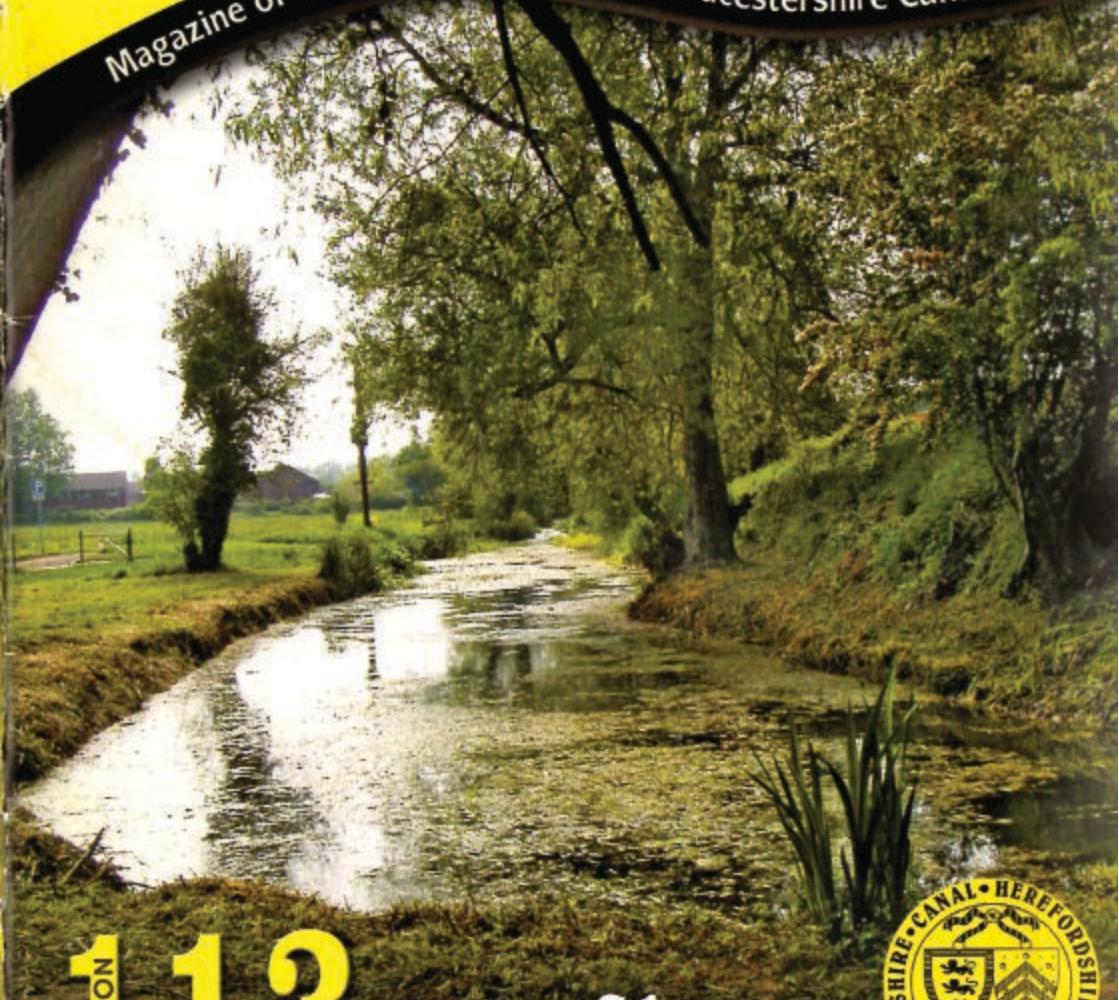


The *wharfinger*

Autumn 2012

Magazine of the Herefordshire and Gloucestershire Canal Trust



EDITION
113

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Delivering more than just the H&G ...



The weather could have (literally) dampened our volunteers' spirits over the past months – it might be wet but life goes on albeit, at times, in a slightly different direction to what was originally intended!

Whoever would have thought that within a week or so of filling the new section of the canal at Vineyard Hill we would be pumping excess water **out**?

(See pages 6–8 and 14.) On most of our sites the rain has given rise to more maintenance work than restoration work. The real casualty of the weather – and one that we could do absolutely nothing about – has been the work to take the towpath of the Vineyard Hill Project, beyond just our legal commitment of levelled off, to the ultimate finish that we have achieved on the adjoining Over site ready for the 1st September Grand Opening. *Plenty of time had been allowed for this work to be undertaken during the 'summer' ...* Hopefully there will be sufficient dry spells in August to complete 'a phase' towpath – we will have boat trips for those who wish to explore the new length of canal and be assured of no mud on their shoes!

We are very pleased that our long-term supporters, the very well known actors Timothy West and Prunella Scales, are returning to Over on Saturday 1st September to perform the Grand Opening of the Vineyard Hill section – come hail or shine! *Thank you both (see page 20).*

In mid July the new charity, the Canal & River Trust, took over the running of those inland waterways in England and Wales that were formerly administered by British Waterways – which includes the River Severn and the canals directly leading to and from it (but not including, of course, the H&G Canal!). The H&G CT has always enjoyed excellent relations with British Waterways, both regionally and nationally, and we have every indication that such relationships will continue (and hopefully flourish) within the new Trust. The inland waterways of this country are increasingly being accepted by a wider public as a national asset in terms of recreation, amenity and for the significant positive impact that they bring to the local and national economy. *We wish all concerned with the Canal & River Trust the very best for the future – it is in the interests of all that the new charity is a huge success.*

To restore the H&G Canal you must look wider....

Just as we were going to press it was announced that the H&G CT Project Development Team at TM WHARF HOUSE has been awarded a contract from Gloucester Quays to develop a key document for the future of Gloucester and the H&G Canal. (see page 4). *Another part of our key partnership with Gloucester Quays and their parent company The Peel Group ...*



Gloucester Waterfront Strategy

By David Penny

To restore a Canal think wider than just the Project you wish to achieve. Create the Policies within which your Project sits, and the Project will naturally have the backing and support which it needs for funding, consents and delivery ...

The Canal Trust's Project Development Team at ^{THE} WHARF HOUSE are delighted to have been asked to take forward delivery of a major new Policy document in Gloucestershire. The team will be co-ordinating delivery of a new Gloucester Waterfront Strategy to create a vision for the future of the river and canal frontage in and around Gloucester.

This major project will be in partnership with Gloucester City Council with crucial input from the Canal & River Trust and has already received a considerable level of sponsorship from our partner Gloucester Quays.

By looking at the wider context that the Canal – and particularly the Llanthony Hydro and Flood Relief Project – will be set in we can build both the Policy support and the partnerships required to take not just our projects forward, but also the wider regeneration of this area of Gloucester. That wider vision is crucial to the success of our Canal – for the Canal to be delivered we need a strong water based economy at Gloucester that makes the most of its waterfront and attracts as many boats as possible – our future customers for the restored H&G Canal. The more passing traffic we



A view of Gloucester Docks with Llanthony in the distance.

have at the entrance to our Canal the more potential traffic we have for our Canal. So the more attractive and prosperous the water and waterfront at Gloucester is the more potential there is for the H&G, the more Policy support, and more funding.

It should also not be under-rated how important our Llanthony Scheme is to the wider enhancement of the water space and resultant redevelopments around the river and the Gloucester & Sharpness Canal. By significantly reducing the silt load at the point of abstraction for the docks we will considerably assist in the current issue of siltation of the docks and G&S Canal. This limits its use by tall ships – which are a huge potential economic driver for the city. We also have the potential to considerably enhance the river frontage as part of the Llanthony Scheme to the wider good of the city. The Strategy will be wide ranging, encompassing all uses and users of the river, docks and Canal (both on and off water) to ensure that maximum potential is made of the city's fabulous assets over the next 20 years.

Over the summer we will be agreeing the brief for the strategy with our key Partners, an exciting new step forward in the wider delivery of the H&G Canal and its associated benefits.



News from ^{THE} WHARF HOUSE

Project Development Team

By David Penny

There will be no cost to either the Canal Trust or ^{THE} WHARF HOUSE in delivering the Gloucester Waterfront Strategy, indeed the contract from Gloucester Quays has already enabled us to recruit Kayleigh Hole, Roz's new Legal and Project Development Assistant, to strengthen and grow the Team. This also helps cover whilst Roz temporarily goes part time to study over the winter to become a barrister, before returning full time next summer to help continue growing and strengthening the team to enable the Canal Trust to deliver the H&G Canal.

We are also very pleased to have Tony Kelley join us as our volunteer Quantity Surveyor helping us work up the next round of projects. This adds to Will Frecknall our volunteer Civil Engineer and Wilf Jones all working to deliver the next stretches of Canal and related projects. A growing Team that is making major strides towards delivering the next projects; *watch this space ...* ♦ DRP



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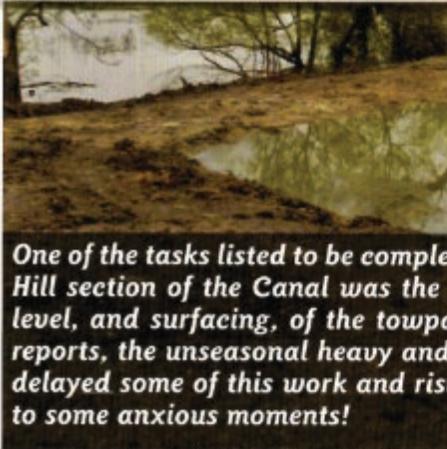
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Restoration Project

Vineyard Hill

By Ted Beagles



One of the tasks listed to be completed on the Vineyard Hill section of the Canal was the final adjustment in level, and surfacing, of the towpath. As Ted Beagles reports, the unseasonal heavy and persistent rain has delayed some of this work and rising water levels led to some anxious moments!

Having initially filled the new section of the canal in mid-April the pump was stopped and we did not anticipate any rise in levels over the 'summer' – but no, it rained and rained so much that levels rose rapidly until water was soon flowing over the newly laid overflow weir slab. Inspection of the banks showed no sign of any leakage, but water was flowing over



A very full Canal with the flooded Leadon Valley beyond.

the top of the banks in the winding hole area. We were aware that the bank was a little below finished height when the section was initially filled, but had not foreseen the rapid rise in water levels due to the persistent rain.



Left and right: The Canal overtops the towpath.

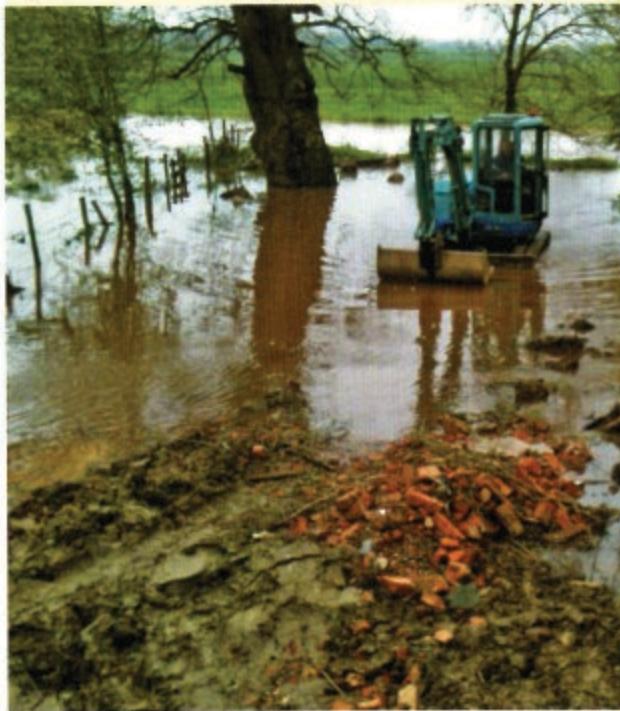


Inset: Wilf and Chris take emergency measures!

First thing was to temporarily build up the local area manually to stop the overtopping which was beginning to erode the external face of the bank. The next day we managed to get our newly arrived Kubota excavator through the flood waters of the River Leadon and up onto the towpath. We were then able to raise the whole bank sufficiently to remove any risk of further overtopping. It was two weeks before the area had dried out enough to allow the bank to be raised and compacted to its final level.

In the meantime we have tidied up the hillside around the French drain area and subsequently commenced landscaping the whole area around the winding hole in preparation for planting in the autumn. We are now working back along the towpath preparing it for final hard surfacing with road planings and planting at the rear of the path.

Right top: The excavator negotiates a tree on the towpath.
Right middle: Paul raises the bank to the finished level.
Right: The excavator levelling the towpath.



The excavator had to 'swim' through the flooded Leadon Valley to get to the towpath.

Progress has been slow due to the continuing wet weather, but one job not affected is the manufacturing of boundary markers by Dave Hurran. These are to be placed on the hillside along the length of the canal to mark the extent of the H&G CT's ownership.

The very first boat navigated the new section on 2nd May 2012! Tim Randles launched his boat from the Over slipway and made his way over the top of the submerged dam and along the canal before turning around in the winding hole to make the return journey.



Much still remains to be done on site in time for the official opening on 1st September, including removal of the remainder of the submerged dam between Over and Vineyard Hill – let's hope for better weather!

◆ TB



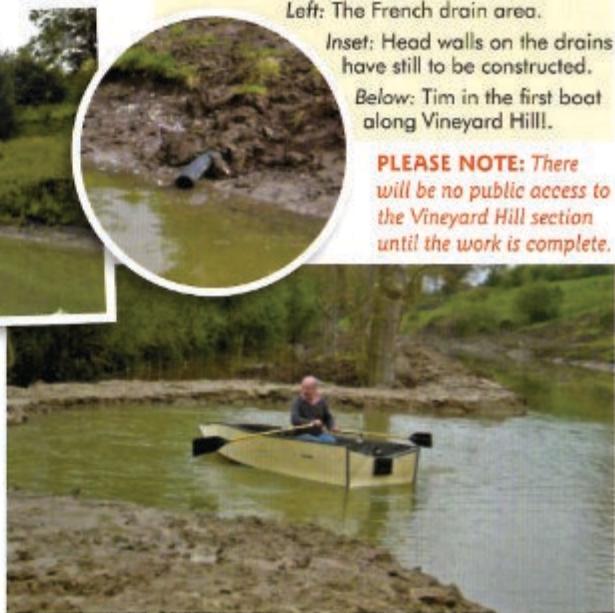
Above: Some of the boundary markers made by Dave Hurran.

Left: The French drain area.

Inset: Head walls on the drains have still to be constructed.

Below: Tim in the first boat along Vineyard Hill!!

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



Photos: Ted Boulger



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Over Basin and Vineyard Hill from the air.

Photo: Monica Horner, Pilot: John Horner

Restoration Project

Over Basin

By Ted Beagles and Chris Byrne

After all the excitement of the heavy plant working in Vineyard Hill things are starting to look more normal again on site. The mud has been cleared up, the ruts filled in, weeds sprayed and grass cutting finally resumed, along with the associated task of keeping our ancient mowers in working order.

Notwithstanding all the usual routine summer site maintenance activities we have been very busy on two very interesting tasks. The base slab for the first phase of the overflow weir was placed by WRG during the Vineyard Hill camp. It has been our task to complete the initial work by constructing the bridge to carry the towpath over the overflow channel. The brickwork utilises bricks recovered from the old hospital buildings which were demolished at the time of Over Basin construction some 13 years ago. The deck of the bridge is made of old concrete railway sleepers which were kindly donated to us by Network Rail, and transported to site by one of our regular advertisers (and long-term supporters) **Midwinter Transport**. Having placed the sleepers on the brick supporting walls, a screed of concrete was placed on top to seal



The steel lintels are set in place.



The concrete sleepers are placed.



The completed deck prior to surfacing.



Ivor and Bob building walls of the overflow weir.



Aligning the towpath with the bridge.

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NOT taken for Granted!

By Cliff Penny



Above: The SPP pump quietly and efficiently in action on the flood plain at Over.

Below: Water levels at Over are quickly topped up.



Stories of excavator engines being (successfully) replaced in the middle of a field, photographs of 'giant' sheep's foot rollers (the likes of which have not been seen on a voluntary Canal Camp before) and aerial photographs of a new length of the Canal in water all brought a warm glow to this editor's heart.

Add in the 'breaking news' of the important support and sponsorship from **Peel Holdings/Gloucester Quays** and I had all the material to help number 112 be yet another successful edition of **The Wharfinger**.

So perhaps we might be forgiven for taking for granted the fact that (before the rains came!) our volunteers were simply able to just turn a key to start the 6" (150mm) **SPP Pump** and raise the Basin water levels to overtop the dam to fill the new Vineyard Hill extension of the Canal. No backing off the compression, no multiple turns of a starting handle, no clouds of exhaust or noisy misfiring engine – just a dependable key start. *It doesn't end there!* No need to prime the pump, no worries should it ever run dry and, importantly, it is economical on fuel and runs very quietly too. Put the second wheel back on (removed for security purposes!)

and it is readily moved to a new position to undertake the more recent lowering of the excess water in the Canal. As it is capable of pumping 250 cubic metres per hour, up to a maximum height above intake of 25 metres, it is a powerful and very useful item of plant to have constantly available to us on site – and the envy of many other canal restoration organisations.

Our repeated thanks to **SPP Pumps Ltd.** and to their Autoprime Key Account Manager Neil Jones for the ongoing long-term loan of this demonstrator pump; *it is not taken for granted!*

◆ CRP

*Come and see the pump in action during the **Over Canal Festival** on the 1st and 2nd September.*

Restoration Project

Aylestone Park

By Chris High



Photos: Chris High

Good progress has been made on tidying the water's edge around the slipway and up to the sluice.

The Yarkhill Team enthusiastically responded to a request to do some work on the partly restored canal at Aylestone Park with myself acting as summer leader. Little did they know what they were letting themselves in for.

The main work to be undertaken is reed and weed clearance from the canal. So far the team has made three visits and it has rained on two of these occasions; so Aylestone continues to live up to its reputation of being a wet site! Working up from the sluice, the lower off side canal bank was strimmed to provide a way for the more muscular team members to gain access. Using large long handled rakes they proceeded to haul the clumps of reeds from the canal bed onto the bank – some clumps so large they required a two-man assault. Meanwhile the lesser reeds were removed from the towpath edge and the upper bank strimmed. Further strimming of the area up to the canal has also since been carried out.

We have continued to concentrate on the section from the sluice to the slipway. Having

made good progress with the edges we turned our attention to removing the blanket of weed from across the canal with weighted rakes and ropes attached to haul them back and forth. A considerable quantity of weed was extracted but a significant amount remains for another visit. We know this as it kept fouling the prop' of the outboard motor!

The work can be wet and muddy at times, so much so that one member decided to take an impromptu bath whilst the rest of us were content with a heavy rain shower to wash the mud off our waterproofs! But it is all worth it as we have had several comments of appreciation, praise and encouragement for our work from passing walkers.

Our main visits to Aylestone are on a Thursday fortnightly rota with Yarkhill. Other days are worked by specific arrangement.

♦ CH

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Chris High 01568 615 575*

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Restoration Project

Oxenhall

By Brian Fox

What a difference a month makes! Last time I reported falling water levels in the canal, wading in the shallow water to pull out reeds, and worries about the fish.

Since then abundant rainfall has brought water levels back to normal (and well above normal a couple of times when the residents of the caravan park next door were almost flooded out by the raging Ell Brook). It also means that the vegetation has grown at a fantastic rate which necessitates almost weekly grass cutting and strimming. Just as well, thanks to Ian, we have finally got one ride-on mower that works plus a push mower(!) and our new strimmer (purchased last year) to tackle all the big stuff.

It doesn't take a full team to keep on top of the maintenance programme so our volunteers have been split between working at Oxenhall and a new site which has been planned for some time now on the old canal feeder at Canon Frome (see page 30).

I reported last time on our preparatory work for a new overflow weir at Oxenhall. Since then a site meeting, attended by David Penny, Will Frecknall and myself, reviewed exactly how we tackle the various tasks remaining around the aqueduct. Will is the second Chartered Civil Engineer now serving on our Council of Management and his input has proved invaluable. It has been decided that the best option for the overflow weir is to defer construction until the next phase of the canal has been completed and then the task can be undertaken in one operation. However, the work reported last time will continue as the width of the Brook at this point needs to be increased to assist the flow



Ell Brook in flood reaching the top of the aqueduct arch.

of water through the aqueduct.

A crucial decision has now been reached regarding the aqueduct and its ability to support plant and equipment passing over it and, in due course, the weight of the restored canal. It was noted that there are several places where water is still percolating through the arch into the Brook below and that this will weaken the structure over a number of years. Therefore a reinforced concrete slab and membrane will be laid over the top of the existing structure to plug the water leaks and to strengthen the whole aqueduct so that it will hopefully last for another 200 years or more! This will involve carefully removing the topsoil currently over the stonework with a JCB excavator, the final few inches being done by hand so as not to damage the arch. Several loads of concrete will then be poured on one side of the arch and then the Bailey Bridge will be removed so that the other side can receive the same treatment.

So just when we thought we had almost finished construction work, it looks like we shall be around here for a while yet!

BF

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

Restoration Project

Moat Farm

By Martyn Tilford



Photo: Martyn Tilford



A cleared section – which was dry the week before.

In marked contrast to the very dry conditions that prevailed since commencing work on the site the heavy spring rainfall significantly raised the water level in the canal particularly at the north end where a good length was full.

The planned removal of dead and fallen trees here will have to wait until water levels drop although work has continued on the banks and towpath. However the decision to clear the then dry canal bed during earlier visits proved fortuitous as much of that length now resembles a presentable canal.

Looking to the future it was thought useful to establish a level datum on site which relates to the Ordnance Datum. This was essential to enable proposed final canal depth, towpath and water levels to be related to other sites along the route. Fortunately a nearby cottage on the Newent – Gloucester road has an Ordnance Bench Mark (OBM) flush bracket. The owners of the cottage kindly allowed access to their garden and by using surveying equipment Ralph and myself were able to transfer the height value to a TBM (temporary bench mark) which we have established on the stonework of the railway bridge at the south end of the Moat Farm site.

Also looking to the future it was felt by the Moat Farm team that as a fair amount of excavation will be necessary during the restoration process the acquisition of a mechanical excavator would prove invaluable. Not that any of us are afraid of a little manual spade work but operating a 'digger' is a much

Top: Taking readings on the Ordnance Bench Mark.

Middle: OBM detail.

Bottom: The site TBM on the railway bridge stonework.





Ted continues on the towpath with a full canal behind.



Clearing these fallen trees will now wait until water levels drop.

more productive (and, after appropriate training) enjoyable activity! To this end we clubbed together and bought a Kubota excavator. The machine will initially be used at Vineyard Hill to complete the works there (see photos on page 7) and then be transferred to Moat Farm.

Finally, again many thanks to everyone who has helped at Moat Farm and, as always, if you are thinking of joining us please get in touch – you will made very welcome.

◆ MT

PLEASE NOTE:

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

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**

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Vineyard Hill Grand Opening

◆◆◆◆◆◆◆◆◆◆ Saturday 11.30 am ◆◆◆◆◆◆◆◆◆◆

Prunella Scales and Timothy West return to Over for the Grand Opening.
A Flotilla of Boats will then sail into the new length of Restored Canal!

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September 18th

Edward Helps:

The Managing Director of the ABC Leisure Group, our long term supporters and advertisers, will talk about the fun of operating a business on UK Canals.

Edward will also make the Grand Holiday Draw.

October 16th

Ray Wilson:

Gloucester's Industrial Heritage

A second look at Gloucester's Industrial Heritage.

November 20th

Mike Potts:

H&G The Early Years

Photos and films 1983-1995 including the 1995 open weekend.

December

There is no meeting in December



JULY MEETING REPORT

ANNUAL GENERAL MEETING

Maggie Jones reports: A well-attended Annual General Meeting listened intently to Janet Moults final report as Chairman for the months March 2011 – February 2012. Janet was thanked for her years as Chairman of the Trust and presented with a bouquet. Janet continues as Chairman of the Trading Company. Nigel Jefferies reported a small increase in membership numbers and Liz Connors gave a detailed and very positive account of the Trust's finances. She emphasised the role that THE WHARF HOUSE is now playing in the restoration of several of our sites. Maggie Jones was re-elected to the Council of Management and Will Frecknall was confirmed as a new member.

Ted Beagles concluded the evening with a Restoration slide show which included our new sites at Vineyard Hill and Moat Farm.

◆ MJ

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HEREFORDSHIRE & GLOUCESTERSHIRE CANAL TRUST

Volunteer – you might need to ...

BUY A HAT!

By Janet Moulton

Late last year I received a letter from the Lord Lieutenant's office asking if my name could go forward for an invitation to a Buckingham Palace garden party in recognition of voluntary work in Herefordshire.

After all the security checks the date was confirmed as May 22nd. I was able to take a companion so daughter Becca accompanied me. Although London-based she spends many hours at shows with the H&G CT stand and also helps with my other voluntary work with the friends of Herefordshire Museums and Arts.

The day dawned bright and very warm (we did have a few of those), special passes allowed the taxi to drop us at the top of the Mall and, after a short time queuing, we went through the Palace and out into the magnificent gardens. The Queen, Prince Philip and other members of the Royal Family mingled with the 8,000 visitors, a very dainty tea was superbly organised and the bands played throughout the afternoon. Then it was time to find a taxi – this is where a London-based daughter proves very useful – and to leave with aching feet and many memories of a fantastic day.

Volunteer work has its rewards! ← JM



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Jubilee weekend and a record four events to cover – so many hours spent in my garage sorting stock and displays.

Two were small events – a display on the history of the canal at Withington and sales and display on a wet Jubilee Sunday at Dymock. This was covered by Margaret Holmes and Brian Fox – and Nigel Jefferies took some enthusiasts on a (wet?) walk. The two big events were the 3 day Stroud on Water and the 4 day Crick Boat Show. This was the main show of the year for us as the Birmingham NEC show was cancelled and there is no 'TWA National' this year.

Stroud on Water

Maggie Jones organised (and reports on) our 3 days at Stroud on Water.

The three-day event, organised by our friends at the Cotswold Canals Trust, was held to celebrate the opening of the first part of the Stroudwater Canal and the 40th Anniversary of the Cotswold Canal Trust. It also hosted the IWA National Trailboat Festival. There was lots to do both on and off the Canal. Like all other events this year, we had the rain to contend with and that is where Janet's foresight to book us into the main marquee really paid off!

Although we were in the far corner of the marquee, we were able to spread to either side of the exit on the following days thus giving a perfect situation to encourage passers-by to try their luck at winning our Grand Holiday Draw. We used the four new 'pop-up' displays to introduce the people to the fact that there is more than just the Cotswold Canal being restored in Gloucestershire! A great deal of interest was shown in our work on the H&G Canal.

We had a good team of volunteers to talk about our work and sell draw tickets. Some had not done anything like it before, but soon got into the swing of things. Our lively stand at the end of the marquee helped visitors to forget the showers!

◆ MJ

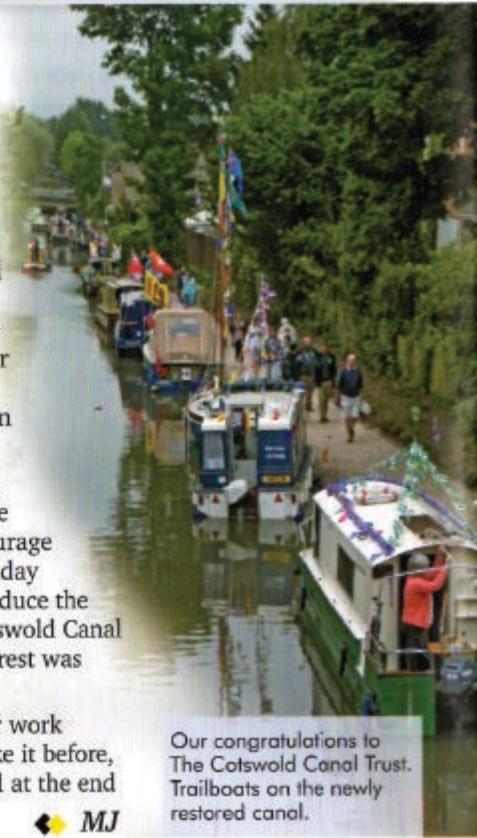


BOTTLE STALL

Bottles of all shapes and sizes are wanted for the Bottle Stall at the H&G CT's Winter Bazaar. Any size/food related content (but must still be 'in date' on November 10th!).

Ideally please bring your bottles to one of the Social Evenings. If that is not possible, or for larger quantities, please contact Janet Moult.

Thank you!



Our congratulations to The Cotswold Canal Trust. Trailboats on the newly restored canal.

At Crick we had our usual neighbours – Cabincare and Axiom Propellers who allow us to use the back of their display panels for our map. The visitor numbers were c.24,000, quite good considering the bad weather on the Sunday and again on the Tuesday. The 4 days were covered by Ray and Barbara Moses, Janet and Becca Moult and Steve Bence; it was a tiring but worthwhile event.



Tim Coghlan (left) presents his cheque to Janet Moult (right) whilst Becca Moult and Tony Hales (former Chairman of British Waterways and now Chairman of the Trustees of the Canal and River Trust) look on.



Unfortunately our next event, the Garden Festival at Hellens (Much Marcle, Herefordshire) was cancelled as all the rain had made the grounds unsafe. The Braunston Historic Boat Rally at the end of June was covered by Janet, Becca and Steve and Penny Shetliffe. Numbers were slightly down as was the number of Historic Boats - but lots of interest and another generous £200 donation from Tim Coghlan of Braunston Marina – thank you Tim!

A couple of weeks off now – time to sort out stock, equipment and ‘manning’ for the next few outings of the Trading Company.

Thanks to those who have helped so far – there is still time to join us (we don’t get wet all the time!).  JM



The Trading Company plans to attend the following events to promote the H&G Canal, our voluntary work and to raise funds.

Please put dates in your diaries and any offers of help will be gratefully received.

Remaining Outings for the Trading Company in 2012:

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 suggestions for next year, especially for small local shows, would be very welcome.

Restoration Project **Llanthony**

By Paul Henshaw



The spring and early summer months saw the resumption of mowing, strimming and general grounds maintenance. The heavy rainfall meant that the vegetation sprang into life with a vengeance this season!

As reported in the last edition, we have replaced the fencing dividing the gardens at the rear of the cottages. The style of fencing is one we have consistently used across the site. Fencing purists may be intrigued to know how we achieved the almost perfect spacing between the pales. Alan McBride developed a mobile 'phone Android App. called "Fencehelper" which made the spacing calculations easier. The distance between the posts and the width of the pale is entered into the programme and "hey presto" the programme calculates the spacing between the pales. Simple but effective.

Sadly one of our tenants, Sheila Shaw who has been at Llanthony for over 11 years,



Llanthony lock after the June rains.

has decided to move. We would like to wish Sheila and her partner Craig all the best in their new home. The cottage is now being prepared for the next tenant and our volunteers are taking the opportunity to carry out some refurbishment work.

◆ PH



An impressionist painter at work!

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



Erecting the fence between the two cottages.

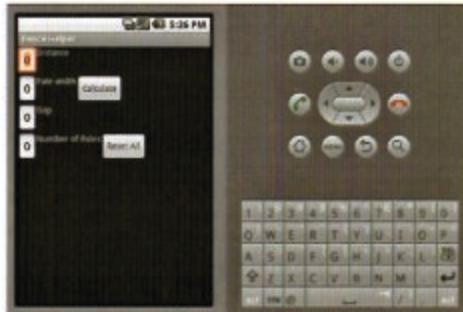


Fixing the pales.

Photos: Alan McBrine



The completed fence.



Screen shot of "Fencehelper".

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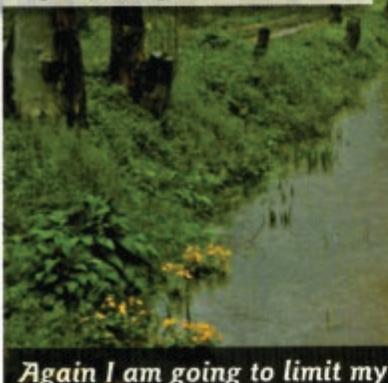
It has been our pleasure in supporting the Herefordshire and Gloucestershire Canal Trust for over 20 years, and we will continue to work together in the present, to revive the past, and secure a better future. © H&GCT

Simon Hayward: 01452 700384, Fax 01452 700740
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Restoration Project

Yarkhill

By Chris High



Again I am going to limit my words and let the pictures tell the main story.

Vegetation removal from the off side bank, strimming and mowing continued. Having achieved the first cut it is now possible, with the wind behind you and determination, to mow the whole site – access to lock site in four hours!

Sam (our small excavator) has had a period of sickness so it has been back to basics. Blood, sweat and tears: spades, mattocks, axe and winch all played their part (along with perseverance from the team) resulting in a good number of stumps being extracted.

I expect you have noticed that it has rained a little! This resulted in the canal being in a reasonable depth of water for the first time in two years. Water flow and wind concentrated a significant amount of floating debris at the dam at the lock end so the opportunity was taken to remove as much of it as was possible.

The canal in water coincided with the 1,000th day of work by members of the current team. A celebration was called for. So, possibly for the first time in 130 years, a boat traversed the whole length of the Yarkhill stretch!

CH



Rain and water
... and the ducks
were soon back!



View from the lock site.



Working at the dam end.



One of several trips celebrating, possibly for the first time in 130 years, that a boat has travelled the Yorkhill length.

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The only accessible shaft is temporarily exposed.
or: His master begins to regret teaching his dog to use a spade!

with the permission of the owner Mr. Rutherford, it was agreed that we should restore the portal to its original condition. Preparation included transporting all the tools and materials from Oxenhall and arranging for the tools to be taken to various homes at the end of each day as there is no secure storage at Canon Frome.

A thorough search of the immediate vicinity eventually produced numerous stones and bricks of all shapes and sizes which were retrieved from the bed of an adjacent ditch, 6" deep in water, resulting in more than one pair of wet feet when the water was deeper than expected! A couple of really heavy corner stones presented a challenge in how to get them back onto the top of the portal where they belonged. Our sheer legs were at Oxenhall; at 4 metres in length and considerable weight, just a bit too big to go in the boot of a car! But Bernard knew a man who could shift them. John Watson, of **Ridgewood Construction** near Malvern, is a Member who has kindly helped in the past and he offered to transport the legs, plus a pulley and a few long planks, to the site at no cost. Enough stone to finish the job was brought up from Oxenhall, as was sand and cement; transported by Richard and his trusty 4x4 – thank you to both.

By the time you read this the work should be complete – a small but interesting use of our acquired masonry skills.

BF

News from the friends of Gloucester WATERWAYS MUSEUM

By Chris Witts

Gloucester Waterways Museum is currently putting a new Heritage Lottery bid together to enable vital work to be undertaken at the Museum. It is a comprehensive package which includes the museum collection and buildings. To assist with the bid a new steering group has been formed which includes membership from the Friends, volunteers, Museum staff and British Waterways, (now the CRT). We are meeting most weeks as always with such bids, deadlines have to be met.

For a unique one off experience Gloucester's twin city association, Gloslinks, held a celebratory meal in the Museum. A group from one of Gloucester's twin cities, Trier, spent a week in the city with host families and thoroughly enjoyed the opportunity to enjoy a fine meal on Level 2 of the Museum. Entertainment was supplied by Astrid and Peter Cripps from Glosfolk. As one German lady was heard to say as she walked into the building, "The week gets better, this is fantastic." A wonderful opportunity to show how good we are at hosting such events.

CW



Photo: Chris Witts

The Right Worshipful Mayor of Gloucester David Brown, with other guests, enjoying their meal at the Museum.



Model Boat Club

By Ted Tedaldi

The Gloucester and District Model Boat Club's sailing at Over has been very varied as heavy rain, floods, and high winds curtailed sailing a little! Excitement prevailed as we saw the new extension filling with water – it was a joy to behold. *Like naughty boys we sailed through and over the weir until our boats were nearly out of sight.*

Member Bob Hinton is an enthusiast for amphibious models. His Amphicar, 'London Tour' DUKW, plus his Alvis Stalwart truck have all been on the water at Over in recent years. His latest challenge is an amphibious Aquada sports car/boat which has the unique feature of its wheels folding up when on the water to enable higher speeds to be achieved.

The full size Aquada was announced in 2002 with much press coverage as Richard Branson piloted (drove?) one setting the world record for the fastest channel crossing in an amphibious craft. Sadly none were sold – not surprising with £150,000 price tag!

Encouraged by his long-suffering wife, Elizabeth, Bob has built a fully functioning model to 1/6th scale. It is built in traditional boat style with a wooden keel, plywood frames, marine plywood sheeting underside and lime planks for the curved wings and bonnet. There was also much engineering design and machining. A lathe and mill were used to make the all-aluminium independently sprung front and rear suspension and the complex mechanism necessary to fold the wheels up into the body! Standard model car "bits" were borrowed for the wheels, tyres and

Above: Bob's Amphicar has plywood frames.

Below: Marine plywood sheeting underside and lime planks were used for the curved wings and bonnet.



Photos: Sandra and Ted Tedaldi

shock absorbers and it is powered by the latest technology brushless motors for the land and water drives. Lithium polymer batteries give it the huge power it takes to get it up on the plane. Working features include headlights, dash lights, brake lights, reversing lights and indicators. The driver even waves at the spectators!

It also has a bilge pump as water is easily taken on-board by a careless driver (who sits in the centre) paying too much attention to his attractive lady passengers!



Bob's Amphicar is taken for a test spin at Over by three young enthusiasts!

Gloucestershire – PART TWO

In the last edition of **The Wharfinger** Nigel delved into the 1851 Census records to find persons associated with the H&G Canal in Gloucestershire – he now turns his attention to the records ten years on – to give another fascinating insight into life in Gloucestershire 20 years before the closure of the H&G Canal.

1861 CENSUS

Ann FARMER – Late Boatman's Wife, of Dymock, aged 54. Also at the same address are her sons Edwin, 23, Charles, 19, Benjamin, 15, all "Boatmen" and daughter Jane Ann, 12, "a scholar". (All were born at Dymock.)

William BRADLEY – Boat Owner of Dymock, 34, born at Dymock. {Boat names are now recorded – his being the *Lady of the Lake*.} Also wife Ann, 36, daughters Elizabeth, 6 and Selina 4, son Charles, 2 (all b. Dymock) and Jacob WHITEHOUSE, 13 "a servant" (b. Hereford).

Joseph APPERLEY – Boatman of 2 Cold Harbour, Oxenhall, 47 (b. Upseadon). Also wife Susannah, 39, b. Dymock, and George BEARD, 15, "wife's son", b. Newent.

Henry OWEN {Son of Phillip OWEN, as recorded in 1851 Census} – Waterman of 5, Cold Harbour, Oxenhall, 20 (b. Newent). Also his mother Susannah, 45 and his sisters Catherine, 10, Ellen, 7 and Emma, 3. (Susannah and the girls b. Oxenhall.)

John TAYLOR – Waterman of 6, Cold Harbour, Oxenhall, 18 (b. Newent.)

Thomas GODSALL – Lock Keeper of Lock House, Oxenhall, 32 (b. Ledbury). Also wife Mary, 36, b. Ocle (listed in the Phillimore Atlas & Index of Parish Registers), Surrey, son William, 7, "scholar" b. Hereford and Fanny CHANDLER, sister-in-law, 24, "a governess", who was born at Capel {also listed as above}, Surrey.

Edward THOMAS – Boatman of 4, Lower New Street, Newent, 21. Also brother Henry, 19 (both b. Newent).

Henry JONES – Boatman of 5, Lower New Street, Newent, 29. Also wife Elizabeth, 24, daughters Elizabeth, 7 and Fanny, "an infant", and son Henry, aged 2. (All b. Newent.)

Charles THOMAS – Boatman of 6, Lower New Street, Newent, 49 (b. Newent.)

James JONES – Boatman of 7, Lower New Street, 71. Also wife Eliza, 56. (both b. Newent.)

Francis CAUSIER – Boatman of 46, Broad Street, 46 (b. Droitwich, Worcestershire.)

William CHANDLER – Boatman of 110, Church Street, Newent, 26 (b. Staunton). Also wife Celia, 25 and son Charles, 9. (Wife and son b. Newent.)

George WILLIAMS – Boatman of 111, Church Street, Newent, 21 (b. Newent.)

Charles PITT – Boatman of Rocks Alley, Newent, 19 (b. Redmarley, Worcestershire.)

Thomas WHITEHOUSE – Boatman of 119, Rocks Alley, Newent, 23 (b. Tewkesbury.)

Charles WOODWARD {recorded at Dymock in 1851 Census} – Waterman of 138, Gloucester Street, Newent, 70. Also wife Catherine, 70. (Both b. Staffordshire, Charles at Willingshall, his wife's birth place is illegible.)

Charles WOOD – Boatman of 158, Gloucester Street, Newent, 19 (b. Newent.)

James GOLDRICK – Waterman of 164, Gloucester Street, Newent, 16 (b. Newent.)

James MAYS – Boatman of 170, Gloucester Street, Newent, 21 (b. Newent.)

Charles PAMPHIERY – Boatman of 172, Gloucester Street, Tewkesbury, 23. Also Charles MAYS boatman, 14. (Both b. Newent.)

Charles JONES – Boatman of 205, New Street, Newent, 35, b. Newent. Also wife ?, 37, “a dressmaker”, daughter Ellen, 3, sons James, 1 and John “an infant”. (His wife b. Paunton, the children, Newent.)

William TROTTER – Boatman of The Wharf on board the Useful, 38 (b. Churcham.) Also on board Thomas JENNINGS boatman’s boy, 15, b. Newent.

Joseph BUTLER – Boatman on board the Thomas, 50. Also on board George HILL, boatman, 46. (Both b. Newent.)

Richard WHITEHOUSE – Boatmaster on board the Betsy, 56 (b. Tiverton, Staffordshire). Also son Thomas, 13 (b. Brookmore ?, Worcestershire.)

Joseph DANCE – Common Labourer on board Land Boat, aged 40. Also on board Thomas DANCE, Farm Labourer, 43. {It is recorded in the d.o.b. column that they ‘got into Boat after 11 at night and off before 5 o’clock in the morning.’?}

Sidney BOWKETT {Also recorded in 1851 Census} – Wharfinger, of 1 Lower New Street, 51 (b. Ledbury). Also wife Sarah, 53, b. Putley, Herefordshire, daughters Olive, 17, and Kate, 7, “a scholar” (both b. Newent) and Eliza DOLLY “visitor”, 18.

William HATCH – Grocer & Boat Owner of 13, New Street, 45, b. Hartpury. Also wife Mary, 40, b. Bristol, daughter Catherine, 5, b. Newent, nephews Frederick HATCH, 20, boatman b. Newent and William HATCH, 12, boatman b. Arley, Staffordshire.

Thomas YARNOLD – “Newent Canal” Lock Keeper, 32 (b. Ledbury). Also wife Harriet, 31, son Charles, 7 “a scholar”, daughter Fanny, 1, niece Eliza Mary FRITH, 19 “a dress maker”, b. Gloucester and great nephew Frederick George FRITH, aged one month. (Harriet and all the children b. Ledbury.)

John WINTERS – Canal Lock Keeper of Malswick Lock, 44 (b. Dymock). Also wife Helen, 50, b. Hope, daughters Sarah, 15, Mary, 13, Ann, 8, Elizabeth, 5, Helen, 1 and son John, 18. (Elizabeth b. Coleford, other daughters b. Kilsor, and John, b. Newent.)

Charles MILLAR – Boat boy of 46, Alms House Green Newent, 15. Also William MILLAR, 13 and James MILLAR, 10, both also boat boys (All b. Westbury.)

William JONES – Boatman of 2, Hill Toy, Newent, 26 (b. Newent).

John NEWMAN – Boatman of 1, Maisemore, 27. Also wife Mary, 25. (Both b. Hartpury.)

Thomas ETHERIDGE {Also recorded in 1851 Census} – Boatman of 34 Maisemore, 29 (b. Maisemore).

Joseph STEPHENS – Boat Owner of 39,

Maisemore. Also wife Ann, 32, daughter Ellen, 9, “a scholar”, sons Walter, 5 also “a scholar”, George, 3, John, 2 and David, 4 months. All b. Maisemore. Their servant, Emma ADDAMS, 23, b. Banbury, Oxfordshire.

Isack RANDELL – Boatman of 41, Maisemore, 35. Also wife Ann, 32, a dressmaker, son William, 7, “a scholar”, and daughters Mary, 5, Maria, 3 and Matilda, 1. Also niece Eliza GARRET, 19, “a dressmaker” (All b. Maisemore.)

Comfort PEGLER – Boat Owner of 92, Maisemore, 47 (b. Maisemore). Also daughter Catherine, 17.

Samuel LANGFORD* – Clerk of Lock House, Over 67 (b. Knigston, Radnorshire). Also wife Sarah, 66, son William, 38, “a Pilot”, daughters Jane, 35 “a dressmaker”, Sarah, 32 “clerk’s daughter”, Mary, 29, also “a dressmaker” and grandson James CLARK, 16, “Assistant Clerk”. Sarah and William b. Newent. Jane, Sarah and Mary b. Churcham and James b. Gloucester. {From his age and place of birth, this must be the Samuel BAYLIS recorded in the 1851 census; one can only speculate as to why he changed his name. Also, in the 1861 Census, Over is no longer recorded as a parish and is listed under Churcham, Kingsholm.}

◆ NJ

Other interesting issues emerge - for example it looks as though “Waterman” William Pegler (37 years old at the time of the 1851 Census) had moved on as, ten years later, only his wife (the wonderfully named “Comfort” Pegler) is recorded – a “Boat Owner” with just one child at home – did the four other children leave home with William?

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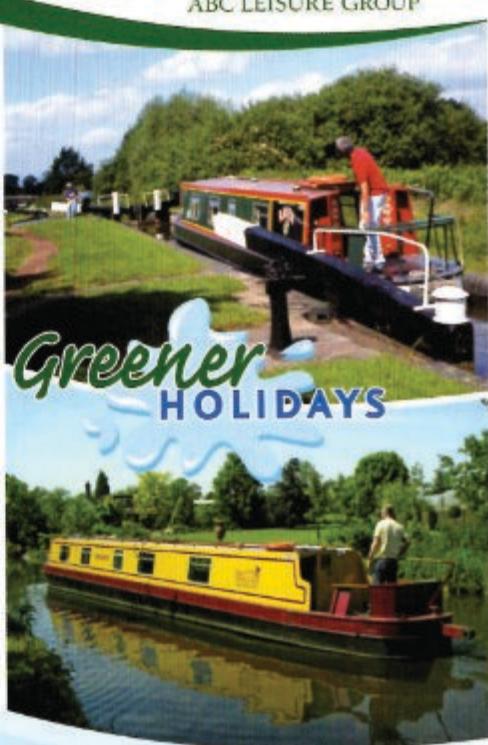


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narrow boats...

...wide horizons

Woody Nightshade

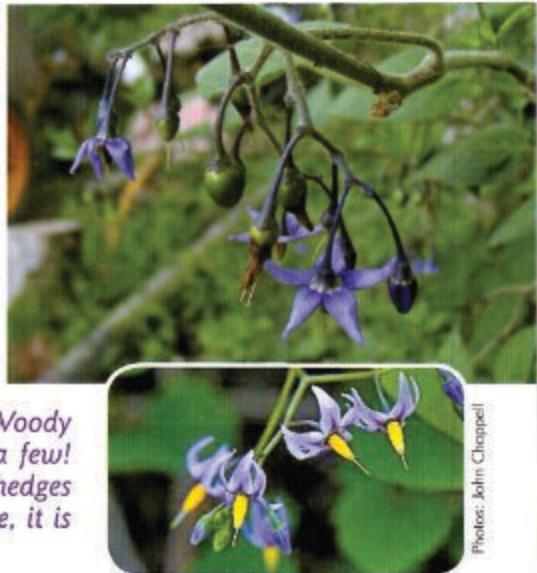
By John Chappell

Solanum dulcamara is a fairly common climbing plant that has many familiar names; Bittersweet, Trailing Nightshade, Woody Nightshade and Blue Bindweed are just a few! Plants looks pretty scrambling through the hedges along the towpath at Oxenhall but beware, it is not to be trifled with.

I have written before that the structure of the flower determines the family to which a plant belongs. *Solanum dulcamara* is in the same family as tomatoes and potatoes and the similarity of structure in the flowers can be clearly seen. Potatoes and tomatoes are native to South America, woody nightshade is native to Europe, and it is interesting to reflect on how these geographically diverse plants are of the same family. A semi-woody herbaceous species of vine, it occurs in woodland and scrub; given a suitable host it can scramble up to a height of 2 metres.

Flowers and flower stems are of an attractive purple colour, the star shaped flowers borne in loose clusters. The fruit, when ripe, is an ovoid red berry with the smell of a tomato. The Latin specific name 'dulcamara' means bittersweet, but whether the 'sweet' component is true of the berries must remain speculative as the plant is poisonous to humans and livestock! However the berries are food for some birds, especially thrushes, who then distribute the seeds widely. *Solanum dulcamara* is often mistakenly called Deadly Nightshade, a feared name, but that plant is totally different, having black berries and rarely being seen in this part of the country as it prefers chalky soil. Attractive as both plants are, especially the berries to children, they should be avoided; fatal human poisonings are rare but several cases have been documented.

Surprisingly the plant we are discussing here does have herbal uses as an external remedy for skin problems. An ointment made up from twigs and leaves can be used for obstinate skin diseases and rheumatism. Not being totally enthusiastic about this I don't think I will be adding it to our Oxenhall homeopathic medicine chest!



Photos: John Chappell

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Lindsey McEwen
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Thursday, 1st November
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*Not quite
... the last page!*



*Please
send us your
H&G Canal Photos*

We hope that Members and supporters are pleased with their H&G CT 2012 Desk Calendars and Christmas cards. Producing the calendar was a new venture for the Trust and so its popularity was untried and untested. It was good that on the run-up to Christmas, we needed to go back to the printers for a second printing!

Our thanks go to all the contributors to our 2012 Calendar and Christmas Cards who made them possible and to those whose photos didn't make it into this year's Calendar. We hope that you will continue to walk our towpaths with cameras at the ready for those photo opportunities, as we will need a further 13 shots showing the seasons, nature and canal activities for our 2013 Calendar.

The photos can be showing a familiar landmark or just a detail of nature that can link to a season or event on the H&G Canal. We prefer that the shots are not stylised or doctored in any way, please.

So next time you are walking or working on the Canal please remember your camera!

Please send your photos to Maggie Jones (see *Contacts*, inside back cover) by September 15th, thank you.

◆ **MJ**

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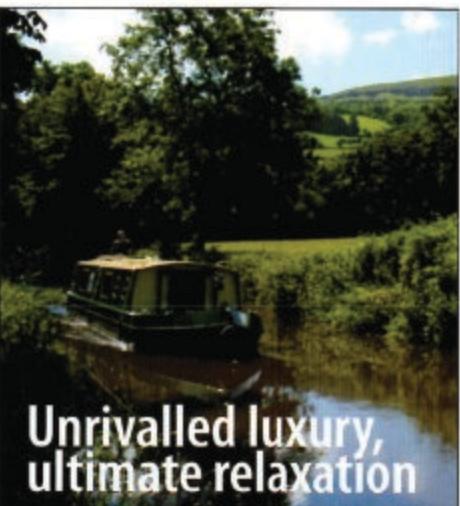
MONDAY 8TH OCTOBER

OVER WILLOW



Cathy Wallace used coloured willow from Over to produce this impressive cover for a clay oven, situated in an Oxford garden. Cathy does the occasional commission and can be contacted on 01452 790447.

New season willow will be available from Over in November, contact Mike Bowden on 01452 790459.



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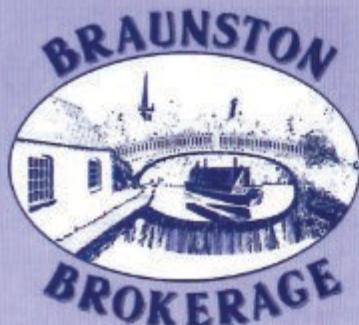
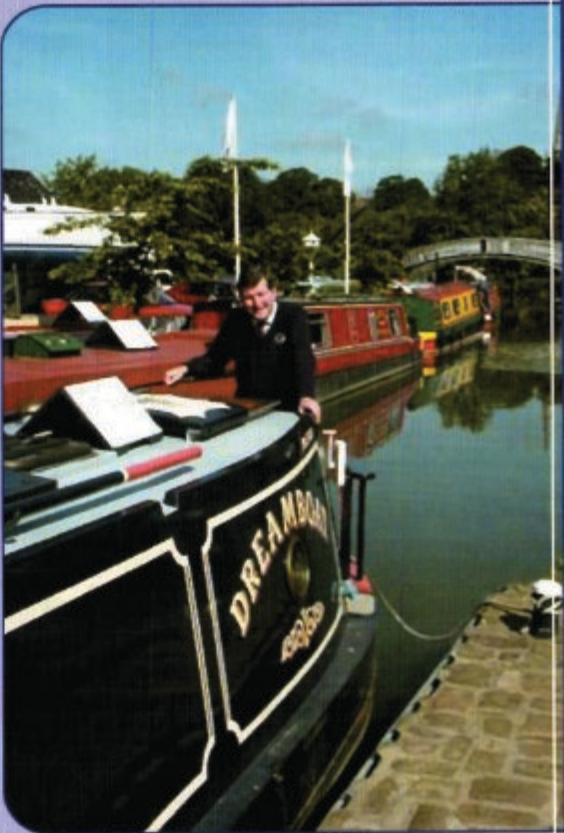
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Want to help?

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!

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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!

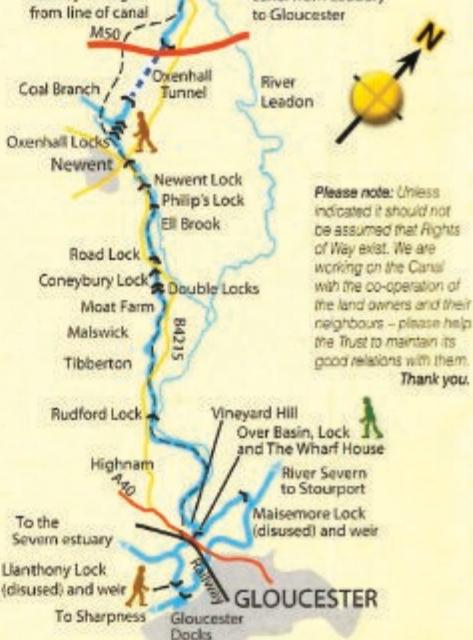
Our objective is to fully restore the 34 mile Canal, from its connection with the 2,500 mile inland waterway network at Gloucester to the centre of Hereford. We have major restoration sites in each county, which together extend to some 4 miles.

 = Canal Walk leaflet available.

 = restoration sites suitable for public access.

Gloucester Quays

Pleased to support the H&G Canal



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