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Autumn 2019

# The Wharfinger

HEREFORDSHIRE & GLOUCESTERSHIRE CANAL TRUST



EDITION **141**

REBUILDING A SUSTAINABLE CANAL BETWEEN HEREFORD & GLOUCESTER

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# HEREFORDSHIRE & GLOUCESTERSHIRE CANAL TRUST

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### Talks and Walks

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### The Wharf House Company Limited

Directors: *John Kilpatrick – Chair, Philip Marshall – Finance, Ralph Barber, Eamonn McGurk, Accounts Examiners: Griffiths Marshall, Gloucester*

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The Malswick Bridge - Ralph Ward

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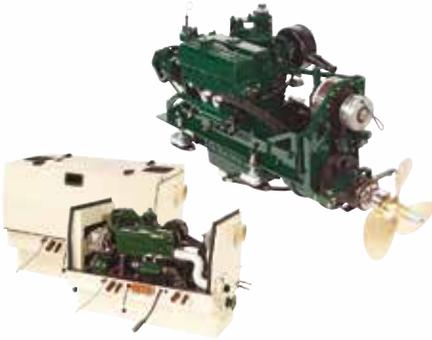
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# Communication

*Firstly, thank you for all the positive comments about my first edition of the Wharfinger, Edition 140. I hope I can keep your faith in edition 141*

*So why Communication as a subject? Well, as mentioned in edition 140, I have taken on the role of Communication Trustee. We did not have such a role before, so I am gradually developing it. The main aim of the role is of course - communication - and the main source we have in the Trust is The Wharfinger to the membership..*

*In this edition you will see some changes that I hope you like. Based on feedback I have removed most of the two-column approach. We have within the draft minutes of the AGM (these can also be found on the web site with an updated copy of the accounts). Please note that the next AGM date has changed - the new date is the **18th June 2020** in Ledbury Community Hall.*

*We have over a dozen people who have contributed to this edition - thank you everyone. Some updates from a couple of Trustees on the work they have been doing; a piece on the interesting plans at Newent Station; Ed Helps has given us a brief history on himself and his early career as an AA mechanic. If you want your old Vauxhall Viva fixing, he is the man to call. I may have met him in the 70's when my Viva broke down on the M11; Site updates with lots going on. An item on the early days of the re-building of the canal and news from the Sailing4Disabled, and the 30-year anniversary party for the Gloucester and District Model Boat club.*

*If others would like to write a piece, please do and pass it to me at [editor@h-g-canal.org.uk](mailto:editor@h-g-canal.org.uk). I am following the principle that I will add it as is, when possible. Of course, the editor does have the final say!*

*Work is ongoing with a new web site. Our web master is doing a great job of developing the new site whilst managing the old one - but, to be open and honest, time has beaten me this past quarter to discuss it all with him. We will try and get something out by the next edition of the Wharfinger.*

*Other social media platforms that are live are Facebook - this has had some new postings recently and a Twitter account has now been created @H&GCanal - I am told this is the platform the younger people use*

*Of course this does not dismiss the phone or email and any feedback positive or negative about the Wharfinger or of course the canal all the details of the members of the Board of Trustees is on the back inside cover.*

*Thank you for your support  
Ralph*



## In Brief

The 2019 Annual General Meeting was held at the Ledbury Community Hall on the 27th June 2019. Thank you to all who attended. The meeting started at 7:30 and was chaired by Vaughan Welch, Chair of the Canal Trust.

Following the welcome and apologies for absence. The previous minutes were read out for approval.

The chairman then gave further remarks and Philip Marshall, the Trust Treasurer presented the financial statements for the year ending 28th February 2019.

The reappointment of our Independent Examiner was then completed.

The appointment of Trustees standing down by rotation was then completed with the re-appointment of Vaughan Welch and Nigel Jefferies. The appointment of three new Trustees was then completed. The new Trustees are Debbie Barber, Ed Helps and Tony Sellwood.

The formal part of the meeting then closed with questions from the floor.

### **Draft Minutes of the HGCT Annual Meeting Thursday 27th June 2019 19.30 held at Ledbury Community Hall, Ledbury**

The Draft minutes can also be found on the HG&CT web site.

#### **1. Welcome:**

Chairman Vaughan Welch welcomed everyone to the meeting. There were 47 members attending and one visitor.


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## 2. Apologies:

Apologies received from – Edward Helps (trustee), John Kilpatrick (trustee), Eamonn McGurk (trustee), Ray Moses and Janet Moulton.

## 3. Minutes of 2018 Annual Meetings:

Part 1, Thursday 18th October & Part 2, Thursday 13th December, both held at Ledbury Community Hall, Ledbury:

The minutes were read out by Vaughan Welch.

Proposal for minutes to be accepted by the meeting - a clear majority vote in favour with 2 abstentions.

## 4. Chairman's remarks:

The Chairman advised that it had been a short 'year' – only six months since the second part of last year's AGM. The new Board of Trustees had striven to get the Trust onto a more secure footing, particularly after the dilemma when the AGM in October had to be postponed until December. With all the hard work that had been done this year's AGM was back in its traditional summer slot and next year's AGM will be held on 2nd July.

Trustees Maggie Jones and Roger Holmes resigned earlier in the year and they were thanked for their contributions to the Trust. Cal Buffery, Company Secretary, also left - to take up an appointment at Bristol University.

Three new trustees were co-opted on to the Board - Debbie Barber who has taken on fund-raising, Ed Helps who is taking the lead on Strategy, and Tony Sellwood has returned as Operations Director. Philip Marshall has kindly taken on the role as Company Secretary.

Very recently we learnt of the death of Cliff Penny, one of the original Trustees, and in recognition of him and the work he did for the Trust a minute's silence was held in his memory.

The Chairman then went on to give an overview of projects and work during the year

- Malswick Project – all the conditional work activities have been completed and a special press day celebrated the great work done.
- Oxenhall and Newent sites continued to be worked on – an exciting engineering solution to cross the road is being looked at. Tony Sellwood has established an engineering working group and would welcome offers of help from members who have the necessary skills.

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- Over – the cycle shed is almost completed
- Maintenance continues on all the other sites in Herefordshire.
- The Wharf House has now been let on a commercial basis generating a known fixed annual income for the Trust.
- The registered office is now Beaumont House, 172, Southgate Street, Gloucester GL1 2EZ
- Malswick House closed late last year and the Board are still considering different options for its use.

## **5. To note the report of the Trustees and inspected financial statements for the year ending 28th February 2019**

The Accounts had been available to all on the website some weeks before the meeting, hard copies could be requested beforehand, and copies were available at this AGM. In addition to his remarks in the finance report Philip Marshall (PM) advised that income has held up very close to the 2018 level and that there has been an increase in legacy income. The decision has been made to sell the Dymock house to clear all debts.

Questions from the floor:

The process for producing accounts in previous years was queried. PM advised that the accounts have never been audited, only inspected. PM then highlighted that after receiving legal and financial advice a 'serious incident' had been reported to the Charity Commission. They confirmed receipt and acknowledged actions taken. No further correspondence has been received from the Charity Commission.

It was queried that The Wharf House had been set up to put all profits back into the trust – did this not happen? PM confirmed that it had not been possible for the past combined accounts of The Wharf House, Malswick House and the LDPT to be separated out in any satisfactory way. With the work done by the LDPT team and other canal trust business now back with the Trust from February, The Wharf House Company accounts will in future be simpler.

The Wharf House Company Ltd made a large trading loss last year, which was substantially due to Malswick House but also TWH. Part of the losses were high credit card bills with 18% interest and the highest VAT penalty payments. The decision was made to close Malswick House. Options for its future are being considered.

PM confirmed that with the large losses made by TWH the decision has been made to sell the Dymock house.

Why not sell Malswick House? Malswick House falls under the Forest of Dean Council and they consistently refuse to permit pubs to be turned into private residences and therefore it would be more difficult to sell.

Could we not mortgage the Dymock House? – PM advised that we are reluctant to incur further debt.

Vaughan Welch confirmed that it has taken at least a full eighteen months to pull together the full details of the situation, including the adoption of a new constitution. He considered that whilst there have been problems in the past, we now have new processes in place.

The majority of the meeting accepted the report and accounts, 1 against and 2 abstentions.

## 6. To approve the appointment of an Independent Examiner of all the Trusts Accounts

The Chairman proposed the appointment of Griffiths Marshall of Beaumont House, 172, Southgate Street, Gloucester GL1 2EZ. The majority of the meeting agreed with four abstentions.

## 7. Trustees standing down by rotation and re-election

Ralph Barber then took order of the meeting. Vaughan Welch and Nigel Jefferies were the two trustees stepping down by rotation. They have both confirmed their willingness to stand again.

Nigel Jefferies – reappointed with 100% approval

Vaughan Welch – reappointed with majority approval. Four abstentions.

## 8. To elect nominations of new trustees

VW then took the meeting again. All three co-opted trustees – Debbie Barber, Edward Helps and Tony Sellwood have agreed to put their names forward to be appointed as trustees by the meeting. There were no other nominations. The Chairman then suggested voting all three en-bloc. The majority approved, none against and one abstention.

## 9. Discussion and questions from floor.

Clarification requested on the letting of The Wharf House. The company now leasing The Wharf House (TWH) is Native Hotels. After due diligence this was the

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best company to go to. It is a full repairing lease and was signed on the 13th May 2019. The lease is currently for 7 years.

### **Further questions from the AGM**

Could Llanthony Cottages have been sold? Confirmed that the Dymock house considered was best one to sell.

It has been felt amongst members/volunteers that there has been a culture of secrecy from the Board will this be addressed? Ralph Barber said he has now taken on the Communications role. The board has recognized that there has been a lack of trust between everyone. The board will have to prove by their actions in the coming months that they will improve the situation.

To start with - the AGM is now back in the summer. Philip Marshall has done a phenomenal amount of work on the finances to make this happen. Please bear with the trustees, the majority of whom are new, who have to learn the whys and wherefores and move forward. Communication will be improved. There will be a new website and a Volunteer newsletter. Please contact Ralph to be added once the details are announced – his details are in the Wharfinger.

How many yards of canal have been restored this year? The simple answer is none – but all the engineering work done at Malswick was in preparation for acquiring land which will lead to another 1000 yards. Now in a position to work on the site planning and engineering planning. There will be a meeting with the Forest of Dean planners in a few weeks. The difficulties in the finances all had to be sorted out first.

Looking to include everyone going forward – know that skills available have been underused – please put yourself forward. Strategy meetings have been held - will be more coming and others will be invited to join – will be a lot more inclusive. We need more people.

A previous council of management member, twenty years ago - said that he has had more information from the trustees in the last six months than he has had in years.

What of the new road in Hereford, cutting off the original canal basin site? John Kilpatrick is connecting with the councils concerned.

From the floor - would like to congratulate the trustees on the amount of work done so far.

The Chairman then closed the meeting.

Notice was given of the 30th Anniversary day of the Gloucester Model Boat Club on the 30th June at Over. All encouraged to attend.

An updated set of the accounts from questions raised at the AGM can be found on the h-g-canal web site

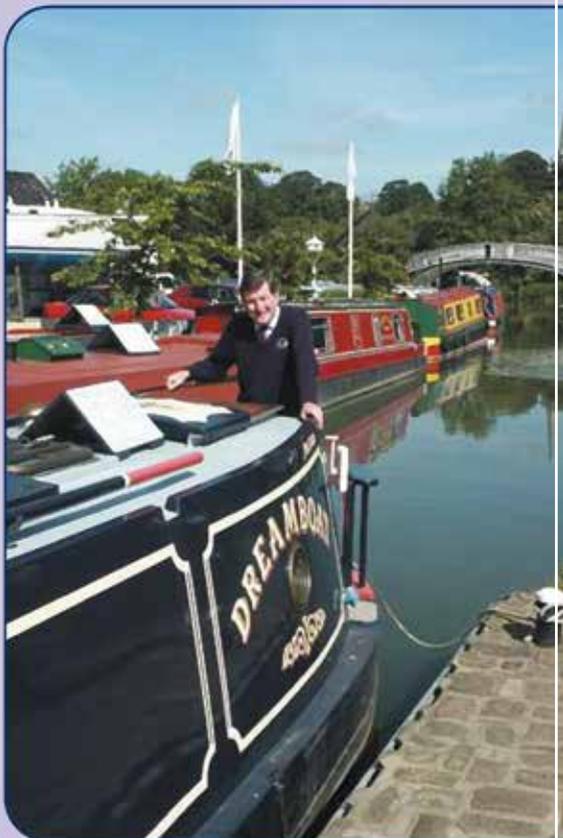
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# Strategy

The Board of Trustees has been holding meetings to specifically look at developing a strategy for the Trust. This strategy is important in guiding the Trust's ability to make decisions on where to focus the Trust's resources, and for any future fundraising and support bids.

It is a complex activity covering the full length of the canal. Information on the route of the canal, land ownership, and the engineering requirements to connect up the whole canal including access to the River Severn, are all being investigated and updated. We are also trying to develop relationships with the local authorities and canal line landowners to get their thoughts.

We want to involve as many members and volunteers as possible in this process and welcome any ideas or information you can provide. We are also aware that strategy information already exists, both historic and current, which we are reviewing to identify how up to date it is, and whether the environment or requirements have changed over time.

We recognise there are already areas that volunteers are working on and a Board member has taken specific responsibility for communicating with these teams to ensure we can support the work while the strategy for restoration is being developed. We also plan to hold a meeting for the wider membership and volunteers over the winter period to give the opportunity to have an input to the process, and to meet with the Trustees.

One area you can all help with is keeping an eye on planning applications or changes to planning policies that may affect the line of the canal and let us know. If anyone is interested in coordinating this activity we would welcome a volunteer to do so.

We will keep you up to date with the process as we proceed and confirm the date of the meeting in due course.

Ed Helps

## Who is Ed Helps ?

Married with two grown up children.  
Living in Droitwich opposite the Droitwich Junction Canal.

I was a volunteer and Trustee of the Droitwich Canals Trust during the restoration, and like cycling and walking along side it knowing I played a part in its reopening.



I am one of the owners of ABC Leisure Group (Previously Alvechurch Boat Centres). We operate a 180 boat hire fleet, manage 100 boats for other organisations, operate 14 marinas with all the services on them, build 20 narrowboats a year, and have 6 canal side holiday lets, 4 caravan sites, a pub, restaurant and café. So a wide ranging business on or beside canals.

I started my career as a mechanic and worked for the AA for a number of years. I was responsible for the Essex and then London patrol forces before moving to the midlands to manage changes in the call handling and deployment centre. At the end of my Career with the AA I integrated an international truck and coach rescue service that they purchased, and set up and ran a household emergency repair service.

You would not like me repairing your car but anything built in the 60's & 70's is still within my capability and tool box. I have a Ford Thames 400e camper van and a 1993 Italian Job special edition mini which I have restored, and as with all old vehicles constantly have to maintain.

So you might ask what did I know about boats and a hire business, a question I often asked myself. I had reached a point in my life where I was looking for a different challenge, and when approached to take over a failing boating business, it seemed an opportunity not to be missed.

I had spent my leisure time around boats, all be it smaller than narrowboats. I was a competitive canoeist training on the canals around London, and competing around the country on canals and rivers, including completing the iconic challenge of the Devizes to Westminster race a number of times.

ABC Leisure has always supported the H&G Trust with adverts and prizes. I was encouraged to join as a life member by a vice president Tim Parker who was a good friend of mine as well as a competitor in business.

I have now retired from running ABC Leisure on a day to day basis although I still have a number of other business commitments and provide consultancy advice to Visit England. I am a Director of British Marine who represent the industry and are responsible for the London & Southampton Boats shows,

I also sit on the CRT Wales and West Regional Advisory Board.

I like to be busy so getting involved with the H&G Trust is another interest enabling me to meet new people, learn more about the restoration, and use my experience and expertise on the Board.



# Volunteers Engineering Group

Mindful of the expense of engaging Consulting Engineers to design the structures which are needed to restore the canal, we have formed an Engineering Group from our Volunteers to assist with the process.

To continue with the Malswick Project we will need to design, and construct at least 2 locks, a swing bridge, an aqueduct, a culvert and a road crossing.

To date the Project Team have, with much assistance from Thomas Ashworth, a volunteer Chartered Engineer, come up with ideas for volunteer friendly design concepts which Thomas has then fully designed, and which volunteers have built. The 32 ton farm access bridge built over Ell Brook, and a stream culvert are current examples of this approach which has worked well.

Now that we are moving to the next phase at Malswick we are facing more challenges as outlined, and there will be many more in the future as restoration on other sites starts to be planned.

We currently have 9 volunteers who have offered to join an Engineering Group to take on a wider role and we have a mix of Civil Engineers, Bridge Engineers, Highway Planners, Quantity Surveyors, Land Surveyors, Building Surveyors and Builders who have split into small groups to consider individual issues at Malswick and to suggest solutions which can be used elsewhere on the canal in due course.

Currently the team are split to consider

Lock Design

Aqueduct and Bridge Design

Road Crossings

Hooks Lane / Football club corridor

Water Supply

There must be a wealth of knowledge and experience out there amongst members which if made available to the Trust would assist enormously in taking projects forward, and we would urge you to join us if you feel able help.

Contact me, or any member of the team, Paul Henshaw, David Monnington, David Gregory, Derek Wolfendale, Martyn Tilford, Brian Fox, Ralph Ward or Mike Harris.

Thanks  
Tony Sellwood.

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# Site Updates

## Kymin

Firstly, thanks to the wider team of volunteers, other site leaders and volunteers who helped with getting the Grillo up to Kymin and Yarkhill so we could get some much required mowing completed.

Secondly, a team of eight from Nat West joined together for a corporate day on the canal at Kymin in June. At the start of the week the weather looked very questionable, also the ground was pretty muddy due to the heavy rain that we had experienced. However, come the start of the day the sky was clear, and all was set for a good days work.

The team from the Hereford Worcester and Black Country Area Business Banking Team group of Nat West arrived as planned. After the required briefings and paperwork on safety we discussed what the overall aims are for the canal and then the plan for the day.

We walked down to the site and assigned the jobs. A path had first to be cut across the dam so we could get a good look at the overflow pipes to ensure they were clear. Other tasks included cutting through ivy at the base of trees, further clearing of the tow path and some fence work.

Then a small fallen tree was attacked! With easy access to the part over the towpath the team made quick work of removing the blockage. The clearing of the branches of wood to the bonfire site took a longish walk to the site next to Barr's lock. This also helped in clearing some of the overgrown grass along the tow path as the larger branches flattened the grass.

The team really enjoyed themselves – and it was good to pass on knowledge of the canal to some of them who had never heard of it!



Before



After

Ralph

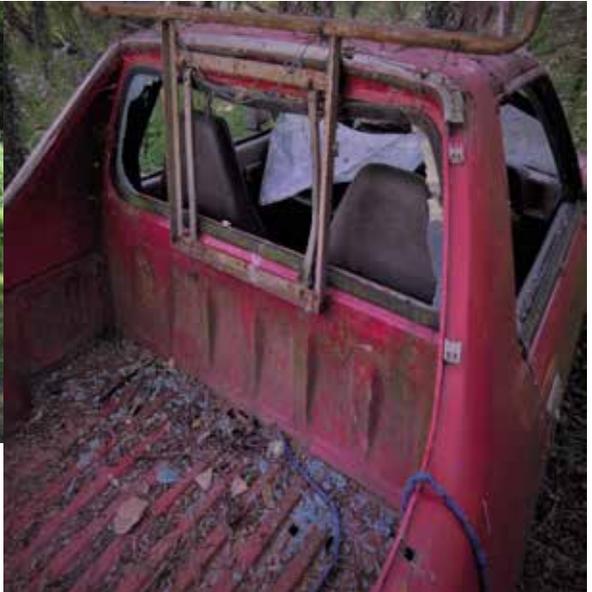
## Yarkhill

This quarter has been a bit of a trying time. Firstly, the Yarkhill mower suddenly started to play up in so much as it would not produce enough power to cut grass! I am not an engine person but managed to do all the obvious checks and user maintenance but unfortunately without success.

Ralph Barber and Richard Beard came to the rescue and the Trust's mower was brought up from Gloucester to Kymin and Yarkhill for a week. During this period a cut was achieved on the towpaths and the Yarkhill wild side and access.

Secondly, an incident of absolute pointless vandalism occurred at Yarkhill. The first evidence was that the site hut up-and-over door had been kicked in, followed by every bit of glass that could be found had been broken. Namely, the loo window and all the glass in the windows and lights of the off road Subaru.

Three members of the Yarkhill Team paid an extra visit and repaired the up-and-over door whilst some representatives of those responsible for the damage attended briefly and cleared up the glass and as a further penance moved a number of standard and large barrow loads of logs to storage.



We ended on a happier note with a regular dog walker making a donation to the Trust - thanks Sue!

Chris

## Oxenhall and Newent

Work on the walls below the lock is now in full swing. A trench has been dug next to the towpath to a depth sufficient to install a suitable concrete base for the wall to be rebuilt. Stones from the old wall which we have dismantled have been placed to the side of the towpath and more stone is being recovered from the pile we still have left over from the aqueduct and lock rebuilds which were completed some years ago now. Aggregate and cement for the foundations have been ordered and the 2 mixers which have recently been in use at Malswick are booked for this job.

On the opposite side of the canal the wall was badly cracked and in danger of collapse so some of the stones either side of the crack have been removed and it will be rebuilt with a backing of concrete together with sufficient ties to stop it happening again.

We have the use of the Grillo mower about once a month which is sufficient to keep the brambles and nettles under control in the Willows. The one hand mower just about manages to keep the towpath clear and the rest is allowed to go wild.

We have discovered in the past that most people do not approve of a well manicured look which now saves us a lot of wasted time and effort. The permissive path which we opened up through the Willows and then alongside the brook is now well used and provides local people an alternative route other than walking along Horsefair Lane.

There are a few brambles and nettles which tend to restrict the path at this time of the year but they have



Starting work on the trench BF



The trench ready for concrete BF



Non Towpath Wall BF

now been cleared and will no doubt require further clearance later in the year.

The tractor which we have had at Oxenhall for many years now is undergoing a complete overhaul to make it fit for use again. Chris and Ian have been working on it for several months and it should be ready for use again within the next few weeks. It will be given a fresh coat of paint and we are looking for someone who could paint on some lettering advertising the H & G.

Plans for the restoration of the next phase of canal through this site are in hand and surveys have been done to enable rough plans to be drawn up which have been presented to the Board of Trustees for their approval. The next step will require detailed drawings to be made in preparation for a submission to the local authorities for planning permission and subsequently for grant applications.

Exciting times so watch this space.

Pictures by BF (Brian Fox)

Brian

## **Malswick**

Following the completion of the new bridge, we turned our efforts to constructing a new culvert for the Gloucester Charities Trust. This is to be in return for transferring a segment of land to the Canal Trust at the rear of Malswick House, which we will need to continue the canal towards Newent.

Engineering drawings were produced by Thomas Ashworth of Tony Gee & Partners. The culvert was to be constructed using 3 X 1.2 metre concrete pipes kindly donated by Complete Utilities Ltd. The pipes were collected from Newent and were expertly placed into the ditch using a 13T digger provided by the Keyway Group.

We welcomed back Mike Clarke the digger driver who helped us previously constructing the new bridge. Crushed concrete was dropped either side of the pipes to secure them into position against the banks of the ditch. Our volunteers then started building up the headwalls using hessian bags filled with a dry concrete mix. Two further 20T loads of crushed concrete were delivered to site.

Andrew Eastabrook, the Farm Manager for Hartpury College, kindly assisted in transferring the material down to the culvert site providing a loader and tractor and trailer. Thanks go to Daniel and Oscar who both provided sterling support.

The crushed concrete was spread across the culvert using our own excavator to ensure that we had the designed depth of cover across the pipes. A top dressing of recycled railway ballast was transferred from the west woodland to complete the bed of the culvert.



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# Malswick Work in Pictures



1. Off-loading the pipes for the culvert PH



2. Lowering the pipes into the stream bed PH



3. Infilling with crushed concrete PH



4. Filling the hessian sacks with dry concrete and a smile. AM



5. The head wall under construction AM



6 and 7 Martyn profiling the ramps and the completed culvert PH



## Malswick (cont)

Fence posts and gateposts were concreted into position and the fixing of the side rails and the hanging of the 15ft gate completed the project.

Meanwhile we have been preparing for Stage 2 of the project - the actual excavation of the canal. Earlier in the year further clearing was done in the east and west woodlands to enable survey work to be carried out. Marker posts were put in place and Brian Fox ably assisted by Ralph and Penny Ward conducted the survey from Rhymes Place to Hooks Lane, a distance of around 1200 metres. From the survey we are able to determine the optimum water level of the canal minimising the amount of material, which has to be "cut and filled".

We are also able to develop plans for the number and location of the locks to get over and under the 2 road crossing points. All this is essential for developing the Planning Application for the works.

**Just a reminder, we have Logs for Sale at very reasonable prices. Buy early for Christmas to avoid disappointment.**

If you feel you would like to help on Tuesdays or you would like to buy logs please contact Paul Henshaw on 01684 293930

Picture by AM, Alan McBride and PH, Paul Henshaw

**Please note that the site will not be open to the general public until the canal has been formally completed.**

## Over

During the past month or two, our band of volunteers at Over has decreased a little, for a variety of reasons. age-related problems, illnesses and holidays have all had an effect but despite this, a considerable amount of work has been achieved.

## Stuart Water Pump

As reported in the previous edition, the pump had been set up ready to start work maintaining the water level in the canal and required only the suction pipe re-positioning into the river Leadon. However- For a number of years, the suction inlet has been a constant problem. Being only metres from the junction with the Severn, the Leadon at this point is severely affected by silt carried into the river on every high tide and of course every bore.

The result is that in quite a short time, the inlet becomes buried in mud and the pump no longer pumps. Keeping it clear has been an ongoing battle and one which towards the end of last year we lost, when the pipe became so buried

that we were unable to move it. It required the use of a long reach excavator, fortunately already on site with Britannia Construction, to retrieve the pipe from the river.

We thought that this year we would try to do better and see if it would be possible to keep the suction inlet clear of the mud by floating it just below the water surface. The problem then would be trying to hold it in place against the very significant tidal flows both in and out of the Leadon. As an experiment, we attached three plastic containers very securely to the last section of pipe and launched it down the slipway into the canal. It floated beautifully, with the inlet about one foot below the water.

Consequently, we felt sufficiently confident to try it in the river, with the float secured by ropes both upstream and downstream. On starting up the pump, clear, silt free water started to flow into the canal. Success!



Since then, the installation has survived several very high tides and a 5star bore and is still working well. But

A problem we have identified is that when there is a very high tide, the end section of the pipe is lifted so that it rises almost vertically from the river bed, leaving the suction strainer poking out of the water like a snorkel!

Fortunately, it is not usually necessary to pump water when the river is at full height.

The system is a definite improvement on the previous arrangement, but needs a bit more work for next time.



## Cycle Cave roof

This long running project is now nearing completion. Thanks to the vary valued assistance of Tony Selwood's son, Stewart, and his lads, the brick arched roof and the parapet walls have now been completed. Cleared of scaffolding, and the formwork used to support the roof, the cave is beginning to look much as it was originally planned. At the time of writing, the outstanding jobs on this project are to waterproof the arch with a membrane and to put a covering of soil over the top.



Pictures of the Cycle cave roof by Tony Sellwood



Cycle cave, Picture by Tim Randles

## Heritage Boats

Renton is operating well and is being used at the moment as an essential part of the effort to keep the Vineyard Hill section open. Not only does pushing the boat through the shallower parts help to prevent the accumulation of mud in the bottom of the channel, but the boat also provides a very useful working platform to try and remove bulrushes from the inaccessible side of the canal. Alder has not been run over the past few weeks. The problem with the charging circuit has not yet been solved, and some electrical fault-finding will be needed when time permits.

Bosley is fully functional but is in need of some extensive cleaning and re-painting, whilst Mr. Maysey now needs replacement of the timber structure of the cabin and other remedial works before it can be operated as a trip boat.

Our all-electric small trip boat Susan E became unusable some months ago when it became impossible to charge the batteries.



With the much appreciated assistance of Mr. David Groves, from the Cheltenham firm Groves Batteries, it was found that three of the four large heavy duty batteries had failed. Subsequently, Mr. Groves has sourced, supplied and fitted a complete set of four batteries, at an extremely competitive price.

Groves Batteries have been

very supportive towards the H&G for many years, having provided batteries when needed for much of our equipment and we are indebted to them.

We have obtained a Safety Inspection certificate for the boat and will be able to use it whilst Mr. Maysey is under-going repair.

## Other projects

Apart from the ongoing work to keep the canal clear, our next significant task is to renew the fencing which surrounds the top of the old lock that originally linked the canal into the Severn.

The present fence is no longer considered to be sufficiently secure, so needs to be replaced with one more suitable. Andy

## Site Days

Hereford Roving Team - Thursdays  
John Pritchard 01432 272972,  
hereford@h-g-canal.org.uk

Kymin - Ad hoc  
Ralph Barber 01432 853 086  
kymin@h-g-canal.org.uk

Yarkhill - Thursdays  
Chris High 01568 615 575,  
yarkhill@h-g-canal.org.uk

Oxenhall/ Newent Station - Tuesdays  
Brian Fox 01432 358 628,  
oxenhall@h-g-canal.org.uk

Malswick - Tuesdays  
Paul Henshaw  
01684 293 930  
malswick@h-g-canal.org.uk

Over Basin/Vineyard Hill -Wednesdays  
Andy Fowler  
overbasin@h-g-canal.org.uk

# Stamps



Thank you to everyone who has sent Steve stamps recently and over the last few years. Please keep them coming they have increased the finances by thousands of pounds over the years. Stamps can be taken to a social evening or other H&G CT event or sent direct to:

H&G Stamps  
C/O Steve Bence  
35 Lime Road  
Southam  
Warwickshire  
CV47 1EQ

*Please keep  
those stamps  
coming*

## Swans at Over

On the 28th May, Sadie and Sam, our resident Swans became parents yet again with six baby cygnets this year. The following day, the newly hatched cygnets made their way into the water for the first time.

This is always a joy to watch and within twenty four hours they left their nest for good. Sadly, a week later, the Swans were left with only four babies. The four thrived over the next month and provided the canal with an atmosphere of tranquillity.

However in late June they left the canal and disappeared up the river Leaddon. In the past the parents have often taken their offspring away, but only for a week or so; but this time they have been gone over a month and have not yet returned. Have they gone for good I wonder.



Monica Hamer

## Membership Matters

Have a question on your membership? Contact Nigel, our membership trustee, details on inside back cover.

Your personal details - membership status, address, telephone number or email address needs amending, Contact Nigel to have the changes updated.

Your membership renewal due, pay by annual subscription, as appears on the envelope your Wharfinger has arrived in. Send the payment to Nigel to continue with your membership.

Want to make a single, or establish a regular annual payment to the Trust via your bank. The Trust's sort code is 16-21-20, the account number is 11600694.

Thank you for your payment and it will help with the admin if you can please mention on the banking paperwork your initials, surname and postcode so we can match against your membership and inform me (Nigel)

Thank you  
Nigel

## Don't tip the baby out with the bathwater!

We have heard how active the Trust has been over the years but don't forget what the Society which started in 1983 did. Without the Society there would be no Trust!

Very few people knew of the canal's existence! There were very few active members and no money. It took a lot of hard work to raise the £200 to purchase the first little dumper truck.

Although not all the Council of Management were in favour of restoring the whole canal, the aim for some was to preserve what could be preserved. The massive job and the cost of restoring the whole canal was just a dream for some of us. However, whether in favour or not, we all pulled together and got a lot achieved.

The original distinctive yellow and black logo's came about in the mid 1980s and started because we had very few items to sell and raise funds so I had some Tee-shirts, sweat-shirts and Polo shirts made up by Bee-Line and presented them at the next Council of Management meeting.

It reminded everyone of a mars bar! I still have mine.



In the 1980s and early 90s, between the Society, the Trust and Robert Barnes (who restored some of his sections himself) there was in the region of one and a half miles of navigable canal, unfortunately not all in one piece.

At one time, when we were restoring the Oxenhall sections, Roger Chandler and I had 96 volunteers on our restoration list that we could call on.

One of the first things I organised when holding a work camp was the Catering! It is hard to find good volunteers but easy to lose them. Look after them they are the most useful asset you can have!



### Monkhide 1983/4



**First  
Open  
day in  
1985**

Of course volunteers helped in all sorts of ways. I remember one man contacting me and saying that he didn't know if he should remain as a member or not as he could not play an active part.

I assured him that he was just as important because without our supporters we would just be a little band trying to do our bit. But with many members we could be taken more seriously!

## **Oxenhall tunnel**

One of the most difficult sections to restore was the lead up to Oxenhall tunnel. It was just a sea of mud!

I remember Bob Dewey who was the leader of the WRG group helping us saying that as fast as they dug it all caved in. We all carried on, made a trench and it started to dry out so that the plant could get in.

Our dumpers and excavators were moving up and down in quite a depth of water but we got there in the end.





Bob Dewey (2nd from right) WRG & our volunteers.

**Oxenhall section.  
(Before & after)**

I personally would like to thank everyone who helped during these early days. Not just with the restoration but all the hard work that went on. Many of these are no longer around. It was jolly hard work but we enjoyed ourselves.

I, with the help of others, showed our appreciation by arranging Christmas parties, bacon butty cruises etc, etc as a way of saying thanks.



Mike Potts

## All Change at Newent

Restoration of the canal at Newent has been heavily compromised by the construction of the Ledbury to Gloucester Railway over much of the canal below Oxenhall. The railway chose a high-level crossing at Bridge Street which involved lowering the road level. The canal must now pass above the road, with boats raised sufficiently to satisfy modern highway standards for headroom.

Five years or so ago in *The Wharfinger* we were all beguiled with pictures of boats moving along the canal between the platforms at the old railway station at Newent. Sad to say – wonderful though it looked in the artists impression - this option has proved not to be the way forward. The local community, and many canal trust members, felt that the proposed embankment was totally out of scale with the environment. In addition, the proposal to drastically raise and widen the existing station embankment would involve massive engineering works and the loss of many specimen trees. This was considered impractical. Following these objections, the current trustees therefore asked for a review of the scheme.

The Newent Project Team therefore reinvestigated various ways of taking the canal across Bridge Street. Following a presentation in late July to the trustees a new method has now been accepted as the way forward – an inclined plane.

Boats travelling down from Oxenhall will be cradled out of the water onto a wheeled trolley, up an initial slope, along a level track through the station - between the platforms (thus fulfilling part of the original vision), up another small incline to reach the required height over Bridge Street and then down the other side to be set afloat again at a basin located behind the fire station. Boats travelling up towards Hereford will of course make the journey in reverse.

The weight of a boat will be no greater than the railway engines and carriages of old so no reinforcement of the existing embankment will be needed. The only section required to be raised will be the short section up and over Bridge Street.

Newent station can therefore be restored at its historic level. The team are looking at designs for the station building and signal boxes to be as close as possible to the style of the originals. They have some pictures of the old station but if anyone knows of any other pictures please get in touch – they will be very welcome.

Another major benefit to this scheme is that the extant 18th century section of canal below House Lock will not be buried under an embankment but can be restored at its historic level. This includes the reconstruction of No.2 Lock, the one below House Lock. Below this there is a slight increase in the height of the original bed of the canal due to the work undertaken at the Ell Brook aqueduct. Through the Willows the towpath will only be about one metre above the existing ground level. There will be some earth movement required but lorry movements compared to the original scheme, will be enormously reduced and

## All Change at Newent (Cont)

as much material as possible will be retained within the site.

The quick witted amongst you will have realised that the insertion of the double incline into the canal will interrupt the flow of water. There are various options for moving the water around the obstacles and these will all be investigated to choose the best way.

A lot of the work can be done by volunteers who will – have a great time rebuilding the canal and reduce the cost at the same time. Brilliant.

So - we have the concept. The technicalities and design considerations still need to be fully investigated and worked out, but we have assurances that this is a feasible and viable project.

A unique series of working inclined planes on our canal - a canal enthusiasts dream and a major tourism attraction for the area.

What a project to be involved in!

## Think we are crazy!!!

Visit the canal at Blists Hill, Coalport and see views of an inclined plane that was used to lower boats by 63m. Think how many locks that would be.

Looking on the web it is not that crazy, Foxton Locks Inclined Plane may not be in place, but other are.

The Ronquieres Inclined Plane, in Belgium,

Elblag Inclined Boat Lift in Poland,

Trent-Severn Waterway in Canada,

Saint-Louis-Arzviller Inclined Plane in France,

Morris Canal in New Jersey,

Dartmouth Inclined Marine Railway on the Shubenacadie Canal that opened in 1861, As usual the canal lost out to the railways when it finished operation in 1871.

Check out the Trust's web site (<http://www.h-g-canal.org.uk/>) for further information and many links to videos of the above incline Planes.

## Get Involved - How You Can Help

As the new board come up to speed with all the challenges of running the Trust, we find that we need help in many areas if we are going to give the canal Trust a boost and get things moving quicker. A number have already been mentioned like the strategy and the engineering team.

**Sites** – extra boots on the ground to help with the work at current sites.

**Promotion** - help promote the Trust at events like Braunston Historic Boats weekend or the Newent Onion Fayre. We have been attending fewer shows as less volunteers have come forward.

**Planning** - Help in two areas here.

Reviewing planning applications made by others that are along the canal route to ensure the councils are doing their job correctly and preserving the canal route.

We are pulling together a number of projects that will be going through the planning process, help in pulling all the requirement documents together is required.

**Fundraising** – we urgently need some help here to put a team together for occasional fundraising events and looking for and applying for grants. (see below one way you can help fundraise from home)

**Office Support** - Helping with the operation of the Trust. Dealing with the post, working with other members of the board to get the bills paid and get the invoices out and responding to urgent issues relating to the Trust properties as they come up. We believe this job can be done from home and a visit to the HQ weekly to deal with the post. Standard office skills are required, and any further information please contact Philip Marshall. Email: [finance@h-g-canal.org.uk](mailto:finance@h-g-canal.org.uk)

Many of the above can be done from home, or out and about like the promoting of the Trust, please contact any member of the board as on the back page for further information.

### **Want to help raise the canal trust funds from the comfort of your home?**

Simple. Go to [easyfundraising.co.uk](http://easyfundraising.co.uk) and sign up. Don't forget to choose the donation reminder.

Then when you shop online the reminder will tell you if any of the retailers you are shopping with are part of the scheme.

Just press the activate button. When you have made your purchase the retailer will donate a percentage of the cost of your purchase to the trust.

Easy!

# Winter Bazaar



SATURDAY 9th NOVEMBER

ST. KATHERINE'S HALL, LEDBURY

9.30 – 3.00

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Draw for Luxury Christmas Hamper

Home made refreshments

Canal Trust Display and Sales Stand

Proceeds in aid of

The HERFORDSHIRE & GLOUCESTERSHIRE CANAL TRUST

## Next time I'll bring a fan!

On the hottest day in June four members of the H&G supported our stand at the Historic Narrowboat Rally and Canal Festival at Braunston. Phil and Janet arrived early to set up and a little later Ralph and Debbie arrived.

The show – the 17th - was opened by Ivor Caplan, IWA National Chairman blowing the whistle on the leading boat. With much manoeuvring the parade of boats limbered up – and proceeded in the figure of eight parade around the marina and onto the canal. Pity the poor innocent hire boats that got caught up in the procession!

The parade was led by former Fellows, Morton and Clayton boats Panther and Python, both boats celebrating their 90th birthdays. They are respectively the flagships of the Coventry Canal Society and the Chesterfield Canal Trust Braunston show. There were over 80 old working narrow boats there - a colourful sight.

The band played, the clog dancers danced and there were long queues at the ice cream van. Everyone sought a bit of shade to languish in. Our marquee was right next to the beer tent which had live music from afternoon to evening which entertained us even though we couldn't see in.

The second day of the show had far more reasonable temperatures and Janet was supported by Steve and Penny. Overall the stall made £382 which also included a donation of £200 from Braunston Marina.

Membership leaflets were taken away – lets hope some of them get filled in.



Picture by Victoria Jane Photography

## Canal Walks



H&G Canal Trust has produced a series of walk leaflets which explore various parts of the Hereford & Gloucester Canal.

**STAPLOW,  
WITHINGTON WHARF,  
DYMOCK,  
LLANTHONY LOCK,  
OXENHALL and  
OVER BASIN**

30p per walk leaflet (*Over Basin 40p*)

*All proceeds towards the promotion and restoration of the Hereford & Gloucester Canal. available via the website.*

## Logs for sale from Malswick House

These logs are processed by our volunteers from the clearance work during canal restoration. the sale of them helps to supllment the cost of our work and so we hope you will support us in this venture.

The logs available are mainly ash and hawthorn.

Despite Malswick House being closed there are still logs for purchase at £50 per builders dumpy bag.

Purchases can be arranged by contacting Paul Henshaw on 01684 293930 or email:malswick@h-g-canal.co.uk



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## ***So who is running the Wharf House ?***

The Lock Keepers will replace the Wharf House at Over, bringing a family friendly restaurant serving quality food. Next door will be the Mooring Post, a collection of rooms for overnight guests.

Married this June, Rod and Clarice Jenner bring together their love of design and entertaining. Clarice's background is in the drinks industry, she is one of the founders of Sibling Distillery and her parents run Battledown Brewery. Rod's eye for design is seen most recently in the stunning refurbishment of The House at 131 the Promenade in Cheltenham,

The Lock Keepers will see the waterside site transformed. The outside space on the banks of the canal will become a summer haven for a quiet drink, while inside will be refitted with a modern industrial theme.

The 40-cover restaurant's menu will include modern classics with a foodie twist and will focus heavily on showcasing the best that Gloucestershire producers have to offer.

Clarice said: "I'm passionate about food and drink and this is a wonderful opportunity for us to bring a taste of Gloucestershire to such a wonderful location. The menu has been carefully put together with local provenance at its heart."

After renovating many of Cheltenham's boutique hotels, including current projects at King's House in Cheltenham, and the Crown at Minchinhampton, Rod, the Managing Director and founder of Dowdeswell Estates will bring his flair updating the Wharf house. Planned opening Mid-September

Good luck Clarice and Rod



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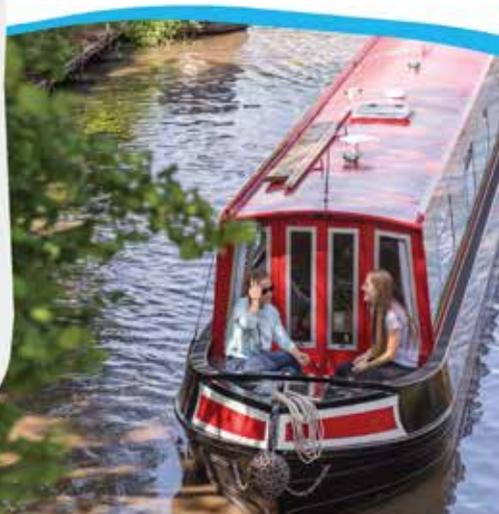
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# GRAND HOLIDAY DRAW 2019

The prize winners will be drawn at the Social Evening at The Royal Oak, Much Marcle, on 17 September 2019. Our thanks to Black Prince Holidays, Everything Canal Boats and The Wharf House for donating the holiday prizes – so every pound raised is a pound towards restoration of the Canal.

A short time to sell more tickets, Please contact Janet Moulton on 01432 264 366 and she will be delighted to send them to you.

Please Note:

All completed ticket stubs and money from their sale should be returned to the promoter, Janet Moulton. See inside back cover or tickets for details.

## Kind Donations

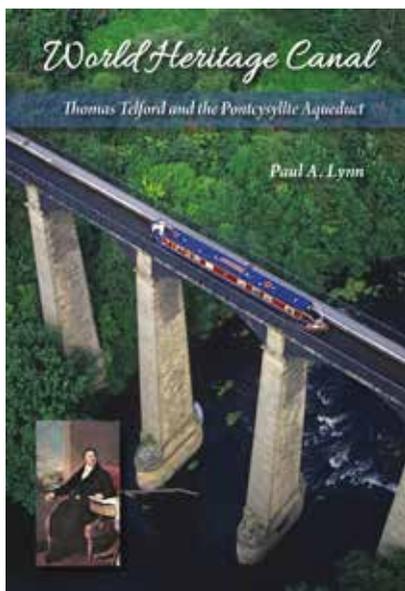
Thank you to the generous donor from the Newent area for their large donation and all the others we have recently received. These were most gratefully received and will help towards our goal of restoring the canal from Hereford to Gloucester. Thank you also for the donation of tools recently received at our Over site, they will be put to good use.

To learn more about the H&GCT LAND FUND go to [www.h-g-canal.org.uk](http://www.h-g-canal.org.uk) /'About the Trust/Land Fund'

## World Heritage Canal

A new book on Thomas Telford and the Pontcysyllte Aqueduct. Thomas Telford was arguably the greatest civil engineer Britain has ever produced. This book reveals his humble beginnings and then describes his self-propelled rise from journeyman stonemason to famous canal engineer. Appointed principal engineer in 1793 on the Ellesmere canal, now known as the Llangollen Canal and the UNESCO Pontcysyllte Aqueduct completed in 1805.

Published in June 2019. To order a copy, visit [www.whittlespublishing.com](http://www.whittlespublishing.com) or call on 01593-731333. ISBN 978-184995-398-6 144pp, c.135 illustrations, colour throughout, softback - £16.99





# Social Evenings at the Royal Oak

7.30 for 8pm start

Much Marcle, HR8 2ND

Join us at our monthly meetings on the third Tuesday of each month (except August and December). 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!

Please note some changes of speakers due to ill health.

### 17 Sept

Longtown Mountain Rescue - not rescues from the water this time but from the hills.

- Mike Jones

followed by Grand Holiday Draw 2019

### 15 Oct

Canals from the air in the 20's and 30's  
- Tony Conder



### 19 Nov

Severn estuary - Gloucester to the Bridges. - Martin Connop Price

### December - no meeting

### 21st Jan 2020 - Strategy Discussions

A discussion on the strategy the board of Trustees have been working on, come and hear the latest thinking and give you input.

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**Trust Stand**

## It is not just sales it is promotion.

The team that travel around the shows - like St Richards in Droitwich in May and Braunston for the Historic Narrowboat Rally in June - are in a unique position to promote the trust. We want to get the message out there - all about the work we are doing on the canal.

Why not come and help? You will get a uniform to help promote the trust (not a high viz!), entry to the event, be able to chat to fellow volunteers, and maybe a trustee, and meet with the public. We have great marketing material to show the public and a story to tell that is getting better and better.

The next time the team is out is **Sept. 14**

**Nov. 9**

**Newent Onion  
Fayre  
H&GCT  
Winter Bazaar,  
Ledbury**

Janet



## Sailing4Disabled



Pete (the pirate) Bisson

First of all congratulations to the Model Boat Club on their pearl anniversary ( I was looking for a black pearl, but they are still filming!)

We all had a great day and showed our skills at rescue and leisure trips and of course canal knowledge, including the square woodpecker hole!

As for our weekly events, some have been cancelled all due to weather conditions. Vince has now become the new weed collection helmsman, well that's if John forgives him for breaking his best rake?

We have had donated a "Hydro Bike" from Andy of Cinderford and I've yet to see it in action, due to poor health, but I've been assured that as soon as the weed subsides time trials will be resumed!

That should be the time for my knee op! For all our readers, have a good holiday but don't forget we should still be here, looking forward to seeing you, and hearing all about your hols.

We have a funding account with GLOUCESTER LOTTERY a single ticket costs £1.00 if you nominate SAILING4DISABLED/ROWINGPIRATES a 50% is added to our funding account and you could win £25,000

For more information call Pete 07913015018 ask for Long Gone Silver or come and pay us a visit on a Tuesday 11.00 to 14.00 at Over Wharf.

Email [peterwb49@hotmail.com](mailto:peterwb49@hotmail.com) [www.sailing4disabled.org.uk](http://www.sailing4disabled.org.uk)

Pete LGS and our dedicated team of pirates, who without their help we would not be here.

## Malswick House Update

Since the closure of Malswick House work has been underway to see how best to use the building. It has been agreed by the Board of Trustees that we will improve the flat by opening it up to make use of all the accommodation upstairs prior to renting it out as an independent flat for renting.

Downstairs we will use it temporary as a H&G HQ Office and meeting location for project teams such as the Malswick and Newent Station teams.



On Sunday June 30th we celebrated our 30 years with a party at Over on the Canal, we were very pleased to see so many members turn up plus the general public, there was a good display of boats and the youngsters (plus their Dads!) enjoyed the two 'Have a go' small tugs we have built so people can try their hands at radio controlled boating, the free tea and cakes were enjoyed and Derek had organised not only the barbecue but a special cake with our badge on it, and it tasted nice too. The "Sailing for disabled" "Wheely Boat" took people on trips down the Canal (it takes wheelchairs) and also rescued the occasional model that got into trouble, the weather was fine and we even signed up new members which is always pleasing.

In these days of gender "equality" (whatever that means!) it was quite interesting to note the difference between the young boys and girls trying out our small tugs, the boys tend to make the boat rush about and bash into things, the young girls seem to prefer to learn how to do it properly.

We are having the usual summer battle with the water weed when teams of aging members drag as much of the weed out of the Canal as we can but it's a bit like painting the Forth Bridge and we are weeding again this week (25th July) and not that long after the last effort.

John Hamer's boom across the Canal has been employed to stop the sudden eruption of floating weed from spoiling the sailing and the Micro Magic racing.

As a member of both the GDMBC and the Canal Trust I enjoyed the AGM and it seems to me that the Trust is now getting things under control and we are more confident of the future and hope that all parties can work together at Over to make it an even pleasanter place to be so that all sorts of groups can enjoy it.



## Gloucester & District Model Boat Club

Sails at Over basin on Wednesday, Friday and Sunday afternoons (weather permitting).

You should find somebody sailing between 1.00pm and 4.00pm.

The Club members will be pleased to talk to you about their models and the Club. Members have models of all descriptions including amphibious craft. Yachts are very popular.

Chairman. Ted Tedaldi



The 30th Anniv  
Committee

All pictures taken  
by Derek Young



I hope they know that motor  
gives way to sail...



A great selection of 30th celebration of model boats.

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## Would you like a Larger Text version of the Wharfinger?

The Wharfinger is created in A5 format. It could be printed in A4 format. This would be 141% bigger than the standard size Wharfinger.

If interested, please contact the editor via email [editor@h-g-canal.org.uk](mailto:editor@h-g-canal.org.uk)

# Copy Deadline for the next edition is 22 October

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**AA**  
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# Now for something very different

## TIGERS NEED YOUR OLD BOAT ROPE!

Ever found yourself wondering what tigers do for fun? Apart from hunt, eat, sleep that is? No, we hadn't either, until the team at Buy Rope got in touch with an unusual request.

Tigers, it turns out, like playing with old boat rope. Or at least two Sumatran Tigers at Shepreth Wildlife Park in Hertfordshire do, and they need more.

Shepreth Wildlife Park has been home to Kelabu (11) and Ratna (16), who were transferred from Chessington World of Adventures, since March. The park is also home to Meerkats, Macaques, Emus, Caiman and Lynx.

With numbers in the wild estimated at between 300 and 500, Ratna was part of a breeding programme to keep critically endangered Sumatran tigers going in captivity. Now retired, she lives with her daughter Kelabu. Playing with rope keeps the tigers stimulated and encourages natural behaviour which has a positive effect on their physical and mental health.

Online rope store, Buy Rope was first approached by Shepreth in May and has donated two coir boat fenders to the park, which have gone down a storm with Kelabu in particular.

All donations of rope will help Shepreth Wildlife Park to continue to provide innovative enrichment for Kelabu and Ratna, including the creation of a tiger-size cat scratch post!

Can you help?

Do you have any unwanted, natural fibre rope that you no longer need?

If yes, Kelabu and Ratna would love to hear from you.

Contact Alice  
alicervassallo@hotmail.co.uk

Or send directly,  
for the attention of Alice Vassallo to:  
Shepreth Wildlife Park  
Station Road  
Shepreth  
Nr. Royston  
Herts  
SG8 6PZ



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**General enquiries** – [information@h-g-canal.org.uk](mailto:information@h-g-canal.org.uk)

## Want to help?

The Canal Trust is always in need of new volunteers as our activities continue to expand. We can normally find a use for any skill from gardeners to first aiders, brickies to those willing to help with a shovel, pen or laptop. The H&G CT also welcomes offers of gifts of good quality used tools and machinery from those who no longer need or cannot use it.

## Want to join?

Please support our voluntary work by becoming a Member of the H&G CT. A membership form is available online or from our membership Secretary.

### H&G CT UK Membership Rates

	Annual	Life
Individual	£10	£200
Joint/Family	£15	£300
Senior Citizen	£7.50	£115
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Corporate	£25	£500

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H&G CT, 6, Castle Street, Hereford, HR1 2NL

Visit our website:



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**Hereford**

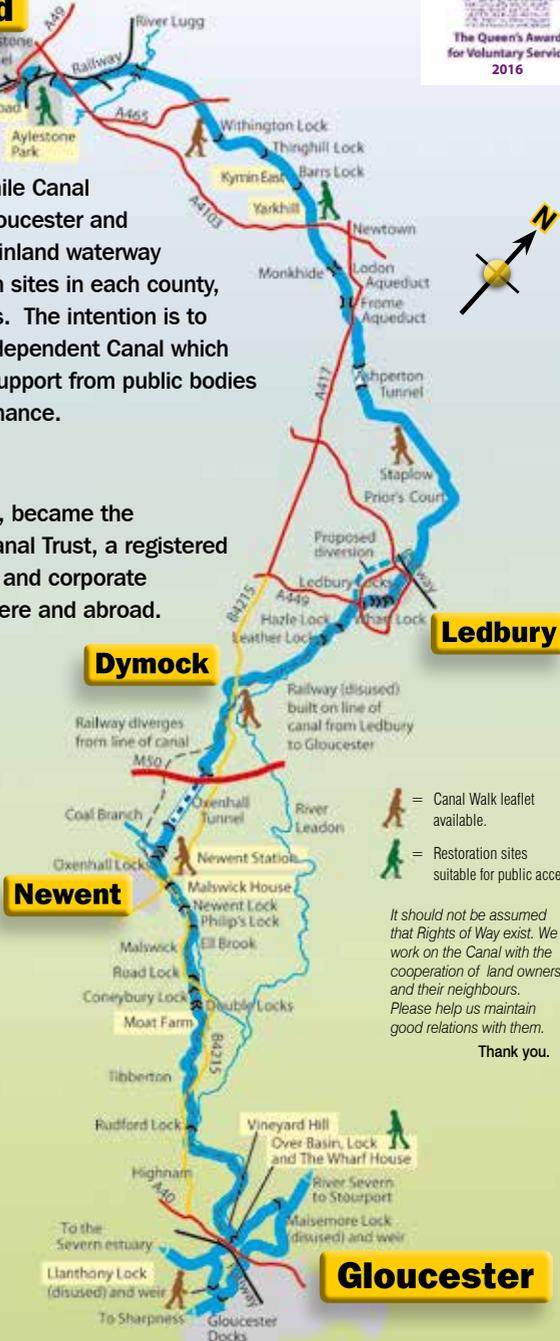
Our objective is to rebuild the 34 mile Canal linking the centre of Hereford to Gloucester and its connection with the 2,500 mile inland waterway network. We have major restoration sites in each county, together extending to some 4 miles. The intention is to provide a financially sustainable independent Canal which does not require regular financial support from public bodies for its future operation and maintenance.

**The H&G Canal Trust**

The Canal Society, formed in 1983, became the Herefordshire & Gloucestershire Canal Trust, a registered charity, in 1992. It has an ordinary and corporate membership approaching 1,400, here and abroad.

**The original Herefordshire & Gloucestershire Canal**

Work started in 1792 reaching Ledbury from Gloucester by 1798. In 1827 Steven Ballard was appointed to oversee the Canal's completion, which reached Hereford in 1845; this was one of the last major canal routes completed in Britain. The Canal stretched from the River Severn at Gloucester, via Newent, Dymock and Ledbury to Hereford, using 22 locks and 3 tunnels. It was closed in 1881 to allow construction of the Ledbury-Gloucester railway which in turn closed in 1964.



- = Canal Walk leaflet available.
- = Restoration sites suitable for public access.

*It should not be assumed that Rights of Way exist. We work on the Canal with the cooperation of land owners and their neighbours. Please help us maintain good relations with them.*

Thank you.

**Gloucester**