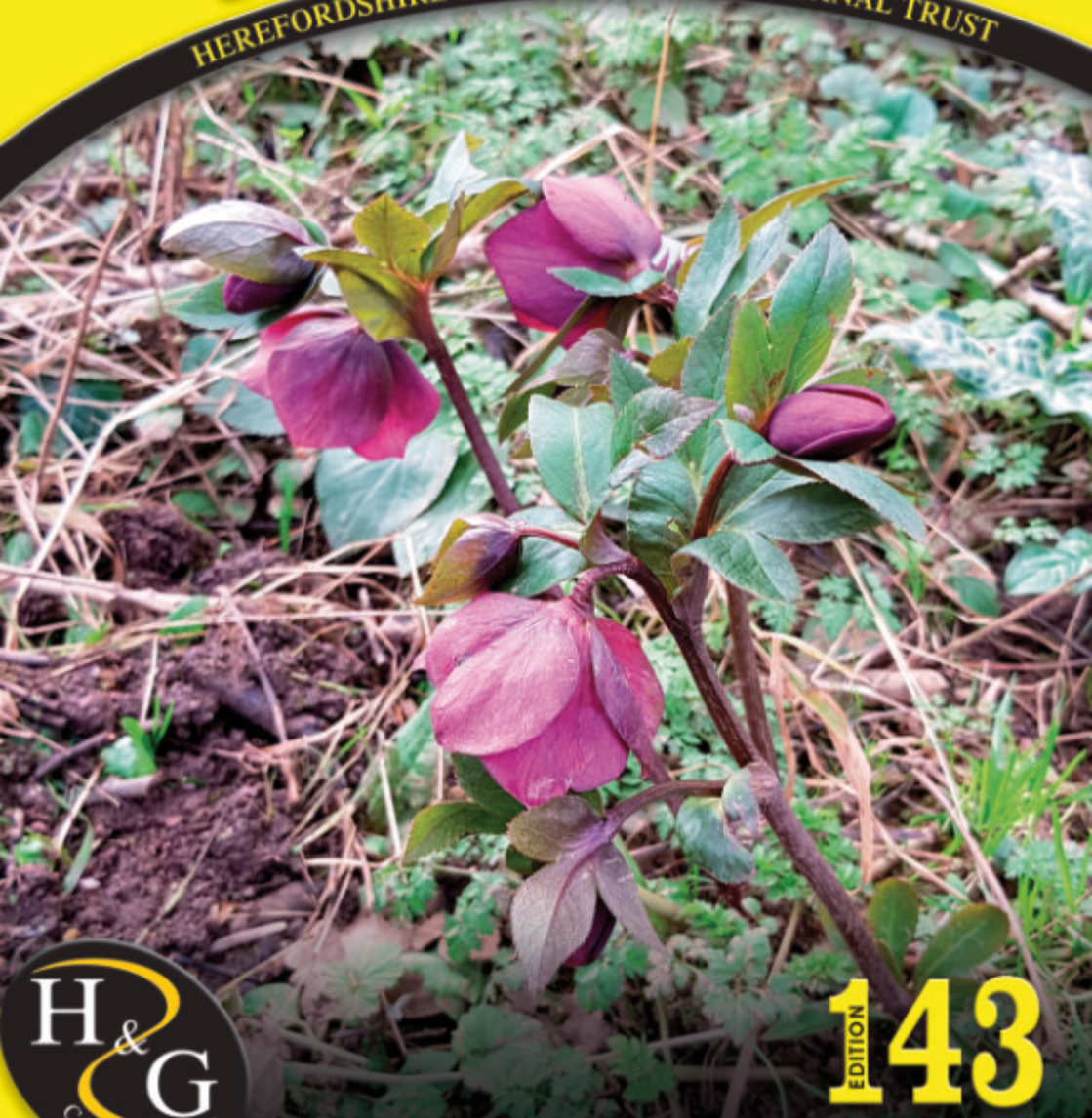


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Spring 2020

# The Wharfinger

HEREFORDSHIRE & GLOUCESTERSHIRE CANAL TRUST



143  
EDITION

REBUILDING A SUSTAINABLE CANAL BETWEEN HEREFORD & GLOUCESTER

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canal in Kymin - Ralph Barber

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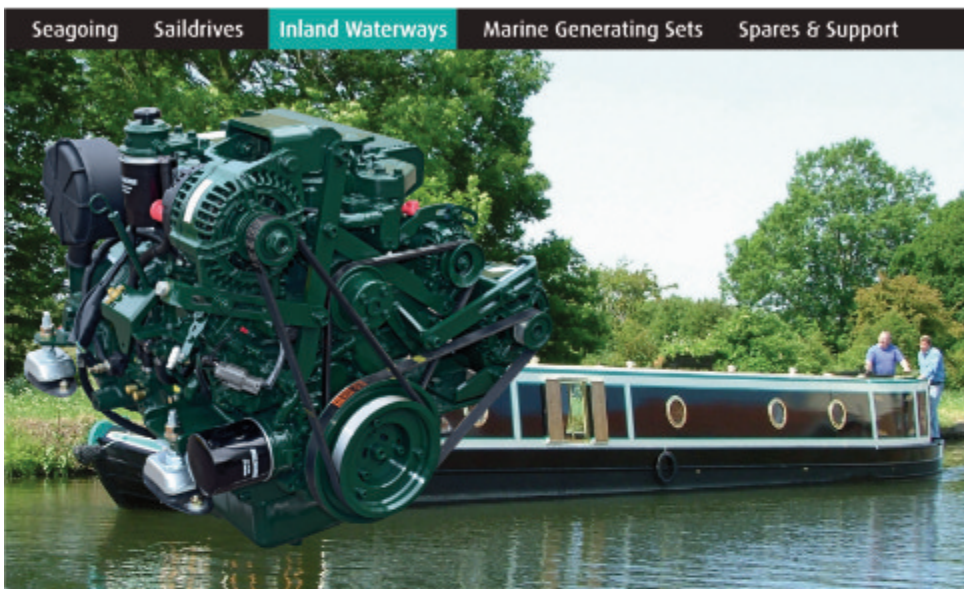
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## Trust Business

I hope this edition of the Wharfinger finds you well. There is a lot happening both on our restoration sites and in the background. Within this edition you will read about all the work that is occurring on our restoration sites. The promotion team is getting ready for its first event of the year. As with all our activities any help on the restoration sites or with promoting the canal is very welcome.

News also on the new web site and our Facebook and Twitter accounts. We now have a YouTube page that doesn't require you to log into an account - details can be found within this edition. Any pictures of the canal or videos can now be published on all platforms to help share in the Trust's work. Should you have something that you would like to share, please contact me via email (editor@h-g-canal.org.uk) and we can get them posted. Even if it is a large video we can transfer using other programmes to get it posted.

Keeping you informed about people involved with the Trust. Vaughan introduces himself; news of the sad loss of Carolyn Pascall; and one of our Trustees moving on.

We also had another first this year of an open evening to get views on the direction and strategy of the Trust going forward from members. Some very clear comments came out of the evening and the Board will be reviewing them and seeing what actions can be done to move things forward. I had a very interesting discussion with one of the volunteers about the boats and hope that the discussions we had can be developed into some solid plans going forward once we have developed more canal with water in it for the boats to operate.

A big thank you to all who have supplied items for this edition and should you wish to have a say in the Wharfinger, please submit an item to the editor.

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## Introducing a Trustee

Vaughan Welch



Married for more than thirty five years to Suzanne and living on the southern tip of Birmingham, my nearest canal being the Worcester Birmingham some 60 feet below ground in Washhill Tunnel.

A retired Engineering Buyer and Contracts Manager working for a major utility, where knowledge of the commercial world, and good communication skills, remain the key elements to success in parallel to looking after the public's interest both in terms of them being customers in parallel to ensuring that work is done which minimizes disruption. A significant part of the role involved evaluating potential contractor's adherence to Health and Safety Law as part of the prequalification process and then putting a value on that assessment when considering their tenders.

I have more than fifty years boating experience and indeed still own a boat. I served as an Inland Waterways Association Trustee and chaired its Restoration Committee for nearly fifteen years. I was a volunteer and Trustee on the Droitwich Canals Trust, serving as its Chairman during its final years of existence that included their reopening in 2011, and represented the Trust on the local restoration Partnership from its inception.

More recently I have been an elected member of CRT Council representing Boater's Interests and I have just served the maximum time in that role retiring at the end of February this year. I have also served on CRT West Midlands Canal Partnership from its inception as a trial way back in BW days until it was remodeled into an Advisory Board in 2018.

In addition I have also served on the Boards of several other Restoration



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Trusts and I am still involved in managing an active waterway as a Trustee of the Avon Navigation Trust.

In an earlier life I spent many years helping the then formative Severn Valley Railway to develop into the major tourist attraction that it is today, firing and then later driving steam engines for several years after it reopened. Indeed I still part-own several of the engines that currently operate on the line today.

Like others my becoming involved with the H&G Trust has enabled me to meet new people and rekindle friendships that I have made in other capacities over the years.

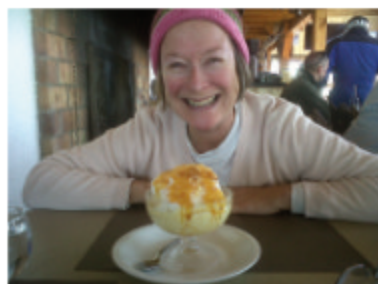
With my wide experience within the restoration movement I hope to be able to help the Trust move the project forward with the same thrust that enabled the last major waterway reopening to happen just 35 miles up the road in Droitwich nearly 10 years ago.

Vaughan has stepped down as Chair for family reasons, but remains a Trustee. Ralph has stepped up to take on the role of Chair.

## Carolyn Pascall.

Remembered by John Hammond

Many H&G CT volunteers and readers of The Wharfinger will remember my beloved partner Carolyn's various contributions to the work of the Trust and her enjoyment of playing an active part in the H&G CT community.



I am sad to tell you that she died peacefully in the early hours of Tuesday 7 January. She had suffered a mild bout of pneumonia just after Christmas and was prescribed antibiotics, but the doctors had signed her off as through that and she was, as always, full of plans for the future. She went to bed as usual on the Monday night, looking forward cheerfully to the next day, but never woke up.

Carolyn and I first engaged with H&G CT in July 2007. We were in Gloucester for a performance of Elgar's The Dream of Gerontius in the cathedral, as part of the Three Choirs Festival. The great flood of 2007 had peaked the day before and, among other consequences, there was no drinking water (or washing up water) to be had which made life interesting for the hospitality trade. We knew there was going to be a five-star Severn bore that evening and other audience members at the concert told us the best place to see it would be the terrace of The Wharf House at Over.

So we made our way there and while we waited for what was, in the event, a spectacular natural phenomenon we had our ears bent by David Penny about the ambitions of H&G CT and the work it was doing. We already knew a

little, having read the excellent summary by Jonathan Mosse in the Nicholson waterways guide, but we were inspired by David's enthusiasm and signed up as life members.

Neither of us was ever content to be a passive observer, so we took on various roles as the needs and opportunities arose – in spite of the difficulties of our living far away in London. Carolyn soon became the minute-taker for the Board of The Wharf House Co Ltd, inevitably adding wise comments during meetings, and was later elected onto the Council of Management of the Trust. She made full and accurate minutes of the meetings and organised the paperwork for resolutions and other formal purposes, and she led several initiatives promoting the work of the Trust both locally and in the national waterways press.

She also provided articles for The Wharfinger and, among other financial contributions, she kick-started the Mill Barn fundraising appeal with a generous donation. We both made valued friendships with members of the H&G CT community.

Two notable events were inspired by Carolyn and were achieved largely through her steady commitment and energy: the reception for the "great and good" of the two counties at Eastnor Castle on 2 July 2015, and recognition for the work of H&G CT volunteers through the Queen's Award for Voluntary Service announced on 2 June 2016.

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Eastnor Castle is owned by James Hervey-Bathurst, a vice president of H&G CT. Carolyn had approached all the vice presidents to ask what they might be able to do to support the Trust, and James offered to meet us. The discussion led to his offer of the Castle for a reception, plus his help in starting the task of assembling a guest list. Carolyn forged ahead with all the complex arrangements, including preparation of information about the Trust, finding sponsorship for some of the catering (and sponsoring the rest of the costs herself) and ensuring the event was a memorable occasion.

A particular coup was the chance meeting we had on a very cold CRT open day at City Road Lock in London where we spotted Richard Parry, who had called in to thank the volunteers minding the site. As Chief Executive of CRT he is a busy man, but Carolyn persuaded him there and then to come to Eastnor and give a keynote address.

Useful connections made at Eastnor included the Lord Lieutenants of the two counties, and they suggested and then supported the Trust's application for the QAVS. The great bulk of the work preparing that application was done by Carolyn, and it was crowned with success and a grand and memorable presentation ceremony at Over in July 2016 attended by many H&G CT volunteers.

After we stepped down from direct involvement in H&G CT at the end of 2016, Carolyn and I continued to observe developments from afar and to support those seeking to reform the management of the Trust's affairs. We were pleased to see the progress being made, and I know Carolyn would be gratified with the tribute paid by one volunteer: "Both you and Carolyn contributed so much to the Canal Trust laying the foundations for getting the Trust onto a more solid footing."

Carolyn's main interests were in geology (she completed her BSc in 2017, achieving a 2-1, and was a regular field trip and conference participant) and in classical music. Among other contributions she was recently elected a Trustee and Director of the Three Choirs Festival, in which role she had made a great impression in only a few months. The concert in Worcester Cathedral on 29 July 2020 will be dedicated to her memory, and this is just one of seven public performances through 2020 similarly dedicated. As another H&G CT volunteer

**John Kilpatrick** - personal message from John

I have regrettably decided to resign as a Trustee in order to spend more time with my Family.

My Wife and I spend three days a week in Reading, having the time of our lives providing childcare for our beautiful Granddaughter.

Hopefully it will leave one day a week free to resume volunteering at Yarkhill.



Additional photographs and other images will continue to be added to build up an easily accessible showcase of the Trust work in the past, present and future.

In line with the wider intentions of the Trustees's, suggestions for, or contributions of new material for possible inclusion on the website would be welcomed.

Nick Dymott webmaster@h-g-canal.org.uk



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## Site Updates

### Kymin



The picture shows the canal at Kymin as it should be – full of water. Pictures taken the morning after Storm Dennis.

The canal at Kymin was overflowing into the fields both sides. The next section over the road – normally a dry depression – was also full of water. Ralph





## Oxenhall

Slow progress over the last quarter. Christmas/New Year and bad weather meant cancellation of 4 Tuesday's work and we seem to have a lot of sickness but still something to show for our efforts.

Pollarding of the willow trees is now complete and will not need doing for another 4 years or so. Bernard is getting on with laying the hedge by the towpath and should be finished by the end of February when the nesting season starts.

An unplanned job cropped up at the beginning of the year when the lady in the lock cottage reported that there was a problem with the access track leading from the road and a vehicle had been forced to deviate off the track by a large tree which was leaning over and blocking the way.

On investigation it was clear that the tree in question, which has two main trunks, has been there for many years (*the photo showing the bulldozer laying the track was taken in 1998*). Our tree is immediately in front of the bulldozer and has grown in girth and height so that it now restricts the access of larger vehicles thus forcing them over towards the canal.

Bernard was called from his hedge and wasted no time in felling the tree across the canal with the top branches falling well up the opposite bank, a total height of at least 15metres.

That was the easy bit.

The tractor was called up for its first duty after being serviced and vainly attempted to pull the fallen tree clear of the water - too heavy. So the bottom 3 metres of trunk were sawn off and then cut up into manageable pieces so that the tractor could have another attempt. Success.

The remaining tree was dragged up onto the bank so that the rest of the team could get stuck in with saws and loppers and reduce it all to logs and brushwood.

While this was going on a start was made on repairing the track and the tractor was again in use to fetch a bucket load of old bricks and rubble to build up the track again.



By the end of the day all the logs were down in our yard, the brushwood stacked to one side for burning when it is dry and the track once again in good order and open to traffic up to the cottage.



The tractor has now proven its worth once again with the mechanics all fine but I am looking for volunteers to paint it once we have a dry period - not very popular, but I am confident it will get done and there will be a photo in the next edition showing off the new livery.

Brian

## Tales from the Workshop

- Tragic Trailer Tale Touches Team

Richard was whizzing past Malswick house towing the Grillo when all the *gilet jaunes* waved a lot, jumped up down and pointed at Richard who waved amicably back. Then everything went very wobbly and Richard returned to base very slowly, where the *gilet jaunes* coaxed the trailer into the yard and the wheels fell off.

Ian and Chris were summonsed. Chris held a paper bag and Ian poured the bearings into it, they then whooshed into a tiny shop by the rugby ground and asked the nice man, what's the chances? Let me look in an old Oxo tin left over from the war he said and came back with lots of new bearings. How much? said Ian, the nice man produced a chair and a stiff whiskey, Ian looked aghast, his shoulders heaved, and he began to sob uncontrollably. Chris consoled Ian assuring him it would only be a light beating from Philip.

The trailer was soon rebuilt but no dust caps could be found anywhere. Chris confessed his anguish to Mrs P who said my jolly green bean tins are about 1 inch and 9 eights so they both ate lots of beans in order to empty 2 tins. They were painted bright red so Richard was able to whoosh off with lots of waves from *gilet jaunes* and deliver Grillos and Kholer Cubs to the needy and everyone was happy - except Philip who kept gazing at his bank statement.

Chris





## Malswick

In the last edition of the Wharfinger, we reported that we were expecting to take delivery of a swing bridge which was removed from a crossing point over the Bridgwater and Taunton Canal.

Tony Sellwood has been coordinating with the many parties involved and finally after many emails telephone calls and visits down to Somerset over the past few months, we finally took delivery of the bridge, on a grey December day.



Pictures by Paul Henshaw



The Bridge was owned by Somerset County Council. It carried road traffic across the Bridgwater and Taunton Canal and was restored in 1985. The Somerset CC let a contract worth £16million to Whitemountain, a civil engineering group from Northern Ireland and now part of the Breedon Group, to build 2 new bridges one over the River Parrot and one over the B&T Canal.

During the construction phase, the swing bridge continued to be used, but on completion of the contract, the bridge became redundant.

The Inland Waterways Association through Ray Alexander negotiated with the council for the bridge to be saved for a restoration project. The H&G Canal Trust made a successful bid for the swing bridge and plans were put in place to move it to Gloucester.

David Harrison, the senior Construction Manager for Whitemountain very kindly arranged for the bridge to be transported to the Keyways yard Nr Gloucester at no cost to the Trust. As the bridge was 12ft wide the low loader supplied by KRG Transport from Bridgwater, had to be accompanied by an escort vehicle. Our thanks go to the drivers of the 2 vehicles Lewis Hawken and Dan Taggart.

On arrival at Keyway's Yard, the bridge was carefully lifted off by Ralph Cantrill and placed in an area where it can be restored.

Thank you Ralph -Great job.

We were delighted to see that the pinion and bearing assembly was recovered intact from the Bridgwater site. These have now been moved to Malswick house, where after much puffing and blowing, they were off loaded at the Engineering Workshop where Chris Phelps and Ian Turner have started the restoration work.



The main pinion and The pinion assembly bearings

We owe a debt of gratitude to all those who contributed to the recovery of the bridge and particularly to Tony for co-ordinating the whole exercise.

(Pictures by Paul Henshaw)

Meanwhile, at the Malswick site, the selective clearance of the West Woodland has been completed despite the adverse weather conditions. We have worked to ensure that a corridor of trees is retained either side of the proposed canal cut.

Tree stumps have been dug out and have been used to create a stumpery, which will in time become a haven for wildlife.



Picture by Paul Henshaw



Picture by Alan McBride

We have also been engaged in digging further slit trenches which have been filled with water to test how impervious the clay layer is. To date we have not found any evidence of puddle clay being used on the original line of the canal, so we are hopeful that we will not have to import it for the reconstruction. It is very expensive to transport.

When the adverse weather prevented us from working on site, the Malswick group have been carrying out some alterations at Malswick House, realigning the fencing, painting the conservatory and processing logs for sale.

So lots of variety and definitely not dull



Painting the annexe  
Picture by Alan McBride





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Tony, David, Graham and Robert after completing the repositioning of the fence at the Malswick House.  
Picture by Alan McBride

and finally we will need this sign



Picture by Paul Henshaw

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

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



## Over

During recent months, work at Over has been to some extent dictated by the state of the river.

A combination of high rainfall leading to high river levels together with some high tides, resulted in flooding of parts of the site on a fairly regular basis.

On one such occasion, a large pile of bulrushes, previously cut from the canal ( see p23 Edition 142 ) and which were drying out before being burned, was picked up by the flood, floated like an island across the site and then dropped, still intact, in the middle of the car park when the water went down.



## Lock Fencing - Its all in the Timing!

The project to replace all the old fencing around the Lock site was intended to start in mid October, but was delayed as part of the site, near the river, was under water.



*By a combination of  
a Post hole borer*

However, at the end of the month, conditions had improved sufficiently to make a start, and several intensive days of work followed.



and more conventional spade and crowbar, 35 posts and 160 metres of rail were installed over 3 days and the old fence subsequently removed.



4 days after finishing the work, the river again flooded the site. As we said Its all in the Timing (and perhaps a little bit of luck)



*Over looking the  
Over Lock.*

Access to the lock when built should be easy at high water - well maybe...

With the addition of new warning signs, the fencing is now complete and the lock site surrounded by a much sturdier and more appropriate fence than was previously the case.



Pictures by Andy Fowler



## Mr. Maysey

Our trip boat, Mr. Maysey, has been in need of some significant repair work for a considerable time.

Parts of the cabin structure have deteriorated and need to be replaced and some structural modifications are needed to the stern.

Furthermore, the entire boat, including the hull, requires cleaning and repainting.

The best place to carry out this work is on dry land near to the workshop - so the first task was to lift the boat from the water, move it about 50 metres across the car park and set it down on timber supports.

Charles Russell Transport was approached to see if this was something they could undertake. The answer was "yes". After some initial consultation and planning, December 4th was agreed as the day to carry out the lift.

On the day, the Russell Transport driver/operator arrived with a quite amazing vehicle, which he proceeded to reverse round the corner in the road outside the Lockkeeper (Wharf House), into the site entrance, over the Bailey bridge and into the car park. Those familiar with the Over Site will appreciate that with about 70 ft of articulated vehicle, this is no easy manoeuvre, even with rear wheel steering.



Once on site, the vehicle was set up and Mr. Maysey was plucked out of the water,



and swung around onto the bed of the vehicle.



When loaded, the vehicle then drove across the car park, set up again and transferred Mr. Maysey onto the timber supports where the repairs will be carried out.



Thanks to the skill of the driver/operator, the whole exercise was completed smoothly and efficiently, with no problems whatsoever.

Mr. Maysey is now set up ready for the repairs and is being assessed in order to plan the details of the repair programme.



As the work started with the hull being cleaned an old name for the boat was discovered. Michael Hunt took a picture of the name

Constance Rose.

A video of the lift can be seen on Facebook and also on YouTube.

For Facebook visit the H&G Facebook page - The Herefordshire & Gloucestershire Canal Trust

For YouTube type into your search engine within YouTube Boat Lift of Mister Maysey.

## Mister Maysey - A Brief History, as we thought we knew it

The boat 'Ruby' or as above Contance Rose was purchased by the Herefordshire & Gloucestershire Canal Trust to convey up to 12 passengers and crew. A more appropriate name was sought and Mister Maysey was chosen for its historic link to a man who used to work for the original canal company. It appears that he was the man who 'got things done'.

She was launched at Over in 2000. Sometime prior to purchase she was modified by the addition of an extended stern section made from plating and



'Dexion'. A very tired and temperamental Mercury engine was fitted to a hinged transom. The hull was painted in 2004 but maintenance and minor repairs done on an ad hoc basis. The old engine was replaced by one salvaged from a sunken pleasure boat and was serviced by the workshop gang. This engine did some service but was also found to be troublesome and was sold on to be replaced in Autumn 2010 by a brand new 8 HP Honda engine.

In 2011 it was found that the internal woodwork was suffering rot and further inspection revealed extensive rot in the floor board joists. It was necessary to take the boat out of the water for complete refurbishment where it was 'tented' to allow all weather work to be carried out. Upper frames and rails were replaced using mahogany recycled from the old Over Hospital. The hull was repainted, and the boat put back in the water for the next season.

Prior to the open day in September 2012 a new steering binnacle was constructed, the boat repainted and a new fibre glass roof put in place. It was noted that a small water leak was filling the bilge, so an electric pump was fitted.

In December 2012 Mister Maysey was found to have sunk at its moorings! Luckily the engine had been removed for the Winter. After some difficulties the boat was pumped out and dragged up the slipway on rollers for inspection. A large section of stern plate was found to be corroded through and in holes. An ultrasonic survey by A&D Marine showed the remainder of the hull to be sound so the corroded section of the stern was cut out and new plate welded in place. After repainting the hull, the boat was re-launched in time for the 2013 open days.

If any body can tell us more about Mister Maysey/Ruby/Constance Rose please let the editor know and we can inform all via the Wharfinger.

### Heritage Boats

Renton continues to run regularly and is a vital part of the effort to keep the canal through Vineyard Hill in a navigable state.

Alder has been troubled for some time with starter motor problems, which it was thought had been fixed. However it now seems that this is not the case and further head-scratching is needed to try and resolve the troubles.

Susan E is fully operational as a trip boat- licenced to carry 5 passengers and it is hoped that some repainting of the cabin roof can be carried out in the near future to maintain her appearance.

### Looking ahead

The priority for the coming months will be to carry out the repair programme for Mr. Maysey, obtain a new Safety Certificate and get Mr. Maysey back on the water.

In parallel with this, thought is currently being given to the re-siting and/or replacement of the existing storage containers and site hut in order to improve the facilities and the overall appearance of the site.

Some busy times ahead.  
Andy

## Site Days

### Tuesdays

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

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

### Wednesdays

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

### Thursday

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

### Ad Hoc

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

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

## Stamps

Stamps - the H&G stamps appeal is still alive and well so please keep saving those stamps, albums, covers, postcards and anything else vaguely philatelic.



They can be handed in to Janet Moulton at any Social Evening or sent direct to:

H&G Stamps, c/o Steve Bence,  
35 Lime Road,  
Southam,  
Warwickshire,  
CV47 1EQ.

**Attention All Members in the Hereford Area:** if any member has envelopes from the local hospital or health authority with stamps perforated with the letters H A H A (or variations of this), please could you send the WHOLE envelope to Steve; and for every envelope received he will put £1 into the Stamps Appeal pot.

Thank You.  
PS - this is not an early April Fool!



# January 2020 Social Evening

We were pleased to see so many people at the Strategy Meeting on the 21st January all giving their input. If you were unable to attend and want to give us your thoughts and ideas, please do so by email or letter.

I would like to firstly thank Ralph who set the evening up, and Debbie who collated all the information and put it into a single list for the board to use to guide its thoughts. Here is a quick summary of what was said - in no particular order.

- > Re-engaging with landowners to identify what support there is for the canal to pass over their land, and any easy wins.
- > Focus on acquiring the land required to extend or join up current restoration projects.
- > Improve wider communication and awareness of the Trust with information boards, signage, led walks, and local meetings etc.
- > Work on areas visible by public to raise awareness.
- > Lots of ideas of what geographical section should be focused on and what could be done.
- > Feasibility study on completing the canal to identify the issues, options, and where we should focus.
- > Sustainability to be at the heart of what we do.
- > Get more volunteers and Trustees with specific responsibilities to recruit / engage with volunteers.
- > Have a plan for fund raising and where we should focus.
- > Review the costs of the boats and what they could be used for to support the trusts objectives.
- > Put Mill Barn on Ice
- > Make Malswick House a visitor centre café etc. (Any volunteers willing to investigate the feasibility of this and help to organize, manage and man it?)

I have tried to summarize what is a long list but hope this gives a flavour of your ideas and what was suggested. We will keep you updated as the board starts to refine the short term, and then the longer-term plan.

Ed Helps

# HELP!

As mentioned in the previous article, we need more people!

Its comes up repeatedly that there are not enough people to do the work, overloading work on some members and other jobs not getting done at all.

It is also a fact that some volunteers are getting older. Not all (not me for instance of course). There is therefore, a continuous need to recruit new active volunteers to replace those who, through age or illness or other causes drop out. And volunteers are needed at every level to do all the many and various work that needs to be done. Engineers, surveying, building, admin, legal, labouring, project management, fund-raising etc the list is endless.

The Trust is on the edge of some really exciting projects. Malswick promises to deliver an actual dug canal!! Something that has not happened for quite a long time. This requires planning permission but we hope that will be granted by the spring, and in order to have the skills needed digger drivers have been enrolled on a WRGie training course in May. It is thought that there may be enough dumper drivers already trained although we could always use more!

The Oxenhall project is not quite so advanced but following behind and a planning application is in prospect here as well. And while we may not be able to build Lock No 2 until funding has been obtained there is likely to be work to do on the canal and pound below Lock No 2 which will be the 'launch point' for the proposed Inclined Plane. Then the plans for Newent Station need to be progressed, and again when plans have been finalised there will be lots of work for volunteers. But we need help to get those plans drawn up.

Projects in Herefordshire are also in prospect. The site by Ledbury Viaduct could go ahead if the recent appeal by Bloor Homes is successful, and this will require a new team to help with the work there. There will be a considerable amount of work by contractors on that site, but volunteers will have things to do there. The site at Holmer in Hereford may also be re-activated, and again volunteers might get stuck in. And there are other sites where it is hoped that arrangements can be made with landowners that will require volunteers support, and hopefully canal building, and we would hope that the site at Over will be one of those.

For all of these sites help is needed - and this need is quite urgent in some cases, I would ask each and every one of you to consider whether you know of any friends or family who could join us. If every member was able to inveigle just one new volunteer to get actively involved that would be a lot of volunteers, so please think hard about it. Your friends and family surely must include someone who might love to spend a few hours a week either mucking about in mud or organising some task or other! The scope is as huge as our ambition, so please, let's be ambitious.



Contact a Trustee or an active volunteer and we will find out what they would like to do and try to find a suitable occupation or have a look at the web site for further roles we are looking for

Some positive news on this is that via the information email we have potentially recruited 3 new volunteers working at Yarkhill.

Philip Marshall

## The River Severn during the February 2020 storms



*The red canoes are normally on solid ground. Lucky they are tied up otherwise next stop Bristol.*

*Canal on left, River Severn on right.*



*The A40 bridge*



*The Over Lock is somewhere the other side of the rails*



*Overflow carpark on open days is down the track*



Pictures by Michael Hunt

## For your diary - 2020



### Promotional Events

St Richard's Canal festival at Droitwich, Friday 8th May  
Braunston Historic Boat Rally, Saturday 27th and Sunday 28th June  
IWA Festival of Water at Worcester, Saturday 29th, Sunday 30th and Monday 31st August

Help always very welcome at all the above events

### AGM

Annual General Meeting June 18th  
Ledbury Community Centre

### Something different.

Coffee, cakes and a walk along the canal at Kymin  
Saturday August 8th

## Grand Holiday Draw

You can help the promotion of the canal by selling the tickets enclosed for the **Grand Holiday Draw**.

First Prize is a Narrow Boat Holiday for Four, Thank you to Black Prince Holidays for their ongoing support for the canal.

Second Prize is a 3 hour crewed trip for up to 12 people on the Pamela May, an electrical driven narrow boat that can also take wheelchairs. Thank you to the Droitwich Waterways (Pamela May) Trust Limited for this prize

Third prize is a Dinner, Bed and Breakfast for Two at the Lock Keepers. Thank you to the Lock Keepers for this prize.

Good Luck in selling the tickets, further tickets available from Janet Moul. Details on the inside back cover.

We appreciate that some recipients are not prepared to buy or sell draw tickets. - we apologise but we do not have the resources to be selective. There is no obligation to return unsold tickets



## 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,  
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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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[newentauto@yahoo.co.uk](mailto:newentauto@yahoo.co.uk)  
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## News from the Lock Keepers

The owners of the Lock Keepers business have been busy with the birth of a baby daughter, a new web site ([www.thelockkeepers.co.uk/](http://www.thelockkeepers.co.uk/)) and have hired a manager.

Danielle's own words.

I joined the team at the beginning of February with a (so far) 9 year career in the hospitality industry. Once I had spoken to the founders of the Lock Keepers, I realised the scope of their vision and knew it was something I could not just be a part of but also help drive and contribute to. We've got so many ideas for the place however it's a gradual progression.

However, what we do recognise is that it's about getting the basics right; great food and drink with a local provenance, combined with great service in a lovely understated location. So if you're after a quiet and comfortable base to go and explore Gloucester and the surrounding Cotswolds, we're the perfect place to come and stay.

Danielle



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**Social Evenings** at the Royal Oak  
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promotion local knowledge nature wildlife crafts boats fun restoration laughter friends applaud entertainment environment experiences pleasure chat audience history enjoy information canal societies members campaign presentation recount discuss

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.

#### Mar 17th - S S Great Britain

A 127- year voyage. Mike Watkins returns to tell us of a ship that is not on the bed of the ocean

#### April 21st - Montgomery Canal

Past, present and future. 13 years since we last heard from Michael Limbery so we definitely need an update

#### May 20th - Papers and Planes

A topical and not-so-topical look at the Herefordshire & Gloucestershire Canal with Dick Skeet

No social in June as AGM is in the same week.

## Social Media

Visit the new web site ([www.h-g-canal.org.uk](http://www.h-g-canal.org.uk))

YouTube, use the search window and type in Herefordshire and Gloucestershire Canal Trust

Facebook is [www.facebook.com/hgcanaltrust](https://www.facebook.com/hgcanaltrust) or via search within Facebook The Herefordshire & Gloucestershire Canal Trust

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# Sailing4Disabled

Pete (the pirate) Bisson



Welcome to a new year, and a new beginning of a new era!

This year is looking good at the moment after such a long break, hopefully, by the time you read this edition the warmer weather will be here and I should be at the top of that waiting list for my knee operation?

Some good news, after reading that the lottery was celebrating 25 years, by inviting individuals or groups to apply for a small grant to encourage people to get together and do something new, well, what could we as a group offer (as that's what we do) after consulting our volunteers, 2 day's before the deadline I put finger (s) to keyboard and pressed the enter key, so no turning back now!

I was thanked by return for applying and would know by 31st Jan 20, on 25 Jan, I had an email stating that the money that you requested had been granted! and the project had to be completed by December 31st, 2020.

You will be able to follow the progress via #CelebrateNationalLottery25.

So keep a lookout and thank the volunteers for their hard work.

The project: To enlighten non-users of the canal/waterways by offering them trips in our Wheelyboat/KataKanu's or any other suitable watercraft.

If you would like to get involved or have any suggestions as to how we could put on an enhanced show of the workings of the canal system.

Either email me:-

peterwb49@hotmail.com  
or by mobile 07913015018.

You could also visit us on any Tuesday  
1100 - 1400ish.

PeteRWB  
Aka Long Gone Silver. Jolly Skipper



# Gloucester & District Model Boat Club

David Exell

I am writing this in mid January 2020 looking out as the fog rolls in on our first really cold snap of the winter, this will mean that tomorrow, Wednesday, will be our first serious ice on the Canal for a very long time, so maybe no model boating unless we have an ice breaker! A few Airboats may venture out and skid all over the place (or into each other) they usually do.

In many ways Autumn through to Spring is the easiest time to sail as the weeds have died down and we can sail right through to the Winding Hole without any problem, although the low sun on a nice day can be a minor annoyance as you cannot see where your boat is!

The sailors continue to sail in the Winter Micromagic series (they don't seem to mind the cold) but are more worried by a lack of wind which messes up the racing as they have to sail a certain number of races in the afternoon, of course the ice will prevent any sort of racing at the present time.

Our Club continues to thrive, we lose a few members each year but new ones continue to join, our numbers usually are around 110 boaters. We have two model dredgers under construction at the moment, which are interesting projects, one of which by Derek is of the Ship Canal's Bucket Dredger preserved in the Docks, sadly it will not be big enough to use to dredge our Canal.

We get a good turn out of members on our sailing days despite the wintry conditions and in fact the sight of a real model steamer with the steam condensing in the cold air makes a fine sight on a sunny day, please come down and see us at play.

We will shortly, under the direction of John Hamer be filling and placing the Barley Straw nets to prevent the Algae growth in an environmentally safe way, which helps to keep the Canal clear when the warmer weather starts. (They must have a warmer micro climate down in Gloucester, while as near as Dymock all the ponds were frozen, the Canal had hardly any ice on it!)

David Exell

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

Dave Lock's steam Tug





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## Donations

A great thank you to a number of people who have given donations to the Canal Trust recently. All of these are most gratefully received and will help towards our goal of Restoring the Canal from Hereford to Gloucester.

## Membership Matters

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

If your personal details need amending - address, telephone number or email address please contact Nigel to have the changes updated.

If your membership renewal is 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.

## The Wealth of Coal

The presence of coal on his estate at Worsley motivated the Duke of Bridgewater to commission James Brindley to build a canal from his mines to the burgeoning town of Manchester. The carriage of coal ensured the prosperity of the great majority of the canals built during the industrial revolution.

Professor Jeremy Black of Exeter University considers that in 1700 Britain was producing about three million tons of coal per annum; by 1800, the figure had risen to fifteen million tons, more than 90% of the world's output; our nearest competitor, France, was producing less than one million tons.

In recent months I have come across the following anecdotal evidence: Dixon and Muthesius in their book Victorian Architecture, record that when she came to the throne in 1837, Queen Victoria admired the taste of the Duke and Duchess of Sutherland.

The Duke owned four houses; Trentham Hall, Staffordshire, which he commissioned Charles Barry to remodel between 1834 and 1842, Dunrobin Castle in Scotland, Cliveden in Buckinghamshire and the palatial Stafford House in London, (also remodelled by Barry between 1838-43), which is now known as Lancaster House.

The enormous income that was necessary to sustain the Duke and Duchess's way of life was derived from coal. Trentham Hall has largely been demolished, but A. N. Wilson records that Osborne House on the Isle of Wight designed by Prince Albert, bears the most striking resemblance to Trentham.

In Jenny Uglow's excellent Mr. LEAR a Life of Art and Nonsense, she relates that in 1835 Edward Lear stayed at Knowsley, the mansion of the Duke of Derby. The Stanleys were staggeringly rich - by far the richest family in the north-west. Knowsley was a vast mansion, the twelfth earl was a great gambler and a devotee of horse racing; he had founded The Oaks (named after his Epsom estate), the Derby and the Grand National at nearby Aintree.



The new Lord Derby who invited Lear, was an MP and a quieter man, who had established a menagerie in Knowsley's 170 acres. Edward Lear drew some of the animals and birds, especially the parrots. The family's riches came from their coal mines and from property in the growing industrial towns of Liverpool, Preston and Bury.

Nigel C. Jefferies

Victorian Architecture by Roger DIXON & Stefan MUTHESIUS ISBN 0-500-20160-9

Prince Albert by A.N. WILSON, ISBN 9-781782-398318

Mr LEAR a Life of Art and Nonsense by Jenny UGLOW ISBN 978-0-571-26955-6



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01432 272 972 hereford@h-g-canal.org.uk

General enquiries – 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

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

*Visit our website:*



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Membership records are computerised. Your entry is available for inspection if you send a SAE to the Membership Secretary.

We try to ensure details of talks/events are correct – please verify with the relevant organiser if travelling long distances.  
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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.

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