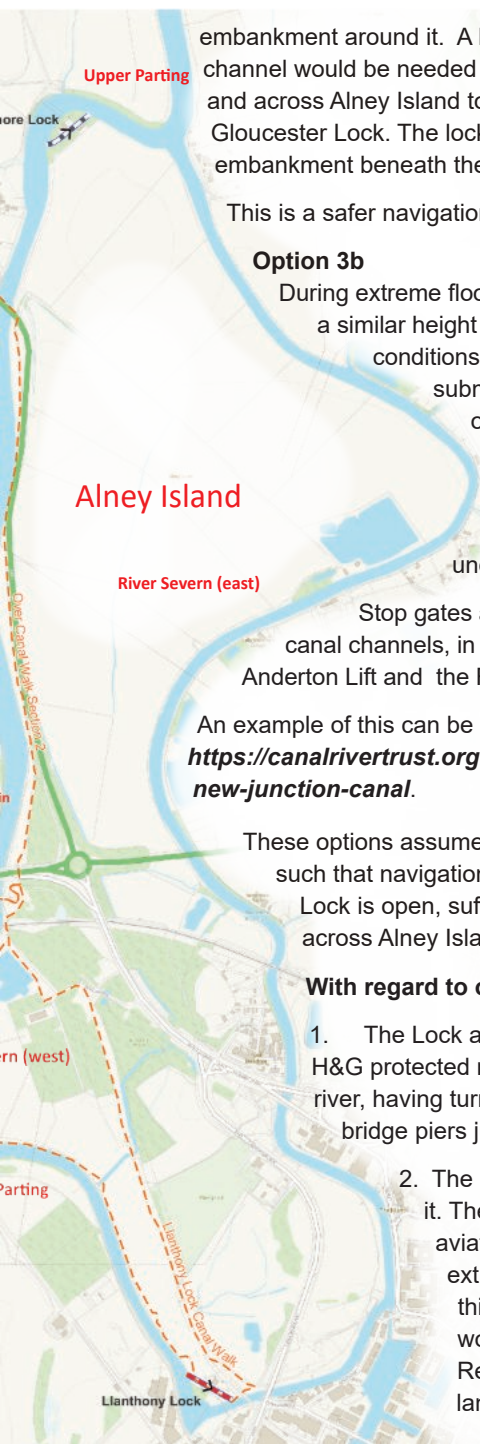
Option 2

Travel out of Over Lock and go directly across to Alney Island, above all the bridges, and then follow a new cut going north and then beneath the A417 Maisemore Road. As with Option 1 this would require a stop lock before the channel passes across a narrow section of Alney Island to join the Eastern channel of the River Severn upstream of Gloucester Lock. This, with Options 3, this would be the shortest route to the Eastern Channel.

Option 3a

Cross the river on an aqueduct from as extension of the Over Basin (in place of Over Lock). The aqueduct would cross the western channel of the river at an angle to keep the canal clear of the Over roundabout and the





embankment around it. A lock, to drop the cut down to the level of the Eastern channel would be needed before passing under the A417 Maisemore Road and across Alney Island to again join the Eastern channel upstream of Gloucester Lock. The lock would be incorporated into an extension to the embankment beneath the A417..

This is a safer navigation route as transiting the River Sever is not needed.

Option 3b

During extreme flood conditions, it is possible for the river level to rise to a similar height to the normal water level in Over Basin. Under such conditions an aqueduct over the river could be partially submerged and provide a major and totally unacceptable obstruction to the river flow.

This option would be as Option 3a, but additionally allows for the aqueduct to be raised up on the support columns to a height sufficient to permit unobstructed flow and clearance for floating debris.

Stop gates at the ends of the aqueduct would retain water in the canal channels, in a similar fashion to some inclined planes, the Anderton Lift and the Falkirk Wheel.

An example of this can be seen in part on the New Junction Canal – see <https://canalrivertrust.org.uk/enjoy-the-waterways/canal-and-river-network/new-junction-canal>.

These options assume that when river levels in the Eastern channel are such that navigation on that arm of the river is permitted and Gloucester Lock is open, sufficient headroom can be created for a canal channel across Alney Island to pass below the A417.

With regard to other routes previously used;

1. The Lock at Maisemore is buried under buildings and not on the H&G protected route. Access into a restored Over Lock from the river, having turned right at the Upper Parting, with the railway bridge piers just down river is an incident waiting to happen.
2. The Lock at Llanthony has a fuel pipeline running through it. The pipe is believed to be an oil pipeline carrying aviation fuel. Moving it would not be impossible but extremely costly. A new lock could be created to avoid this, just north of the lock cottage and this new channel would then pass through the Alney Island Nature Reserve though this could prove difficult in terms of land ownership as well as getting planning permission.

Furthermore, using the Llanthony Lock would require ongoing dredging to keep the channel free for navigation. The trip would be down river from the lock at Over, taking a left turn back up Lower Parting to Llanthony Lock. Then, once through the lock, there would be a difficult turn into Gloucester Lock and the Docks if going that way.

Having said all the above, during a meeting with a previous Chair of the Trust, Dick Skeet, we discussed the River Wye, and he mentioned the Wye Invader. The Wye Invader is the 124 foot Dutch Barge that travelled up from Chepstow to Hereford along the River Wye – usually only used by rafts and canoes!

For further information on this see <https://www.wyeinvader.uk/>. This will lead you to more about another Wye Invader, this time Wye Invader Two, with some great pictures of the boat along the River Severn. (Note – hyperlinks will appear in a similar website news item.)

Apparently, in 2020 the boat did a trip from Sharpness to Gloucester, the old way; yes up the River Severn right by Alney Island and across Llanthony Weir. There is video footage of it on You Tube at <https://www.youtube.com/watch?v=Tkjjs4PsM>.

So you could say we have an **Option 4** ... from Over Lock, down the River Severn, left at the Lower Parting and, with the tide, passing right over Llanthony Weir. So, whilst I was visiting Llanthony a few weeks ago, I looked at the weir. Initially, with floating trees resting on the top, the tide came in and up, giving a good clearance for a 2–3 foot draft of a narrow boat to cross.

But in this case the tree just went back upriver and jammed just below the old railway bridge on the river, leaving not a chance of getting through so, Option 4 like the others, is a maybe, but as the video shows, is possible. I did talk with the skipper of the Wye Invader Two and asked how he got into Gloucester lock - a rope on the stern and let the boat swing was the answer, it was close but it worked.

So may be Option 4 is the easiest one, we just need to rebuild Over Lock!

Looking from Llanthony foot bridge, the tree logs are caught on top of the weir





As the tide comes up, the weir is covered and clear



Unfortunately the logs flowed up river and just the other side of the footbridge, became stuck

What next?

All these options and their feasibility will have to be reviewed – your thoughts on these would be much appreciated please get in touch – information@h-g-canal.org.uk

Ralph Barber

Llanthony Lock



The Community Payback team have been visiting Llanthony Lock and the picture here shows the lock footpath much improved.

This is also part of the **Long Distance Walkers Association's Geopark Way**. Its route runs from Bridgnorth on the Severn in Shropshire, to Hartlebury Common near Stourport, crossing the Abberley Hills and then along the Malverns. It then passes Ledbury and moves on into Gloucestershire and along the towpath past Oxenhall Locks, and later down through Llanthony Lock before arriving at its final destination at Gloucester Cathedral.

Search Geopark Way online or go directly to <http://geopark.org.uk/pub/category/explore-geology-landscape/walking-trails/the-geopark-way/>.

Ralph Barber



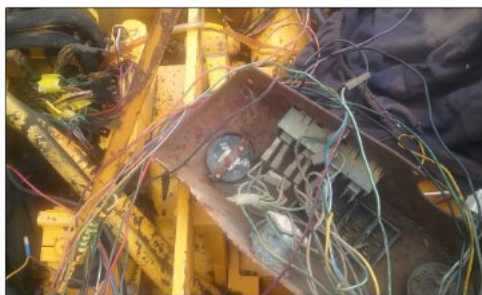
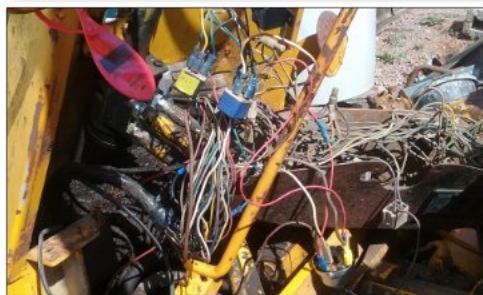
Dumper

Hopefully the gang are coming out of a truly challenging quarter when everything seemed to go down with eye-wateringly serious failures that were to test the bravest of the bunch.

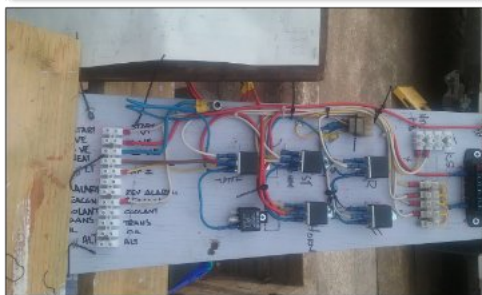


Dumper engine was finally built up, filled with oil and bled through. Turn the key said Kev, expecting a whirr and a puff of smoke – we got no whirr and the puff of smoke came from the wiring not the exhaust.

The main loom and control panel were opened up to reveal a charred bird's nest – utter despair.



A plea for a wiring diagram came to naught so it was back to basics, a control board was made from the WI jumble sale sign board and a box of relays from pal Tim, a new loom and control panel was quoted at over £800.00, beyond our budget, so electrical knitting was the order of the day.



Three weeks' overtime saw the machine rewired and ready to start. Kev always removes the oil switch to observe a squirt before starting a rebuilt engine, so whirr, whirr on the starter, no squirt, more despair. Sump off says Kev, which is a major job, and everything found to be perfect, sump on, no squirt. Off to Perkins for a genuine oil filter, lots of squirt and many happy faces. The failed filter was brand new from a trusted supplier, so at loss how this came about, but I suppose it's genuine in the future but £10.00 as opposed to £5.00 and a trip to Phoenix in Hereford.

Finally panels on and a test drive round the yard, thankfully no more unwelcome surprises, The latest acquisition is then loaded on Kev's plant trailer and whisked off to Malswick House for its final fettle before handover to the eager beavers.

A marathon project without a doubt. Total cost just under £3,000, less than half price and a recon engine thrown in.

The Sellwood Pump

The last instalment saw us gazing at a pump that wouldn't... So, it was again stripped and the starter hauled off to Mr Pinder in Cinderford who was able to refit a specialised starter pinion. Back to Malswick House and the whole lot built up and tested. Bliss, it went off on the touch of the button to the glee of the whole Malswick House team who hauled it miles to the culvert.



Pipes were laid from the culvert to the canal, the pump primed, and it went off on the button only to squirt more water out of the failed stuffing box gland than the main outlet. A dispirited trudge back to Malswick House and strip again, this time the Sykes pump. The gland plate assembly was whisked to the only known supplier at Avonmouth to be gazed at in bewilderment by friendly staff who concluded the only one who knew anything about this was in Wales.

A week later he called to say he managed to source parts which we had to pay for and some very rare bits that we didn't. A very good man but worryingly close to retirement.

At the time of press the pump is almost built up, so by the time you read this it should be squirting the right water in the right place. We dare not give you pics until its up and running, don't tempt providence!

The Digger – The Resurrection

The close of the last instalment saw us in deep despair but undefeated.

A replacement for the failed track hydraulic motor was located in Barnsley and Malc C tore off to grab it, sadly it failed to fit and Malc returned it and obtained a full refund. A call to Ipswich saw Malc again rise to the cause and a reconditioned unit ferried back to Malswick House to be eagerly refitted by the gang.

The anticipated trouble-free test threw up mayhem in the main tank, solved by a trip to Chepstow for a replacement filter and diffuser and a track adjuster that wouldn't, cured by a new pressure extension. To the accompanying of nail biting and wan faces the machine roared off with whoops of joy from Malc.



Chris Phelps

30th Anniversary Thank You Day



Thirty years on from the start of the H&G Canal Trust (having moved on from being a canal society), a Members Thank You day was held at Over Basin on September 24th. It was good to see so many people enjoying themselves with lovely sunshine all day.

We were fortunate indeed that many volunteers helped make the day such a success. The boat trips proved very popular and quite a few people made use of both Mr Maysey for one trip and then took a second ride on the Sailing4Disabled wheelie boat. People also took advantage of the Katacanoes belonging to Sailing4Disabled.

The day started with an unveiling ceremony of three plaques in celebration of the work undertaken by

- Ted Beagles, who had worked as a volunteer across most of the sites and became site leader at Over
- Brian Fox, who also volunteered across the canal corridor and supported the Trust as a Trustee and site leader at Oxenhall
- and Cliff Penny who was with the Trust, and the society, from the start. He was a Trustee for many years, and Editor of the Wharfinger for 100 editions



After the unveiling, a cheque was kindly donated to the Trust from Brian Fox's family in his memory. The families then took the first boat ride of the day, returning for tea and cake.

It was lovely to see so many old friends catching up over refreshments. A small exhibition in the marquee, showing the various current projects along the canal corridor and some future plans, proved popular.

More pictures on the next page...







Defibrillator



With Ed Helps' assistance we have installed an emergency defibrillator at The Lock Keepers, alongside Over Basin.

More than 20 years ago, my husband Brian put in many hours working at Over Basin and bringing home many clay-covered clothes!

Sadly, Brian died in 2002, and as my daughter Becca, died last year it seemed a good time to donate a defibrillator on the Canal.

It will be registered on the national database and available for any emergencies at Over Basin, Staunton Hill and the surrounding area.

Janet Moulton

Over Open Day – a volunteer’s perspective

Weeks before, the call went out for cakes! Yes, we always have lots of cakes at our canal events. My thing is shortbread biscuits, but who cares.

I was happy to be there all day because I enjoy being a part of a team, which makes it an enjoyable time for all. This was our first Members Only event, so people gathered and materials arrived, full of hope that the weather would be kind and members would respond to the invitation to the event. For a while the site was buzzing with helpers setting up the refreshment tent and display tent. Skippers were briefing their crews in readiness for boat trips on this much loved stretch of restored canal.

People, whose faces were familiar but maybe the names had been forgotten, all muddled in together to create a very welcoming venue. And when they got thirsty, three of us were ready to serve teas, coffees and – cake.

The numbers were building as members and their families arrived. The trip boats kept disappearing from their moorings full of smiling faces. The sun shone and it was warm enough to discard the fleece. I really enjoyed the chat with so many different people, sharing their unique stories. I was glad to be there and a part of this Canal Trust's efforts to make progress.

Our Chairman had an important job to unveil plaques on the wall by the basin. These plaques celebrate three VIPs in the Canal Trust, who made it all happen in previous years.



We are eternally grateful to them for having the vision and faith that one day this canal will be fully restored. This developing green corridor is already full of biodiversity, which will be such a local asset in this part of the world.

We have that faith too, so long as we continue to support, volunteer and use the canal.



Ginny Birkett



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Homage to John Masfield...

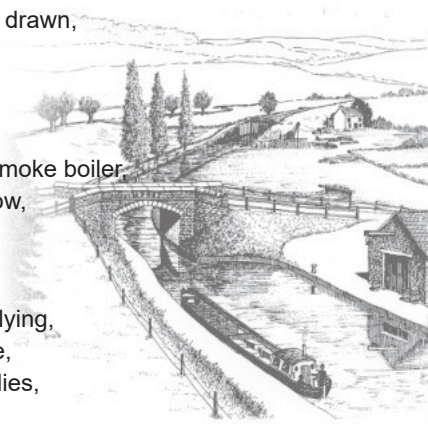


What Ledbury man could have done?

Old wooden narrow boat by hard-working horse drawn,
Working up from Gloucester in the early days,
With a cargo of iron ore, coal and timber.
Oxenhall to Ledbury in the evening's haze,

Steam power tug from Dymock town with coal smoke boiler,
Moving through to Staplow and barges on the tow,
With a cargo of charcoal, hops and hurdles.
Next stop Ashperton, always on the go.

Brightly painted packet boat with merry flags a-flying,
On its way to Hereford for the late summer fayre,
With a cargo of gentlemen, squires and their ladies,
Hurrying to Withington, run without a care.



Tony Higgins

... and from the Hereford Journal 4 April 1798



"We have the satisfaction to announce the completion of the above Canal from Gloucester to Ledbury. The opening of the Navigation took place on Friday last, when several of the Proprietors and Gentlemen of the Committee embarked at the junction of the Coal Branch near Newent, in the first vessel laden with merchandise, consigned to Ledbury, which was followed by three others laden with coal.

They passed through the Tunnel at Oxenhall, which is 2192 yards in length, in 52 mins, and at the extremity they were met by several Gentlemen, and entertained with a cold collation at the Boyce, the seat of Mr Moggeridge, one of the proprietors of the valuable Coal Mines recently opened at Oxenhall.

Both ends of the tunnel, as well as the banks of the Canal, were lined with spectators who hailed the boats with reiterated acclamations, indeed the sight was extremely pleasing, and it is supposed that upwards of 2000 people were present on their arrival at Ledbury (a distance of about nine miles) which took place in about four hours from their setting out.

A dinner was provided on the occasion at The George Inn, where the utmost conviviality prevailed, and many appropriate toasts were drank. The greatest advantages will result from the inland communication by water, and the adjoining country. In the article of Coal, the inhabitants of that district will reap an important benefit in the immediate reduction in price of at least 10s per ton. Coal of the best quality, by this conveyance, at the Wharf close to Ledbury, at 13s 6d, whereas the usual price at that place has been 24s per ton."

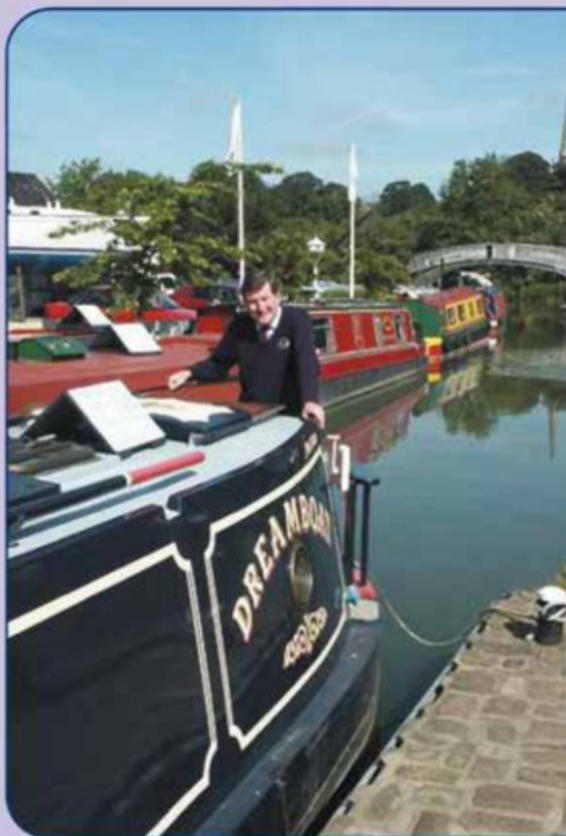
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Social Evenings – recently



The social evening in September was well attended with Dick Skeet giving a talk on the **Jam 'Ole Run**. This was a trip from Atherstone to Brentford carrying coal from the mines to the Kearley and Tonge factory by pairs of narrowboats, carrying 150 tons between them, over 246 miles and through 194 locks.

The trade ceased in October 1970, but in 1995, a re-enactment of the “Jam ‘Ole Run” was held on the 25th Anniversary of the cessation of the coal trade. A number of old working boats, accompanied by some modern boats, went from Braunston to Coventry, loaded with a token amount of coal, then carried it to Brentford (at the start of Paddington Arm) and returned to Braunston – all in a week.

Why the “Jam ‘Ole”? – it was a narrow canal entrance to the factory of Kearley & Tonge who, among other things, made jam.

Braunston would always have been busy in the days of the Jam 'ole run, but perhaps not as busy as when the speaker passed through after the Braunston Festival.



Apples & People

October's social evening talk was by David Marshall from Hereford's Museum of Cider and Brightspace Foundation.

A fascinating talk with facts abounding; a sixth of all cider worldwide comes from Herefordshire; apples came from China millennia ago, eventually travelling around the world to all the continents (apart from Antarctica); Pink Lady was created as a trademark brand but the apple itself is a Cripps Pink, bred in Australia; Gala, Braeburn and Jazz all originate from New Zealand; China is the number one apple producer, mostly for home consumption; and a variety called Fuji is the most popular apple in the world with some 150,000,000,000 produced per year.

Why all this information? Well, it is part of an online exhibition programme being run by the Museum of Cider, Brightspace Foundation and National Trust in Herefordshire called Apples & People. There are regular updates and stories showing the apple's journey across time, geography and cultures. New stories will continue to be published until May 2023.

Further information can be found at <https://applesandpeople.org.uk/> where it is possible to subscribe for updates.

Ralph Barber

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Social Evenings – going forward



Thank you to those who continue to support our social evenings at the Royal Oak.

We have decided not to hold meetings in January and February 2023 as there is always the risk of bad weather. I think I have only cancelled a couple of meetings in 20 years, but it is an extra worry.

The costs of the meetings are also rising – although the hire of the hall has not increased since at least 2011, speaker's fees and expenses have gone up sharply.

Can I ask you a few questions?

1. Is the cost of petrol making you cut down on travelling?
2. Do you like driving at night – would you come to daytime meetings?
3. Choice of speakers – are there any special subjects you would like covered?
4. Would anyone be willing to help on the night, looking after the speaker, etc.

Please let me know your thoughts – my contact details are on the inside back cover.

Many thanks – hope to see you on 16 March 2023 when Dick Skeet will talk about Stephen Ballard - see p29.

Janet Moulton

Ways to help support the Trust



Thank you for your ongoing support.

These days with internet shopping you can help the Canal Trust by registering with **easyfundraising.org.uk** and/or **Amazon Smile**. Select the Herefordshire and Gloucestershire Canal as your chosen charity. This helps us, as with each purchase we get a percentage. Whilst it may only be 1-2%, recently some offers have donations of up to 8%.

We still have our **Land Fund** running and we welcome donations to that to help build up the pot so we can respond to opportunities that occur along the route.

Please also consider adding us to your will. As a charity you can reduce your Inheritance Tax by **bequeathing** to the Herefordshire and Gloucestershire Canal Trust. See website donation page for more.

Please remember to keep all those stamps from your Christmas cards, **Steve Bence** has raised over £4,500 over the years from all the stamps passed to him. See p35 for details.



Winter Fayre – 12 November 22

We called it a **Winter Fayre** – it felt more like a **Spring Spectacular**. Rather than providing the usual selection of home made soups we might have done better selling ice cream in the car park! However, Newent Memorial Hall mirrored our “name” theme with spectacular Christmas decorations to add atmosphere. We were welcomed indeed.

The day was a great success for both stall holders and the Trust. Over £718 was added to Trust funds and a lot of interest was shown in the latest progress with the canal. I have to confess to some surprise at this, as there never seemed to be hordes of people in the hall, just a steady trickle throughout the day.

Particularly noticeable this year was the quality of goods for sale on the traders' tables. Everything really was homemade, from exquisite table decorations and the loveliest candles I have ever seen – much too lovely ever to light – to hand spun knitwear, sewn items and handsome glass and wood crafts.



An event like this doesn't happen without a great deal of effort before the event with planning, publicity and liaising with traders. On the day itself we were blessed with strong willing hands at eight on the morning for setting up and again in the afternoon for clearing everything away. Our members in the kitchen and with our own table and displays were kept busy all day.

“Well done” and “thank you” to everyone who helped in so many ways. We had a great day. Put 11 November 2023 in your diary now. Who knows – it may even be snowing!

Dick Skeet and Ginny Birkett



Winter Fayre

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Sales and Promotion Events



Raising funds for and awareness of the Trust's work is vital in maintaining progress with the Canal's restoration. Our Sales and Information Stand can be seen at many Waterways and Country Shows each year.

The Promotions team will be on the road again in 2023. Why not come and help for a few hours? You help to get the message out and the events attended can be fun to walk around before or after a few hours on a stall. You also get a chance to chat with fellow volunteers.

In 2023 we are looking at the following – all dates subject to change.

March	Oxenhall, as part of the Daffodil Days
June	Ledbury Community Day
June	Braunston Historic Boat Rally
July	Tibberton Show
August	Gloucester Retro On the Water
September	Save the date, 23rd September, Members' Day
November	Newent Winter Fayre



Other events we would look at attending would be the Newent Onion Fayre should it occur after it was cancelled this year.

We are also waiting dates for the Waterworks Museum (Hereford) as they have offered us space in the spring at one of their open days.

More Events for the diary...



16 March 2023

Dick Skeet will give a talk on Stephen Ballard...

...remember him – he had something to do with the Hereford & Gloucester Canal!

AGM Update
AGM Update
AGM Update
AGM Update

14 June 2023

Herefordshire & Gloucestershire Canal Trust Annual General Meeting
at the Royal Oak, Much Marcle from 7:30pm.

The agenda and accounts will be available on the website prior to the meeting.

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Keeping in Touch



**To assist us with keeping in touch
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Secretary Tony Higgins.**

**Please, also let him know if any of
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thank you.**

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Canal Walks



Herefordshire & Gloucestershire Canal
Trust has produced an expanding series
(currently seven) walk leaflets which
explore various parts of the Hereford &
Gloucester Canal.

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Hello all, this is my update on how we are operating.

As you may know we were involved with the NHS Big Health Day – this has provided two new groups who have had a great time on the water, and they've even been back. They are still talking about their experiences which is very encouraging for all the helpers, as they then know that they have made a small change to someone's life.

On a lighter but serious note one of our long term clients who loves going in the KataKanu decided to see how deep the canal was by putting his leg over the side. Unfortunately, he failed to think how wet and cold the water was after putting his very wet leg back into the KataKanu, only to jump out, but this time he managed to trigger the life jacket which frightened him more than the cold water!

After loaning him dry clothing he went home very happy showing off the extra-large suit he was in. His mother sent him off next week telling him no swimming! But he came back, so that to me makes it all worthwhile.



The photo of the KataKanu with a very happy crew.

The only damage was a new inflation system for the life jacket at £19.00. He still goes in the KataKanu, but we make sure he knows ... **"NO SWIMMING"** .

They managed to leave the pontoon and turn the KataKanu around without hitting anything!

Pete Long Gone Silver



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This long hot summer has certainly made the weed take hold at Over and our Harbour Master has certainly kept us busy. It's a funny old life but at the weeding sessions a lady member, when I quizzed her about her participation replied *"I have never found anything so therapeutic"*. Thanks to members' efforts and nature Sunday September 18th the winding hole half a mile away welcomed our return.

To sailing, attendance has been excellent without too many mishaps, both powered models and yachtsman have seen attendances in the high teens.

Readers might remember an article in the Wharfinger Summer edition 2013 describing the delivery of supplies to the Wharf House by the cargo ship Benalty VI. Times have moved on, here we view the maiden voyage, August 3rd of the Maersk line container ship Trein Maersk. She has just been launched at the Over landing stage, having been prepared to navigate the canal to make a delivery to the Lock Keepers at Over basin.

As I am sure you have guessed, it is another fine model constructed by a member of the Gloucester Model Boat Club. The model's scale is 1/100th, giving an overall length of 1.6m with a beam of 320mm. She is driven by twin propellers. A model this size requires serious ballast, power is required so why not a 12volt car battery. To aid docking she has bow and stern thrusters. Looking closely at the model you will notice the transverse crane to assist unloading.



A passing family took a great interest in our models, particularly the container ship. The young girl looking on was amazed at the size and complexity of the model.



Later conversation with her parents revealed her grandfather for many years shaped the masts and spars for tall ships at Tommi Nielsen's yard in Gloucester docks.

The actual ship is a feeder vessel carrying 1,100 containers. Her statistics are: launched 1990, an overall length of 161m, beam 31m and her service speed is 18 knots.



The Club sails at Over basin, weather permitting, on Wednesday, Friday yachting and Sunday afternoons, why not make a visit?

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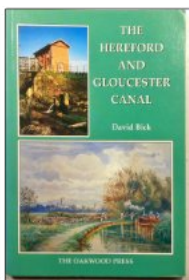
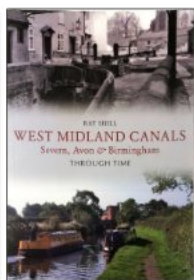
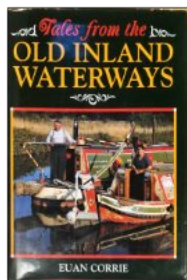
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35 Lime Road, Southam, Warwickshire, CV47 1EQ.

Steve can also now be reached by email at stamps@h-g-canal.org.uk.

We have recently received some sizeable collections and the sum raised keeps going up and up.

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

Dave Goff

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

Second Sunday each month

Herefordshire Roving Team

Ralph Barber 01432 853 086

hereford@h-g-canal.org.uk

Wharfinger

EDITION
155

Please submit your copy for Edition 155 to the magazine editorial team no later than 27 January 2023.

Ideas, text and images by email to editor@h-g-canal.org.uk.

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Yarkhill Site Leader – Chris High

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

Herefordshire Roving Team – Ralph Barber

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

General enquiries –

6 Castle Street, Hereford HR1 2NL
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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, laptop or phone!

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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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 Sever 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.

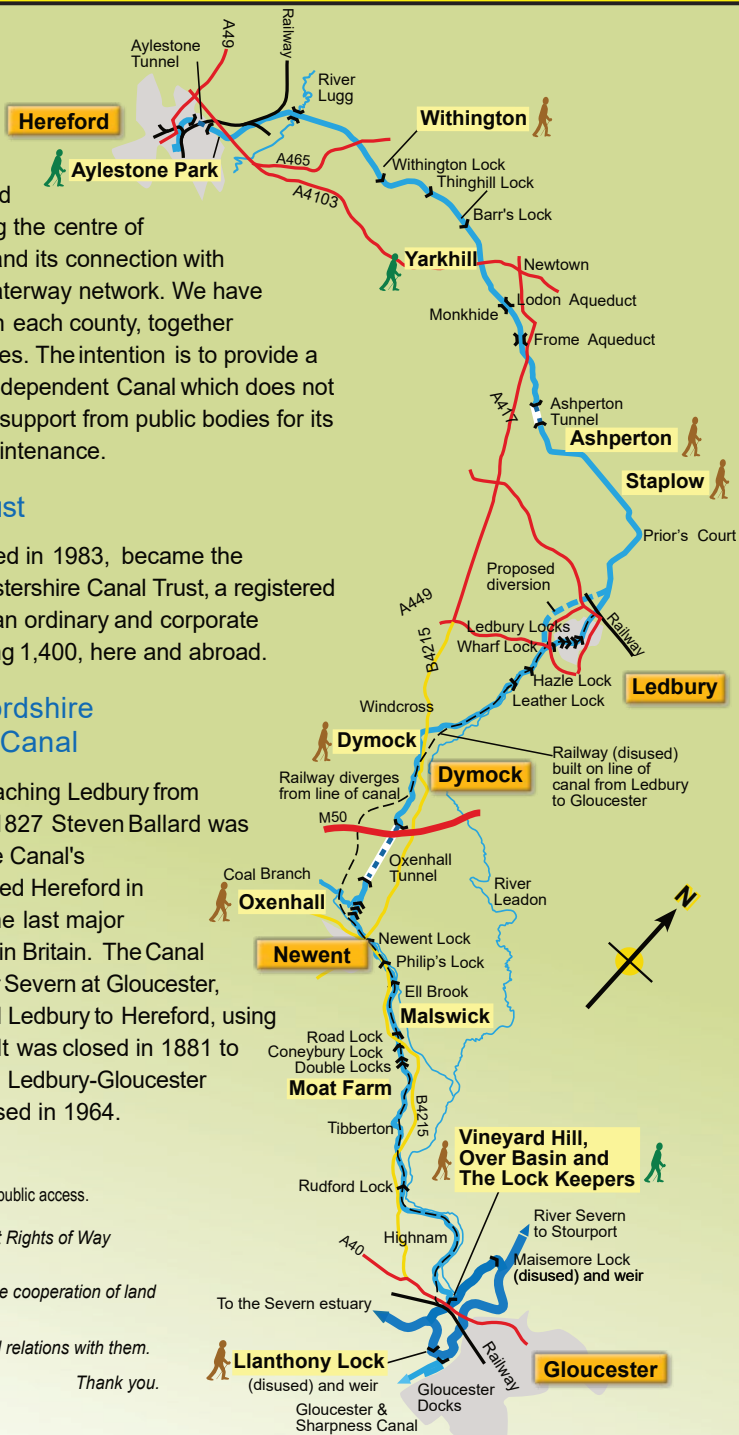
We work on the Canal with the cooperation of land owners and their neighbours.

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.