

THE WHARFINGER



**Newsletter of the Herefordshire &
Gloucestershire Canal Trust**

**50p
free to Members**

**Edition 44
Autumn 1994**

WHO DOES WHAT . . .

| | |
|-------------------------|---|
| VICE PRESIDENTS | R. E. Barnes TD, <i>Sir John Knill Bt.</i> |
| CHAIRMAN | Cliff Penny |
| VICE CHAIRMAN | Roger Chandler |
| TREASURER | Liz Connors |
| RESTORATION GROUP | Roger Chandler, Brian Fox, <i>Simon Hayward</i> , Mike Potts, <i>Ian Reid</i> |
| PRESS/PUBLICITY OFFICER | David Williams |
| MEMBERSHIP SECRETARY | Roger Morgan |
| FUNDRAISING OFFICER | David Penny |
| SOCIAL EVENTS GROUP | <i>Lynda Palmer, Steve Delacourt-Smith</i> |
| THE WHARFINGER | Cliff Penny, David Penny |
| MINUTES SECRETARY | Tony Austin-Bailey |
| TRUST ADMINISTRATOR | Lesley Lowe |
| TALKS/WALKS | N Jefferies, M Potts, D Williams |
| WHARFINGER POSTMASTER | <i>Bob Fairclough</i> |

Those in italics are not Directors on the Council of Management

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H & G
C & S

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David Penny; Liz Connors; Joyce Lynham; Cliff Penny; *Steve Hughes*

MALLARD *Ron & Sarah Ashley, Derek Gray, Steve Hughes,*
DIVISION *Joyce Lynham, Ray Moses, David Penny, Pat Skeet.*

Please see CONTACTS, inside back cover, for addresses/phone numbers.

HONORARY POSTS:- AUDITOR Davies, Edwards & Co., Leominster.
SOLICITOR Sue Newbould, GABB & CO., 25 King Street, Hereford.

YOUR COMPANY NAME COULD BE HERE

The Print Sponsor for The Wharfinger is acknowledged on the inside front cover of *each* edition. 1,000 copies are circulated throughout the Country to our Members, Local Authorities, local and national news media, British Waterways, IWA., Government Departments - as well as being sold in the two Counties.

To discuss this excellent opportunity to support our wholly voluntary work, which is of benefit to the environment and the community, please contact the Chairman.

CHAIRMAN'S COMMENTS

SUPPRESS OR TELL ?

The Canal Trust has always tried to ensure that its Members and Supporters are kept *fully* informed, via **The Wharfinger**, of *all* that was "going on" - the sole exception being where *premature* publication of any information might prejudice the outcome of negotiations. Some of *our* ideas for keeping *you* informed (such as **Committee Matters**) have subsequently been adopted by other waterways organisations - a sincere form of flattery !

So what should we do when the going gets a little rough - suppress or tell ? Sufficient to say that this is the first **Chairman's Comments** where I have felt obliged to get a "second (*and third* !) opinion" before committing it to the 1,000 copies of **The Wharfinger**.

It would seem to be almost inevitable that as *any* organisation grows those running it will have different opinions as to the manner in which day-to-day activities are managed. The fact that *all* of us involved with the Canal Trust (and our associated Trading Company) are *wholly unpaid* perhaps places a slightly greater emphasis on things if we disagree; after all it is our leisure time that is being utilised so why shouldn't everything be done in the way each individual thinks is best ?

3p TOO MUCH ?

In the past few months a *very small* number of our Directors have expressed concern that so many aspects of the work of the Canal Trust (and Trading Company) are concentrated within one household. There were two main reasons given for their concern; the difficulty that would arise if the Penny household (three Canal Trust Members in total) was suddenly removed from this earth by some unforeseen disaster [*or decided to support another Canal Trust !*] and the second - to my mind less acceptable - that there was too much influence/control over the affairs of the two organisations to the point that democracy was dead.

As reported in **Committee Matters** [p. 4] a letter from one of the Directors of the Canal Trust was reported to the August Council of Management, expressing such views, and a special meeting was convened to discuss the points raised. At that special meeting (Chaired, at my request, by the Vice Chairman) a second letter was tabled, from another Director, expressing similar views. Each of the points was addressed in turn and

CHAIRMAN'S COMMENTS . . . (ii)

amicably discussed (all Directors bar one being present). A number of the points made were vigorously rejected by the *other* Directors (especially the suggestion that "*everything* was handled by the Penny family" - an insult to other hard working Directors!). The outcome is that we are all still speaking to each other *but* some changes will be introduced - for the future health of the Chairman *and* the Canal Trust/Trading Company.

With immediate effect I will no longer be a Director of the Trading Company and as soon as possible the administration of Corporate Memberships will transfer to the general Membership Secretary. That will officially leave me as Chairman/Liaison Officer [*liaison with the local authorities and similar bodies*] and Co-Editor of **The Wharfinger**.

What a shame it is that so much of our (*voluntary* !) energies have been spent on eliminating misconceptions ... or is it ? Perhaps there have been others who read the cover of **The Wharfinger** and wondered why key posts were handled by members of the same family ? It is important to understand that, in the past, my family and I have been considered the obvious first choice to fill gaps - short or (*more likely*) long term - in the various parts of our organisation. *Perhaps, with our increasing Membership, this will no longer be necessary?*

LAND OWNERS AS DIRECTORS

At the same meeting Major Robert Barnes suggested that it was inappropriate for land owners (and those representing the interests of land owners) to serve as a Director of the Canal Trust. He would not be standing for re-election at the AGM. At his suggestion we are investigating to see if any change in our constitution is necessary, or desirable, to ensure impartiality.

NATIONAL AWARD FOR CANAL TRUST

The Canal Trust was awarded the **British Marine Industries Federation's** new award, for the most effective display by a non-commercial waterways related group, at the **National Waterways Festival** held at Waltham Abbey over the August Bank Holiday. As this is the largest waterways event of its kind in the world this is an achievement that we are very proud of. To all who contributed to this success - *well done and thank you*. [*Report on the Award is on page 3.*]

Cliff Penny, Chairman/Liaison Officer

H & G CANAL TRUST LEADS THE WORLD I

THE BACKGROUND ...

Each August Bank Holiday the National Waterways Festival is held at a different location on the Inland Waterways system. Organised by National Waterways Festivals (part of the Inland Waterways Association), to which we are affiliated, the Festival has introduced the Inland Waterways to over a million members of the general public throughout the Country.

The former Canal Society used to attend with a sales table in front of a small caravan; then, in 1990, the National Waterways Festival came to Gloucester. We were given the opportunity to mount a display about the Canal, and our work to restore it (plus a sales presence!), in an individual marquee partly paid for from Festival income. The fact that the marquee was to be twenty foot square presented a major challenge! Many hours were spent by a number of volunteers producing our own "home made" interlocking display panels (as we couldn't afford a professional display system) and the essential photographic panels.

Thanks to generous support by the Hereford Branch of Jewsons Builders Merchants the cost was kept very low and we eventually produced over 20 interlocking panels, painted matt black with a twin horizontal golden yellow band at waist level. To these were added a small number of non standard panels to accommodate the large map of the Canal that the Hereford Map Centre agreed to Sponsor plus a special panel for the secret weapon of that event - code named "Mikes Thing"! Many have been encouraged to put their head through the hole in that display panel - headed "our greatest asset" - only to find themselves instantly

transformed into a boiler suited canal navvy (complete with safety helmet, wellington boots and spade)!

Our present Chairman managed to persuade a company that was demonstrating, around the Country a computer graphics sign-cutting machine, to cut signs for our display. The display was illuminated thanks to display lights donated by Thorn Lighting of Hereford.

OUR DISPLAY ...

Having mounted a successful display at the Gloucester National Waterways Festival in 1990 it was decided to continue to "think big" in subsequent years. So we have promoted the Herefordshire and Gloucestershire Canal, and raised funds, within an individual 6 metre square marquee at each of the subsequent National Waterways Festivals. This has taken us to Netherton (Dudley) in 1991 (with a Police estimated attendance of 380,000 over the 3 days) [*that's not a misprint - Ed.*]; to a miserably wet Wakefield in 1992; Peterborough last year - and Waltham Abbey (close to the dreaded M25) this year. Our original display panels, map, signs and lights are still going strong. This year we also had the benefit of a interlocking sales table which our Press and Publicity Officer kindly donated to the Canal Trust.

THE BMIF AWARD ...

At Waltham Abbey the major trade body British Marine Industries Federation donated a new award for the best voluntary display at what is the largest Festival of its type in the world. We are delighted to be able to report that the first winners of this new BMIF award were the Herefordshire and Gloucestershire Canal Trust. CRP

COMMITTEE MATTERS

Two Council of Management meetings are reviewed by our Chairman in order that our Members and supporters are kept up to date . . .

JULY COMMITTEE *[There was no meeting in June]*

■ Provisional arrangements were made for the AGM - to be held in Ledbury on the 27th October. *[Details on pages 11 to 14]*

■ The Chairman expressed great concern at the overgrown state of the towpath edge on the main Herefordshire restoration site.

■ The Open Days Committee reported on progress in respect of arrangements for the September Open Day to be based at "Sunstone Cottage", Monkhide, by kind permission of Mrs Sylvia Muggeridge.



■ One of the parapets to Skew Bridge had been badly damaged as the result of a road vehicle accident. The County Council had been contacted and repairs were already in hand.

■ The Deposit version of the Malvern Hills Local Plan had been published and included details of a diversion route around Ledbury that was still under discussion with the Canal Trust and had not, therefore, been the subject of discussions with other parties (such as the Town Council, the land owners and the National Rivers Authority). This was likely to cause difficulties for the Canal Trust and would almost certainly lead to formal objections, from other interests, to the Local Plan. A meeting had already been held with the NRA as soon as the potential difficulty was identified.

■ It was agreed that Lesley Lowe (Trust Administration Officer) be co-opted on to the Finance Committee.

■ For the year commencing 1st March 1995 formal budgets would be prepared and agreed, based on recommendations from the Finance Committee, in respect of all aspects of the Canal Trust's income and expenditure together with related authorisation procedures.

■ Limited restoration progress was reported from both counties. In Gloucestershire work was being hampered by inadequate dumper capacity; the site on which the spoil was being spread was some distance from the point of excavation. An appeal would be made through the local press and radio for additional loan machines.

■ The imminent publication of Member David Bick's book about the Canal was welcomed *[have you got your copy yet? see p. 21]*

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COMMITTEE MATTERS . . . (ii)

JULY COMMITTEE . . . continued

■ The Chairman was presenting a brief talk about the Canal, at the end of August, as part of the "Fringe" festival (that accompanies the Three Choirs Festival - this year being held in Hereford).

■ New Members Lynda Palmer and Steve Delacourt-Smith had agreed to take on the vacant role of Social Events Organisers as from January. This was greatly appreciated. *[Mike Potts has kindly agreed to continue to organise our highly successful "coach outings".]*

■ Eleven Members had received appropriate boat handling training, including first aid, as "skippers" for our trip boat "Mallard".

■ Thanks were expressed to those who worked to repair a major failure on the slewing gearbox of the Trust's JCB excavator - more than halving the manufacturers estimated repair costs.

AUGUST COMMITTEE

■ Arrangements were made for a special meeting to be held to discuss concerns expressed by Major Robert Barnes and Mike Potts that too much of the Canal Trust's affairs were being run by one household. *[See "Chairman's Comments", p.1.]*

COMMITTEE MATTERS . . . (iii)

AUGUST COMMITTEE . . . *continued*

■ Mike Potts was thanked for funding a £1,000 interest free loan, for the past 12 months, that had enabled our second tracked excavator to be purchased pending a hoped-for grant. As an appropriate grant had not been obtained from any of a number of sources the money had been repaid from Trust funds.

■ Preliminary negotiations were in hand with the National Rivers Authority, and other interested parties, in respect of the diversion route around Ledbury that had been indicated in the Malvern Hills Local Plan. The Ledbury Town Council had been contacted and our proposals explained to them.

■ The Chairman and members of the Herefordshire Restoration Group had met with a local land owner and it was hoped that a number of valid criticisms had been resolved. It had also been agreed that gates be inserted into the field/towpath boundary, either side of an accommodation bridge, to permit Canal Trust maintenance plant and equipment to circumnavigate the bridge and pass along the towpath.

■ The towpath close to Middle Court Bridge, (Monkhide Project site) had finally been levelled but was still higher than intended due to the lack of a local site for the surplus spoil.

■ Work had commenced on the restoration of the southern portal of Oxenhall Tunnel in Gloucestershire. The ditches above the Tunnel were also receiving attention in the hope that the silt laden water could be directed to a point where the silt could be separated before the water enters the Canal.

■ It was confirmed that the Trading Company made a profit on all items that it sold. This was good reason why copies of David Bick's book should be bought through it and not local bookshops!

■ H&GCS's 9 day attendance at the Welsh National Eisteddfod, at Neath, with our trip boat "Mallard" had been a success - no thanks to the terrible weather. A number of people had played key roles in order for this to happen; some being outside the Canal Trust. This was greatly appreciated. *[Report on p.20; Thanks on p.23.]*

■ A preliminary design for a "car sticker" was considered.

■ Herefordshire and Worcestershire County Council had completed the repairs to the parapet of Skew Bridge. Concern was expressed at some aspects of the work.

■ The Finance Committee produced their initial recommendations for financial procedures that would regulate Canal Trust expenditure.

CRP

FIRST PRIZE - 1993 *By Peter Roberts*

Ever wondered how or what happened to the person who wins the 1st prize in a raffle? Well, this is that tale of a 1st prize winner.

It started when my wife and I were on holiday in our favourite county of Herefordshire. While there the water works had an open day, and since it was raining we decided to go along and spend a little time observing what goes on behind the scenes.

The water works were very interesting as were the various side shows, but what's this! Some young chap [the Chairman "manned" this display single handed - no room for confusion - he is thinking of getting this reference to "young" enlarged and framed! - Ed.] wants us both to join the Herefordshire and Gloucestershire Canal Trust offering us a chance to become G.D.B. [General Dogs Bodies? - Ed.] at only £5 a year Membership. Oh! Well, what the hell, I part with my fiver and we are Senior Citizen Members.

Literature arrives regularly and then, five books of Grand Holiday Draw tickets. We live alongside a canal at Catherine De Barnes up here in the Midlands, not many of my acquaintances were keen to buy my tickets, thus leaving me to purchase all of the books, which I did, and then dutifully returned the stubs and money to the Treasurer.

One evening much later in the year, I think it was September, the phone rang and a voice checked my address, name etc and then informed me that we had won the 1st prize in the Grand Holiday Draw, I could not remember what the 1st prize was. Since Sue and I were in our 69th year

of age and neither of us had ever won a raffle in our lives before, we tend not to dwell on what the outcome of any tickets we buy may be!

Do you remember what the first prize was in 1993? It was a Narrow boat holiday for one week donated by Ian & Pauline Cundy of Starline Narrow Boats, Upton on Severn.

Eventually Ian contacted us to see which week we would like in 1994 other than Bank or main holiday weeks and we choose 21st May to 28th May, this is the time of the year of light nights and gentle warm days, as you well know.



The 21st May duly arrive and off we go to Upton on Severn to meet Pauline and Ian who made us very welcome and assured us that although we had not taken a boat out before we would be O.K. Since we were not too keen on the locks

Ian recommended that we go down River to Gloucester then along the Gloucester & Sharpness canal so this is what we decided to do.

Our host Ian then took us aboard *Western Star*. On entering the boat the first thing we noticed was how nice, clean, warm and comfy the boat was. Now it was down to business. Ian took us through the boat from the stern to the bow showing us how to start the engine, the prop. shaft greaser, weed trap, central heating boiler, refrigerator, cooker, toilet, water supply, mooring pegs, gas bottles. Finally the log book with all of the information that we could possibly require, even how to tie up the mooring ropes, and how not to sink your craft, all presented in humorous terms with sketches, so it does not make hard reading.

Next it was time to go out on the river from the marina. Ian handed the tiller over to me to get the feel of the boat and carry out a mooring approach. Under his watchful eye, we turned across the river and returned to our berth. Ian wished us a happy holiday and left us alone to settle in.

The weather was a little wet and it had been raining all afternoon, so we decided that we would be better off starting our voyage on Sunday *since it was bound to be a better day.*

THE VOYAGE

The time 08.45am. *Western Star* slipped her moorings, at the helm Captain Pete, 1st Mate Sue, these appointments of command had been made over night, *the weather raining.* The only living thing to see us off was a heron on the bridge over the marina entrance, and he did not stop to see us safely on to the river.

We slipped past Tewkesbury through Upper Lode lock and on to Haw Bridge where we berthed. By this time we were wet and cold. The boat was so warm and comfortable that we quickly revived. The rain stopped and an enjoyable walk was taken.

Next morning a leaden sky greeted us *and of course it rained.* Some helpful advice from a veteran boater and we were off to Gloucester Docks. Safely through the lock into the basin, a hive of activity. There is nothing that makes you seem so inadequate as to be surrounded by sickeningly competent boaters! Please do not misunderstand this statement, everyone we met was so very helpful and kind. By this time we did not

disgrace ourselves at all, in fact we were quite proud of our prowess.

That night was spent on a lovely quiet stretch of the canal, the only disappointment was the lack of wild life other than ducks and swans. The water voles, and animals of similar ilk seemed to be staying in bed, the bird song was a delight to listen to, this was the life, *Oh! its raining!*

Moving on down to Frethern Bridge a stop was made here to replenish vital supplies, and then on to Patch Bridge. Derek the bridge keeper was very helpful and it was here that we intended to walk to Slimbridge, *but heavy rain* put a stop to that. After a walk in the evening we turned in, after all *it would be better in the morning.*

Wednesday morning dawned and guess what, *it was still raining,* so we decided to turn round to make our way back towards Gloucester. Later in the afternoon we moored up along the canal bank for the night.

Thursday morning, yes *it was still raining,* however, off to Gloucester we must go. Arriving at the basin and going straight into the lock as we had decided to go on to Haw Bridge. The lock keeper informed us that he could not let us on to the river until at least 3pm because there was a Spring tide and a lot of debris in the river. This was accepted as good advice, and I skillfully reversed out of the lock and berthed. Should any sceptics be reading this and query the skillful bit, we know it was skillfully done because there was a veteran narrow boat owner, who told me so, when we got to know him. *[Reversing narrow boats is quite an art - especially when someone is watching! - Ed.]*



FIRST PRIZE - 1993 . . . continued

Having berthed we decided to walk over to the lock keepers cabin and have a look at the river. Well those of you who are familiar with the wall will know that it is about 30 feet above water level under normal conditions, now the water was about 4 feet from the top and looking very angry. Our worthy friend the lock keeper said that if we were not in any hurry the best time to leave would be 8.00 am in the morning.

A change of plan, was agreed, we would walk up to the city and look over the Cathedral, and the Robert Opie Museum, the latter on the advice of one of our new boating friends. Sue went to see the Robert Opie Museum, this is a museum of packaging and she recommends that anyone who is getting on in age should not miss it. Apparently there were shouts of "Oh" do you remember that or "Oh" I had forgotten those, all in all a real wallow in nostalgia.

New waterproofs were decided on, since the ones we have been wearing for some years were not at their best. New tops and trousers were purchased and we looked eagerly forward to Friday, and the rain, to try our new acquisitions. Friday dawned, ***with sunshine over the basin***, the first in six days, and of course our last day!

Departing the basin at 08.30am we entered the river, and I was pleased to see that more normal conditions had returned over night however there was still lots of debris coming down river. 1st Mate Sue came into her own standing in the bow and pointing out which side of the river we should go, to avoid running into this debris. Our plan was to moor up at Haw Bridge for lunch, but the berth had been

monopolised by the Pink Gin and plastic brethren who made it quite clear that no common boaties were welcome, not a smile or wave was forthcoming from them. One strange habit that I notice was that, when the plastic launch owners were actually on the move, it ***was*** permitted to raise a hand in acknowledgement! This was not the case with other narrow boat skippers who always had a cheery wave and suitable banter.

Finally Upton came into view and we safely berthed, our voyage was over. Ian welcomed us back commiserating with us about the weather, and making sure we were O.K.



Sue and I enjoyed our week, the experiences, and the people we met on the boats, in spite of the rain, and at 70 years of age it was the first time we had ever been on a narrow boat holiday.

To Pauline and Ian, Sue and myself want to thank you for giving this holiday, and we compliment you on the high standard in which your boats are maintained, in all aspects, we were very comfortable. We wish you and your business every success, you will see us again, perhaps as a customer. ***To all you Members, don't forget to purchase your Grand Holiday Draw tickets next year - you may get a nice surprise!***

[Our thanks to Mr and Mrs Roberts for this interesting report on their holiday and to Ian and Pauline Cundy, of Starline Narrow Boats, for providing the 1993 Grand Holiday Draw First Prize - and for their ongoing support by way of Corporate Membership (and in other ways; see page 23.) - Ed.] For a brochure telephone (0684) 574774.

The Colwall Park Hotel

An independent family run Hotel offering special discounts to Members of the Herefordshire and Gloucestershire Canal Trust and IWA.

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Basil and Elizabeth Frost, owners of the narrow boat "Jersey Girl", are the proprietors of the Colwall Park Hotel, and are pleased to offer free facilities for meetings and fund raising activities to the Herefordshire and Gloucestershire Canal Trust and IWA.

Situated in the centre of Colwall Village, on the B4218 between Ledbury and Malvern, the Hotel has twenty en suite bedrooms, Conference Rooms, Ballroom, and a Restaurant specialising in English menus.



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HEREFORDSHIRE AND GLOUCESTERSHIRE CANAL TRUST

WORKING TOGETHER IN THE PRESENT, TO REVIVE THE PAST, AND SECURE A BETTER FUTURE

ANNUAL GENERAL MEETING 1994

to be held on Thursday 27th October, 1994
at the Burgage Hall, Church Street, Ledbury
commencing at 7.30pm.

Annual Report and Accounts for Year Ended 28th February 1994

Apart from the formal business there will be
a lively mix of slides, overhead projections
and commentary on the successes of 1993/4.

Light refreshments will be available.

Members and friends will be made very welcome.

There will be ample opportunities for general questions after the close of formal business. Prior notice of questions should ensure a comprehensive response and would be greatly appreciated.

A G E N D A

1. Opening of the meeting by Vice President Major Robert Barnes TD.
2. Chairman's Report.
3. Group Reports.
4. To receive and approve the Report of Council, the Income and Expenditure Account and Balance Sheet of the Trust (and associated Company) for the year ended 28th February 1994, the Report of the Honorary Auditor thereon, and the Report of the Honorary Treasurer.
5. To re-appoint R W Davies Esq., of Davies Edwards and Company, as Honorary Auditor of the Trust (and associated Company).
6. To appoint Members of Council in place of those standing down/retiring by rotation (A Austin-Bailey) and to confirm the appointment of a Council Member who was co-opted during the year (S Hayward).
7. Byelaw 92/01 gives the Managing Council the power to amend subscriptions (to be endorsed at the subsequent AGM). However the Council have resolved to put to the AGM the following recommendation in respect of a rise in subscriptions with effect from the 1st March 1995:-

We have done our utmost to contain expenditure but it has now become necessary to review the level of Subscriptions due to the loss of a print Sponsor for The Wharfinger. Membership Subscriptions were last increased on 1st April, 1990. [The following new rates are recommended to apply to all new Memberships as from the 1st March 1995 and to all renewals falling due on or after that date.]

The existing rate is shown [£xx]

Senior Citizen £5 [£3]; Joint Senior Citizen £7 [£5];

Individual £7.50 [£5]; Family £10 [£7];

Corporate £20 [£15];

Life Membership:-

Senior Citizen £80 [£50]; Joint Senior Citizen £110 [£80];

Individual Life £150 [£100]; Joint Life £200 [£140]

It is recommended that a "special offer" be made for the remainder of 1995 with the new Life Membership Subscription being discounted by 20%.

A new Corporate Life (25 years) Membership of £400 is also proposed.

8. Clause 66 of the Articles of Association requires that accounts, balance sheet, the Report of the Council and the Auditors Report be laid before the AGM *and be circulated to all Members*. In view of the high costs of reproducing and posting hundreds of copies *[currently estimated in excess of £300]* the Council has been petitioned to seek the authority to change procedures so that only abridged accounts be circulated. Full accounts would be available from the Honorary Treasurer on receipt of a SAE. The AGM is asked to confirm this change.

9. Close of meeting by Vice President Major Robert Barnes TD.

NOTE REGARDING AGENDA ITEM 6.

Three Members of Council are standing down and are not offering themselves for re-election:- Messrs R E Barnes; R Morgan; D Williams. One Member therefore has to retire by rotation [A Austin-Bailey] who has offered himself for re-election and is returned unopposed.

ANNUAL REPORT FOR YEAR ENDED 28th FEBRUARY, 1994

This is the second Annual Report of the Canal Trust [a non profit distributing Company [formed in April 1992, No. 2704407], which is a Registered Charity [1010721] and of the wholly owned Trading Company - Herefordshire and Gloucestershire Canal (Sales) Ltd [2710215]]. They replaced the Herefordshire and Gloucestershire Canal Society which was launched in 1983.

The Canal Trust is indebted to its Council of Management; during the period under review [year ended 28th February 1994] the following have been Members:- A Austin-Bailey; R E Barnes; R Chandler; Mrs E Connors[T]; B Fox; the late K Goodwin [IWA Nominee - to July 1993]; S Hayward [C]; N Jefferies; Mrs L Lowe; the late D Mills [IWA Nominee - from October 1993]; R Morgan; C Penny[T]; D Penny[T]; M Potts; D Williams.

[C] co-opted during the year. [T] also serve on the Board of H&GCS Ltd.

[During the period Joyce Lynham was co-opted on to the Board of H&GCS Ltd and subsequently became a Director of that Company.]

All Members and supporters of the Canal Trust have been kept fully informed of our progress, over the year in question, by way of our quarterly newsletter *The Wharfinger*. *Some of the more significant points were:-*

The Secretaries of State for the Environment, and for Transport, accepted the part of the Inspectors Report that recommended that a navigable culvert be provided as part of the Hereford Bypass proposals - if the road proceeded to the east of Hereford; the Regional Health Authority in Gloucestershire had granted permission for the Canal Trust to undertake trial excavations at the site of the first lock on the Canal, close to the west channel of the River Severn, at Over; the first of our first aid courses for our volunteers had been successfully completed; restoration of the towpath wall beneath Cold Harbour Lane Bridge, and the "Leggers Cave/Stable", in Gloucestershire was proceeding thanks to bricks funded by Shell Better Britain; a sub-group was established to review strategy; reflecting greater waterway activities within Herefordshire the local branch of the Inland Waterways Association changed their name to the Gloucestershire and Herefordshire Branch; Member Bob Simpson's unique collection of slides and cine film of the interior of Oxenhall Tunnel would be protected by producing a duplicate copy to be held by the Canal Trust; vandalism was proving to be a problem at the main Herefordshire restoration site; liaison with potential major developers of the former hospital site at Over, containing the first lengths of the Canal off the River Severn, were proceeding amicably; Planning Permission had been refused for a Gypsy site, on the historic line of the Canal at Rudford, in Gloucestershire; initial excavations had located part of Barr's Lock at one end of the Yarkhill restoration site; our Insurers had made constructive comments on the draft Land Owner Agreement the drafting of which was proceeding slowly; the Princes Trust were to work on the Canal for the first time; the Trading Company sales and promotional display was attending more events than ever before including the National Waterways Festival at Peterborough, a Parish event at Oxenhall, two events at the National Waterways Museum (Gloucester), Herefordshire Country Fair, the Waterways Festival at Tewkesbury, and the Braunston (Northamptonshire) Boat Show; the towpath in Gloucestershire had been re-profiled thanks to skilled work with a mini bulldozer; within a few weeks of introducing Life Membership six existing Members had converted; a postal address in Gloucestershire would be established to complement that established in Herefordshire; the formal comments of the Canal Trust to the Forest of Dean District Councils Draft Local Plan had not resulted in the requested alterations - it would be necessary to object to the "Deposit" version later in the year; RAF volunteers had worked on the Canal in

Herefordshire; our formal "Objectives" statement was under review; work was continuing on the restoration of the trip boat (kindly donated by one of our Vice Presidents, Sir John Knill Bt.); revised proposals for a Gypsy site on the line of the Canal at Rudford were the subject of a formal objection by the Canal Trust and the Planning Application was subsequently refused; a grant-aid bid for a large dumper was submitted to the first of a number of potential funding bodies; Roger Chandler was elected as Vice Chairman following the resignation of Mike Potts from the post; Joyce Lynham agreed to serve as a Director of the Trading Company; a major Canal Camp was held on a new site at Yarkhill - although there was the (usual) torrential rain excellent progress was made, a major factor being the use of our recently purchased 360 degree tracked long reach excavator (purchased thanks to a grant from the DoE's Local Projects Fund); the Trading Company submitted a successful bid for the clearance of a County Council culvert close to the Canal; arrangements were made with an adjacent land owner regarding the clearance of ditches parallel to the Canal as part of the work associated with the culvert contract; Officers of Tewkesbury Borough Council were liaising with the Canal Trust over the wording of their Local Plan as were Hereford City, Malvern Hills and South Herefordshire District Councils; Councillors and Senior Officers of Gloucestershire County Council, Forest of Dean District Council and Oxenhill Parish Council attended a very successful informal site meeting to mark the completion of the first phase of our work at Cold Harbour Lane Bridge; there were many favourable references to the Canal in the Planning Consultants submission to Tewkesbury Borough Council in respect of the proposed redevelopment of Over Hospital; the Canal Trust were invited to make a presentation to Gloucestershire County Council regarding the proposed A40 Trunk Road - subsequently the County Council totally opposed the road, one of the grounds being the adverse effect on the Canal; hundreds of individual objections had been made to the Forest of Dean District Council regarding their inadequate Policy in the Local Plan in respect of the Canal; a proposed business park in Hereford City would have obstructed a vital diversion route and prevent the Canal reaching the City centre - after detailed negotiations the proposals were modified to leave the route clear; the National Rivers Authority were investigating a possible source of pollution along the line of the Canal; no print Sponsor for The Wharfinger could be found; the Canal Trust were to present evidence to the Public Inquiry in respect of a Planning Appeal relating to the proposed Gypsy site at Rudford; a special reduced rate Senior Citizens Life Membership was introduced following a prospective Members request; the new Finance and General Purposes Committee were to submit their proposed Terms of Reference to the Council of Management for approval; Senior Officers of the Forest of Dean District Council were in discussions with the Canal trust regarding amendments to their Local Plan Policy ...

A BRIEF MESSAGE FROM THE CHAIRMAN

We have been very busy building foundations that will, I am quite confident, serve the Canal Trust very well in the future. In fact, I can cheat a little and say that our actions in the year did serve us very well because, a few months later, the Forest of Dean District Council resolved to make significant changes to their Local Plan. This was a direct result of the action that many of our Members and supporters took in the year ended 28th February 1994 - *thank you*.

We appreciate that progress on the ground is not as rapid as some readers would like. The answer is simple - *give us the finances and we will produce the results* !

Once again, my sincere personal thanks, and those of the Council of Management, to everyone who has helped, in any way (physically, with pen, spade or at one of the promotional/fund raising events) and especially to all those who made donations. We hope to see many of you at the AGM on the 27th October. *Thank you*.

Cliff Penny, C.Eng., FICE., MIMgt.

RESTORATION UPDATE

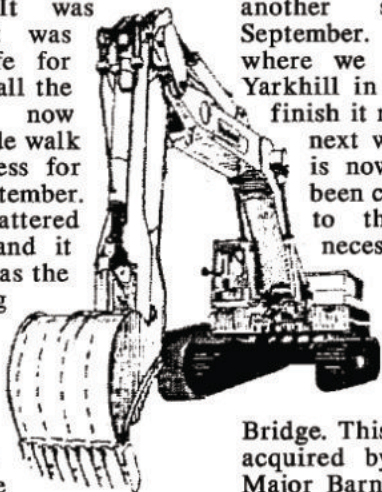
By Brian Fox

I'm afraid there is not a great deal to report on restoration in Herefordshire this quarter as funds have been very limited. We haven't been idle but much of what we have done could be classed as maintenance or preparation for our annual dig in September. The stretch in Monkhide now has a towpath which is dry and level after much earth moving although it is still too high and the Canal not deep enough. It was imperative that it was made tidy and safe for walking in view of all the people that are now enjoying the canalside walk and also in readiness for the open day in September. Grass seed will be scattered later in the year and it should look as good as the next section leading up to Skew Bridge where the grass we sowed in the spring is now well established. The nettles on the bank are a cause for some concern but we intend to cut them down regularly in the hope that they will eventually die off and some grass and wild flowers will take over.

Since last spring the weed in the Canal has been steadily growing and the Trust boat, Mallard, has made many trips up and down loaded with volunteer boatmen (and women) valiantly trying to scoop out weed with various implements. We have had partial success in as much as it was still possible to get the boat to Middle Court and back although it was taking 3 times

longer than it should with the Canal clear. *[This is why we have been unable to run any public trips this year - Ed.]* The boat has been down to the Neath Eisteddfod for three weeks and in the meantime I expect the weed has been growing and the water level has gone down too which compounds the problem.

Much work is going on behind the scenes to ensure that we have another successful dig in September. The plan is to carry on where we left off last year at Yarkhill in the hope that we can finish it ready to fill with water next winter. The machinery is now ready, the corn has been cut so that we can get in to the site and all the necessary negotiations are in hand with land owners.



Some readers may have noticed signs of activity recently beyond Middle Court Bridge. This next section has been acquired by our Vice President, Major Barnes, who is planning to drain it prior to restoration later this year or next. The Trust are not involved but we shall, of course, be pleased to see the navigation extended for another 200 yards.

Many Members reading *The Wharfinger* don't live anywhere near the Canal and have never had the pleasure of a stroll along the towpath. To them and to many of our local "armchair" Members, a brief summary of what has been achieved so far on the restoration of the Canal would not go amiss. We are currently working on a stretch called Yarkhill *[map on p.3 of*

RESTORATION UPDATE

continued

Ed.40 (Autumn 1993) - Ed.] which is an extension of a section of the Canal partly cleared by Major Barnes some years ago.

These two sections total about a mile in all and finish at the main Hereford to Worcester road where a small culvert takes the Canal under the road. The original bridge was destroyed by the County Council about 25 years ago when the road was widened. *They wouldn't have got away with it today!* On the other side of the main road the Canal continues for another 3/4 mile through the village of Monkhide, containing the famous Skew Bridge, and currently finishing at Middle Court Bridge.

In Gloucestershire, where work only started about 3 years ago, we are currently working near Oxenhall village on a stretch which will be about 3/4 mile long when finished. That totals about 2 1/2 miles and if you take into account the 1 1/2 miles of navigable tunnel gives about 4 miles of the 34 total well on the way to being completed. We haven't tackled locks or bridges yet but that is a challenge as our Chairman is fond of telling us!

As you can see, we have a lot to do. The Canal Trust needs your continuing support, please, whether it be physical or just from your "armchair". The big grant money, which we are seeking, *will* appear and then things really will take off!

— WANT TO GET INVOLVED? —

Volunteers to assist in our restoration (and maintenance) work are always welcome. Please telephone Roger Chandler, Dymock (0531) 890671; Brian Fox, Hereford (0432) 358628; Mike Potts, Hereford (0432) 356392; Simon Hayward, Glocs. (0452) 305572 or Ian Reid, Ledbury (0531) 635877.



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The BIG prize DRAW!

1994 WINNERS

| | | |
|---|--|-----------|
| No 000000 Grand Holiday Draw (Draws are held by the National Waterways Festival, Waltham Abbey, by David Stevenson Esq., National Chairman of the Inland Waterways Association) Telephone: | No 000000 GRAND HOLIDAY DRAW 1st Prize - NARROW BOAT HOLIDAY FOR 4 One Week (April to 1st May 1995) Offered by BLACK PRINCE NUTRITION 2nd - TWO VIP TICKETS TO THE LONDON INTERNATIONAL BOAT SHOW 1995 + TOP HOTEL Offered by BRITISH MARINE INDUSTRIES FEDERATION 3rd - TWO DAY BREAK FOR TWO IN MALVERN Offered by THE ASSOCIATED WINEMERCHANTS OF GREAT BRITAIN Draw to be held at the National Waterways Festival, Waltham Abbey, on Monday 29th August, 1994. Drawings will be held at 10.00am and 2.00pm on the day. Tickets: 25p. FACETS | No 000000 |
|---|--|-----------|

Drawn at the National Waterways Festival, Waltham Abbey, by David Stevenson Esq., National Chairman of the Inland Waterways Association

FIRST PRIZE: Ticket No. 10063:

A Parry-Jones; Talybont, Dyfed.

SECOND PRIZE: Ticket No. 05777:

C Clark; Dymock, Gloucestershire.

THIRD PRIZE: Ticket No. 04956:

Mr Baseley, Whitbourne, Worcestershire.

Nearly 2,000 books of tickets were sold. After deducting printing costs some £1,750 has been raised for restoration of the Canal. We have to provide "matching funding", from our own resources, for virtually all of our grants. So £3,500 of actual work on the Canal will be funded as a result of the *Grand Holiday Draw*. Our thanks to all three Holiday prize Sponsors and to all the sellers and purchasers of tickets.

VOLUNTEERS CHRISTMAS PARTY

*Sunday 11th December,
Yarkhill Village Hall.*

*A repeat of last year's
very succesful event.
Full detaails in next Edition;
or details from Mike Potts.*



Christmas *H&G* Dinner 94

*To be held on Friday 2nd December, 7.30 for 8.00pm.
With well known guest speaker.*

*At the Colwall Park Hotel, Colwall, Nr. Malvern.
£16.95 each (payable HGCS please) by 28th November.
SAE to David Penny for menu/further details.*

Accommodation available.

PUBLIC INQUIRY *By Cliff Penny*

In mid April I attended a Public Inquiry into proposals for a Gypsy site to be established on the line of the former Ledbury to Gloucester railway (which was, in turn, constructed on the line of the Canal) at Rudford. A formal Proof of Evidence had been submitted in advance to set out the Canal Trust case against the proposed development.

It was late morning by the time that the Applicant's Agent had made his case as to why the Planning Application should have been approved. He acknowledged that the Canal Trust had plans to restore the Canal but saw no reason why the application could not be approved on a temporary basis.

In my evidence I stressed the great strength of our Membership; the fact that it is not an isolated stretch of Canal; our current policy of concentrating our work on two main restoration sites; that restored canals are not just for boats; the importance to the community in terms of nature conservation, informal recreation and amenity as well as to the local economy; the latest (revised) wording of the Forest of Dean Local Plan (and the strength of support that had led to that Policy); the strength of support in the other emerging Local Plans; the cancellation of the proposed A40 link road; the support given for inland waterways in the DoE's Planning Policy Guidance Note (PPG) 13; the fact that the Hereford and Worcester

"no reason why the application could not be approved on a temporary basis"

County Councils "Countryside Recreation Strategy" document supported the creation of a Right of Way, along the towpath, ultimately linking the River Severn to the River Wye; the favourable outcome of our case for a navigable culvert to be provided as part of the road scheme for the Hereford Bypass, and the imminent Roman Road Improvement Scheme; and why we had rejected the Applicants Agents efforts to work with us to find a solution - because the site was so long and narrow that it was physically impossible to co-exist with development anywhere on the site.

Under cross examination by the Applicants Agent I had to admit that we had no timescale to work on the site and we had not, therefore, approached the owner of the site. I was then asked why we objected

to even temporary use of the site if we were unlikely to be working on the site in the near future. I explained that we saw all of the other Planning Objections being dismissed at a future date, once the use became established, leaving only the Canal issue - very much as the "thin end of the wedge".

I was asked specifically about timescale. I answered honestly "I don't know - it is largely outside the control of the Canal Trust". I explained that in recent years almost everything that we do has doubled year on year - our Membership; financial turnover; the physical amount of

restoration. However, I also explained that this was unlikely to continue indefinitely and that real progress was dependent upon major external funding backed by our professional but voluntary effort.

The Inspector queried the lack of visible Canal in the area and I explained how the (long defunct) railway had effectively preserved our route. I disagreed with him that it would be a difficult task to reinstate the Canal at this location pointing out that there were many greater challenges in urban areas that were being (and had been) overcome. He also queried the road crossing and I explained that the local lock could be re-positioned to give us much greater flexibility with levels for the new box culvert that would be required.

Just as the last Edition was being completed we received the formal decision of the Inspector on behalf of the Secretary of State for the Environment. He found that there were three main issues:- i) the effect on the character and appearance of the rural area; ii) the possible flooding; iii) whether or not the proposed use would be detrimental to the future restoration of the Canal.

The DoE Planning Inspector has firmly rejected the Appeal. With regard to our case he said:- *"With regard to the third issue, I have considered the objectives of the Herefordshire and Gloucestershire Canal Trust to*

restore this important historic waterway, which are endorsed by the draft Local Plan Policy FTO.8 to ensure that its route will be protected from development. Whilst I fully support these aims, the programme for the excavation of the section of the canal, which includes the appeal site, has yet to be established and the evidence suggests that work is unlikely to commence within the 5 year period for which your client is seeking planning permission. Although the appeal should therefore not fail on this account, I conclude that it would be unwise to grant a temporary permission to enable the Council to assess the impact of the proposed use, if its longer term continuation would prejudice the future restoration of the canal."

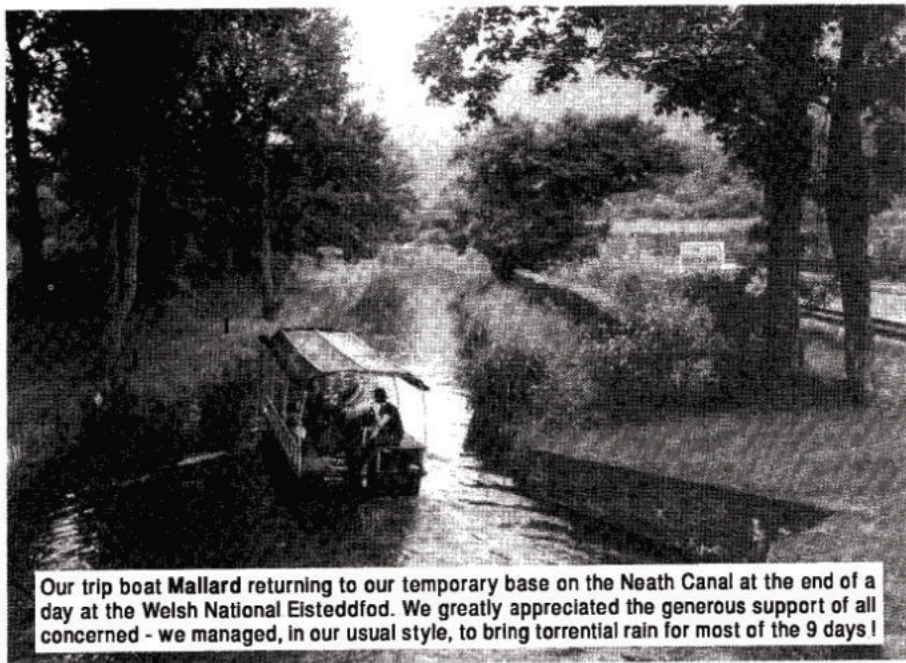
**" I answered honestly
- I don't know - it's
largely outside the
control of the Trust "**

The Inspector's conclusions have followed in the steps of the Hereford Bypass decision; the Department of Transport placed great emphasis on our unknown timescale yet that Inspector merely "noted" their remarks.

This is yet another Department of the Environment Inspector clearly finding in favour of the Canal Trust. What a shame it is that we have to expend so much *voluntary* time and effort "fighting" for the Canal !

PARISH WATCH

Please be vigilant! The first we heard of this proposal was from a local Member. If you hear of any project, or see any work commencing on (or near) the line of the Canal, please contact the Chairman.



OPEN DAY

They say that there is no such thing as bad publicity? Our Open Day in September at "Sunstone Cottage" led to a banner headline in the Western Daily Press saying "*Canal fans fury at drained Canal*" - a slight over emphasis! Yes, within a few weeks of the event the levels did drop and this made weed cutting impossible due to the risk of damage to the specialist machine; so there was no boating. However, we didn't let that turn our event into a damp squib - although the torrential rain nearly did!

To those who helped *in any way*, and especially those brave souls who turned out to support us - a sincere *thank you*. Whilst the number of people was disappointing, turnover exceeded £1,000; we gained a number of new Members and there was some excellent publicity after the event.

WANTED !

Steve Hughes (who is the H&GCS Exhibitions Coordinator) would like your help. If you know of any fete, show, craft fair or similar event that is being held in the vicinity of the Canal, Steve would like to hear from you as he is busy planning our "campaign" for the next season.

We need to get the Canal Trust's message across to people living near the Canal, letting them know who we are and what we are doing, while at the same time raising some money.

The most effective way to do this is to attend local events with all or part of our *award winning* [see page 3.] display and sales stand.

All you need to do is let Steve know (see *Contacts*) when and where the event is and details of the organiser (if possible) - Steve will do the rest.

DAVID MILLS

In the autumn of 1993 David Mills, the Chairman of our local Gloucestershire and Herefordshire Branch of the Inland Waterways Association, became our official IWA Nominee Member on the Council of Management of the Canal Trust. I jokingly said to him that he was our "IWA minder".

However, it soon became very clear that David was not joining the Council of Management just to assist us in complying with our formal Constitution; he had a great deal of knowledge, ideas and sound advice that he was very willing to pass on to the Trust.

Although retired from full time employment David was one of these people who didn't know how to sit around and do nothing; apart from Chairing the IWA Branch (and playing a significant role in its activities) he served on a number of other waterways bodies and the Council for the Gloucestershire Countryside - as

well as a part time consultant to the British Standards Institution.

There is an old saying that if you want a job done well give it to a busy man. Early this year, to our great pleasure, David agreed to Chair our new Finance Committee. It rapidly became clear to everyone involved that he would make a major contribution to the efficient and effective management of the Canal Trust that is so vital to our success in the future.

Suddenly, without the slightest warning, David died early in July. This was a huge shock to all who knew him; a huge loss to each of the many organisations that he worked so hard for. Perhaps most remarkable of all was the fact that it is only now, as various organisations write their respective tributes to David, that we each realise the true extent of his active voluntary work. He will be sadly missed.

CRP

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The book contains two new chapters, one of which briefly summarises recent developments involving the Canal Trust. 104 pages, printed on art paper to A5 format with over 30 photographs, plus numerous maps and other documents - this is a book no supporter of the Canal Trust should be without. Price £7.95 (inc. P+P) from Herefordshire & Gloucestershire Canal (Sales), "Coppice", Burley Gate, Hereford, HR1 3QS. Payment by Access, Visa, cheque or postal order.

Credit Card No./expiry date please. Cheques/PO's payable to H&GCS.

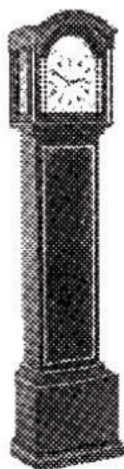
FORMAL OBJECTIVES OF THE CANAL TRUST

As regular readers of the Committee Matters pages will have noticed we have been reviewing the formal Objectives of the Canal Trust as part of our

overall review of strategy. The wording has now been ratified by the Council of Management and in view of its importance it is reproduced in full below:-

The Herefordshire and Gloucestershire Canal Trust promotes the protection, preservation, restoration and reconstruction of the Herefordshire and Gloucestershire Canal. The aim is to create a public asset in terms of recreation, amenity and conservation, contributing to the long-term economy of the areas through which the thirty-four mile long Canal passes. Diversion routes are proposed where essential in the few places where the original line of the Canal has been built over. The ultimate objective is to provide a navigable waterway (and associated towpath) linking, *once more*, the Cities of Hereford and Gloucester and the communities in both counties on the Canal route. Through its junction with the River Severn, the Canal will link into the 2,500 miles of Britain's inland waterways.

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THANKS...

to the following for their greatly appreciated support:-

Mrs SYLVIA MUGGERIDGE,
for allowing us the use of "Sunstone Cottage" for our Open Day.

Mr GILES BULMER, of H P BULMER,
who donated two cases of Pomagne for our "bottle stall".

DAVIES BROOK & Co., HEREFORD,
for donating 6 dozen bottles of "pop".

Mrs ELIZABETH LLOYD, of COLWALL,
for her annual donation of bottles.

Mr. DAVID WILLIAMS,
for the use of his van.

Mr. IAN CUNDY, STARLINE N'BOATS,
for Sponsoring the Survey for our trip boat and donating equipment.

Mr. DAVID EXELL, EXELLPRINT,
who donated 7 illustrated ceramic plates.

Mr. BOB BOYCE,
who repaired our computers [see p. 24].

BLACK PRINCE HOLIDAYS,
BRITISH MARINE INDUSTRIES FED'N,
COLWALL PARK HOTEL,
for making our Grand Holiday Draw possible - winners on page 17.

Mr. DAVE WEIR,
who transported our trip boat to the Welsh National Eisteddfod.

McALPINE CONSTRUCTION Ltd.,
who provided a crane to put "Mallard" into the canal at Neath.

NEATH & TENNANT C.P.SOCIETY
and NEATH BOROUGH COUNCIL,
for all their help at the Eisteddfod.

Mrs. PAM MOORE,
who loaned us a caravan for the event.

**OUR SINCERE THANKS
TO EVERYONE**

HELP!

Our Gloucestershire Restoration Group are being severely hampered by the lack of adequate earth moving equipment. As regular readers will know, we are now fortunate to have our own 360 degree tracked excavator at *each* restoration site, plus trained volunteer operators. Unfortunately, the "hole in the field" that we are tidying up is some distance from the point of excavation. The excavator has been waiting far too long for each of the dumpers to return for another load. Progress was so slow that we have moved on to other essential work until we get larger dumpers. Do you know someone who has idle plant lying around? 4 tonne is the minimum size; however if anyone knows of anything bigger (we have the trained volunteers to maintain and handle up to 26 tonne Volvo's!) please let Roger Chandler know (*see Contacts*). This is very urgent as we only have access to the spoil site for a short while.

As more of the Canal returns to water in each county we also need to spend time on maintenance (*a sore point with the Chairman - Ed.*) and that needs equipment of all sorts and sizes. High on the shopping list (*yes, we are prepared to pay a small amount if necessary!*) is a steel workboat/pontoon for off side bank maintenance at both restoration sites. Please get in touch with Roger Chandler if you know of anything that might do the job.

Do you have computer software skills? We are anxious to develop a *dependable* Membership database that is easy to use, flexible, and will run on any IBM compatible PC. We have a good idea of what is needed - please contact the Chairman. CRP

THE WHARFINGER

We started the year by apologising for the Spring Edition being a month (*or so*) late and promised to do better. Well, all we can say is that things have not got worse; but we have not been able to catch up - New Year resolutions are already in place for 1995!

One of the casualties of our "late running" was the *Nostalgia Night* (previewed on p.12 of the last Edition) that Mike Potts planned for late September - it went ahead, in modified form, as part of the restoration Canal Camp - to all concerned our apologies.

Perhaps we had also better explain that the "running order" of the pages has changed a bit in this issue due to the need to include the Agenda and Annual Report for the AGM [*to be held at the Burgage Hall, Church Street, Ledbury, commencing at 7.30pm on Thursday 27th October - everybody welcome*] as part of **The Wharfinger** to reduce costs and to ensure that everyone gets their copy. We have also "held over" a couple of items - but others are always welcome!

One of the many things that goes on "behind the scenes" (and can so easily be taken for granted) is the quarterly distribution of **The Wharfinger** to the various retail outlets who sell it at no profit to themselves. We greatly appreciate the time put in by the distribution team and the support of the retailers in "stocking" **The Wharfinger**. It gets results! Not only do we get new Members (who pick up a copy and hear about us for the first time) but also, as reported briefly on page 23, we also got Bob Boyce contacting us to volunteer to get the two donated computers up and running. *Thank you* to all concerned, *it is not taken for granted*.

Someone asked why we have not featured many restoration photographs recently. There are *two* reasons - the first (explained in *Restoration Update*) is that financial restrictions have cut back the amount of physical work that we could achieve in recent months, and, as reported in the **HELP!** column we have been short of dumpers in Gloucestershire. The second reason is that no one is submitting photographs when the work *does* actually take place!

Hopefully the next Edition will be back to normal with an interesting article by David Williams about lock dimensions, details of the Yarkhill Canal Camp progress plus, we are reasonably confident, some *very* good news...

COPY DEADLINE FOR THE NEXT EDITION IS SATURDAY 22nd OCTOBER

Printed by Print Plus, 126 Widemarsh Street, Hereford, HR4 9HN (0432) 272025
The Wharfinger was compiled by Cliff and David Penny using **JetSetter** British software.

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Whilst we try to ensure dates are correct please verify them with a relevant Organiser.

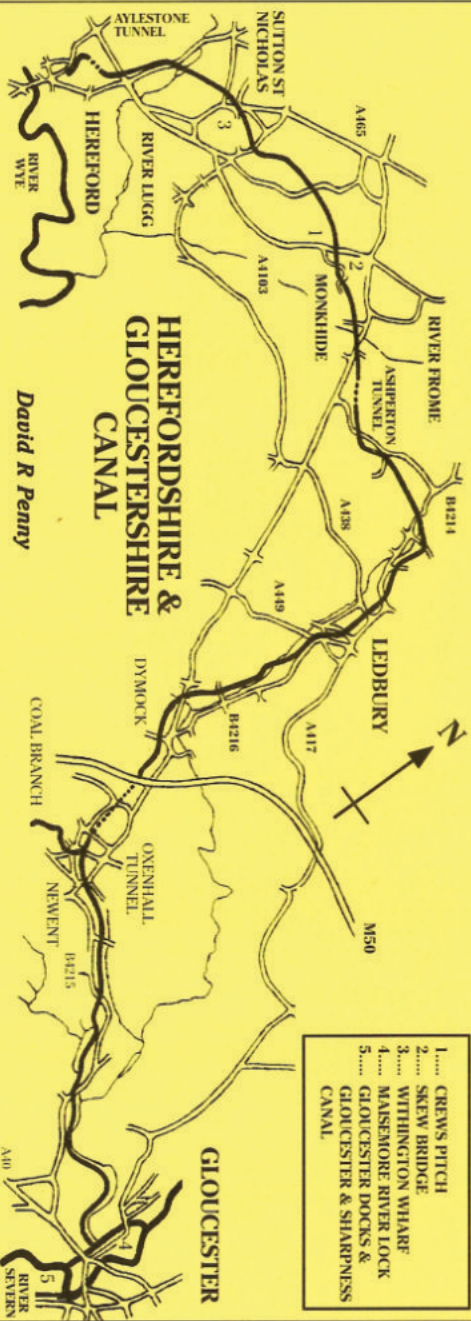
Cover:- Thanks to Sandy Wooldridge, Creative Labels Ltd., Rotherwas, Hereford.

Membership records are computerised. In accordance with the Data Protection Act 1984, your entry is available for inspection if you send a SAE to the Membership Secretary.

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| NOT A MEMBER ? | <i>Details from The H&G Canal Trust,</i> |
| OR | 8, Bloomfield Road, Gloucester, GL1 5BL <i>(sae please)</i> |
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David R Penny

Please Note: We are working on the Canal with the permission and co-operation of the land owners. Unless specifically indicated it should not be assumed that there is any public right of way along the Canal towpath. Please help the Society to maintain its good relationships with the local land owners.

Work began on the Canal in 1792 but there were many problems which meant that it was not completed until 1845 making it the last major route to be built in Britain but for the Canals of Birmingham and the Manchester Ship Canal. The Canal stretched for 34 miles and utilised 22 locks and 3 tunnels to overcome the problems posed by the undulating fields of Herefordshire and Gloucestershire.