

THE WHARFINGER



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

**50p
free to Members**

**Edition 48
Autumn 1995**

WHO DOES WHAT . . .

VICE PRESIDENTS	<i>R. E. Barnes TD, Sir John Knill Bt.</i>
CHAIRMAN	Cliff Penny
VICE CHAIRMAN	Roger Chandler
TREASURER	Liz Connors
RESTORATION GROUP	Roger Chandler, Brian Fox, Simon Hayward, Mike Potts,
PRESS/PUBLICITY OFFICER	<i>Under discussion !</i>
MEMBERSHIP:- SECRETARY	Nigel Jefferies
COVENANTS	Liz Connors
FUNDRAISING OFFICER	David Penny
SOCIAL EVENTS GROUP	<i>Linda 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
WHARFINGER POSTMASTERS	<i>D & M Gray; I & F Roper; B & M Saunderson & family</i>

Those in italics are not Directors on the Council of Management

THE TRADING COMPANY
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H & G
C & S

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TO THE CANAL TRUST

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

BOATS *Pat & Dick Skeet, Ray Moses, Derek Gray, Joyce Lynham,*
GROUP *David Penny, Steve Hughes, Ron & Sarah Ashley,*

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

PLAN INQUIRY SUCCESS

Just as I sat down to write this page the Report of the independent Inspector into the Forest of Dean Local Plan was published. As you will see [*article on p. 8*] the Inspector has fully endorsed the revised Local Plan Policy relating to the Canal (the wording of which we had agreed with the Forest of Dean Council shortly before the Public Inquiry commenced).

In introducing the third of our articles about this Local Plan [*p.6 & 7, Edition 42, Spring 1994*] I said that the reason for the Council agreeing to the major improvements in the Policy was directly as a result of "people power" !

The Inspector was also left in no doubt as to the strength of support - nearly 450 *individual* objections to the original Policy about the Canal. This clearly reflected in the outcome of the Inspector's deliberations; the (revised) Local Plan Policy was required, he said, "*to ensure that the Trust's worthwhile aims are not hindered ... there is a considerable body of support for this project*".

"AN AWESOME TASK"

One part of the Inspector's Report is worthy of careful thought, however. He goes on to say "*... restoring the Canal to a fully navigable waterway is an awesome task and it may ultimately prove to be beyond the capabilities of a voluntary body*".

This made me appreciate that the message has not been fully understood; as far as I am concerned (and I believe it would be the view of many Members of our Canal Trust) we do *not* intend, as a voluntary body, to restore the Canal *ALL ON OUR OWN* !

I had already written my "message" for the AGM papers [*p. (iv)*] - it sums up my personal view; we have been building the firm foundations for the restoration of the whole Canal. *I do not believe (and we have not said) that the Canal Trust, as wholly unpaid volunteers working in our spare time, will restore the Canal ALONE* .

What I believe, without any doubt, is that the Canal will be fully restored *as a result of the actions of the Canal Trust* ! In order to succeed we will harness the support of each of the local authorities by promoting all of the advantages of the Canal .

CHAIRMAN'S COMMENTS . . . (ii)

MOTTO

Our letterhead carries the motto - "*working together* in the present, to revive the past, and secure a better future". The key word is "*together*" (it was *together* that we persuaded Forest of Dean District Council to change their Local Plan Policy) ! Now that each of the five local authorities along the line of the Canal (and both counties as well) fully support restoration we have taken the first step to success. We *will* fail if we ever think that we can succeed *ALONE*.

Together with the local authorities we can - *we will* - succeed in restoring the Herefordshire and Gloucestershire Canal. It will be for the benefit of the local community (in terms of recreation, amenity and, *most importantly*, in providing a significant contribution to the local economy) - as well as an important 34 mile addition to the national inland waterways network.

CONTINUED SUPPORT

Now that we have secured the full *policy* support of each of the local authorities we need their continued involvement in order to achieve success in this "*awesome task*" ! The local authorities and other potential grant aid bodies should be left in no doubt as to our determination to succeed in achieving the full restoration of the Canal; but - *please "watch my lips"* - this will NOT be achieved by volunteers *ALONE* !

WHY NOT JOIN US ?

This Edition of **The Wharfinger** must break all records for the number (and diversity) of events that have been arranged - I counted 8 (*excluding* the AGM !) - and this doesn't include a number near Christmas - details of which will be in the next Edition. In *addition* our award winning display and sales presence will be at yet more events before the year is out. Couple this with ongoing restoration PLUS all of the essential (*ever increasing*) "*behind the scenes*" activity and what have you got ? *A huge amount of voluntary work* !

More people than ever before are taking an active part in our work (*thank you*). Unfortunately, due to the massive expansion of our activities, your key Directors are *still* doing *far* too much; with no "*spare time*" and a great deal of "*burning the midnight oil*"! If you can spare a few hours to get involved (*in any way*), join us, *please* ! [*details on p. 23.*]

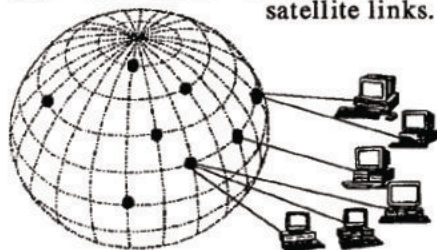
Cliff Penny, Chairman/Liaison Officer

ON THE INTERNET

What is the Internet ?

Why is the Canal Trust involved ?

The Internet is a method of global communications between many thousands of computers, worldwide, which can communicate through a network of university, government and commercial telephone and satellite links.



Anyone can connect provided they have a computer, and a modem (to convert data into a form that can be transmitted to and from the computer along a telephone line). Although information can be sent and received to/from all around the world the cost is usually no more than that of a local telephone call plus membership of a "service provider" (who provides the link into the "Net").

Thanks to the newsletter of the Neath and Tennant Canals Preservation Society we have found that the Herefordshire and Gloucestershire Canal Trust is featured on the Internet !

Apparently there is a "UK Waterways Conference" on the CIX service provider which, earlier this year, featured reports on restoration progress on the Anderton Lift, the Montgomery Canal - and the Herefordshire and Gloucestershire Canal (under the "Navigation" topic). *So we are in august company and our fame is spreading worldwide!*

The item referred to our restoration work in both counties and made specific mention of our quest to find large dumpers to speed up our work in Gloucestershire [see p. 14 for details of our second purchase!]. There is no truth in the rumour that Tom Bennett has gone to Australia to view yet another dumper [and even if he had there would be great trouble in getting an expenses claim past the Treasurer! - Ed.]

We have failed to find out who put us on the "Net" and the Editors are curious to find out who it was. For details of how to reach us on the "Net", contact John Barker of the Neath & Tennant C.P.S. (01269) 825021, who will be ensuring our continued presence. **CRP**

[Internet graphic adapted from Institution of Civil Engineers AME Newsletter.]



LIMITED
INITIAL
STOCKS !



Following close on the heels of the car sticker we have yet another item requested by Members - a solid brass plaque depicting Skew Bridge.

Measuring 3.5" x 2.5" the plaque has a very distinctive black background with the raised lettering and bridge standing proud in polished brass. It is drilled for two fixing screws *[not supplied]*.

£5.95 each + 55p P & P, from H&G Canal Sales, "Coppice", Burley Gate, Hereford, HR1 3QS

COMMITTEE MATTERS

Two Council of Management meetings are reviewed by our Chairman in order that our Members and supporters are kept up to date (there was no meeting in April)...

MAY COMMITTEE

▪ Final arrangements were agreed for the 150th Anniversary Celebration Weekend.

▪ The need for a special Landowners Agreement where the landowner was actively involved with restoration was discussed (and will be pursued).

▪ Unauthorised work by a landowner on the line of the Canal at Dymock had been the subject of effective action by the Enforcement Officer of the Forest of Dean District Council.

▪ The Finance Committee proposed budgets were agreed for the next quarter; their recommendation regarding Life Membership income (to be identified investments with the interest being transferred to general funds) and recommended revised procedures for Directors expense claims were also approved. It was also agreed that monies derived from Covenants would be set aside for future land purchase. Procedures in the event of an insurance claim were also endorsed.



▪ The Hereford Restoration Group reported good progress in preparing for the 150th Celebration Weekend; while in Gloucestershire "muck shifting" was proceeding every weekend to take advantage of the weather. Operator training was also being undertaken on the excavator.

▪ It was agreed that lapsed Members would be contacted by telephone to establish the reason for non-payment of Subscriptions and in the hope that a personal approach might succeed where letters had failed. A Member in Aylesbury had offered to undertake this task; this was greatly appreciated.

▪ Improved methods of liaising with owners of sections of the Canal were discussed and approved. Initial liaison would be by way of a member of the Restoration Team and the owner would be kept advised of our progress by way of regular copies of *The Wharfinger*; we would aim to repeat the personal contact at least once a year; more frequently where actual work was being undertaken on/in the vicinity of the land in question. A register of landowners was being compiled with priority being given to those in the vicinity of our current restoration sites.

COMMITTEE MATTERS . . . (ii)

JUNE COMMITTEE

■ The 150th Anniversary Celebrations were judged to have been highly successful; the Council of Management recorded their appreciation to everyone who had assisted - in any way.

■ Following a letter from our Chairman the County Council's Roman Road Bridge Contractor had sorted and stacked the stone, and cleared the surplus rubble, at Broomy Hill Water Treatment Works.

■ A special meeting of the Council of Management had been held in May to discuss the apparent lack of action by Forest of Dean District Council in respect of the Lock and Lock Keepers Cottage at Oxenhall. The Chairman had written to the Council expressing the Canal Trust's grave concern at the continuing deterioration and pressing for urgent action.

■ Our Gloucestershire Restoration Group reported progress on the reconstruction of a major surface water pipe adjacent to the portal of Oxenhall Tunnel; also the delivery of our second 4 ton dumper.

■ Mike Potts reported that his Summer coach trips were (as usual) fully booked.

■ The Trading Company reported a successful attendance at the Braunston Boat Show at the end of May; insurance had been arranged to cover the Canal Trust in respect of a van that could be borrowed regularly to transport the promotional display and sales stock.

CRP



MICHAEL STIMPSON and ASSOCIATES

*Corporate Members of the
Herefordshire & Gloucestershire
Canal Trust, and IWA*

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FAX: 721559

The Colwall Park Hotel

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

Corporate Members of the Herefordshire and Gloucestershire Canal Trust

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.



Egon Ronay



JOHANSENS

Colwall, Near Malvern, WR13 6QG
Tel:- (01684) 540206 Fax (01684) 540847

ANNIVERSARY SUCCESS

Months of hard work were rewarded by a fine weekend and over 1,500 people enjoyed the entertainment and the boat trips - under Skew Bridge and along the new section beyond Middle Court Bridge. Apart from the boat trips, the home made refreshments and the jazz band (on the Saturday) were especially appreciated. There was great interest in the Canal Trust display and the sales stand, as well as in the other exhibits and games.

The guided walks along the Canal on the Hereford side of the main road, from the temporary dam to the buried remains of Barr's Lock, were well attended and gave our visitors a good idea of what the Canal looks like whilst under restoration!

On the Saturday a magnificent procession of small boats followed "Maria Ballard" (the 60ft. narrow boat owned by one of our Vice Presidents, Major Robert Barnes) up to Middle Court Bridge to break a ribbon and declare the new section of Canal open. An ancient cannon was fired as the ribbon was cut -

repeating the ceremony of 150 years ago when the first canal boat arrived in Hereford. *[150th Celebration photo's - p.9 & 11.]*

Sunday commenced with a service of dedication on Crews Pitch Wharf and in the evening a very successful barbecue was enjoyed by nearly 90 people.

Over three days (*the weekend and our special "invited guests" morning on the Monday*) we entertained a number of very important visitors who will have gained, we hope, a favourable impression of the work undertaken to date.

After deducting the substantial costs of mounting the event just under £1,700 was raised towards future restoration work. *CRP*

Winners of the three competitions were:-

Treasure Hunt - Mary Shaw, Symonds Yat

Guess the weight of the cake - (3lb-8oz.) - Dorothy Wilson, Hereford

Children's Quiz - Heather Rees, Lugwardine. *BF*

IT DOESN'T JUST HAPPEN !

The success of our 150th Anniversary Weekend was thanks to the combined efforts of many volunteers, over the weekend, and a smaller number in the months prior to the event. The same goes for our attendance at the various events, locally and further afield, where the Canal Trust's award winning display (and the Trading Company's sales stand) have "flown the flag" for the Canal Trust.

It's not just the volunteers who you see that count - please remember all the work "behind the scenes" which is equally essential for everything to run smoothly on the day ! For 1996 we are forming a dedicated "set up/set down" team for our promotional display. Please contact Steve Hughes (see Contacts) if you would like to help in this essential new team. You will be made very welcome.

TWO WORDS DESTROY THE FUTURE ?

It is almost two years ago that Members first saw the above headline. Subsequently thousands of people, throughout the country, heard of the campaign by the Canal Trust to persuade Forest of Dean District Council to change their proposed Local Plan Policy so that it positively supported restoration of the Canal.

The front page banner headline of the Gloucester Citizen (on the eve of a critical Council Meeting) proclaimed "Rumpus over Canal Policy" and explained that, out of just over 1,000 formal objections to the whole Local Plan, nearly 450



"Yes, I can assure you that the revised Plan Policy will be very Canal friendly"

related to the inadequate Planning Policy regarding the Canal. Three consecutive issues of The Wharfinger devoted many pages to the saga!

Regular readers will know that we were successful in persuading the Council to re-write the Policy but this significant change had to be put before the Public Inquiry into the Local Plan. The independent Inspector had to consider our representations together with those who objected to the proposed (changed) Policy. These objections included the complaint that protection of the historic route of the Canal (and essential diversions) would "blight" other development proposals and that our restoration programme was not known.

Just as this issue of The Wharfinger was nearing press date we heard the formal decision of the Inspector. The Inspector has fully supported the proposed change to the Local Plan which he recommends (as we had previously anticipated) should be modified to reflect the fact that the A40 (T) road proposals are no longer in the national Roads Programme.

In his report the Inspector said:-

the purpose of the Policy is "... to ensure that the Trust's worthwhile aims are not hindered ... there is a considerable body of support for this project. Equally, restoring the Canal to a fully navigable waterway is an awesome task and it may ultimately prove to be beyond the capabilities of a voluntary body." [see Chairman's Comments, p.1]
"Nevertheless restored canals in other parts of the country have shown their benefits in generating tourist receipts, thereby making a contribution to the rural economy ... few development projects would in practice be blighted by the safeguarding of the Canal line ... I do not see any serious practical objection to the approach adopted in the Plan. One might expect plans for the restoration to be more fully defined when the Plan comes up for review. This will be dependent upon progress made by the Trust. Pending that I see little to be gained by premature publication ... however the Council should do what it can ... to make publicly available clarification of the programme, details of the restoration project and plans for diversion routes when these have been finalised."

This is another major success. Together we achieved our objective; thank you. CRP



"Maria Ballard" approaches Middle Court Bridge during the 150th Anniversary Celebrations ... followed by a procession of small craft.



BARBECUE AND BOAT TRIPS

Saturday 30th September

Why not join our Boats Group for a trip along the Canal and then celebrate with a glass of wine and an "end of season" barbecue?

at Crews Pitch Wharf, Monkhide

*off A4103, 7 miles east of Hereford
by kind permission of Major Robert Barnes,
Mrs Sylvia Muggeridge and Mrs Patricia Clews.*

Boat trips commence 4pm - B-B-Q at 5.30pm.

All inclusive tickets £ 5

*Available ONLY in advance - please send cheque/PO
[payable H&GCS] + SAE to Ron & Sarah Ashley,
67, Stanhope Street, Hereford, HR4 OHA
by Saturday 23rd September (at the latest).*

AGM - 1995

Full details of our AGM are on the yellow centre pages. If you are unable to attend you may nominate another Member who will be attending (*or the Chairman of the Meeting*) to act as your proxy. Please advise our Trust Administrator, Mrs Lesley Lowe [*see Contacts*] in writing no less than 48 hours prior to the AGM.

If you have any questions to ask about any aspect of the Canal Trust (*or our associated Trading Company*) a more comprehensive response should be possible if you would please advise Lesley of the question in advance of the Meeting. *Thank you.*

WANTED

Canal Trust Vice Chairman, Roger Chandler, is also the Chairman of our Finance Committee (*which is playing an increasingly important role in regulating and organising the activities of the Canal Trust and Trading Company*). In addition to all of this, Roger currently organises all aspects of the Gloucestershire Restoration activities!

Not surprisingly something has to give; we urgently need a volunteer to take over our organisation of restoration work in Gloucestershire; *a very rewarding role*. Roger is more than willing to explain what is involved - *without any obligation!*

BETWIXT HEREFORD & ROSS-ON-WYE IN BEAUTIFUL H & G CANAL COUNTRY

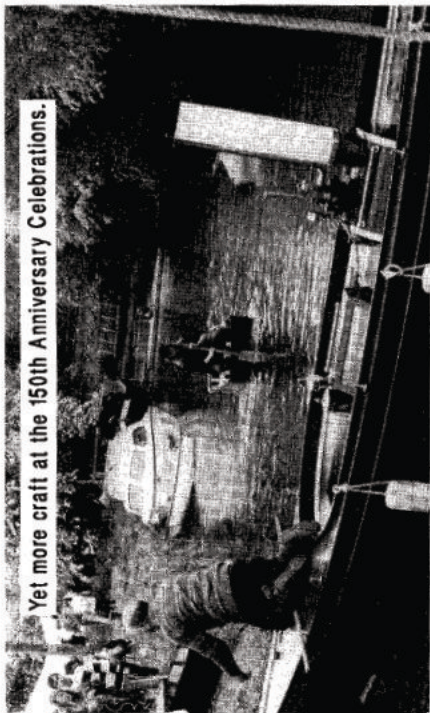
SELF CATERING ACCOMMODATION:-

Self-contained south facing apartment in large gardens in Little Birch village. Bedroom sleeps 4 with double bed & bunks. Large sitting room with panoramic views over the border into Wales. Small fitted kitchen + bathroom with bath & shower. Fully equipped, set well back from road with good parking. Sorry, no animals & non-smokers preferred. Easy access to all parts of Canal route. Lots to do and sights to see in this undiscovered part of England. Ideal for holidays or your overflow visitors!

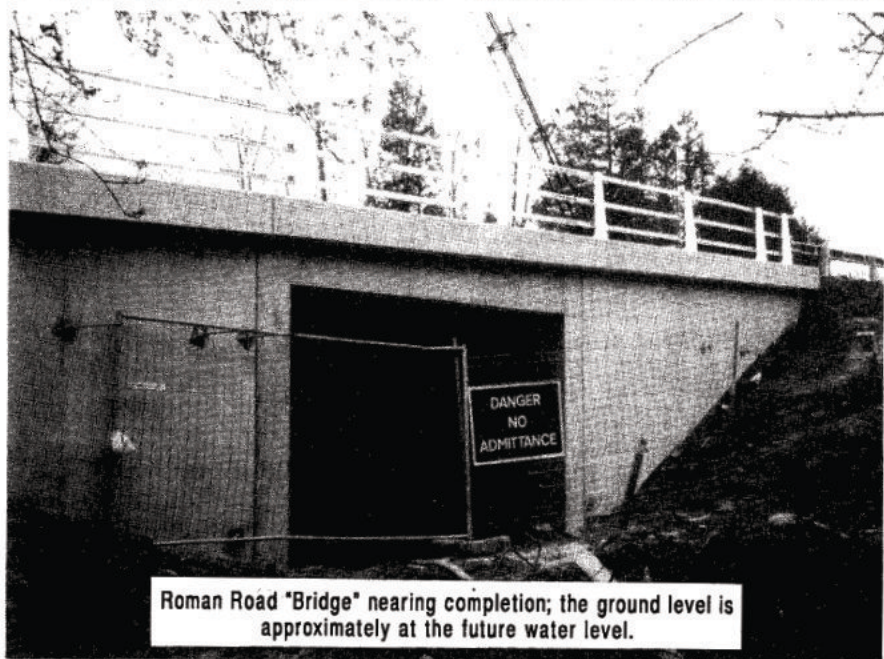
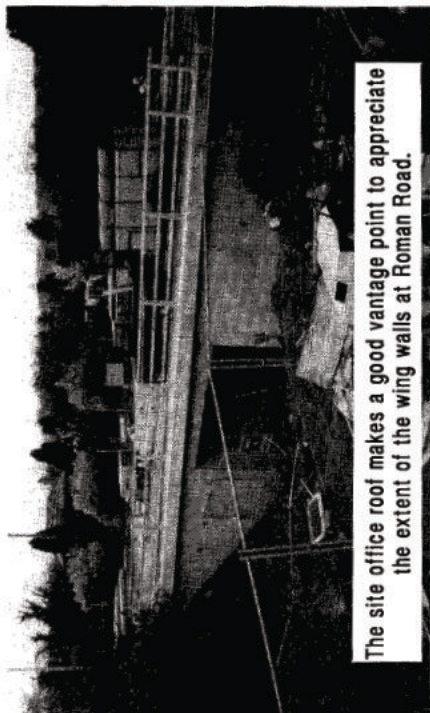
For further details 'phone H&G Canal Trust Members,

Lesley & Andrew Lowe, 01981 540366

Yet more craft at the 150th Anniversary Celebrations.



The site office roof makes a good vantage point to appreciate the extent of the wing walls at Roman Road.



Roman Road "Bridge" nearing completion; the ground level is approximately at the future water level.

Dates For Your Diary

By Linda Palmer & Steve Delacourt-Smith

Social evenings in 1995 will be held on the 3rd Tuesday of every month at the

Cavern Bar of the Royal Oak, The Southend, Ledbury.

All meetings are 7.30 for 8pm.

There will be a raffle, and plenty of time for a chat. We hope that these Social Events will also provide a time and place for the dissemination of the latest news from the Trust. Please contact either of us if you have any queries, or ideas for Social Events [see *Contacts*]. Items from the sales stand can be brought (*and you will be under no obligation to buy*) if you give 2 days notice of the ranges you are interested in to David Penny [see *Contacts*].

Tuesday 19th September

"Canals in Cine film"

50's & 60's Cine film of the waterways presented by
Keith Christie from Bournville in Birmingham.

Tuesday 17th October

"Deer"

Something a bit different to our normal canal talks - by Chris Hille.

Tuesday 21st November

"The Wilts & Berks Canal"

Clem Barnett will talk to us about the Wilts & Berks Canal Restoration and their proposed long distance footpath.

Thursday, 30th November

7.30 for 8pm.

"Oxenhall Tunnel Talk - No.4"

at Newent Memorial Hall

The 3 previous Oxenhall Tunnel Talks have attracted an audience in excess of 500 people from all over the country.

Bob Simpson has kindly agreed to give his talk with the now famous cine film and slides to mark the 200th Anniversary of the Canal reaching Newent. The evening will commence with a brief history by local historian David Bick.

An evening not to be missed !

Non-Members £1.50; Members £1; Concessions £1 & 50p

No individual advance ticket sales - come early to ensure a seat !

HEREFORDSHIRE AND GLOUCESTERSHIRE CANAL TRUST

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

ANNUAL GENERAL MEETING 1995

to be held on Thursday 14th September, 1995
at the Burgage Hall, Church Street, Ledbury
commencing at 7.30pm.

Annual Report and Accounts* for Year Ended 28th February 1995

**[Summary (abridged) Accounts will be included as a loose insert (for Members only). Members may obtain a full set of Accounts by sending a large SAE to the Treasurer; full sets of Accounts will also be freely available at the AGM.]*

Apart from the formal business there will be a lively mix of slides, overhead projections and commentary on the successes of 1994/5.

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 Sir John Knill Bt.
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 1995, 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 re-appoint Council Members retiring by rotation (R Chandler, Mrs E Connors, B Fox); to accept the IWA Nominee (W Frecknall).
7. With a Membership in excess of 600, many from distant locations, the Canal Trust has not (quite) been able to achieve the necessary quorum at the first two AGM's *[as prescribed by the current Clause 12 of the Articles of Association - reproduced at {A} below]*. The Charities Commission have confirmed that they do not have to be consulted with regard to this Clause being revised. *In order to bring the necessary change into effect the Council of Management ask this AGM to confirm the revised proposals - as set out at {B} below:-*

{A} CURRENT CLAUSE :-

"12. No business shall be transacted at any General Meeting unless a quorum is present when the meeting proceeds to business. Save as herein otherwise provided one tenth of the total membership of the Association shall be a quorum."

{B} RECOMMENDED CLAUSE :-

"12. No business shall be transacted at any General Meeting unless a quorum is present when the meeting proceeds to business. Save as herein otherwise provided 20 members of the Association present at the meeting shall be a quorum."

NOTE: The "Association" is defined as "The Herefordshire and Gloucestershire Canal Trust Limited".

8. Close of the meeting by Vice President Sir John Knill Bt.

Following the close of the meeting there will be ample opportunities for general questions and a slide review of the work of the Canal Trust.

NOTE REGARDING AGENDA ITEM 6. One third of the Members of the Managing Council are required to stand down each year. All those standing down (listed at 6. above) are offering themselves for re-election. Unless Nominations are received for new Members to join the Council of Management, *and the total exceeds 18*, they will be returned un-opposed.

ANNUAL REPORT FOR YEAR ENDED 28th FEBRUARY, 1995

This is the third Annual Report of The Herefordshire and Gloucestershire Canal Trust Limited [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*, and to the *Trading Company Board*; during the period under review [year ended 28th February 1995] the following have been Members:-

CANAL TRUST COUNCIL OF MANAGEMENT:

A Austin-Bailey; R Chandler; Mrs E Connors; B Fox; S Hayward; N Jefferies;
Mrs L Lowe; the late D Mills [IWA Nominee - to July 1994]; C Penny; D Penny; M Potts;
No Member was co-opted during the year.

TRADING COMPANY (H&GC (Sales) Ltd.):

Mrs E Connors; S Hughes[C]; Ms J Lynham; D Penny;
[C] co-opted on to the Board during the year

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:-*

Hereford City Council Environmental Promotions Unit hosted a talk by the Canal Trust at the Town Hall; the Trading Company Contract to clear the County Council's culvert under the A4103 had been successfully completed; the Department of Transport removed the proposed A40 Longford to Gorsley Trunk Road project from the National Roads Programme and the route protection (which conflicted with the restoration of the Canal) had been withdrawn; Herefordshire Restoration Group were completing work on the towpath in the vicinity of Middle Court Bridge, whilst in Gloucestershire excessive water and the lack of suitable dumpers was hampering progress; our trip boat "Mallard" had been relaunched and was undergoing proving trials (and crew training) prior to action at the Welsh National Eisteddfod; the Chairman presented evidence to a Public Inquiry (relating to a proposed Gypsy site on the line of the Canal) following which the Inspector found in favour of the Canal Trust; a revised Objectives Statement was agreed; a productive meeting had been held with senior County Council staff regarding the Roman Road Bridge at Hereford; the Charity Commissioners were approached regarding the quorum required for AGMs; in Gloucestershire brickwork continued on the approach to Cold Harbour Lane Bridge and on the "leggers rest"; the Trading Company reported a great success following the first display in Maylords Orchards Shopping Centre; a flexible month by month programme of work had been drawn up for both main restoration sites; Heart of England Tourist Board had included the Canal in their Tourism strategy for Hereford City; following our Shell Better Britain grant our work had been placed 17th out of 550 schemes nationally; one of the parapets to Skew Bridge had been damaged by a vehicle and the County Council had effected prompt repairs; the Deposit version of the Malvern Hills Local Plan included details of a preliminary diversion route around Ledbury which gave rise to the need for urgent discussions with a number of other parties including the NRA; member David Bick's book about the Canal was about to be republished; in Herefordshire, following the agreement of the landowner, gates were to be inserted into the field/towpath boundary to permit our maintenance plant and equipment ready access, whilst in Gloucestershire work commenced on the restoration of the southern portal of Oxenhall Tunnel; the Trading Company's nine day attendance with our trip boat at the Eisteddfod had been a

success - no thanks to terrible weather; our Finance Committee produced draft procedures to regulate our future financial affairs; Mrs. Sylvia Muggeridge made her home available for an Open Day; Nigel Jefferies agreed to become Membership Secretary and Miles Hanwell in Gloucester and Jim Dunn in Hereford provided us with a postal address in each county; the first Landowner Agreement was signed and sealed; discussions continued with Malvern Hills District Council, South Herefordshire District Council and Hereford City Council regarding their Local Plans - all of which protected the line of the Canal and supported our restoration proposals; Gloucestershire County Council were approached regarding excessive quantities of silt which were being washed into the Canal; a highly successful September Canal Camp was held at Yarkhill, whilst in Gloucestershire progress was still severely hampered by the lack of large dumpers; the first budgets were approved under our new financial procedures; our Honorary Solicitor advised how possible conflicts of interests could be avoided if a landowner remained (or became) a Director of the Trust; a highly successful "bangers and mash" evening was held at Colwall Park Hotel (raising over £600 for Trust funds); the Newent Society and Gloucestershire Heritage Trust joined the Canal Trust in pressing Forest of Dean District Council to force repairs to Lock Cottage and the adjacent lock at Oxenhall; Hereford City Council had obtained planning permission for a new public open space that would involve a brand new bridge over the Canal and there had been full consultation; the Canal Trust's display was taken to events all over the country - it had won the British Marine Industries Federation's "best voluntary group" display award at the National Waterways Festival at Waltham Abbey; Mike Potts had organised highly successful coach outings to the Llangollen Canal and Railway as well as the Monmouthshire and Brecon Canal; Hereford and Worcester County Council commenced work on the new Roman Road Canal "Bridge" at Hereford - the first new civil engineering structure on the Canal since it was closed ...

A MESSAGE FROM THE CHAIRMAN

Another busy year has been and gone; last year I said "*give us the finances and we will produce the results!*". As examination of the Accounts will show, another year has gone by *without* any large grant aid (although not through lack of trying!). We have had to rely on our own fund-raising, the smaller grants (*thank you*) - and your kind donations (*another thank you!*).

The year ended 28th February 1995 was still a success by any standards. At a time when other similar voluntary groups were dropping in membership we held our own; our own fund-raising remained highly successful (and the Canal, the work of the Canal Trust and the tourism assets of the two counties were promoted at events all over the country); we continued to build credibility locally and nationally; and restoration progressed in both counties - *although at a slower pace than we would have achieved with more money!* Our first Landowner Agreement was signed and, right at the end of the period under review, the County Council started work on the first major civil engineering project on the Canal since it was closed.

When this page is written in twelve months time I will be very disappointed, whoever writes it, if it does not contain news of very significant strides forward [*once again I'm cheating slightly as I already know of a couple of significant items that have occurred since the year under review ended!*]. Progress will be the result of the very hard work that has been going on "behind the scenes" for some time now - again I repeat what I said last year - "*we have been very busy building foundations that will, I am quite confident, serve the Canal Trust very well in the future.*" Please be patient! However you may have assisted the Canal Trust in the past, my sincere personal thanks, and those of the Council of Management. We would *greatly* appreciate your continued support; you will be made most welcome if you are able to attend the AGM on the 14th September.

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

Mike's Trips & Outings

By Mike Potts and Joyce Lynham

Sunday, 15th October

"Waverley Cruise & Coach Tour"

Coach from Hereford 9am to Clevedon.

Board the "last sea-going Paddle Steamer in the World" - the "Waverley" and cruise under the two Severn Bridges & return to Clevedon.

Restaurant, buffet, bar, and souvenir shop on board. Bring your own picnic if you wish. Coach arrives back at Hereford about 5.15pm.

Tickets £16.95 each

TICKETS FROM:- Mike Potts [see Contacts] or,
Hereford Camera Centre, The Atrium, Maylord Orchards.

Please book early, payment must be received with bookings.

Newent Celebrations

November, 1795, saw the first canal boats at Newent - "Dean Tucker" (named after the Dean of Gloucester) and "Newent Trader". The latter was due to leave Newent at 4pm. on Friday 20th November, and to reach Gloucester the next day in time for the market, after spending the night at Rudford. However, according to David Bick's account in his book about the Canal [available from H&G (Canal Sales), price £7.95 inc. P+P - Ed] the boat arrived too late "due to the frost and the unskilfulness of Thomas Weston".

To commemorate the 200th Anniversary of the first boat at Newent (only 6 months after we celebrated the 150th Anniversary of the first boat arriving in Hereford!) we are holding three events - our annual Oxenhall guided walks (details below), the 4th Oxenhall Tunnel Talk (details page 12), and our very own Craft Fair (preliminary details below - full information in the next Edition.)

Sunday 29th October - 10am to 5pm.

Our Gloucestershire Restoration Group invite you to have
a guided walk to see progress.

at Oxenhall Church Hall

Home Made Refreshments - Canal Trust Display & sales stand

Saturday 9th December - 10am to 5pm.

Canal Trust Craft Fair - Canal Trust Display

at Newent Memorial Hall

come and buy your Christmas presents!

Home Made Refreshments including Cream Teas

RESTORATION UPDATE HEREFORDSHIRE & GLOUCESTERSHIRE

By Brian Fox

Regular readers will be aware that restoration of the Canal is concentrated on two sites, one in each county, which is all we can cope with at our present level of volunteers and even then we are a bit stretched at times. I know we are all volunteers working in our spare time and hopefully doing a job which gives some satisfaction and I would appeal to those who have not been involved for a while, or anyone who hasn't yet given canal restoration a try, to come along and get stuck in. What can you lose except perhaps the odd wellington boot!

An area which has lapsed of late is the report on the restoration progress in Gloucestershire, which is due entirely to the lack of a volunteer to write it and not because there is nothing to report. However, as a one off you now have the pleasure of a combined report, the Herefordshire gang having crossed the border [very dangerous - Ed.] on our first work Sunday in July to give the others a hand (or two). I now know at first hand what is going on down in that cutting on the approach to Oxenhall Tunnel.

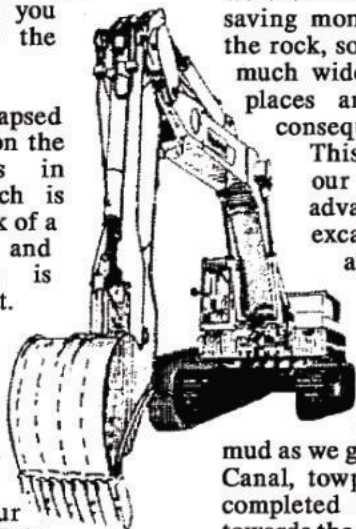
It is not a pretty sight (or should it be site)! There has been no rain for weeks but the mud is still everywhere and the water continues to pour out of the Tunnel mouth and down the line of the Canal as it has done ever since the Canal builders

struck springs during construction. A brief recap on progress so far will give an idea of the challenges to be overcome on this section of Canal, 300 yards between Coldharbour Lane and the southern portal of Oxenhall Tunnel. Work commenced in 1992 and it soon became clear that the Canal, which is in a cutting is cut from solid sandstone for the whole distance. There is no puddle clay to tell you when the bottom is reached, just very hard rock! The builders were obviously looking for ways of saving money as they cut through the rock, so the channel itself is not much wider than a lock (8'6") in places and so the towpath is consequently extremely wide.

This does, however, give our restoration efforts an advantage as we can drive the excavator and the dumpers along a solid towpath without fear of getting stuck. The plan is to get the machinery up to the mouth of the Tunnel moving a considerable amount of

mud as we go but the final tidying of Canal, towpath, and banks will be completed as we work backwards towards the lane. Mr. Goulding, who owns the piece of Canal, is being most co-operative and has agreed to us continuing to run dumpers down his field for the time being. It is just as well that we have a conveniently situated spoil site that will hold everything that we dig out, as well as his continuing support, or we would not be able to complete the task.

We have now purchased another four ton dumper to go with the one we



RESTORATION UPDATE HEREFORDSHIRE & GLOUCESTERSHIRE ... continued

bought two months ago, so progress has speeded up and there is now only about 100 yards left to reach the Tunnel. There are no forecasts for a completion date as there is still an awful amount of wet mud to shift and the nearer we get to the Tunnel the longer we have to drive the dumpers to take it out - but we will get there eventually.

The so called "leggers rest" is virtually rebuilt and work is well in hand with the reconstruction of the Tunnel portal which has slowly been washing away as rain water from adjacent fields washed over the top of it, instead of down a culvert which had been become blocked. The culvert has also been cleared and is being rebuilt ready to take the full force of next winters' storms - a most urgent job which is being done largely by two of our retired members who asked what they could do and have become quite adept at

brick laying which they can do in their own time, when they have half a day to spare.

The 150th Anniversary preparations, and tidying up afterwards, has taken all our time in Herefordshire this last quarter, every weekend as well as a few evenings, but everyone seems to agree that it was well worth the effort. Unfortunately, we do not have the time to maintain such a concerted effort and the Canal has become weeded again, and towpath needs another cut.

The Herefordshire Restoration Group will no doubt continue to help out our colleagues in Gloucestershire as and when we can, but our Yarkhill Project Site will be accessible again once the crops have been cut and we have the job there of making the freshly re-cut Canal watertight before moving onto other things.



WANT TO GET INVOLVED ?

Volunteers to assist in our restoration (and maintenance) work are always welcome. Now the longer evenings are here again work is frequently taking place on one, or both, sites on several weekday evenings each month (or sometimes each week!). Our regular first weekend of the month workparties continue to be a focal point for work on both sites although work is also progressing on many other weekends. For details of what is happening when, and how you may be able to assist, please telephone:-

Roger Chandler, Dymock (01531) 890671;

Brian Fox, Hereford (01432) 358628;

Mike Potts, Hereford (01432) 356392;

or Simon Hayward, Gloucs. (01452) 305572

IF IT'S WEDNESDAY IT MUST BE DYMOCK !

A personal opinion - by Member Mike Ayland

Watching the steady procession of hire boats coming into Diglis Basin at Worcester over the Easter holiday, I watched so many of the crews read the well displayed notice of the Herefordshire and Gloucestershire Canal Trust for the May events at Monkhide. You could almost see them thinking "Hereford? Perhaps we could go there next year".

Out of Worcester Saturday afternoon, Upton for Saturday night; Sunday down through Maisemore, into Over, and Newent for Sunday night. Ledbury Monday, Hereford Tuesday, Dymock Wednesday, Over on Thursday; Worcester for Friday night and a quick half an hour back to the boat yard on the Saturday morning.

AUGUST 2006	AUGUST 2006
14 Monday <i>Ledbury</i>	17 Thursday <i>Over</i>
15 Tuesday <i>Hereford</i>	18 Friday <i>Worcester</i>
16 Wednesday <i>Dymock</i>	19 Saturday <i>End of</i> 20 Sunday <i>Holiday</i>

What an idyllic weeks hiring it would be, very attractive countryside with a steady stream of locks, villages and tunnels with a Cathedral City at the far end. A text book hire fleet holiday . . . but wake up - in my opinion few hire fleets would be happy for their craft to go through a restored Maisemore Lock onto the "uncontrolled" River Severn to get to Over Lock and gain access to the Herefordshire and Gloucestershire Canal. Knowing some first time hirers [and some private boaters! - Ed.] they would not stop until they saw the M4 going over - and that would be the new second crossing !

I would like to see a competition organised for the best solution to provide not only a very safe connection to the Herefordshire and Gloucestershire Canal but also greatly improve the current access to Gloucester Lock.

For starters my suggestion is to rip out the weirs at Llanthony and Maisemore and replace them with new tide gates below the Lower Parting. This would give total tidal flood control all year round with a drastic reduction in winter storm flooding as well.

During the Summer months the level would be high enough to get to Over Lock. The nightmare of getting into Gloucester Lock would be removed as the weir would be much further away. The Docks could be approached from the attractive Western

Channel making Over Lock accessible from both directions.

The benefits of this scheme are enormous for both the Canal Trust and the City of Gloucester [and for access to the Cotswold Canals - Ed.] but it would not be cheap. There have to be other solutions ! I do not wish for the Trust Council to take their eye off the main task of restoration but there is a need to consider the logistics of operating the Canal once open. I suggest if sufficient interest was shown by H&GCT, [the Cotswold Canals Trust] and the IWA Gloucester and Hereford Branch this could be a parallel project.

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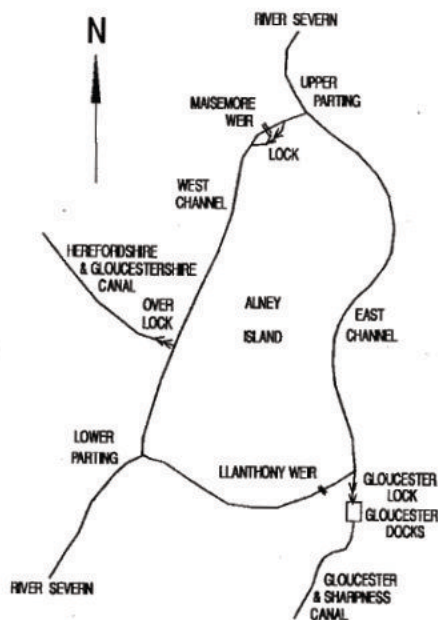
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IF IT'S WEDNESDAY IT MUST BE DYMCK !



FOOTNOTE: Mike Ayland makes a good point regarding safe access to the Canal (and Gloucester !). At present we would need substantial direction signs on the River (as there are at other locations) and the river channel, beyond the Herefordshire and Gloucestershire Canal, could be restricted by a floating barrier of linked buoys - as already exist on the approach to weir streams elsewhere on the River.

However, the scheme that Mike Ayland suggests would be very attractive in encouraging more boats to venture down to Gloucester, to the Docks, and along the Gloucester and Sharpness Canal onto the restored Cotswold Canals - as well as to the Herefordshire and Gloucestershire Canal. The recently published NRA Catchment Management Plan considers proposals similar to those outlined as one option for improved River management. **Ed.**

CYCLISTS BEWARE !

By Joyce Lynham & Mike Potts

It took five of us, on Good Friday, to get Mike's boat up the slipway at Crews Pitch onto the trailer but it really started when Mike collected his trailer from the repairers. Instead of being ready well ahead of the weekend, it was not finished until the day before it was needed, and after collecting the boat from Crews Pitch, on route to home, the mudguard fell off the trailer!

Mike had decided to take his boat up on to the Mon. and Brec. Canal on Easter Sunday and to launch it at Goytre Wharf and had invited me to go along. It

was rather a dull start and the weather forecast was not too good, but we had an uneventful trip to the boatyard. We pulled up at the top of the hill before the slipway, parked, then we went

mountaineering to the office, down this steep hill across the car park and up another hill to find no-one in. When we finally sorted out all the paperwork, licences, fees, etc., we walked back to the car along the towpath, filling the water containers along the way.

Then the fun started! Mike backed the boat to the slipway and down into the water, but had to be careful because the exhaust pipe was nearly under water. He had to climb onto the back bumper to unhitch the boat trailer and let down the jockey wheel before pushing the trailer a bit further

down the slipway. The idea was to gently let the boat and trailer down into the canal by rope - unfortunately this broke!

I held the mooring rope while Mike let the boat off the trailer, so I was hanging onto the boat to stop it floating away and trying to make sure it was out of the way of the trip boat behind and a day boat on the other side of the slipway. When I turned around, I found that although the boat seemed to float very well, the trailer had sunk completely out of sight and Mike was trying to retrieve it without getting his feet wet!

"There are long boats & short boats
And all types of craft
And cruisers and keel boats
And some with no draft

So take off your coat
And hop in a boat
Go messing about on the river"

*or in this case the Mon. & Brec.
Canal on Easter Sunday.*

He reversed the car back down to the tow hitch but still couldn't get close enough because of the exhaust and the water. So he climbed onto the top of the back

bumper to try to get to the jockey wheel and straighten it up. Whilst he was doing this a young lad who works at Goytre, came up and started to help and between them they finally straightened the trailer up. Unfortunately, it was still too far from the tow hitch so they tried to lasso the jockey wheel and pull the trailer to the car. It still proved too difficult so Mike moved his car out of the way and the lad came back with the landrover.

Meanwhile I was still having problems with keeping the boat out of the way of the trip boat as I

CYCLISTS BEWARE ! . . . *continued*

could not pull it back into the slipway because of the trailer and there was nowhere else to tie it up. I was trying to make it less obvious that I was anything to do with Mike and I was also wishing that he hadn't introduced us to David Horne, the owner of Red Line Boats, as being from the H&GCT [*hear, hear! -Ed.*].

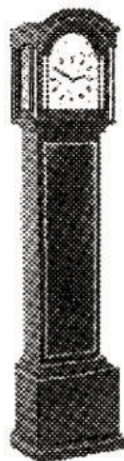
Back to the boat, or rather the trailer! The landrover backed down the slipway towards the trailer but not quite far enough, so the lad got back into the front of the landrover and came out of the back door, standing on his tow hitch to lasso the trailer, pulled it towards him, fixed it to the tow hitch and pulled the trailer up the slipway. Whilst, back at the boat I was still there at the end of the mooring rope! David Horne came

up and helped me pull the boat back into the slipway out of the way. I hope that we gave everyone in the day boat behind us some good entertainment whilst they were having their instruction on how their boat worked.

Mike came back. We were off and the wind blew us straight into the path of an oncoming boat! We decided to go towards Govilon and a pub lunch. It was rather windy and I didn't know that there were roundabouts on canals but we managed to find several! We were sailing along, and then a gust of wind would come along and blow us straight into the bank. By the time we had cleared the weed from the prop and managed to get back out from the bank and stay out, we had turned around several times. It was a wonder we didn't get

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CYCLISTS BEWARE ! . . . *continued*

dizzy! The first time this happened, we decided it was time for a cup of tea and a chance for the engine to cool down a bit.

We got to Govilon without much further mishap except for the engine overheating several times and the prop getting fouled with weed. We found a few more roundabouts and I became quite good at jumping out at bridge holes to hold the ropes whilst Mike cleared the prop. He came quite close to being pushed in.

We cruised past Govilon boat club and found a place to moor for the pub for lunch. Mike jumped out and held onto the mooring ropes whilst I searched for a mooring pin. Several teenagers came along the towpath on bicycles so Mike moved nearer to the edge of the canal. Then one of them decided to overtake the others and crashed into Mike knocking him face first into the canal and, no, I didn't have the camera ready and I didn't feel inclined to ask him to repeat it. The lad fell off his bike, Mike climbed out of the canal, still holding onto the mooring ropes, dripping wet and shivering. He told this lad the rules of the towpath in no uncertain terms whilst the lad hopped up and down complaining that he thought he'd broken his ankle.

Mike wanted to finish mooring so I handed him a mooring pin and asked if he had a hammer. He said that he used a "windy thing" - this turned out to be a windlass!

I had taken a spare set of clothes. I have been out with members of the restoration team before! I offered to lend my track suit to Mike, we're about the same size, but he didn't think that pink was quite his colour! We managed between us to wring out some of his clothes and set off in search of the local pub. We must have looked a right pair, me limping and Mike dripping and squelching along. Eventually we managed to get a bowl of hot soup and a drink, then hot footed (or maybe it should be wet footed) it back to the boat.

We managed to get back to Goytre without any further mishap, by which time Mike had dried out. When trying to get the boat back onto the trailer, as we pulled left, the wind pulled right (have you ever seen a trail boat sideways on a trailer before?).

We have been out on the Mon. and Brec. since then but that's another story, involving a major dispute with Talybont lift bridge (we weren't involved with the collapse of the canal embankment recently) - and we are still wary of cyclists!

MYSTERY PHOTOGRAPH

In Edition 46 of *The Wharfinger* we published a photograph and asked "*is this lock on the H&G Canal?*" - and further coverage in the last Edition. Since then the Editor of *Archive* (a specialist

magazine devoted to photographs of times past) has published the photograph in the current issue of *Archive*; so the hunt has now been extended throughout the country! More details in our next Edition.

**ADVANCE
NOTICE**

CHRISTMAS DINNER - 1st DECEMBER

*At the Barnhouse, Ledbury - Full details
in the next Edition, or from David Penny [see Contacts]*

LETTERS to the Editor . . .

[Whilst we welcome letters on any topic relating to our work and the Inland Waterways System any opinions expressed do not represent the policy of the Canal Trust unless specifically stated.]

Dear Editor,

As one of the few working on the Canal at Oxenhall I feel the debate on the width of the Canal locks misses the real deciding factor. The locks on the Canal can be any size and be a wasted effort. The deciding width of boats on this Canal, as with most others in this country, is one of both height and width of the tunnels. This and this alone will dictate who or what can navigate along our Canal. Perhaps if the people who write on the locks came along to a work party they might see a different Canal than that they seem to know so well. The theory of ideas is good, but the practical in the real world is much different? The Tunnel at Oxenhall is getting more accessible week by week so why not come and see for yourself, the real decider? I have in my possession maps and plans of this section of the Canal when it went into decline, anyone who comes to Oxenhall may see the true use of all the land and ponds.

From the big fellow, white helmet, P.16, Ed. 47.

[No one is suggesting (yet!) that the Canal be widened from its original design width (only that perhaps it should be reduced to the narrower English Gauge). However, Chris is quite right in saying that the ultimate determinate of width, and height, of boats will almost certainly be Oxenhall Tunnel - Ed.]

~~~~~

*Dear Editor,*

Having purchased your magazine in a retail outlet I was reminded of the recent television coverage. Of particular interest was the name of the boat "Maria Ballard". As is known, Maria was the wife of Stephen Ballard and their grave and monument is in the family burial ground at Colwall. Until recently a memorial stone also existed at "Emmanuel" Countess of Huntingdon Connexion Church, Malvern which closed 25 years ago.

A lesser known memorial to Maria Ballard, who died in 1915, is the communion table, plate, and lectern, still very much in regular use, at the Wyche Free Church, Jubilee Drive, Upper Colwall. Maria Ballard was a great encourager of this church which was built through the efforts of her daughter, Mary, in 1910/11 to replace the former Wyche Mission Chapel where they both had been active. It has been suggested that Stephen Ballard may have had this chapel built in 1856 but there is no evidence to support this. There is a beautiful stained glass window memorial to Mary Ballard at the Wyche Free Church. These memorials may be viewed any time the church is open or at the church's "At Home" day on September 30th.

*Kenneth J Gaines, Wyche Free Church*

## MEMBERSHIP MATTERS

### CORPORATE MEMBERS

For many issues our *Membership Matters* page/s have concentrated on our "ordinary" Members; we thought it was about time that we reminded you of our **Corporate Members** whose continued support we equally appreciate. On more than one occasion our list of **Corporate Members** (which forms part of our award winning promotional display) has been the subject of great interest - containing as it does organisations large and small from virtually all over the country. To all concerned - *thank you*.

Alvechurch Boat Centres, Alvechurch  
VE & JE Arnold, Hereford  
The Beeline Company, Wormbridge, Herefordshire  
Belmont Medical Centre, Belmont, Hereford  
Blue Haven Marine, Hillmorton, Warwickshire  
Britannia Construction Ltd., Cheltenham  
H P Bulmer and Co Ltd., Hereford  
R W Collins Stainless Steel Equipment, Ledbury  
Colwall Park Hotel, Colwall, Nr. Malvern  
Grist Mill Boatyard, Worcester  
E B Hayward & Co., Ashleworth, Gloucestershire  
Michael Stimpson Insurance Brokers, Rickmansworth  
Middlewich Narrowboats, Middlewich, Cheshire  
Morbaine Ltd., Widnes, Cheshire  
OwnerShips, London  
J L Pinder, Boatbuilder, Stoke Prior  
R D D Insurance Brokers, Chelmsford, Essex  
G & J Reeves (Boatbuilders), Southam, Warwickshire  
S & S International, Aylesbury  
Saraband Marina, Droitwich  
Starline Narrowboats, Upton on Severn  
The Tewkesbury Marina, Tewkesbury, Gloucestershire  
Willow Wren Cruising Holidays, Rugby  
Worcester and Birmingham Canal Society  
Worcester Locomotive Society

If you are able to support any of the above companies/organisations please don't forget to mention that you are doing so as a Member of the **Herefordshire and Gloucestershire Canal Trust** - although the local pub probably won't be too impressed if it's just a half pint of **Strongbow** cider that you are buying...!

Do you have regular contact with a company, work for a company (or even own a company!) who may be persuaded to join the Canal Trust as a Corporate Member? Please help to recruit new Corporate Members.

The cost is only £25 for 12 months Corporate Membership (or £400 Life Corporate Membership - less 20% for new Corporate Members joining/transferring to Life Membership prior to the end of this year).



# THANKS...

to the following for their greatly appreciated support:-

**GARY MILES ESQ., MALVERN,**  
for the regular loan of his van to transport our promotional display to and from events all over the country.

**S&S INTERNATIONAL,**  
our thanks to Dr. Alan Solomon for continued support in donating a perpetual licence, with quarterly upgrades, for his computer virus detection software.

**ALL OUR ADVERTISERS,**  
who support us, in each Edition of *The Wharfinger*, with their advertisements; this income is greatly appreciated.

**LINDA PALMER &  
STEVE DELACOURT SMITH,**  
for their regular donation of raffle prizes at the monthly social evenings that they organise for the Canal Trust.

**SUSAN NEWBOULD  
OF GABB AND COMPANY,**  
who, in her unpaid role as Honorary Solicitor, has been called upon regularly to assist the Canal Trust, and does so willingly in spite of a pressing workload.

**IWA STAMP BANK,**  
for a grant of £250 towards the legal costs incurred in producing our master Landowner Agreement.

**HEREFORDSHIRE RURAL DEVELOPMENT  
AREA DELEGATED FUND,**  
who made a £1,000 grant towards the cost of purchasing a 4 ton dumper.

**EVERYONE...**  
who contributed, in any way, to the success of the 150th Anniversary Celebrations [see p. 7].

**OUR SINCERE THANKS  
TO EVERYONE**

# HELP!

Our Boats Group are anxious to find a trailer (or caravan chassis - capable of modification) to take our trip boat "Mallard" - 20' x 6'-8". This will enable "Mallard" to be transported economically to other events; not only to promote the Herefordshire and Gloucestershire Canal but also earning some money as well! Please contact Ray Moses on (01989) 780325 if you have any ideas of a likely source.

At the end of *Chairman's Comments* [p.2] is a plea for some "fresh blood" to join the "behind-the-scenes" organisation of the Canal Trust. Please come along to the AGM (or to any Social Evening) - or contact Lesley Lowe for a chat [see *Contacts*] to find out more. It really is an exciting time and whilst (as a Registered Charity) there is some bureaucracy, we do try to keep it to a minimum - for all our sakes. There really is something for almost every talent - *and you never know what skills you may acquire!*

As this Edition of *The Wharfinger* should be with you a couple of weeks earlier than usual it is not too late to remind you to please sell those last few **Grand Holiday Draw** tickets - and to get the stubs (and the money!) off to Liz Connors [see *Contacts*] as soon as possible; in any event *no later than Saturday 19th August*. If you have already sent your stubs and money off (and many Members and supporters have) our apologies for mentioning it again - *and thank you.*

# THE WHARFINGER

This Edition of **The Wharfinger** has been brought forward by a couple of weeks to enable the necessary formal notice to be given of our AGM - to be held on Thursday 14th September [*see centre pages for details*] - the AGM itself being a month earlier than the past two years. With a financial year ending at the end of February we thought that it would be easier for us all if we were reporting on the past twelve months activities as soon afterwards as possible - without having the AGM right in the middle of the Summer!

As you will see (from the inside front cover) we are still without a print sponsor. Whilst many other Canal Trusts/Societies (and similar voluntary bodies) pay for the printing - *as we now do* - it would greatly assist our finances if we were able to persuade a company to sponsor the printing; if only for a year! If you work for a company that might be prepared to support us in this way (or have business contacts with someone who might) please make an initial approach and, if it looks favourable, contact the Chairman.

Joyce Lynham has master-minded the distribution of **The Wharfinger**, to the retailers who sell it for us, for a number of years now. Distribution to the shops, garages etc. is undertaken by our dedicated distribution team. Joyce is getting involved with a number of other aspects of the work of the Canal Trust and would like to find a Member who would be willing to take on this "behind-the-scenes" co-ordinating role. Joyce will be only too happy to explain what is involved [*see Contacts*].

Not for the first time we have been struggling to find suitable photographs (*colour or monochrome prints, with plenty of contrast and not too much sky or water*), to illustrate the work and activities of the Canal Trust, to publish in **The Wharfinger**. We cannot guarantee to use every one but those not used may well find themselves forming part of our display. *Please* don't leave it all to the Editors and the very small number of others!

We weren't able to keep to our promise regarding the mystery lock photograph [*see p.20*] - we hope to have some news next time. Although this is being written in a "heat wave" the next Edition will be the Winter one - apart from all the usual news and views (including **Grand Holiday Draw Winners**) there will be *plenty of Christmas shopping ideas*!

**COPY DEADLINE FOR THE NEXT EDITION IS SUNDAY 1st OCTOBER**

Printed by Print Plus, 126 Widemarsh Street, Hereford, HR4 9HN (01432) 272025  
The Wharfinger was compiled by Cliff and David Penny using **JetSetter** British software.



# CONTACTS

**Liz Connors,**

18, St. Ethelbert's Close,  
SUTTON St. NICHOLAS,  
Hereford, HR1 3BF  
[Tel/Fax:- Hereford (01432) 880155]

**Lesley Lowe,**

"Chevin", Little Birch,  
HEREFORD, HR2 8AZ  
[Golden Valley (01981) 540366]

**Mike Potts,**

3, Cranstone, UPPER BREINTON,  
Hereford, HR4 7PL  
[Hereford (01432) 356392]

**Linda Palmer/Steve Delacourt-Smith**

172, Stroud Road,  
GLOUCESTER, GL1 5JX  
[Tel:- (01452) 501372]

**Cliff Penny/David Penny,**

"Coppice", BURLEY GATE,  
Hereford, HR1 3QS  
[Hereford (01432) 820420]

**Roger Chandler,**

"Grove Bank", Marcle Road,  
DYMOCK, Glocs, GL18 2AR  
[Dymock (01531) 890671]

**Simon Hayward,**

[Gloucester (01452) 305572]

**Brian Fox,**

1, Holmer Hall Cottages,  
Roman Road,  
HEREFORD, HR4 9QH  
[Hereford (01432) 358628]

**Nigel Jefferies,**

[Hereford (01432) 850661]

**Joyce Lynham,**

*Trade Liaison,*  
55 Sherborne Close,  
Newton Farm,  
HEREFORD, HR2 7EU  
[Hereford (01432) 266931]

**Steve Hughes,**

*Exhibitions Co-ordinator,*  
62 Northend Lane,  
Madresfield, MALVERN,  
Worcestershire, WR14 2EX  
[Malvern (01684) 892428]

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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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**ALL MEMBERSHIP QUERIES**

**OR**

8, Bloomfield Road, Gloucester, GL1 5BL

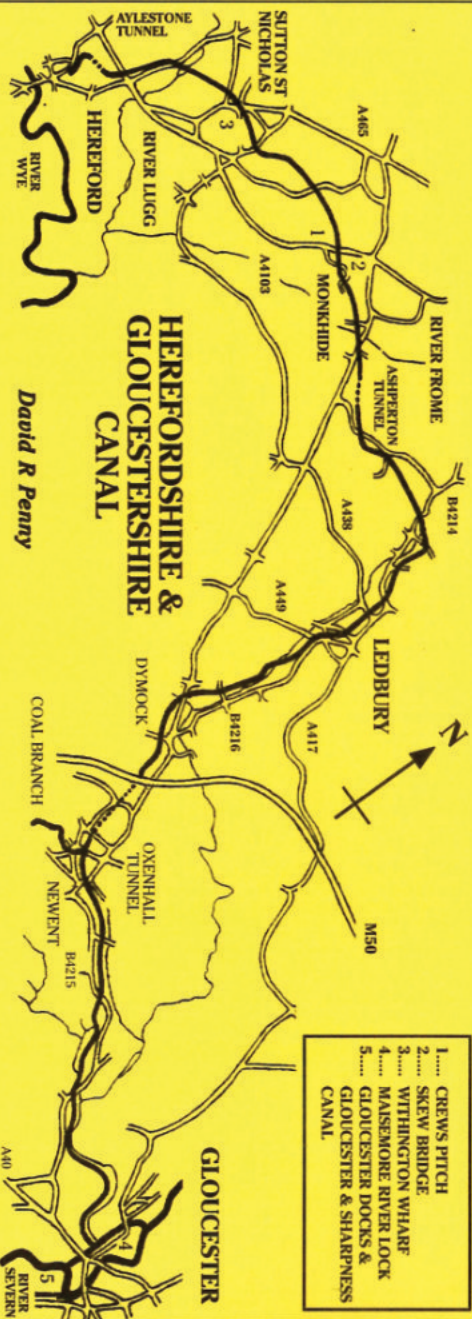
6, Castle Street, Hereford, HR1 2NL

*Contact The H&G Canal Trust,*

*(sae please)*

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## HEREFORDSHIRE & GLoucestershire CANAL

*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.