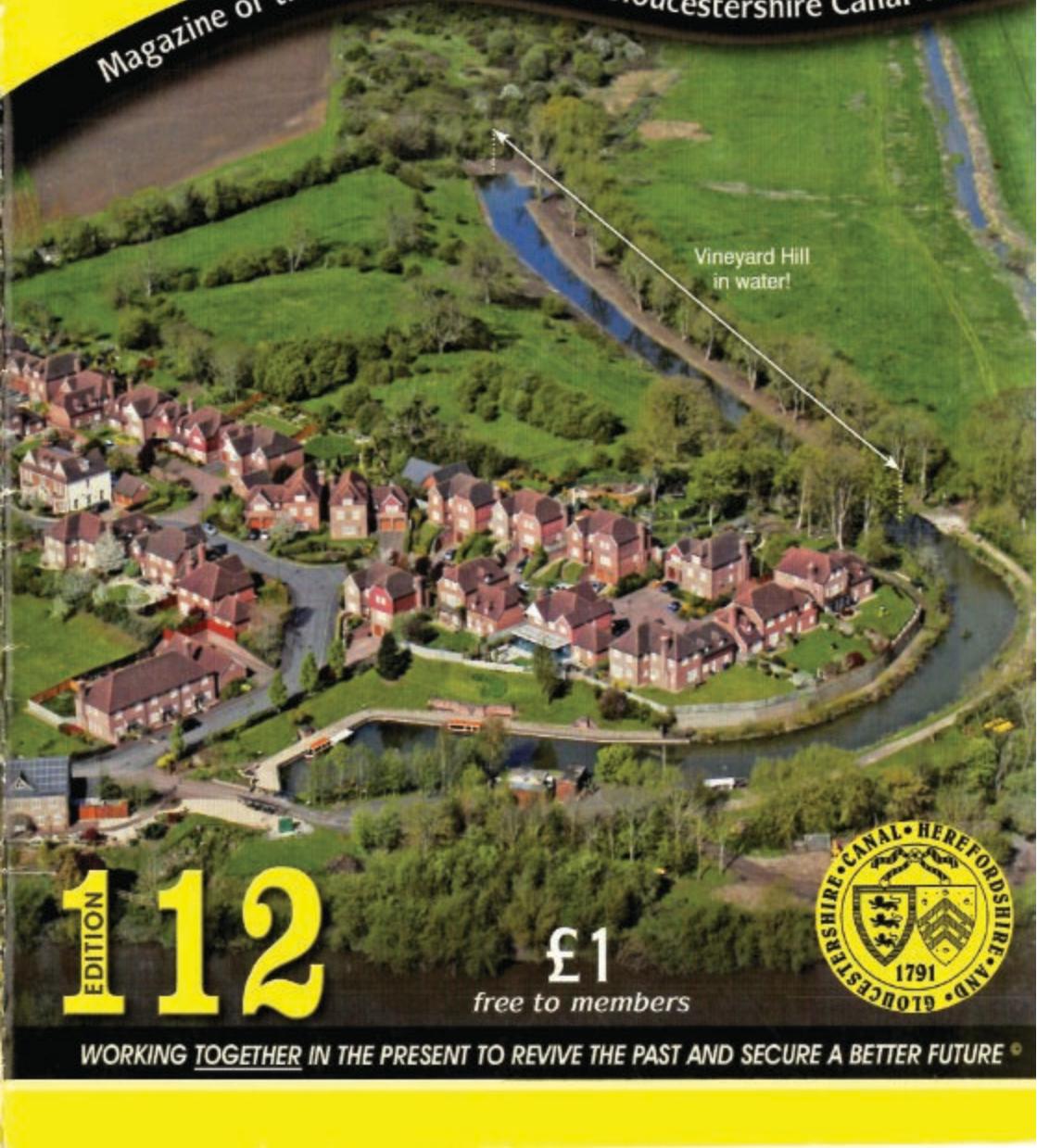


The wharfinger

Summer 2012

Magazine of the Herefordshire and Gloucestershire Canal Trust



Vineyard Hill
in water!

112
EDITION

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free to members



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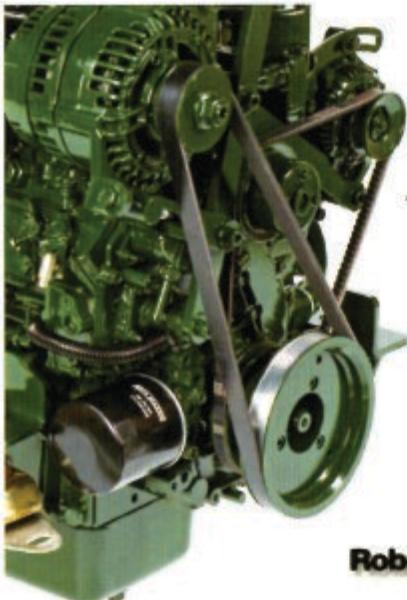
It has been our pleasure in supporting the Herefordshire and Gloucestershire Canal Trust for over 20 years, and we will continue *to work together in the present, to revive the past, and secure a better future.*

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A lot going on!



Anyone reading the last few editions of **The Wharfinger** would be left in little doubt that there has been (and still is) a lot going on!

Successive issues have reported a new slipway in Hereford, new sites being acquired, a major planning application submission (providing not only much needed 'affordable homes' for the local community but also – of course – a stretch of new canal), new projects being announced as well as a major 'Canal Camp'. All this, and much more, has been reported in the past year. There can be little doubt that we are 'moving up a gear' and that has led the Council of Management (CoM) to defer the appointment of a new Chairman for the time being – see page 4.

Plans for a week long Waterway Recover Group Canal Camp at Vineyard Hill, Over, were so popular that it became two weeks! Many WRG stalwarts who assisted us with the reconstruction of Over Canal Basin returned to help again during the first 'unofficial' week. It was a great success. However, my son (David Penny) needs to remember the old Chinese curse "be careful what you wish for" – during the first few (sunny and dry) days he said compaction of the clay puddle would benefit from the odd April shower. Despite the ensuing hail, sleet, plunging temperatures (and much rain), the length of the canal leading away from Over Canal Basin was doubled, and filled with water, in the fortnight! *Thank you to the WRG volunteers, from all over the country, who worked together with H&G CT volunteers to achieve this (and to complete initial works on the new storm overflow). See page 6. We are now hoping for a drier spell to allow all the tasks to be completed ready for the grand opening.*

◆ CRP

Gloucester Quays sponsor H&G CT

The Project Development Team at ^{THE} WHARF HOUSE are very pleased to announce that **Peel Holdings**, part of the Peel Group and owners of **Gloucester Quays** (one of the UK's largest mixed use waterside regeneration developments) have agreed to support the H&G CT in a number of ways during 2012 and beyond. This includes supporting publication of **The Wharfinger** and sponsoring the **Canal Trust's Canal Festival and Grand Opening of the Vineyard Hill** section of the Canal on September 1-2nd (see page 26). This initial sponsorship is most appreciated. We will announce other aspects of Peel's ongoing support in future editions. We are very pleased that the Trust's work and innovative approach to sustainable development, including schemes such as our Llanthony Hydro and Flood Relief Scheme, are receiving recognition and interest from what is regarded as one of the leading infrastructure, transport and real estate investment companies in the UK. *What's on at Gloucester Quays – page 14.*

◆ DRP





Chairman

CofM update

Regular readers will be aware that the Chairman of the H&G CT for the past five and a half years, Janet Moult, stepped down from that role (but not from many others!) at the end of February. As mentioned in the Editorial, at the February H&G CT CoM meeting it was decided that, before making an appointment to the post of Chairman, the opportunity should be taken to review the role and duties of the post.

This was considered essential given the substantial increase in the nature and extent of H&G CT's activities. Whilst this review is taking place it was agreed that we would not make an appointment to the role of Chairman. The CoM includes four members who served as Chairman in the past (and the formal Officers on the CoM all have long-standing experience of their roles) therefore it was considered that the Vice Chairman should lead CoM meetings calling on the most appropriate CoM member/s to deal with any issues that might arise in the interim.

It was also agreed that we should seek to expand membership of the CoM. Our founding Members will be familiar with the surname Frecknall. Frank Frecknall played

a key role as 'Chairman of the Standing Committee' that led to the formation of the former Canal Society in 1983. Sadly Frank died a few months later but within the year his son, Will Frecknall, was elected to the Committee and he went on to serve as Chairman of the Society in the mid 80's. Will also chaired the Canal Trust in 2000/2001. Having heard that his partial retirement was imminent Will, who is a Chartered Civil Engineer, was invited to once again serve on the CoM. He was warmly welcomed as a co-opted member to the April CoM meeting.

Also at the April CoM meeting initial comments from individual CoM members on the role and duties of Chairman were considered. It was agreed that, in addition, the role and effectiveness of the CoM itself should also be reviewed. This was considered essential not only to ensure the success of the number of major projects that are developing (all of which require appropriate skills, experience and management) but also in order to maintain/improve all of our 'support services' as the H&G CT continues to grow. A sub committee comprising Ralph Barber, Will Frecknall, Wilf Jones, Janet Moult and Cliff Penny was established to review and make recommendations to the CoM.

◆ CRP

Membership Rates Reminder

Our sincere thanks to all those Members who, following the reminders in the past three editions of **The Wharfinger**, have amended their Standing Order payments to reflect the new Membership rates. However, some Members whose renewal fell in the earlier months of this year have unfortunately paid at the former membership rate. If you pay by Standing Order and

have not issued revised instructions to your bank to reflect the increase in subscription please do so now before you forget (the bank will not pay it until it is due). Please save us the (greatly increased) postal costs (and volunteer time) of issuing reminders. Membership rates are on the inside back cover of every issue.

Thank you!

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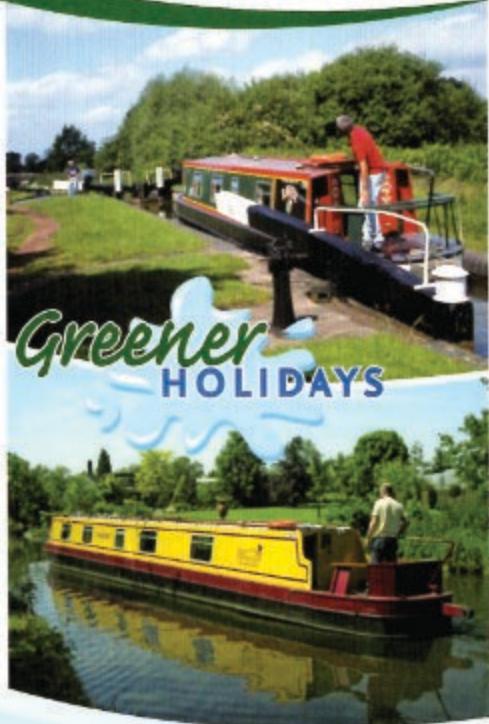


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Restoration Project

Vineyard Hill

By Ted Beagles



Over the dam, work gets under way.

Since the last report there has been lots going on to prepare for the **Waterway Recovery Group** Camp (which was so popular that it grew from one to two weeks) that took place over the first two weeks of April. Meetings with stakeholders to explain and agree our proposals, preparing drawings and procedures, procuring materials, setting out the line and the levels on the ground, preparing for the closing of Over Site for public access during the period, hiring plant etc.

Part of our 'advance works', of stripping of the topsoil by volunteers Paul and Ivor, has been going very well throughout winter but catastrophe struck; the excavator stopped suddenly. Run out of fuel, thought Paul? But no, the problem was a major engine failure, requiring the engine to be removed in the middle of the site! Our success in this unusual challenge to our skills is reported in the Over Site report on page 25.

On the 31 March things really started to happen with the arrival of WRG volunteers from all over the country. Equipped with two 20t excavators, three smaller excavators, 3 dumpers and 2 vibrating sheepfoot rollers, work began in earnest to actually "dig" the canal. Over the 2 week period the site was transformed from a gently sloping hillside into a fully formed canal with towpath – and at the end of week two water was flowing over the top of the dam from Over Basin to start to fill the new section.

In the first few days the remaining top soil was removed and temporarily stored for later use. The bed of the canal had a substantial depth of clay that provided the source for constructing the new towpath bank (which was missing for all but the first 100m) and the new winding hole banking. The clay was placed in shallow



The bed of the canal is levelled.



The banks of the towpath are profiled.



Initial formation of the banks.

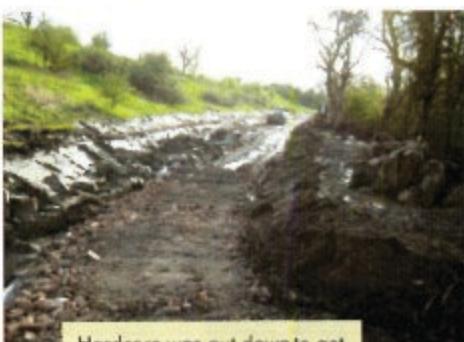


The bed of the canal had a substantial depth of clay that provided the source for constructing the new towpath bank.

layers and compacted with a (brand new!) 13t sheepfoot roller. Once the bed was approximately down to level, and the shape of the banks roughly formed, the work moved on to final levelling of the bed and trimming the banks to the correct height and profile. Topsoil was then placed on the face. The remains of the original towpath bank, over the first 100m, proved to be more difficult than the new section as it had been made with poor quality material and contained a lot of tree roots. This section required substantial excavation and reconstruction to ensure that it will not leak.

Ground conditions were good at first but some rainy days soon turned the site into a sea of mud, which slowed down the rate of working. No sooner had things started to dry

out when further heavy showers came along. Eventually we had to put down hardcore in the area adjacent to the access way in order to get plant through.



Hardcore was put down to get plant through from the access.



The 13t sheepfoot roller compacts the clay.



Front view of the 13t roller.



A smaller, remote control version, of the roller.



Digging the French drain on the steep slope.

In addition to the main work we also inserted French drains on a section of the hillside, on the offside of the new section, to stabilise an area of existing local slippage. This proved to be a difficult task due to the steepness of the slope, and wet conditions which made work impossible at some times, but was successfully accomplished. We also undertook the initial construction work for the new overflow weir close to the end of the existing length of the canal.

The last weekend of the WRG Camp saw all plant being withdrawn from the site for extensive cleaning before going off hire – the final task being the trimming and closing of the access gap



The piling is put in place for the new overflow weir whilst we have the plant on site.



The bricklaying begins on the overflow weir.



Filling in the French drain by hand.

through the towpath bank before lowering the dam slightly and, at around 1pm on Sunday 15 April, the pump was started to begin the filling process. Water in the new section finally reached the level of Over Basin on Wednesday 18 April, about 0.3m below the final working level. The dam will remain in place until we are satisfied that there are no problems with the newly constructed length of canal. *Just 3 hours after we began filling a pair of mallard ducks took possession of the new stretch of water!*

There is still much to do to tidy up, finishing the surface of the towpath and general landscaping before the official opening in September. (see page 26)

Despite the weather the two weeks were a great success. Wilf and I would like to thank all the WRG and Canal Trust volunteers who have worked on and off the site to get us this far so soon after first possession of the site.

◆ TB

Do you want to get involved? Please contact Ted Beagles on 01452 522 648



Bricklaying commences for the overflow weir.



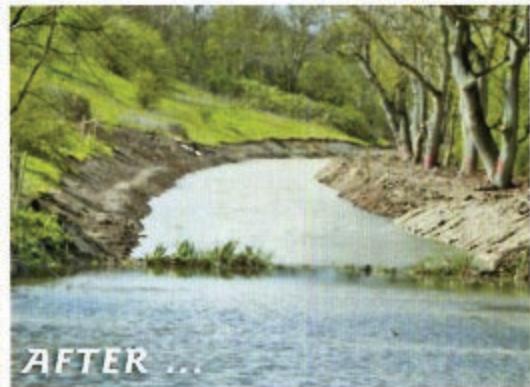
Water flows from the existing section over the dam to fill Vineyard Hill!



Looking up the new canal from the far end, (winding hole on the left) as the water rises.



BEFORE ...



AFTER ...



A pair of Mallards sit on the dam before trying the new stretch of water!



A great view of Vineyard Hill in WATER!

PLEASE NOTE: There will be no public access to the Vineyard Hill section until the work is complete.

Restoration Project

Moat Farm

By Martyn Tilford



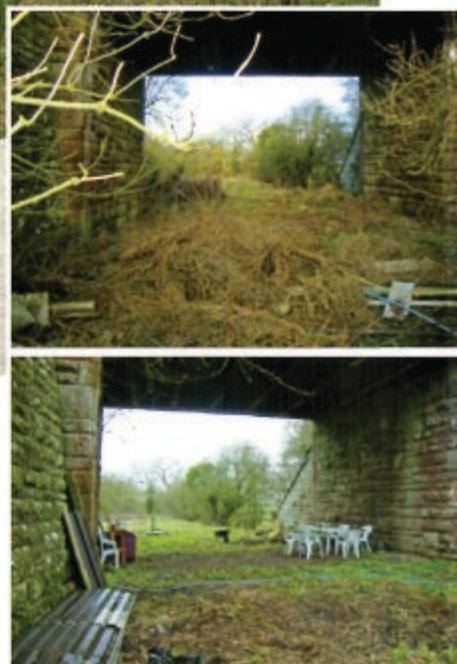
The Moat Farm team hard at work

In the short period of time that have elapsed since we gained access to this site good progress has been made. Paul Henshaw kindly agreed that, initially, Tuesday workdays here would alternate with the Llanthony Lock site with that team providing the core work force. Additional help soon arrived with members of the Oxenhall and Yarkhill teams giving valuable assistance and two new volunteers, Steve and Nigel, have also been made welcome.

Tea and lunch breaks are an important feature of restoration work, so it was important to create a sheltered 'amenity' area where these could be taken. Fortunately, at the south end of the site, the former railway bridge offered a ready made shelter. The area beneath was soon cleared to provide a relatively dry and suitable retreat. With a table and chairs set out, and the kettle boiling on its gas ring, everyone is happy!

Given the limited time available before the bird nesting season it was desirable to make an early start on clearing vegetation from the canal bed. A trio of chainsaw musicians, Paul, Ted and Bernard, were soon playing out their two-stroke petrol harmonies into the tranquil Gloucestershire countryside, with an occasional pole-saw melody accompanying.

An appropriate smoke and flames atmosphere was created by Alan from yet another bonfire. When it comes to bonfires Alan is a genius, a true backwoodsman. He has the ability to



Above: The railway bridge, volunteers amenity area, before and after clearance.

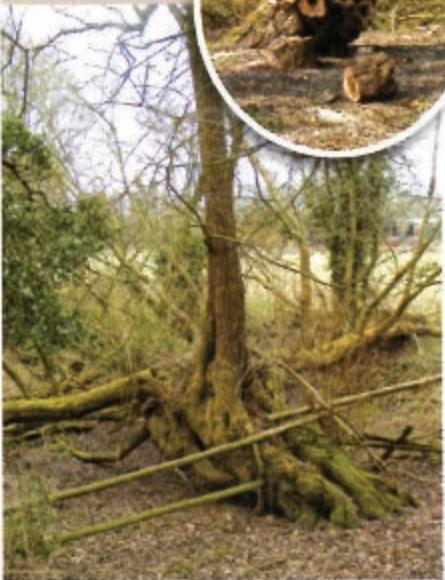
Below: The inaugural tea break. It's still not clear why Ted wears safety equipment during tea breaks!



fashion a roaring inferno from a pile of wet grass in minutes using a couple of twigs and a flint. *Although, some say they have noticed the faint smell of paraffin firelighters and newsprint when he is close by!*

Fortunately not many mature trees exist in the actual bed of the canal. The wet conditions favour few varieties however the genus *Salix* (Willow) is one such and a large example could be found midway through the site. It appeared to have grown and fallen a number of times and resembled something that might be found in a scene from Lord of the Rings. A couple of sessions with bass and tenor chainsaws reduced this monster to a six-foot stump which will be removed sometime in the future. The method for removal is yet to be finalised but options include a large digger, a large stump-grinder or a large amount of dynamite ... *suggestions on a postcard please!*

**The monster
arborecent
Willow before and
after light pruning.**



PLEASE NOTE:

Public access is unavailable at present but the Trust is working on proposals to develop this.

Moat Farm is a great restoration site with a good length of well defined canal bed much of which has remained virtually undisturbed since its abandonment when the railway was constructed. The north end of the site marks the location of the two chamber staircase lock known as Double Lock. Unfortunately nothing exists at ground level and it is probable that most of the masonry was buried or removed by the railway navvies. We will be carrying out some trial excavation here to see what remains and a report will appear in a future edition of **The Wharfinger**.

Finally, many thanks to all that have been involved in getting this restoration site underway, especially the site volunteers who have worked so well during these early days

◆ **MT**



Above: A view south at the northern boundary. Somewhere beneath the photographers feet lies the remains of Double Lock.

Below: View north from the railway bridge. Somewhere in those trees is the canal!



**Would you like to be involved? You will be made most welcome, please contact either
Martyn Tilford on 01452 790 358 or
Wilf Jones 01452 413 888**

Restoration Project

Yarkhill

By Chris High

Since I last wrote, work has been carried out on twenty-seven days at Yarkhill with Team numbers up to double figures on a number of occasions. Maintenance and tidying up best describes most of our work so I am grateful for the continuing support of the Team during not the most motivating of work programmes.

Wood from the towpath and field was split into a manageable size and transported to our site hut storage area. Safety work on a willow tree, logging up and clearance was also achieved. Several further stumps were removed and the long task of removing the snowberry growth from the offside bank is completed.

Tidying of the two small 'garden' areas and around previously planted trees took place, as did the burning of accumulated material from all over the site on a number of carefully managed fires throughout the period. Our thanks to Mr Clews who arranged for a fallen trunk, that was across the towpath ditch, to be moved into his field where we were able to saw and split it in a more accessible and safe environment.

Strimming of the towpath bank has been completed and work on the offside bank is well underway but this required a pre-cut of the more woody growth first and a lot of raking and moving of natural rubbish.



Photo: Chris High



Top: A pleasant day. Above: The Chain Gang!

The access across the farmers field has been mown heralding the start of the mowing season and showing visiting groups from the IWA (guided by John Kilpatrick) and The Much Dewchurch Society (organised and led by Robin Nichol) that we care.

Why not come and join us?

CH

Would you like to help us achieve even more? – then please contact :
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In the news ...

The H&G CT has been in the local and national press a lot recently, including:-

Hereford Times

In March the **Hereford Times** ran virtually a full page feature on the canal and the work of the H&G CT. They reproduced the map (on our outside back cover) and a couple of photo's, including our new Moat Farm restoration site. The article emphasised the H&G CT's approach to land acquisition and mentioned the launch of the Land Fund.

The **Waterways World Annual 2012** was published in April; it is always a mine of information and news on the inland waterways throughout England and Wales. This year the Annual contains details of progress on 57 waterway restoration projects and identifies the top ten that "*appear to be ahead of the field*" – "*one of these top ten being the H&G Canal*". Nearly 5 pages are devoted to reviewing these top ten and this part of the report is illustrated by just three photographs – one of the re-opened City Mill Lock in London and two of the H&G Canal ...



The Telegraph

Saturday 14th April

There was more national press coverage when, **The Telegraph** ran a half page feature written by Clive Aslet the editor at large of **Country Life Magazine**. The headline "**The canal charity that has barged its way into the Big Society**" was followed with the by-line "*An inspirational waterways trust is making waves by playing the planning game.*" Mr Aslet was clearly impressed by our voluntary activities, "*... a local group is determined to extend the network – and in such a way as to gladden David Cameron's battered heart. Some may titter whenever the Big Society is mentioned, but the Herefordshire and Gloucestershire Canal Trust has worked out exactly what it means, and how to benefit from it. This is a canal trust like no other. Meet David Penny, the H&G CT's commercial*

director. He may be wrapped up in the romance of this vanished form of transport but he also gets things done. He and his colleagues have worked out how charities like theirs can take over some of the functions of local government, save money and make everyone feel better about themselves in the process." After describing our work at Over Basin (of which there was a picture), "**Wharf House** and elsewhere along the canal, the article went on to describe our successful approach to 'planning gain' and working in partnership to deliver not only the canal but a lasting asset to all parties concerned. Mr Aslet concluded "*Penny is so on message that a knighthood – possibly a sainthood – can only be a matter of time. But I suspect he would be quite happy with 34 miles of waterway, dug, financed, sustainable and open.*"

The May issue of **Waterways World** rightly made much of the magazine's 40th anniversary. Apart from reviewing what has gone before the magazine devoted two pages looking forward. A photograph illustrated the Cotswold Canals as being "*a dead cert*" for restoration and one of our Over Basin was captioned "*a pioneering example of developer-funded restoration*". The two pages concluded with a table listing the potential to restore 326 miles of waterways – 10% being the 34 miles of the H&G Canal.

◆ CRP

STOP PRESS: June **Canal Boat Magazine** (p39)

Restoration Project

Oxenhall

By Brian Fox

Clearance and tidying of vegetation along the line of the former railway embankment has been our main task this winter and is now complete as far as the old railway station in Newent. The many substantial trees along here must have started their growth soon after the railway was built in 1883 and were left to their own devices for the next 100 years.

A short section of the old canal and towpath, which briefly emerged from under the embankment, has been revealed but it is no longer holding water. This will never be restored as not only would it involve removing thousands of tons of the material used in the construction of the railway embankment major changes to highway and surrounding ground levels preclude crossing the road at the original canal level.

The area we are clearing in preparation for construction of the new overflow weir.



Another task undertaken while vegetation was dormant was the clearance of much of the reed growth in the pound above the Oxenhall Lock Cottage. We had limited success last year with the tractor and a rake attached to the back but this year it was done manually. Lack of rain and falling water levels made it possible to wade along the edges in wellies and get down amongst the roots; there is some concern for the fish in this pound should the water level drop any more. We are monitoring the situation closely.

Our current canal restoration work finishes just short of the aqueduct where excess water is temporarily channelled through a pipe, into a ditch and then through a culvert which takes it into the Ell Brook. During a period of heavy rain a few years ago the culvert became blocked flooding the corner of the adjacent field and a more permanent overflow weir will be built in this vicinity to take the water down a stepped weir directly into the Brook.

As reported in the last edition this year the Restoration Fund will be assisting the construction of overflow weirs at Aylestone and/or Oxenhall. The first phase at Oxenhall is a retaining wall to protect the weir structure from flood water in the Brook so we have

commenced the considerable task of preparing the ground and stones left over from the aqueduct rebuild are being sorted into suitable sizes. Several tons of soil will be removed to accommodate the works and the opportunity will be taken to widen the Brook at this point where it becomes very narrow and impedes flood flows. This is another opportunity for us to utilise the skills developed over the years in working with bricks and masonry.

Walkers and visitors to the Oxenhall site may perhaps have wondered why the Bailey Bridge was sitting on top of the aqueduct. Back in the 1990s, before the H&G CT acquired this site, there was still a public footpath along the line of the old towpath (although somewhat overgrown in the summer months). As the aqueduct was falling apart Gloucestershire County Council, who are responsible for Rights of Way, erected a wooden footbridge across the top and that was the position when ownership of the cottage and canal was transferred to the Trust in 1996. It soon became obvious that we would need to transport large quantities of materials from our compound to restore the lock and they clearly couldn't be driven safely across the aqueduct. We were fortunate to secure the purchase of all the components of a Bailey Bridge at little more than scrap metal prices (on the strict understanding that we would never sell it) and in 1997 it was erected over one weekend, under instruction from a staff sergeant of the Royal Engineers from Monmouth, using H&G CT volunteers.

Now that the aqueduct has been restored there is no longer a need for the bridge at this location and as it will be in the way of future restoration/construction work we intend to remove it. In preparation an alternative route has been constructed alongside for the tractor and pedestrians. Open Cell Concrete blocks retrieved from the adjacent former Willows Nursery site have been used to provide a firm base for wheeled vehicles.

The daffodil weekend, at the end of March, was blessed with beautiful weather and plenty of daffodils whereas last year it was freezing cold and the daffodils weren't out! As our sales and promotional team report on page 23 there were hundreds of visitors, good income from sales and loads of favourable

Photos: Brian Fox



Open cell concrete blocks have been used to provide a firm base for wheeled vehicles.

comments about the canal and the daffodils planted by our volunteers along the towpath, which makes it all worthwhile.

BF

Would you like to join our team at
Oxenhall? Please call **Brian Fox**
on **01432 358628**

We will be holding our

OXENHALL OPEN DAY



**Sunday, 16th
September**

There will be further details in
the next edition.

Social Evenings

at the Royal Oak

Please support our monthly meetings, make a note on the calendar and tell your friends and neighbours; we have an excellent venue and interesting speakers on a wide range of topics. Why not share transport and make an evening of it – **everyone is welcome!**

The third Tuesday of every month (except December) at The Royal Oak, Much Marcle 7.30 for 8pm start.

May 15th

Roger Leishman: Wendover Arm

A look at progress on another restoration project.

June 19th

Andrew Charman: The Welshpool and Llanfair Railway

For this year's railway talk we go over the border to hear about one of the many steam railways in Wales.

July 17th

Annual General Meeting

(starts 7.30 prompt) – includes illustrated reports from our restoration sites.

August 21st

Informal get together at the Royal Oak

September 18th

Edward Helps: tbc

Edward will make the Grand Holiday Draw.



MARCH MEETING REPORT

DISASTERS ON THE SEVERN

with Chris Witts

Chris Byrne reports: Chris Witts was welcomed back for another talk by over 40 people in attendance to the social evening.

Chris explained that the mighty River Severn is one of the most dangerous rivers in the Country, of which, the most memorable event is the Severn Railway Bridge disaster. Chris was on one of their sister boats and saw them pass upstream in the thick heavy fog, moments before the fatal accident occurred. We were also informed of various other lesser-known but still serious disasters that have occurred on the River Severn by water and air, illustrated by good informative photos and a video.

CB



ANNUAL GENERAL MEETING

of the

HEREFORDSHIRE & GLOUCESTERSHIRE CANAL TRUST

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

*to be held on TUESDAY, 17TH JULY, 2012
at the THE ROYAL OAK, MUCH MARCLE,
NEAR LEDBURY, COMMENCING AT 7.30PM.*

ANNUAL REPORT AND ACCOUNTS FOR YEAR ENDING 29TH FEBRUARY 2012

AGENDA

1. Welcome/formal opening of the meeting.
2. Apologies.
3. Approval of previous AGM minutes.
4. Chairman's Report.
5. To receive and approve the report of Council, the Income and Expenditure Account and Balance Sheet of the Trust (and associated Companies) for the year ended 29th February 2012, Report of the Honorary Auditor thereon, and the Report of the Honorary Treasurer and of the Membership Secretary.
6. To Appoint the Auditors of the Trust (and associated Companies).
7. To Re-appoint those Council Members retiring by rotation who offer themselves for re-election:-
Maggie Jones
8. Close of Formal Business.

After the formal business there will be a lively mix of overhead projections and commentary on the successes of the year. Members and friends will be made very welcome.

We aim to allow people ample time for general questions after the close of formal business. **Prior notice of questions should ensure a comprehensive response and would be greatly appreciated.**

Annual Report for the year ending 29th February 2012

This is the twentieth 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. It is also the report of ^{the} WHARF HOUSE COMPANY LTD. [4627931], the wholly owned subsidiary of the Canal Trust, donating all profits to canal restoration. The Canal Trust is indebted to its Council of Management, and to the Trading Company Board; during the period under review [year ended 29th February 2012] those listed below have been members:-

COUNCIL OF MANAGEMENT OF THE CANAL TRUST
(12 MONTHS TO 29-2-12)

Tony Austin-Bailey (to 11/11); Ralph Barber; Liz Connors; Martin Danks (to 7/11); Brian Fox; Nigel Jefferies; Caroline Jones (IWA Nominee); Maggie Jones; Wilfred Jones; Janet Moult; Cliff Penny; David Penny.

TRADING COMPANY H&GC (SALES) LTD
(12 MONTHS TO 29-2-12)

Liz Connors; Margaret Holmes (to 9/11) Ray Moses; Barbara Moses; Janet Moult; Penny Shetliffe; Pat Skeet; Derek Weaver; Heather Worth.

^{the} WHARF HOUSE COMPANY
(12 MONTHS TO 29-2-12)

Liz Connors; Janet Moult; David Penny

Italics indicates not a director

The 12 months ended 29th February 2012 saw physical work continuing at all our restoration sites, the acquisition of Vineyard Hill at Over and work commence on another new site at Moat Farm, Malswick. Work in and around ^{the} WHARF HOUSE continued and on our three 'heritage boats' and the small trip boat, Mr Maysey. Extensive negotiations continued in respect of an increasing number of sites, in both counties, and our initial proposals for the major Llanthony Hydro, Flood Relief and new Lock Scheme was successfully launched.

^{the} WHARF HOUSE is trading profitably. It has always funded all work on the Over site and now the work at Vineyard Hill. The ^{the} WHARF HOUSE is

also funding planning, legal and project development costs for the H&G CT and is administering all aspects of funding applications. The Restaurant's AA Rosette, and 4Star rating for accommodation, was confirmed for another year. A Silver Award for Green Tourism was received for our ongoing approach to sustainability. ^{the} WHARF HOUSE now administers advertising in **The Wharfinger** (which generated some £2,000 in the year). In recent years the H&G CT has moved unallocated income to a dedicated land purchase fund (which facilitated the acquisition of Vineyard Hill). Since the launch of the Land Fund in September donations total £5,393. During the year the Restoration Fund received donations totalling £1,758. We are very grateful for these and other donations from members (which totalled just over a further £5,000) and for donations from businesses, including a further £3,000 from Cargill and £150 from Bulmers, plus £200 from Braunston Marina. We reclaimed £4,600 Gift Aid. At a time when other voluntary organisations are reporting falling numbers our Membership has risen slightly to 1,338. The new H&G CT Walks leaflets are a great success in promoting interest in the Canal; income from talks and walks amounted to just under £800. Gaining funds to support and increase restoration continues to be a significant challenge. Our sites generated in excess of £3,000 selling obsolete items and logs as well as raising funds through Open Days. Expenditure on restoration was close to, or below, specific site budgets. Volunteer time worked for the Trust amounted to just over 2,300 days; an equivalent value to the Trust of £192,000. [Figures for individual restoration sites are given with each report – the significant balance being derived from all of the other volunteer time involved in the many activities supporting and promoting the Trust.]

The Herefordshire & Gloucestershire Canal (Sales) Ltd team again travelled around the two counties, and the country, promoting the Trust. Despite the high costs of attending some events over £4,000 was transferred to the Trust. This would not be possible if members of the team claimed expenses. The Grand Holiday Draw again broke records raising over £2,700; book sales some £600. **The Wharfinger** continues to impress and disseminate news of, and promote,

the work of the Trust - we are very grateful for the continued support from Print Plus. Our **Social Evenings** are well supported - with room for even more! The hire of the room is balanced by members giving talks free of charge, interspersed with outside speakers on a range of subjects. A nominal entrance fee and a raffle also help defray costs.

In Gloucestershire at our Llanthony site, work has continued on the renovation of the cottages. New flooring has been installed and 2 rooms have been completely refurbished. The water supply to the site has benefited from the installation of new protective boxing and insulation where it crosses the 2 footbridges and a spur has been connected to our site hut. The car parking area has been extended and selective clearance work has been taking place along the river bank. [257 volunteer days = a value of £25,350.] At Over Canal Basin, towards the end of the year, a major part of our efforts has been directed to supporting work at Vineyard Hill including creating an access route for heavy plant along the flood plain and beside the river Leadon. Notwithstanding this we have continued to maintain and enhance the Over site. Throughout the growing season there is always much to do just keeping on top of the new growth. The mechanical engineering workshop has been kept busy maintaining tools and machinery and wheelbarrow punctures! [286 volunteer days = £14,300.] Apart from the never ending routine maintenance work both inside and outside ^{THE} WHARF HOUSE work has continued on the final bedroom (on the ground floor - for our less able guests). Successful Open Days were again supported by both our volunteers and staff at ^{THE} WHARF HOUSE. [36 volunteer days = £1,800.] We commenced work on 1 September on the adjacent site at Vineyard Hill. With the help of the weather and a very enthusiastic team of mostly new volunteers we completed the tree and scrub clearance work in November well ahead of schedule. We were then able to begin topsoil clearance well in advance of the main construction phase. The support and assistance of our colleague volunteers from other H&G CT restoration sites has also been welcomed. [133 volunteer days = £6,650.] At Moat Farm, Malswick - our 'newest' site - work commenced with a couple of visits in February. Initially the Llanthony team provided the core of volunteers with valuable contributions from members of the Oxenhall and Yarkhill teams. Two new volunteers subsequently joined and a regular, versatile team is developing. A sheltered amenity

area has been created beneath the south end railway bridge for meal breaks and equipment storage. Vegetation clearance along the canal bed was soon underway and good progress has been made. [12 volunteer days = £1,100.] At Oxenhall the number of regular volunteers has remained steady at about 7 every Tuesday. The emphasis was on maintenance this year. Tees which have grown unchecked for years have been pruned, or felled if unsafe, and large areas of brambles have been cleared. The area around the old station has been given a complete makeover. Our skills in masonry work have been kept active rebuilding the spillweir by Lock Cottage and final major repairs to the aqueduct have been undertaken. [283 volunteer days = £14,150.]

In Herefordshire, in our 6th consecutive year at Yarkhill, 551 days of work were accomplished emphasising the continuing support of the Team with numbers on site often reaching double figures. Maintenance and other tasks undertaken were time consuming. Good progress was still achieved, albeit at a slower pace. [551 volunteer days = £29,550.] The final work was undertaken to complete the new slipway and the initial phase of the restoration of the canal at Aylestone Park both by Waterway Recovery Group and our own volunteers. The new slipway was the focal point of the highly successful Boat Gathering in May. Work is being planned for the second phase - widening the canal through the Park and to design and construct the essential storm overflow weir. [87 volunteer days = £4,350.]

Our 'Heritage Boats' have now been painted in H&G colours, work on Alder and Renton has also included routine care and maintenance of the engines. The engine and hydraulic system on Bosley has been checked and is being overhauled. The refit of Mr Maysey was completed to enable the boat to be returned to the water; she operated superbly providing trips during the September Open Weekend. Work remains to replace the cabin roof before final painting in H&G colours. [12 volunteer days = £1,000.]

The Council of Management thanks all of our volunteers for the splendid effort and hard work which has been undertaken on the various projects along the line of the Canal and all of those who have worked at ^{THE} WHARF HOUSE, on the boats, on our display and sales stand and to those who have assisted the H&G CT in many other ways during the year.

Summary (abridged) Accounts will be available at the AGM or Members may obtain a full set by sending a large SAE to the Treasurer. The full accounts will also be available at the AGM.

AGM may appoint a proxy to vote in his/her stead. A proxy must be someone entitled to vote at the meeting. Proxy forms are available from Liz Connors. The forms must be completed, signed and returned to her so that they are received at least 48 hours prior to the commencement of the AGM.

Note regarding Agenda item No.6; one third of the Members of the Managing Council are required to stand down each year. All those standing down

(listed at 6. on p.19) are offering themselves for re-election unless otherwise stated. New volunteers to serve on the Council of Management are welcome; as reported in the last edition of **The Wharfinger** formal Nominations (on forms obtainable from the Treasurer) have to be received not less than 7 days nor more than 28 days prior to the AGM. The maximum size of the CofM is 18 and, unless new nominations bring the total in excess of this number, the above stated Members will be returned un-opposed. The CofM is also empowered to Co-opt Members during the year (subject to the maximum size not being exceeded).

MEMBERSHIP FORM

Please complete below and return this form to:

HEREFORDSHIRE & GLOUCESTERSHIRE CANAL TRUST
6 CASTLE STREET, HEREFORD HR1 2 NL

Name

Address

Post Code:

Telephone:

E-Mail:

Please give details of any skills you have that might assist us in our work.

Details of membership rates can be found on the inside back cover.

New member

Renewal Gift

Please help us to keep our subscriptions low and to accelerate our restoration progress by making a donation.

Subscription £

Donation £

Total payment £

Thank You

GIFT AID: as a Registered Charity we can increase our income from subscriptions, and any donations, by almost one third provided you pay tax. If you DON'T pay tax or DON'T want us to do this tick this box.

Date: / /

BANKERS ORDER

To: (Name and Address of Bank)

Sort Code:

My A/C No.

Signed Date

Please pay to account No. 11600694, Sort Code No. 16-21-20 of the Herefordshire and Gloucestershire Canal Trust at the Royal Bank of Scotland, 21 Broad St. Hereford, HR4 9AP, the sum of £ on this day and thereafter **annually** (on the anniversary) until further notice.

This instruction CANCELS any previous Annual Bankers Order in favour of the Canal Trust or former Society.

The Trading Company plans to attend the following events to promote the H&G Canal, our voluntary work and to raise funds. Some are subject to confirmation. Please put dates in your diaries and any offers of help will be gratefully received.

Your
HELP
please!

Outings for the Trading Company in 2012:

June 2 – 5	Crick Boat Show, Northamptonshire
June 2 – 4	Stroud on Water
June 2 – 3	Dymock Parish Jubilee event
June 9 – 10	Hellens Garden Festival
June 23 – 24	Braunston Historic Boat Rally
July 14	Historical Hereford Day
July 14	Sutton Fete
July 15	Pershore Waterways Festival
August 5	Herefordshire Country Fair
August 19	Yarkhill Canal Walks
September 1	Alfrick Village Show
September 1 – 2	Over Festival
September 8 – 9	Gloucester Lock 200
September 16	Oxenhall Open Day
November 10	Winter Bazaar, Ledbury

Any other suggestions – especially for small local shows would be very welcome.

Event Report

March 24 – 25

Oxenhall Daffodil Walks

The Trading Company and friends have had a good start to the season. We took a small display and sales table to Oxenhall Daffodil weekend. The H&G CT are always kindly invited to attend this event and put on a display in the parish hall. This year we were asked to set up in the church opposite but the warm weather allowed us to be outside the church and a great success it was and for

the first time we could point to a picture on the display and to the actual Lock Cottage! A very positive response to the Trust's plans and good sales were a pleasing reward.

We have many events planned for the summer including 3 events around the country over the Queen's Jubilee weekend, and then events large and small so a helping hand would be very welcome.

Thank you.  JM

THE WHARF HOUSE

RESTORED CANAL BASIN • RIVERSIDE WALKS



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Restaurant

Turn off the A40 at traffic lights 250 yards west of
Over Roundabout (junction of A40/A417). GR SO 816197

All profits from The Wharf House will be used for the promotion and restoration of the Hereford and Gloucester Canal.

Restoration Project Over Basin

By Ted Beagles and Chris Byrne

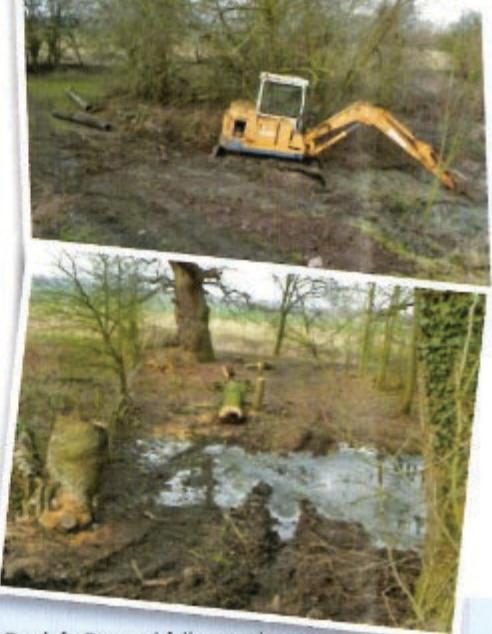
A substantial part of our work over the winter has been to prepare the large construction plant access route through the site into Vineyard Hill.

Immediately adjacent to the Hill we had to remove a limited number of smaller trees, and with the help of Bernard Ingram, felled a large ash tree that was in very poor condition, with the centre rotting. The area, which is low lying, was then drained into the mill leat and the ground level raised. At the Pump Hill end of the leat a drain was fitted under the road to control the water level, and the slope on the road down the hill reduced.

The scrub bashing gang have been in action again, clearing undergrowth in the site storage area, in order to retrieve reinforcing mesh and sheet piles from stock for use on the new overflow weir being constructed as part of the Vineyard Hill project.

Failure of the engine in Paul's excavator in the middle of the Vineyard Hill site provided a challenge to our ingenuity! Everything had to be carried down by hand (about 150m beyond the end of the towpath on Over Site) and a stable platform created for the lifting gear. We managed to remove the failed engine and fit the replacement over about 4 working days, including exchanging all the engine accessory parts. Amazingly it started immediately the first time and the machine is now back in service.

Continued on page 27 →



Top left: Bernard fells an ash tree.

Top right: Paul's excavator working on Pumphill Road.

Above: Essential access is made to Vineyard Hill.



Top: Pauls looks quizzical!

Below: The team in action on the engine
Paul, Chris, Ivor, Andy and Bob.

In the news ...

The H&G CT has been in the local and national press a lot recently, including:-

Hereford Times

In March the **Hereford Times** ran virtually a full page feature on the canal and the work of the H&G CT. They reproduced the map (on our outside back cover) and a couple of photo's, including our new Moat Farm restoration site. The article emphasised the H&G CT's approach to land acquisition and mentioned the launch of the Land Fund.

The **Waterways World Annual 2012** was published in April; it is always a mine of information and news on the inland waterways throughout England and Wales. This year the Annual contains details of progress on 57 waterway restoration projects and identifies the top ten that "*appear to be ahead of the field*" – "*one of these top ten being the H&G Canal*". Nearly 5 pages are devoted to reviewing these top ten and this part of the report is illustrated by just three photographs – one of the re-opened City Mill Lock in London and two of the H&G Canal ...



The Telegraph

Saturday 14th April

There was more national press coverage when, **The Telegraph** ran a half page feature written by Clive Aslet the editor at large of **Country Life Magazine**. The headline "**The canal charity that has barged its way into the Big Society**" was followed with the by-line "*An inspirational waterways trust is making waves by playing the planning game.*" Mr Aslet was clearly impressed by our voluntary activities, "*... a local group is determined to extend the network – and in such a way as to gladden David Cameron's battered heart. Some may titter whenever the Big Society is mentioned, but the Herefordshire and Gloucestershire Canal Trust has worked out exactly what it means, and how to benefit from it. This is a canal trust like no other. Meet David Penny, the H&G CT's commercial*

director. He may be wrapped up in the romance of this vanished form of transport but he also gets things done. He and his colleagues have worked out how charities like theirs can take over some of the functions of local government, save money and make everyone feel better about themselves in the process." After describing our work at Over Basin (of which there was a picture), "**Wharf House** and elsewhere along the canal, the article went on to describe our successful approach to 'planning gain' and working in partnership to deliver not only the canal but a lasting asset to all parties concerned. Mr Aslet concluded "*Penny is so on message that a knighthood – possibly a sainthood – can only be a matter of time. But I suspect he would be quite happy with 34 miles of waterway, dug, financed, sustainable and open.*"

The May issue of **Waterways World** rightly made much of the magazine's 40th anniversary. Apart from reviewing what has gone before the magazine devoted two pages looking forward. A photograph illustrated the Cotswold Canals as being "*a dead cert*" for restoration and one of our Over Basin was captioned "*a pioneering example of developer-funded restoration*". The two pages concluded with a table listing the potential to restore 326 miles of waterways – 10% being the 34 miles of the H&G Canal.

◆ CRP

STOP PRESS: June **Canal Boat Magazine** (p39)

Weed in the basin is now generally well under control with the routine operation of the Heritage Boats, and the efforts of the Model Boat Club, which are greatly appreciated. With their help we have recently hauled out the old barley straw, which prevents blanket weed from forming, and replaced it with some new bales.

We managed to get through the winter OK with the minor hull leak on Mr Maysey. The automatic bilge pump system did freeze once, but it was soon reinstated, and a frost protection system installed.

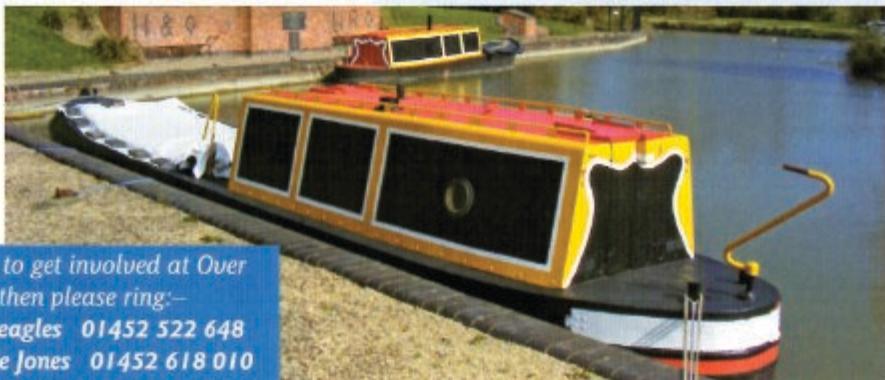
The equipment maintenance team are hard at work getting all the Heritage Boats on a routine maintenance program; and also the more mundane task of fixing flat tyres on the wheel barrows, which always seem to be in need of repair these days!

◆ TB

The Heritage Fleet

Now the weather is a little better, work has resumed in painting our 'heritage fleet' of boats, by finishing the paint work on Renton and completing Alder in our 'house colours' as well. Work has also started in preparing and painting our tug boat Bosley.

Now that our boats are in matching 'house colours' Over Basin looks even more appealing!



Want to get involved at Over
then please ring:-

Ted Beagles 01452 522 648
Maggie Jones 01452 618 010

THE WHARF HOUSE

As you may remember from the last edition of **The Wharfinger**, one of our two immersion tanks providing hot water to THE WHARF HOUSE started to leak. Upon stripping the tank down, by removing the tin sheet cover and insulation, the leak was identified to a small hole near to the bottom of the tank. Using a metal cement compound I was able to fix the tank and installed it back into service, thus saving THE WHARF HOUSE in excess of £700 for a new tank!

The fit-out of our final bedroom at THE WHARF HOUSE has continued. The majority of the woodwork has been completed and the floor tiles in the bathroom are being laid.

The windowsills have been filled, cleaned and several coats of linseed oil applied, which brings out the lovely colour and wood grain. The windows and bathroom door have been cleaned and painted, which now makes the room look more homely, rather than a building site!

◆ CB



The fitout of the bathroom in the final bedroom nears completion.

Heritage tug boats Renton (foreground) and Alder (distance) make a colourful picture in their new livery.

Restoration Project

Llanthony

By Paul Henshaw



The fitting out of the lock keeper's office/porch has been completed. The finishing off involved the complete redecoration of the room, the boxing in of the pipe-work and the fitting of a new meter box (constructed from materials retrieved from a skip!).



Some modifications have been made to the girder footbridge. The lattice sections had chain link fencing attached which looked very unsightly. This has now been replaced by single strands of wire which is more fitting to the character of the bridge.

Work has started selectively clearing the City side of the river bank. The better specimens of willow are

being retained to provide anchorage for the river bank, whilst the scrub is being removed. Of course no clearing job would be complete without finding the compulsory shopping trolley and



Top: Clearing the river bank.

Circle right: Checking the alignment of the meter box.

Left: Off to the shops!

Above right: Replacement safety wires on footbridge.

Right: Scrub ready for burning.





Left: We know where the "ladies" was – but was the coal scuttle part of the facilities?

other associated curios – in this case a brace of lawnmowers and a copper coal scuttle!

Finally we are replacing more fencing – this time at the rear of the cottages. The rusty corrugated iron sheeting is being removed to make way for quality palisade fencing.

◆ PH

Wood retrieved from clearing operations.

Would you like to join our team at Llanthony? Please call Paul Henshaw on 01684 292997

ACER TREE SERVICES

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Tel: 01432 860839 Mob: 07774 134 577

email: joe.brandt@btconnect.com

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RARE BREED FREE RANGE PORK

News from the friends of Gloucester WATERWAYS MUSEUM

By Chris Witts

One of the Friend's tasks is to raise money for the Museum. Traditionally the most popular event for raising funds is the annual Boat Jumble and this year it was decided to hold it on the 1st April. Once we got the expected "April Fool jokes" out of the way we settled down to enjoy another busy day!

We were blessed with a sunny day which drew many people to the Museum to browse around the numerous stands at the Boat Jumble. One stall holder was heard to say that it was the best one he had attended.

During mid April the steam dredger, SND No 4, was returned to the Museum after spending three months in the dry-dock at Gloucester Shipyard. As I reported last time, due to a successful Heritage Lottery bid, we secured funding for the dredger to undertake a major refurbishment of the boiler plus repainting the underneath of the vessel.

At the end of April the Right Worshipful Mayor of Gloucester, Cllr Andy Lewis, formally re-launched SND No 4 at the Museum. Please take a look at our Friends new web site at www.friends-of-gloucester-waterways-museum.com

◆ CW

Sheriff of Gloucester (Cllr Pam Tracey) left and the Right Worshipful Mayor of Gloucester (Cllr Andy Lewis) right, blowing the whistle on the steam dredger SND No 4.



Photo: Chris Witts

Blue skies welcomed traders and visitors alike to the Boat Jumble at Gloucester Docks.



Gloucestershire & Herefordshire IWA Branch

Gloucester Yacht Club,
7.30pm

The new season of monthly talks starts on the first Thursday of September, members and visitors welcome.

Thursday, 6th September
Lock 200 social + speaker

Thursday, 4th October
Gloucester Floods in 2007

Thursday, 1st November
Ben Self Knotting

Thursday, 6th December
Christmas social with entertainment

For further details contact:
Roger Holmes
01594 840316





Model Boat Club

By Ted Tedaldi

The Gloucester & District Model Boat Club has had excellent weather, sailing and attendance at Over. The last edition I reported on the steam narrowboat, but this time we are looking into this century with brushless motors!

Club member Arthur is a true craftsman in wood and sailing boats. Arthur, a widower has found model boats his saviour. A few years ago he built a RIVA motor launch. These are speedy motor launches used on the Italian lakes, swish, polished and fast. His model, about four feet long, ten inch beam and made true to the original in wood (complete with leather seating!) was driven by twin motors which unfortunately just did not perform.

Early this year some members looked into the modern world of brushless motors. It is important in design to use the manufacturers tables for developed power and revolutions per volt. This advises the torque to select the

best propeller and some of our members have become skilled in this. They advised Arthur and carried out the conversion.

The original drive system had two motors each about the size of a cup, a battery about half a brick in size and weight, and two speed controllers. The new system has two brushless motors each about the size of an egg, a battery pack about the size of a couple of Mars Bars and two speed controllers each about the size of a matchbox. All about one third of the original size, a saving of seven pounds in weight and a drive duration of over thirty minutes. Looking at these two motors it does not seem possible that they give such performance. *The launch now flies and looks realistic!* The joy on Arthur's face was worth the outlay.

Club members are looking excitingly ahead to the opening of the extended canal onto The Vineyard Hill section. We have a flotilla of boats ready for the exploration!



Inserts: Arthur's RIVA motor launch.

Below: Some of the Members of Gloucester & District Model Boat Club.



Photos: Ted Tedaldi

Canal Walk No. 5

OXENHALL

You are invited to join Nigel on the
inaugural Canal Walk No.5

Sunday, 8th July.

Lunch

Meet at 12 noon for
lunch at 12.30 pm

at The Kilkot Inn, Ross Road, Newent,
Gloucestershire, GL18 1NA.

(The village of Kilkot is on the B4221,
about 1.5 miles west of Newent.)

Sunday lunch is available: Meal £9.95, Starters
& Desserts £4.95 each.

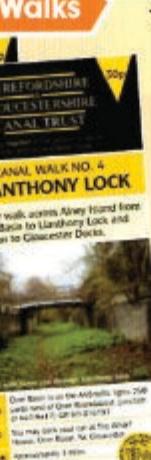
View the Inn's website www.kilkotinn.com
<<http://www.kilkotinn.com/>> for menu.

To participate in the lunch, please send cheque
for £10.00 per person, made payable to The
Kilkot Inn, to Nigel Jefferies (see

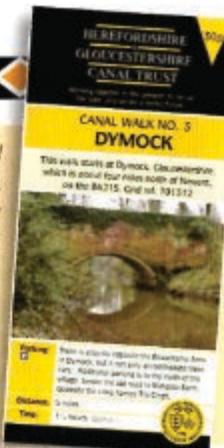
Contacts page for address
and telephone details)
by Saturday, 30th June,
at the very latest.



MORE Guided Walks



New! This attractive and
informative leaflet,
researched and written by
Nigel Jefferies and designed
by Maggie Jones, guides
walkers along a 4 mile
circular route including our
Oxenhall restoration site
and the remains of the
Newent coalfields.



Guided Walk

Walk to commence
at approximately 2.00 pm ...

... from Horsefair Lane Canal Depot, where
participants who do not wish to have lunch
may join. **On this day only** car parking will be
available within the Canal Depot with
additional parking at the Church car park.

The walk will take approximately 2 hours and
is over some uneven and undulating terrain
and a number of stiles have to be surmounted.
Walking attire and suitable footwear are
recommended.

Canal Walk leaflets will be available at 30p. At
the conclusion of the walk a donation towards
the H&G CT will be invited.

The H&G CT Canal Walk leaflets are
proving popular with members and
supporters who would like an interesting
guided walk that includes part of the
route of our Canal.

CANAL WALK NO. 1 **STAPLOW**

CANAL WALK NO. 2 **WITHTINGTON**

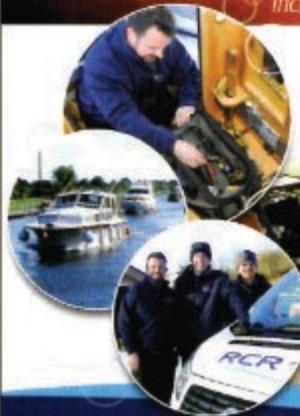
CANAL WALK NO. 3 **DYMOC**

CANAL WALK NO. 4 **LLANTHONY**

The leaflets are available from **THE WHARFHOUSE** or by post from Nigel Jefferies (address inside back cover). Please send your name, address and a loose second class stamp for each leaflet plus another loose stamp for return postage.

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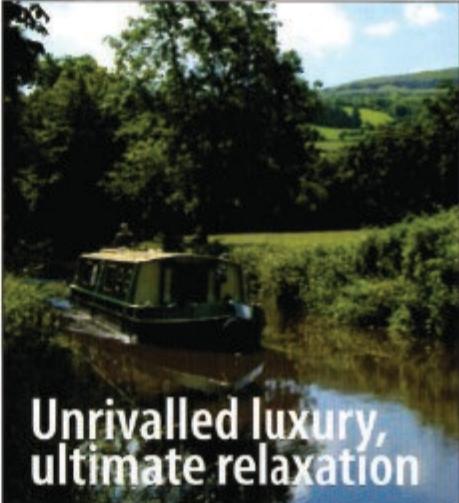
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Gloucestershire

Last year, to coincide with the national Census, Nigel Jefferies examined the 1851 and 1861 Census records for Herefordshire and his article – ed. 107 of **The Wharfinger**, pages 28-29 – made fascinating reading.

1851 CENSUS

Charles WOODWARD – Boatman of Dymock, aged 63. He was born in Staffordshire. At the same address was wife Catherine, 63 (born in Wolverhampton) and son Charles, 23 (b. Ledbury).

Philip OWEN – Boatman of Cold Harbour, Oxenhall, 45 (b. Newent). Also wife Susannah, 36. Sarah, 15, Catherine, 9 months, Henry, 10. Phillip, 8. Sarah and boys are described as scholars, all b. Newent.

Richard GOODE – Lock Keeper of Oxenhall, 35 (b. Newent). Also wife Eliza, 32 (b. Newent), Eliza, 1? (b. Newent), Ann, 7, Catherine, 1 and Richard, 9 and James, 4. (all 4 b. Oxenhall). In addition to this family of 7 are "lodgers" George, 33 and Thomas BALDWIN, 25, and Thomas BICK, 26, all "Colliers".

James BAYLIS – Canal Labourer of Canal Lock, Newent, widower, 33 (b. Deerhurst). Also James, 9, William, 7 (b. Newent).

Samuel WOOD – Boatman of Newent, Kilkott, 67 (b. Newent). Also daughter Anne, 15 (b. Newent).

John WINTER – Canal Company Labourer of Newent, Kilkott, 36 (b. Ledbury). Also wife Ellen, 32, Jenner, 10, "scholar", John, 8, Sarah, 6 and Mary. (Ellen and Jenner b. Gloucester (sic) and John, Sarah and Mary were b. Newent).

Benjamin SYMONDS – Boatman of 76, Botloe's Green, 37 (b. Donnington, Herefordshire). Also wife Mary, 30 (b. Brookthorpe). Benjamin, 6, Thomas, 3 months, Ann, 4 and Rosette, 2. (All children b. Newent). Also listed Thomas Symonds, 13, "a Boat Servant".

More recently Nigel turned his attention to the 1851 and 1861 Census records for Gloucestershire. A 'Boatman' aged 14, a 'Waterman' of 11 years, a 5 year old 'Scholar' and a 'Boat Servant' aged 13. No less than 10 people apparently living in a small cottage ... a fascinating glimpse of the past!

Thomas GATFIELD – of Canal Lock in Malswick Tything, 65 (b. Dymock).

John BUTLER – Boat Owner of Alms House Green, Malswick, 45 (b. Malswick). Also wife Hannah, 43, Charles, 15 "a Waterman", Edward, 11 months and daughter Jane Goodman, 21.

William RICHARDSON – Boatman of Alms House Green, 53 (b. Gloucestershire (sic)). Also wife Mary, 52, Caroline, 12, James, 10, both "scholars" (all 3 b. Newent). Also William MARSH, 27 "Boatman" (b. Newent).

James MILLER – Boatman of Alms House Green, Malswick, 31 (b. Gloucestershire). Also wife Caroline, 29 (b. Newnham), Joseph, 7, Charles, 6, William, 3, James 3 months Celina, 1.

William RICHARDSON – Boatman lodging at 62 Church Street, Newent, 23 (b. Newent).

Mary BURTON – Boatman's wife of 65 Church Street, Newent, "head of the family" (b. Paunsey). Richard, 6, Emily, 4, Fanny, 1 (All b. Newent).

Elizabeth LYES – Boatman's wife of 96, Rocks Alley (Newent). Also daughter Ann HALE and son Henry LYES, 5 "a scholar" (All b. Newent).

Ann COOPER – Boatman's wife of 109, Upper Church Street, Newent, (b. Kidderminster, Worcestershire).

Charles WILLIAMS – Boatman of 116, Upper Church Street, 14 (b. Kempsley).

Thomas HALE – Waterman of The Wharf, Newent, 18 (b. Newent).

Benjamin LYES – Waterman of The Barge, Newent, 11 (b. Newent).

James BILLINGHAM – Waterman of The Wharf, Newent, 21 (b. Newent).

William JONES – Waterman of *The Barge*,
Newent, 22 (b. Newent).

Henry THOMAS – Barge Owner of 8, Bridge
Street, Newent, 45 (b. Newent). Also wife
Elizabeth, ??, Edward, 13, Reuben John, 3, Emily
Ann, 5, (all "scholars"), Ann Elizabeth, ??,
(Elizabeth and children all b. Newent). Also
resident John THOMAS, widower, "barge owner",
72. (b. "not known").

Sydney BOWKETT – Wharfinger of 10, Bridge
Street (b. Ledbury). Also wife Sarah, Sydney, 10,
Sarah Ann, Olive (ages illegible). (Sarah b. Putley,
Herefordshire, the children Ledbury).

Benjamin JEFFERIES – Boat Builder of 25, Park
Lane, Newent, 45 (b. Kidderminster). {As far as
I am aware I am not related! NJ}

Benjamin LYZE(or possibly LYRE) – Boatman of
39, High Street, Newent, 46 (b. Newent). Also
wife Mary, Chester, 6 "scholar", Samuel, 1.

Eliza F. THOMAS – Boatman's Wife & Pauper of
139 Culvert (?Culver) Street, Newent, (b. "Essex,
Kent"). Also Caroline, Eliza, 9, Isaac, 5 (both
"scholars") and John, 4. (children b. Newent).

Henry COOPER – Boatman of 157, Culvert (?Culver)
Street, Newent, 28 (b. Staffordshire). Also "a
visitor" Charlotte BOWRIE, 24 (b. Newent).

John HODGETS(?) – Boatowner of Leadon Bow (?),
57 (b. Staffordshire). Also wife Betsey, 57 (b. in
Stourport), Elizabeth, Jane, Selina, Harriet,
Amelia, 3, Mary Ann, John, 13, Edwin, 5,
Thomas, 8 months. (Elizabeth b. Worcestershire,
John, Jane, Selina, Harriet and Edwin b.
Worcester and Amelia, Mary Ann and Thomas b.
Over). In addition to this family of 11 are
"lodgers" Elizabeth WILLIAMS, 2? (b. Dymock)
and Joseph WILLIAMS, 24, "Waterman" (b.
Worcester).

Charles STEPHENS – Boat Owner of 1, Maisemore,
30 (b. Maisemore). Also wife Mari, 25, William,
2, Sophia, 9 months and "servant" Jane Watts, 18.
(Mari b. Leigh, the children Maisemore). (Jane
Watts b. Sandhurst).

Prack BANDLE – Boatman of 8, Maisemore, 25 (b.
Maisemore). Also wife Ann, 22 (b. Maisemore).

John HAMBLIN – Waterman of 9, Maisemore, 40
(b. Maisemore). Also wife Mary, 49, Thomas, 15
"waterman", Jane, 10. (Mary and children b.
Maisemore).

Thomas ETHERIDGE – Boatman of 34, Maisemore,
19 (b. Maisemore).

Elizabeth LIMBRICK – Waterman's Wife of 42,
Maisemore, 27 (b. Churchdown). Also Joseph, 7,
James, 3, Thomas, 1 month and Sarah Ann, 5.
(children b. Maisemore).

Elizabeth STEPHENS – Boat Owner's Wife of 46,
Maisemore, 48 (b. Bishops Cleeve).

Charles BRISCO – Boatman of 47, Maisemore, 44
(b. in Maisemore). Also wife Catherine, 33 (b.
Little Dean).

William PEGLER – Waterman of 68, Maisemore,
37 (b. Maisemore). Also wife Comfort, 37, Sarah,
11, Catherine, 6, John, 8, William, 3, Henry, 1.
(Comfort and children b. Maisemore). Also
"father-in-law" Thomas Hamblin, 77 (b.
Maisemore), "visitor" Eliza Pegler, 21 (b. Berkley),
Ruben Pegler, 18 (b. Gloucester).

Charles HAMBLIN – Waterman of 81, Maisemore,
(b. Maisemore). Also wife Mary Ann, Thomas, 13
"scholar", Isak, 9, James, 2, Charles, 7 months,
Mary, 12, Jane, 6. (Mary Ann and children b.
Maisemore).

(The many listings at Maisemore may include some
associated with the River Severn and/or Gloucester
Docks?)

Samuel BAYLIS – Lock Keeper of Over, 57 (b.
Knighton, Herefordshire). Also wife Sarah (sic), 54,
son William, 28 "boatman", Jane, 24, Mary, 19
and "granson" (sic) James Clark, 5. (Sarah and
William b. Newent, Jane and Mary at Over, James
Gloucester City).

The entry for Richard Goode, Oxenhall
Lock Keeper, conjures up some interesting
thoughts – he and family of 7 living with 3
lodgers in the diminutive Oxenhall Lock
Cottage – a 'two up two down' dwelling!
Also was the late David Bick, (historian and
author of the book about the H&G Canal –
who noted that the adjacent colliery was still
working in the 1870's), a descendant of a
collier?

◆ NJ

Part two of this article – listing the canal
related entries from the Gloucestershire 1861
Census records, will be in the next edition of
The Wharfinger.

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Enchanter's Nightshade

By John Chappell

Enchanter's Nightshade is a charming and often overlooked little plant which can be found growing in shady, damp ground such as that at the Oxenhall site. It is of the same family as willow herb, fuchsia and evening primrose and takes the botanical name *Circaeaa lutetiana*.

The genus name, *Circaeaa*, comes from the enchantress Circe, a Greek goddess and sorceress with golden tresses, a human voice and strange powers. According to Greek mythology Circe used Enchanter's Nightshade in potions that could turn men into swine. The species name *lutetiana* is derived from Lutetia, 'The Witch City', the original Latin name for the city of Paris! The whole naming affair is intriguing but sounds rather nasty!

The plant shown here is a perennial, herbaceous herb with rounded leaves which narrow gradually to a pointed tip. This is the Broad Leaved Enchanter's Nightshade but there is also a so called alpine version with which it hybridizes resulting in *Circaeaa x intermedia*, a naturally occurring sterile species. As with other wild plants there is a garden variety which has leaves heavily mottled pink; it's name – and I am not making this up – is 'Caveat Emptor' – presumably because the rhizomes can be a bit of a nuisance?

The alpine version is relatively common in the Lake District and at scattered localities in Wales. At Oxenhall our broad leaved variety usually goes unnoticed amongst all the other greenery only coming into its own when it flowers in the summer.

The slender green flower stems stand well above the plant at about 2ft tall.



Photo: John Chappell

Often mistaken as having four petals the flower really has only two deeply cleft ones; they are usually described as white, but I think this does them an injustice. The true petals are indeed pure white but the red sepals (outer protective petals), and the red anthers, set them off to charming effect. Appearing from June to August the flowers are pollinated by tiny flies and the flower stalks becoming angled downwards after pollination. Two seeds are formed contained in a burr which adheres to clothing and animal fur ensuring they are dispersed efficiently. Keep an eye out for the slender flower stems if you take a summer walk along the Oxenhall towpath.

Despite its common name of nightshade, *Circaeaa lutetiana* is not known to have any toxic qualities and is not related to the deadly nightshade which I hope to write about next time.

JC

Letters to the Editor

Dear Editor,

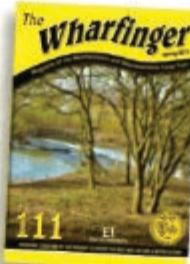
I have just read the exciting news about the proposed developments at the Llanthony Lock site. It sounds a most interesting and ambitious scheme and will not only benefit many different waterway users but will also be tremendous publicity for the H&G CT.

I would also like to congratulate both you and Maggie Jones on *The Wharfinger* and, particularly, the clarity of the maps, especially the one on page 8 of edition 111 (showing the River Severn on the approach to Gloucester).

I am a member of several organisations and none of them produce such accurate and easily understood maps or diagrams - and nor does Bristol City Council in spite of their huge departmental resources! The map on the back cover of *The Wharfinger* is also eye-catching and very helpful.

Best wishes for future progress on all fronts.

Warren Marsh, Bristol.



Our thanks to Member Warren Marsh for his kind comments and to Member Phil Sharpe of Rugeley who also took the time and trouble to write complimenting us on "... another excellent issue, both for its content and its superb design and production quality."

Another reader was "so impressed with edition 111 of *The Wharfinger*" that he donated £100 each to the Land and Restoration Funds. Thank you.

Our thanks, in turn, to our record-breaking number of contributors who give us the material to edit and shape into each edition!

The high standards of *The Wharfinger* played a small but important part in securing sponsorship from Gloucester Quays for the H&G Canal. Our thanks to Print Plus for their much appreciated ongoing support with printing and production of *The Wharfinger* - a relationship now in its 18th year! Ed.

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Not quite ... the last page!

STOP PRESS:

Canal Boat

Even more national press coverage! Just as we were going to press the June issue of **Canal Boat** magazine was published – carrying a major four page feature on the H&G Canal and the work of the H&G CT.

Referring to the recent very successful work at Vineyard Hill, Deputy Editor Martin Ludgate (who was one of the WRG volunteers working on Vineyard Hill), stated "... it served as a good demonstration of what canal volunteers are capable of ..." and suggested that it should serve as an example to the new **Canal & River Trust** of what can be achieved by volunteers.

Material Donations

Over the years a number of businesses have assisted the H&G CT with donated materials to assist us in our restoration and construction work. Our thanks to **Morgan Sindall**, a UK construction, infrastructure and design company, who donated pipe and timber to assist us at Over and Vineyard Hill.

Morgan Sindall has been working in Gloucester on essential upgrade work to the sewerage system in order to reduce the risk of flooding. As the project neared completion we approached them with a request for any spare items that would otherwise be recycled and the project team were happy to oblige. *Our sincere thanks for some very useful materials.*

Take Note!

Debbie Barber (wife of Ralph) volunteered to take the Council of Management minutes and was invited to attend the February meeting. Debbie was welcomed and sincerely thanked for offering to undertake this essential voluntary role in support of the CoM at that and future meetings.



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Land & Restoration Funds

We welcome the donations made to these funds since the last edition - including £250 from a reader of the **Daily Telegraph** (see 'In the news' - page 15) who was "impressed by your intentions and your results so far" – **thank you**. The donors wish to remain anonymous.

A Member said they were confused by the launch of the Land Fund when we already had the long-established Restoration Fund. Ownership of the land is a pre-requisite of obtaining substantial sums of money for major restoration/reconstruction projects so the **Land Fund** is vital. The **Restoration Fund** is equally important as it assists us in showing how we can produce significant results from limited funding – as already demonstrated at a number of locations along the Canal. The major funding bodies need to be assured that they are supporting an organisation that can deliver maximum results for their money!

Stamps

Are you still collecting your used postal stamps for us, please? Steve Bence launched his fund raising initiative on page 26 of edition 110 (which gave contact and other details). We can raise money from any type of postage stamp even the mundane 1st and 2nd class stamps. Bags of stamps can be taken to H&G CT Social Evenings or can be left at the **WHARF HOUSE**.

Post Haste!

There are times when we may need to contact Members regarding their Membership and an increasing number have kindly provided their email address* (**thank you**). If you have email then please advise the Membership Secretary (Nigel Jefferies – ncjefferies@talktalk.net) of your email address so that we can save the (seemingly ever increasing) postal costs. [*If you have sent details previously please ensure that we have your current email address – if in any doubt please don't hesitate to send it again.] We can assure you that your details will never be passed on to any other organisation nor will we pester you with numerous emails.

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MONDAY 25TH JUNE

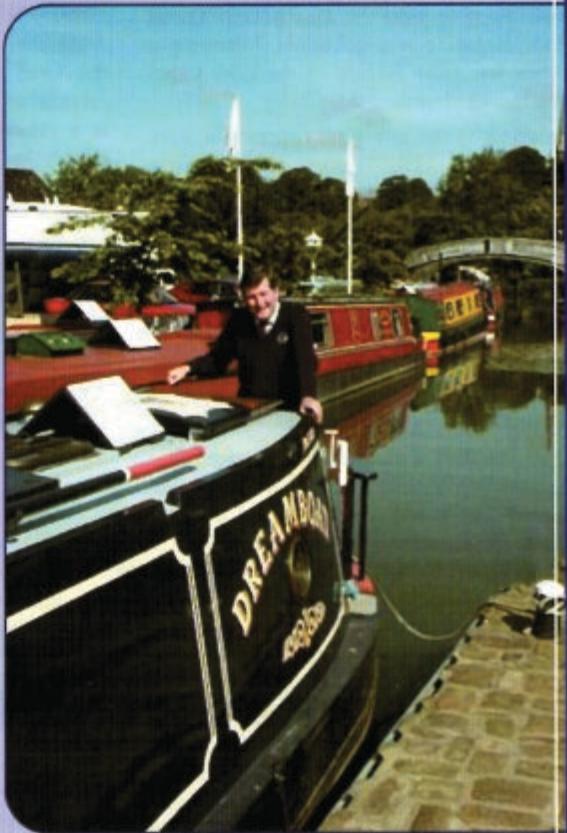
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Want to help?

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

Contacts

Contact any of these names TODAY!

Liz Connors

18, St Ethelbert Close,
Sutton St. Nicholas,
Hereford, HR1 3BF
Tel: (01432) 880 155
liz@lizconnors.orangehome.co.uk

Cliff Penny

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David Penny

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Brian Fox

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Wilf Jones

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The Wharfinger

The Herefordshire & Gloucestershire Canal

Work started in 1792 and reached Ledbury from Gloucester by 1798. In 1827 Steven Ballard was appointed to oversee completion of the canal, eventually reaching Hereford in 1845, making this one of the last major canal routes completed in Britain. The canal stretched for 34 miles from the River Severn at Gloucester, via Newent, Dymock and Ledbury to the city of Hereford, with some 22 locks and 3 tunnels. It was formally closed in 1881 to allow construction of the Ledbury to Gloucester railway which in its turn was closed in 1964.

The Canal Trust

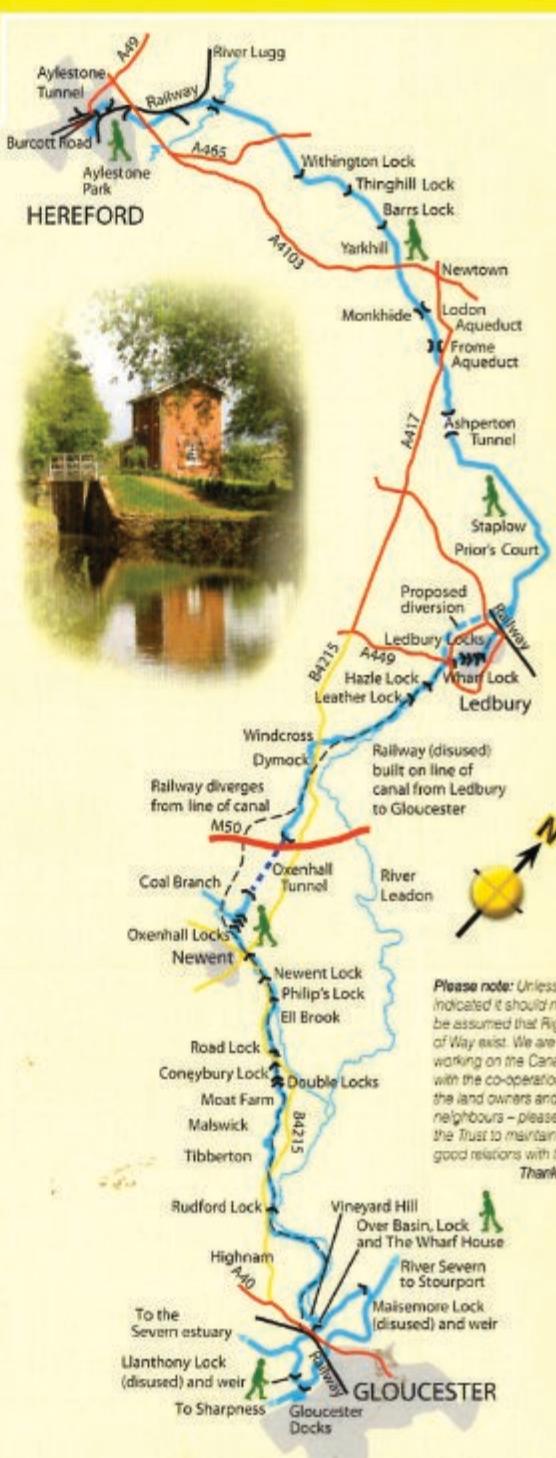
The Canal Society was formed in 1983 and in 1992 became the Herefordshire and Gloucestershire Canal Trust, a registered charity. The Trust has an ordinary and corporate membership of some 1,300 from all over the country and abroad!

Our objective is to fully restore the 34 mile Canal, from its connection with the 2,500 mile inland waterway network at Gloucester to the centre of Hereford. We have major restoration sites in each county, which together extend to some 4 miles.

 = restoration sites suitable for public access.


Gloucester Quays

Please support the H&G Canal



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