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Winter 2024

The Wharfinger

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162
EDITION

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Front cover image – Santa at Over

Who Does What?	IFC	New - Canal Walk No 9 - Hereford	26
From the desk of the Chairman	3	The Benefact Trust give away £120k	26
Malswick News	4	Tow – an update from the new owner	27
Oxenhall News	5	What could more volunteers achieve?	28
Over News	6	Attention all budding journalists	31
Kymin News	9	More about Brindley...	32
Yarkhill (Monkhide) News	10	Gloucestershire Heritage Hub	36
Tales from the Workshop	11	Where can the canal still be seen?	37
Timothy West RIP	13	Sailing4Disabled	39
Malswick Trees	13	Gloucester & District Model Boat Club	40
Heritage Week	14	Fundraising with Used Stamps	41
Malswick Open Day	15	Grand Holiday Draw 2024	43
Notes from the NCA Autumn Meeting	16	Social Evenings	43
Sam and Sally – the Over Swans	19	Site Days	44
Latest developments in Hereford	20	Advertisers supporting The Wharfinger	44
All Hands to the Winter Fayre	22	Contact Details	IBC
Send Christmas eCards	25	Canal Map	OBC

Canal Walks



Herefordshire & Gloucestershire Canal Trust has produced an expanding series walk leaflets which explore various parts of the Hereford & Gloucester Canal.

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These logs are processed by our volunteers from the clearance work during canal restoration. The sale of them helps to fund the cost of our work restoring the Hereford and Gloucester Canal.

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Purchases can be arranged by contacting our Malswick site team by email: malswick@h-g-canal.org.uk

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From the desk of the Chairman



It is that time of the year to wish all the readers of the Wharfinger a Merry Christmas.

Also, it is time to look back on the year and ask, have we had a good year?

Well, we did have a slight PR hiccup with the Malswick mountains, but all has turned out well there. The team at Malswick moved the mountains and the Open Day showed the public where they had been moved to – positive PR, tick. It has given me a good story to relate when I give talks to various clubs and groups across Herefordshire, Gloucestershire and even into Worcestershire as well. Thanks to the volunteers who take the videos, drone footage and pictures – they help to show that we have had a good year, with pictures even in the Waterways World Magazine.

We have another planning application on the FoDDC website to extend Malswick. We have also started on the work of applying for planning that will be required from Oxenhall to the fire station through Newent Station.

Recently the Board of Trustees have been working on a renewed strategy, and more will be reported in the next Wharfinger, but following several sessions we are in the process of developing further plans for Over, Ledbury, Hereford City and all the other sites that we work on.

Our new project this year was providing boat trips over the summer at Over. This produced happy passengers, good income and happy volunteers. We will be doing the trips again next year, this time trying out Sunday trips to see if this will prove a more popular day.

Hereford City and Ledbury have been disappointing as we have been unable to complete the required paperwork. With Hereford City we are awaiting the landowner at the Holmer site to conclude their arrangements with the new developer before we can arrange transfer of the land. All we can do is wait for them to sort this out. In Ledbury discussions are ongoing. We hope to conclude these soon so we can start the planning of the canal around the development north of the viaduct.

Whilst at site level we have progress, as you will see further in the Wharfinger, we need more volunteers to move the H&GCT further forward. Also wanted are more volunteers to take over tasks that have been done by others for many years. I would like to thank Janet and previously Nigel who have kept the social evenings going. Janet is stepping down, so we need people to step up. The options are open, a few a year, various locations, various times all possible if someone will please consider taking it on. The only request is do not arrange a social on the 25th June 2025 – the date of the H&G Annual General meeting. Further details will be in the next Wharfinger. Interested in running the socials? – please contact Janet or Ralph, details on the inside back cover.

Finally, it comes to thank all those involved in the H&GCT, members, volunteers, people supporting us like the press (we have had several radio and TV appearances this year) and wish you all a Happy New Year.

Ralph Barber



At last, we've lost the mountains and can see the fine collection of trees that will be on the far side of the canal.

The few breaks in the weather allowed Malcolm Cliverty to use a 13 tonne excavator to shape the supporting sides of the most northerly stretch of the canal.

Eventually, after much digging and dumping the northern section over the big culvert was looking as it should.

For a week or two near the end of summer we had a very interesting visitor.

We were surprised that the cormorant stayed so long as there could not have been that much food available.



David Pollack, one of our electricians, tested the solar pump that will be used to help keep the canal topped up - the more the sun shines, the more evaporation and the more water is pumped in.

We were assured that reading the instructions was only as a final check before switching on ... and after this (and then replacing a couple of leaky pipes) the pump worked well.

In October we had another very welcome visit from a Wells Fargo team. They helped us with log splitting and tow path preparation.



Their enthusiasm for spreading gravel was remarkable and the work that we thought would take us many Tuesdays was completed in just two days.

Completing the Malswick project and keeping it in good order requires machinery.

It is often a fine line between whether it is best to hire or to buy plant. The decision was made to buy a tractor. This International fitted the bill and can be used for topping grass, chain harrowing the bumpy bits and transporting heavier kit between sites.

Words and pics: Alan McBride



Oxenhall News



The team are keeping the site maintained, despite the actions of some local vandals. All the rubbish that was dumped in the brook has now been cleared out and the removal of the old trailer has been completed. Various blocks of stone have been moved to the side of the site – hopefully too heavy to throw into Ell Brook.

A very frustrating time.

Words and pics: Martin Boulton



Container painting

A second coat was applied to the “suite” offering hopefully more longevity to the finish and additional water ingress sealing was also completed so we have a dry storage for the site equipment. All is looking good, I think.

Water levels

Discussions to raise the water levels on the basin and obviously the Vineyard stretch have been had with the outcome being to install new brick barriers on the water overspill. This was done just before the weather changed, bringing more rain. With the barriers now working, the height is some three inches higher. Hopefully with the starting point being higher we may again have no need to pump from the River Leadon next year, but who knows what the weather gods will bring!!!



New grass

With the containers and old portacabin being rearranged the area was redefined with a new granite block border, hardcore for parking and soil for new grass. This has been completed with the sowing being completed in late September. Fortunately, there was enough heat to germinate the seeds and offer new areas for the site benches. I am pleased to say we have already needed to cut the new areas.



Minor works at the Lock Keepers

The team continue to assist the new tenants at the Lock Keeper's with gardening, lawn mowing, etc., etc. and it was noticed that some bricks on the path were lifting causing a potential trip risk. These few bricks were reset to alleviate the problem.

Historic boats

Man makes his plans and sometimes things do not go to that plan!!! We had Alder removed from the water to undertake a project to check the hull, black the exterior and paint above water level whilst refurbishing it to its 1960s work boat use. We had planned and budgeted for the work to be completed within twelve months. This started well with the boat safely on supporting sleepers and the hull having its first inspection with ultrasound to verify metal thickness.

The outcome offered positive news and the old blacking was removed leaving near bare metal. A second inspection was completed with some sixty plus points where pitting required welding to build up the metal integrity. A local mobile welder was sourced and a full day was taken to do this work offering the hull readiness to be painted with a two-coat Ballastic epoxy paint directly on the bare metal with a final coating of Ballastic blacking.



May I now refer back to “man’s plans”. Yes, you guessed correctly, something happened to slightly alter the finely tuned steps after a phone call from a local resident. There was a panic when the call was received and a quick response. The call was to say Renton was sinking!!! It had been used on Thursday and moored up on the basin that evening, but by the following Monday it was clearly in danger of being lost to the water.

Simon responded with bilge pumps removing the water from the compartments and, with assistance, pulling the vessel to another point in the basin where it was beached hopefully to prevent a total submersion. I am pleased to say these actions have saved Renton.

The damage was extensive, with all the hull compartments being deep in water, with the worst loss being within the engine compartment. The engine had been partly submerged with water entering the old two-cylinder Lister engine, the starter motor, alternator and 12v





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battery all suffering the same fate. Lots to do with this, let alone finding where the water ingress was. Much water pumping and inspections were done, and it became clear that the leak was coming from under the old diesel fuel tank.

This tank had not been removed many years ago when a new smaller plastic tank was installed, but now it had to be done. With great ingenuity the team were able to unbolt and move the tank away from the potential hull floor damage in readiness for a full removal at a later date. The further inspection is not conclusive, but we believe the hull has been rusting away and finally gave way at several points. We will not know completely until it is removed from the water.

The situation was that we now had Alder out of the water with a plan for a full year to refurbish it and Renton in dire need of removal and inspection. It was decided to fast track Alder with all hull water remedial work, complete engine servicing and preparation for the vessel external paintwork. These tasks are ongoing to a time plan with a view to return Alder to the water at the end of January and remove Renton at the same time. We will then have Alder operational to keep the cut open from the Basin to the Vineyard winding and a full year to focus on Renton.

I would like to take this opportunity to personally thank the members of the team for their commitment, support and hard work.



Much being done but always more to do, so if you have the time and motivation to assist the small team you will be very welcome. The gatherings are on a Thursday at 9.00am until we leave in the afternoon, jobs, weather and seasons dependent!

Dave Goff

Kymin News



A little bit of work to do at the Kymin site this past month as a tree had fallen across the towpath.

After some clearing of the ivy and a quick chop with the chainsaw, the action shot (right) taken as the last bit of wood removed from the towpath can be seen just disappearing into the undergrowth.

Ralph Barber



Yarkhill (Monkhide) News

As the heading suggests, this is an article about the work the Yarkhill Team have undertaken on the Monkhide section of the in-water section of canal east of the A4103.



The Team's work is concentrated on the 450-metre length from the road, which is in need of a lot more than just maintenance. Little work has been carried out on this section during the last 25 or so years, so removal of growing, falling and fallen trees from the in-water canal as well as the pollarding of the trees on the wild side bank is the task.



This starts with professional "high wire" tree surgery followed by the team doing the hard, dirty and wet work of clearing the debris.

Words and pics from Bob Comba, Chris High, Ralph Ward and Thomas Dalton



Tales from the Workshop

This quarter has been something of a challenge with just about everything broken down at one point, which reflected on build progress.



First to go was the Sellwood/Lister pump. It has been refitted several times by main agents, but repair skills have now passed on, so we had to give a go.

We stripped it down and found the gland packing had vanished. A stuffing box was fabricated and new packing called up and fitted. It was also apparent that there was no means of greasing the packing and shaft so a

greaseway was installed and a note made to grease up daily. It now needs to be run up and tested, failure could spell the end of our time together

Our next challenge was the Kubota excavator. Since having its swivel seals replaced at Christmas it has plodded quietly along until deciding to blow the radiator clean in half. A replacement radiator was guessed at a few hundred and two weeks out of commission. This proved wildly optimistic.

The only replacement lurked way out in Asia. It was also a later version and commanded a three-figure sum with several months' delivery time. Called up, it duly arrived and promptly did not fit. Conversion brackets, thankfully affordable, were called up and to great fanfare it returned to service but left us all much poorer.



These occasional meltdowns must I suppose be tolerated as it was born in the 1990s of dubious heritage and is an indispensable tool. The picture shows Malcolm in full rescue mode.

Some machines strike terror in our hearts when ailing, none more so than the dumper. Limping in with no transmission brakes, streaming fuel and fumes, losing oil and grindingly slow hydraulics it was decided to ship it to the Trust's friendly repairer for a spell up on the ramp.



Kev charges the trust a fraction of commercial rates but fits us in where he can, so set to work. The transmission brakes were stripped, cleaned and this time correctly refitted.

A leaking fuel pump was repaired and no longer drips fuel on the exhaust manifold. The painfully slow hydraulics were traced to a faulty orbital steering motor which was also dripping oil onto the transmission brakes.

The replacement motor was a bit of a financial shock but should ensure some reliability. Kev's bill was very reasonable so perhaps we may come to view this beast with a little less terror and may even enjoy driving it, there is definitely plenty of work out there for it. The picture shows the dumper stripped, waiting for Kev to transport.

Over received a new rider mower and their poorly Roper rider was reworked – initially intending to go Oxenhall but was pressed into service at Malswick leaving Oxenhall to struggle on. It ran well for quite some time but wrecked a cutter deck spindle tower.



None could be sourced in the UK or Europe but 8TEN in the US had loads so a procurement trail was initialised.

So, we embarked on a long and painful quest for a spindle tower. E-mails, phone calls and even pleas to Trump all ended in tears, they simply would not ship to the UK. Requests to pals in the US were met with fear and refusal, so a retired machinist in the forest has agreed to re-machine the failed unit. It has been relegated to a stand by job, so could be a while but at least will be affordable.



A large single-phase compressor has been donated to the trust. It is hoped to couple it to the Malswick House site generator and will then support the number of heavy wheeled machines we have on site.

First inspection has thrown up crumbling wiring in the starter circuit, so a motor strip down is looking likely, so challenges ahead.

Chris Phelps

Timothy West RIP



We were all saddened to hear that our long-time friend and supporter Timothy West passed away on 12 November 2024. Tim and his wife of 61 years, Pru (Prunella Scales) attended many events associated with the Trust, most notably the Opening Ceremonies for Over Basin in September 2000 and the Vineyard Hill Canal Reinstatement in September 2012.

Our thanks, thoughts and condolences go out to Pru and to Tim's wider family at this time.



Malswick Trees



On 29th September some friends of the late Peter Stalworth gathered by the new section of the canal at Malswick where a dozen trees have been planted in his memory.

Once the winding hole has been dug and we know the area of land available, further donations will allow more trees to be added by the Trust to create a sizeable copse in the future.

Warren Marshall

Heritage Week



This is a national annual event, the first full week of September, highlighting all things historical around the country. This year H&G had a static display in Newent Market House, set up by Ginny Birkett. The display was there for the whole week, with a steady flow of visitors, making more people aware of the canal. It also proved useful in advertising the Open Day at Malswick.



H&G also had a display in the Burgage Hall in Ledbury on the two heritage weekends (the hall is in use the rest of the week). Thank you to Sarah Rea and Gillian and Stephen Chowns for staffing the stall for part of the time. Really good to have someone there to promote H&G and answer questions.

If you would like to help us at future dates on a stall like this please email us on information@h-g-canal.org.uk. We always need new helpers – the more the merrier to spread the load.

Debbie Barber

Malswick Open Day



Malswick Open Day

The weather forecast had been pretty dire, to say the least – but we decided to go ahead any way. The marquee had been put up for shelter from wind and rain and whilst the rain mostly held off it was good to get out of the wind whilst having refreshments.

As the usual car parking area was so muddy, cars were sent further along the road through a different entrance and parked on a, generally, grassy field. There were information points and maps around the site which proved useful to most, plus other volunteers were around to explain what work had taken place.

There was also a display in the marquee giving a timeline of the work at Malswick, and our future plans for Malswick East and Oxenhall / Newent station.



We may have missed a few off the count, but we reckon 140 people made the effort to come and see all the good work the team has done over the past year. One visitor even came from Monmouthshire – the word is spreading!

At a guesstimate two thirds were general public and a third members.

A lot were curious about where the ‘mountains of Malswick’ had gone – having seen them gradually disappear over the summer when driving along the Newent/Gloucester Road. Comments on the work completed were very favourable with many impressed by the scale.

We expected a leisurely afternoon serving refreshments but, at times we were just about keeping ahead with topping up the hot water.

The generosity of donations for the tea and cakes was amazing.

Much appreciation for somewhere to sit and rest after walking the site may have come into it, but a lot of cake was consumed!



Thanks go to everyone who helped to make the event a success, the Malswick volunteers for getting the site ready for the day, the marquee put-uppers and downers, the car parking attendants, the refreshment ladies. So much goes on to get an event like this organised – thank you all .

Debbie Barber & Ginny Birkett

Notes from the NCA Autumn Meeting



At the start of October, Chairman Ralph and myself attended a restoration event at Llanymynech, Powys, under the auspices of the NCA. For the uninitiated, such as myself, the NCA is the Northern Canals Association. They hold two meetings a year bringing together invited representatives from canal restoration trusts and societies to share experiences and review problems, which we all face.

Llanymynech is on the Montgomery Canal, currently under restoration by the Shropshire Union Canal Society (SUCS) by whom this meeting was hosted. They provided helpers, guides, drivers to the two visits to sites of interest and opened the day's activity with commendably short talks introducing the day and the Society. There were attendees from twenty-two restoration oriented organisations, some of which I had not heard of, such as the Hollinwood Canal Society, and included Bernie Jones from the Shrewsbury & Newport Canals Trust, who gave the talk at our last social evening.

Also represented were the Inland Waterways Association (IWA), the Canal & River Trust and 'Terraseal', a company who are providing the material for sealing a section of the Montgomery Canal that has been suffering from leakage.

Another attendee was Steven Court of 'Court above the Cut' fame, who got very excited when told that we could be getting access to Aylestone Tunnel, and of course Ralph and myself. Forty-seven in total.

The day's theme was to look at the works, past, present and future, being undertaken by the various groups restoring the Montgomery Canal. Two guided walk visits provided the main activity, one to see some current restoration and one to a proposed project and a bit of canal that had been restored 40 years ago but never connected up. During the afternoon there followed short presentations from various societies highlighting different aspects of our game.

The first site visit was to Schoolhouse Bridge, a million pound plus project to replace a bridge that had been filled in on a minor road.



The engineers amongst you will be interested in the concrete sections that form the main span. They arrive flat but when picked up in the middle assume the arch profile required. Very impressive, but £1M?

Just nearby they were using a Terraseal lining on a leaky portion of the canal which extends the current limit of the Montgomery. Terraseal is a special sealing layer that sits between two layers of the black liner seen in the photo. When wet the material forms a gel that seals any holes.



Apparently they have a presentation which involves putting a knitting needle through an orange sized ball of material full of water that then seals up when the needle is removed.

The blocks seen in the photo serve both to hold the liner down and to prevent damage from above (another line of defence against accidental needle penetration?).

The second visit was to the site of a proposed lift bridge (hydraulic, not manual) to provide another road crossing for the canal.

Just a short section further along was a most impressive aqueduct over the River Vyrnwy which needs another eye watering ££££ spent on it as it has never been right since it was built, but it still has water in it and makes a fine heritage feature.



The folk at the top of the picture are standing by the canal whilst the river is to the left of photo.

The structure gives a good idea of what the Hereford and Gloucester Canal's Lugg Aqueduct looked like in its day.

Also seen during this visit were Carregofa locks, restored in the 1980s and still looking like they would provide good passage for boats today, gates painted recently, looking rather pretty.



These visits were very interesting for a canal restoration fan but perhaps that was not the primary purpose of the meeting.

There were some interesting learnings gleaned from a combination of chat and listening to the presentations from some of the groups attending, which can be summarised so:

1. Keep a close eye on councils to ensure follow through on their S106 promises and commitments. We are not alone!
2. Just because it takes a long time, never give up. Two examples of 40-year waits were referred to.
3. It is vital to work with councils – be close to them, they do actually want and need what we restorers are offering. Health, ecological and financial benefits to a region.
4. Funding is complex and can come from many and varied sources. It is vital to have all your ducks in a row prior to applying, be that to the Lottery, independent funds, councils etc. Schoolhouse bridge has cost over £1M and the Vyrnwy aqueduct is probably more than that but they (SUCS) are confident the money will come.
5. When applying for funding make sure you are giving the funding body what it wants, which is not always or exactly what you want. Walk a mile in their shoes.
6. CRT can be the contractor of choice even when your waterway is not under their auspices. This has the advantage of putting the money back somewhere that benefits the canal system as a whole and they have the experience.
7. CRT tend to regard taking on a new piece of waterway as a new problem rather than a new benefit. It is however notable that the “faster” restorations have usually had the advantage that the CRT ‘owns’ their bit of canal and as such eliminates the owners permission problem.
8. Ralph noted that those working when we visited the site (see photo above) were not universally over 65 and we wondered how they achieved that. Our guide suggested it was because of the NCA visit!

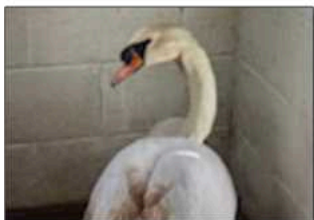
Tony Higgins

Sam and Sally – the Over Swans

It's been a good breeding season for our Over swans this year. Having six cygnets, Sam and Sally managed to raise them quite successfully without losing one. Luckily for us they spent most of the summer on the canal, giving visitors great pleasure in watching them care for their growing family.



Unfortunately in early October, Sam, our male swan was attacked by a dog and as a result had to be taken to the Vale Wildlife Hospital, where he stayed for four days.



In the meantime, Sally, without her partner,



took the cygnets off to the flooded Leadon plains for safety.

When we returned Sam to the canal, he became distraught and immediately took off in search of his missing family. Thankfully he found them and a few days later they all came back safe and sound.

Since then, four of the cygnets have left home and hopefully the other two will follow shortly.

Sam won't tolerate his offspring once they become mature, he gets very aggressive and wants them to leave his territory by the end of November.



Hopefully next spring Sam and Sally will have another brood and make Over canal once again their home to raise their family.

Monica Hamer

Latest developments in Hereford

As the world turns and time slip slides slowly away there are signs that things at the Hereford end might be turning in the direction of progress. After what I have to assume has been intense negotiation, a contract has been agreed to complete the social housing on the old industrial estate at Holmer just off College Road that has been stalled for 12 months or so since the last building company ceased trading. The S106 agreement between the council and the developer for the site should allow the Canal Trust to take over most of the line of the canal, from Aylestone Park to the eastern portal of the Aylestone tunnel, when the housing development is completed.

Some of you may have seen the item on BBC Midlands featuring this site and a potential pollution problem. The background to this is the fact is that at the approach to Aylestone tunnel, the canal runs through a gradually deepening cutting. Couple this with the fact that in the 1920s there was a tile works at the top of the embankment, and this was followed by an old style industrial estate with various units.



Needless to say, a large open ditch, i.e. the cutting for the canal, was a convenient dumping ground over a period of many years. In the words of the old song 'Hole in the ground' by Bernard Cribbins, "its not there now, the ground's all flat, and beneath it lies....." but that's just it, we don't know, exactly what lies at the bottom of the cutting. We are currently looking at ways of ensuring that we do know.

Detail of the exact boundaries of the land is yet to be confirmed, but the exciting expectation is that we will gain the eastern portal of Aylestone tunnel. This currently lies in a deep hollow covered in trees, which is fenced off and difficult to access – see left.

The undergrowth is doing a remarkable job of obscuring the rubbish that is floating and lurking in the water and surrounding embankment. Yes, there is water down there, more on this later.

The second image shows the same portal in 1975 – note that the water level is higher now following nearly 50 years' accumulation of waste and debris in the canal channel. The person in the photo looks about the same age that I was then, sadly it is not me.

There are two very positive aspects to gaining access to the tunnel. The first is that it is a site of local heritage and historic



interest, which we can improve and open up, to show off to Hereford that there is a canal here. Secondly, it is the support from the local council who are interested in the prospect of a 'greenway' walk, initially from Aylestone Park to the tunnel, but with potential, once the tunnel is open, to walk into the centre of Hereford.

This implies access to the western portal, regarding which, one of our members is currently researching and has learned, via the Land Registry, that the surrounding land was bought in 2020 by a company that specialises in grid scale electricity storage. I can imagine and hope that their 'eco' credentials are important to them and opening a green walk could be a positive development. The western portal was actually visited by another member in 2022 after obtaining permission from Glosford Timber, who currently operate from the site. The picture he took is reproduced here.



Unsurprisingly, it looks similar to the portal at the other end, but importantly confirms that it was still accessible as little as two years ago. Another photo, not included as it would not show up, shows a faint dot of light visible when looking through. I'll leave the appropriate metaphor to your imagination.

Of course, all the above is dependent on being able to accommodate any pollution issues there may be, and it is important that

sufficient sampling and testing is carried out so that we know and fully understand the situation. One of the more obvious issues is that of seepage. As noted above, the water level at the eastern portal is higher than it would have been when the canal was open and as we all know, water runs, or seeps, downhill. This means that there is a risk of contamination being washed through and down to the canal in Aylestone Park.

Some testing has been carried out by ESP (Earth Science Partnership) on behalf of the owner of the Holmer site. We are awaiting the sharing of this data with interest. Back in 2007, when the development of the industrial estate was first proposed, testing was carried out with the outcome that the development was given the go ahead, but that was looking at the potential problems at ground level whilst we have to be interested in 'what lies beneath'. (Reference planning application P201838 on the Hereford.gov planning portal if you fancy some more, a lot more, reading.)

In the meantime, some Hereford-based members have been expressing interest in a revived Hereford working party, possibly on a Saturday. There is work to do already at Aylestone Park, but with the acquisition of land it will be both necessary and practical to have a base workshop from which to work. Could anyone interested in the tunnel reopening and the preparation for that please contact me on arh47@yahoo.com or by phone on 07971 517434.

With anticipation mounting,

Tony Higgins

All Hands to the Winter Fayre

What a fayre that was, it was all happening, happened and will happen again thanks to the many hands that made the Winter Fayre work. The star of our show was of course Ginny Birkett, who negotiated, organised, arranged and made it all happen. But the half has not yet been told for our star was occulted by a passing germ and Ginny was housebound, though happily recovering fast, for the crucial day. The word went out, the flares went up and all hands turned up to support the cast. Another way of looking at this, is that it was so well organised and the roles so well cast that the whole thing moved forward with nary a falter or flap; the show went on.

Your author was awarded the honour of substituting for Ginny on the day and was rewarded by a team for whom putting on a fayre appeared to be second nature. Everyone arrived promptly at 8:00am, except, of course, Colin, who was opening the hall and who was convinced that the start was at 8:30.

He responded with alacrity and charm when phoned and the set-up started at once. By 9:30 the tables were out, the refreshments arranged, the raffle hamper front and centre benefiting from the special assistance of the Mayoress of Ledbury, as people began to enter. The whole place had a great feeling. A special mention must be made here of Gordon Lowthian, who turned up to help part time and found himself minding the art-glass stall full time, as it was moved due to one of the stalls being cancelled through illness late on. More of Gordon later.

The Trust had been allocated the whole of the far end of the hall and Ralph had got together a great presentation on what is happening at Newent. He, with plenty of help from those experienced members who had come to assist, explained the five phase plan for Newent, bringing the plan and canal to life for the many public visitors who were clearly interested in what was displayed. From the few with whom I spoke, the idea of rebuilding the station as a café and information centre was highly popular. One gent suggested that in the short term we could put a small dam either end of the platforms and fill it with water to simulate a canal. I loved it. Add to this, we've two new members following their attendance on the day; feels like there may be momentum building here; 'Newentonians', time to get stuck in.





A steady flow of visitors came through the doors, never crowded but the stall holders, including H&G Sales, were mostly kept busy and certainly reported good business. The 'mostly' was for our hero Gordon for whom the art-glass stall allowed just the one sale, but it was a good one!

As the day progressed the coffee, tea cakes and soup (thanks to the refreshment ladies who worked tirelessly) gradually dwindled until nearly all was gone and it was 2:30, time for the raffle. The good ladies of the raffle stall had done excellent business and the hamper looked great thanks to the many contributions and Ginny's presentation skills.

The tickets were shaken, and stirred, Ralph held out the tub of tickets for a small young lady, who was not tall enough to see inside, to choose a winner. The ticket was chosen, the ticket was unfolded, the number announced..... you guessed it, our hero Gordon was the lucky winner (Gordon is also our gift aid volunteer, ensuring we get all the gift aid possible from the government). Lady luck being right on her game this day.



The conclusion then is that this event was a double success.

- Firstly in that the good people of Newent now appreciate more of what their local canal will do for them as well as enjoying hearing about it.
- Secondly the Treasurer for the show, Debbie Barber, was able to announce a profit of approx £700.

So come on everyone, let's have more of these.

As the curtain falls, Ginny and I would like to say a massive thank you to all who gave their time and energy to make the Newent Winter Fayre such a successful event. Beat that eh, next year?

Tony Higgins

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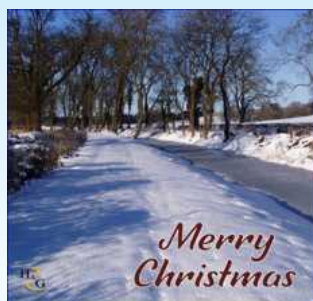
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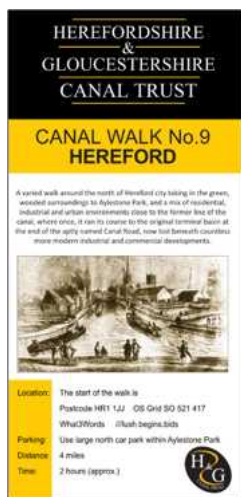


Merry Christmas !

New - Canal Walk No 9 - Hereford



Tony Higgins has been out and about and curated another walking route featuring the canal – this time focusing on the city of Hereford.



It offers a varied walk around the north of Hereford city taking in the green, wooded surroundings to Aylestone Park, and a mix of residential, industrial and urban environments close to the former line of the canal, where once, it ran its course to the original terminal basin at the end of the aptly named Canal Road. This is sadly now lost beneath many modern industrial and commercial developments.

For those not in the know, its exact location lay where Jewsons Builders Merchants abuts the Hereford City Link Road.

The new leaflet should be available early in the New Year.



The Benefact Trust are giving away ... £120k



During December – 120 charities will each receive £1,000 over 12 days.

The first draw takes place on December 5th and the last on December 20th with 10 charities drawn every weekday.



Nominate H&G to win £1,000!

Nominations are open until 23.59 on December 19th

Go to <https://movementforgood.com>



If you've already nominated your favourite canal restoration charity this year (we have asked you before in 2024) then you are already in the draw.

If you haven't nominated yet, it is just a few clicks away. It is one nomination per charity per person so you can nominate more than one favourite cause. Just put us at the top of your list!

You will find us at HEREFORDSHIRE AND GLOUCESTERSHIRE CANAL TRUST 1010721 – please type in the full name not just H&G or Hereford and Gloucester Canal Trust. Fingers crossed we get enough nominations.

Thank you.

Debbie Barber

Tow – an update from the new owner

We had a great round trip down to Alvechurch and back to recover Tow from her interim mooring. We set off from the Lymm Transport Festival and took a route to Alvechurch via the Trent and Mersey, the Coventry, the Birmingham and Fazeley, the Grand Union and Northern Stratford canals. After a night at the top of Tardebigge, we turned around and tied up next to Tow whilst I sorted planks and then a rudder etc.



We then set off and spent a night at Gas Street. Graham Wiggley (one of the ex-owners) was very pleased to see Tow again.

Tow followed behind like an absolute treat.



We headed to Audlem Festival of Transport via the Staffs & Worcester and the Shroppie, where Tow attended her first Historic Boat Gathering, giving all the shiny boat owners something to talk about!

Tow is now back at our yard in Northwich on the Weaver (probably the first time she has been north of Wolverhampton let alone on the Anderton Boat lift?), repairs to the decks and tank sections have been made so she's now water tight, the decks and top bends have also been painted in 2pack epoxy. She is waiting for a slot on the slip way to access hull condition.





Tow is actually booked to go out on her first job for CRT over the next few weeks which is great news.

For now I am using one of our converted holiday boats to move Tow around, but I'm on the lookout for a narrow-beam tug. If you hear of anything, possibly similar to Bosley, please do let me know,

I will get in touch at some point as it would be great to get down and see what you guys are up to.

Reuben Carter

What we could achieve with more volunteers.



You may have come across the words from John F Kennedy's Inaugural Address in 1961, "*Ask not what your country can do for you, ask what you can do for your country*".

So, to paraphrase, "*Ask not what your canal can do for you, ask what you can do for your canal*" – obviously the Herefordshire and Gloucestershire Canal!

I look at all that has been done in the past and then how much more we could do in the future with more volunteers. Not only volunteers who can dig a hole for that fence post or drive a digger for creating the canal, but people willing to spend some time on a PC or paperwork to help with the progress of the canal.

Such as: –

1. Working with others to track down and apply for grants in support of our projects.
2. Tracking planning applications to ensure the protected route is not overtaken by development.
3. Clear out Aylestone Tunnel to help create a green way from Aylestone Park into Hereford: a level walk or cycle route, instead of going over the hill. Very traditional canal restoration work of getting down and dirty.
4. Drive forward the development of a community basin at Aylestone Park to support the wider community, as occurs at Over.
5. Working with local landowners so we can join the dots of land and open up the canal route, for walking to start with, creating further green ways. Driving forward with further

gaining access to the route and enabling more of the route to be accessible. Our Land Trustee would welcome help with this so we can fully understand the complete route with its potential divisions.

6. Taking on a project to restore a part of the canal. We need leaders to work with the Board of Trustees to restore the canal on the land we already have access to. to create the blue navigable corridors.
7. We are also looking at building a Visitor Centre/Café/meeting area at Newent station. We are starting the process of putting together a planning application in for this, hopefully starting next year. Why not get in at the beginning of this project?
8. Canals were created for boats. We are planning to convert Renton into a passenger boat for Over and move Mr Maysey up to Malswick. Help is required with the conversion and getting it through the required regulation.
9. When the above conversion happens, we will need more boat crew for trips. Come and get trained on boat handling. It is so satisfying when the families enjoy their trips and get off with smiles all round.

So, although it is an important part of what we do, it is not just about getting “dirty” or helping to plant trees etc., it is meeting with people, helping to find those grants, meeting people on boat trips, getting the message out about all the great work that has taken place - not only over the last thirty years but recently with the newly restored section in Malswick. This is a great message to share.

So, I repeat *“Ask not what your canal can do for you, ask what you can do for your canal”*.

Be a part of our great story. Please think about how you can help with the development and restoration of the canal. When I give talks, and the question comes up *“When will it be finished?”* the answer I give is that we are doing this for the next generation. Will you be able to say *“I helped restore the canal”*?

If you can't help, please share this magazine with someone who you think might be able to.

Please – spread the word!

Ralph Barber



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Attention all budding journalists



The varied articles and photographs received from all our contributors are essential to the ongoing success of The Wharfinger. We would really like to receive new and more varied content – please keep writing and pointing that camera – we rely on you! You don't have to be on a working site to send in a contribution.

Help us to keep producing one of the best canal restoration magazines in the country.

When you have drafted your contribution, please supply words and images separately. Words can be presented as plain text in Word or as a simple email. Images need to be high resolution, preferably jpg or png, at least 1280 pixels wide, and in a size ratio of between 1:1 (square) and 3:2. Letter box images (eg 16:9 will be cropped, and note that most images reproduced in the Wharfinger are landscape rather than portrait in orientation.

If images feature people, please seek their permission before submitting them, and we'd love to know their names. Image captions are helpful and don't forget to tell us who you are.

Deadlines for receipt of articles for consideration for the 2025 Wharfinger magazines are as follows – so you have plenty of time to prepare...!

<i>Spring Edition 163</i>	<i>31 January 2025</i>	<i>Summer Edition 164</i>	<i>25 April 2025</i>
<i>Autumn Edition 165</i>	<i>25 July 2025</i>	<i>Winter Edition 166</i>	<i>31 October 2025</i>

The copy deadline for the next edition is also always confirmed within each Wharfinger.

Please send all material (words, pics and any notes) by email to news@h-g-canal.org.uk. For information about advertising in the Wharfinger email us at ads@h-g-canal.org.uk.

Debbie Barber



Thank you to those who have joined **easyfundraising** on behalf of H&G – it's not a fortune, but H&G have benefited by £70 this year - all by buying through **[easyfundraising.org.uk](https://www.easyfundraising.org.uk)**

Please consider signing up if you haven't already done so. It's not just raising funds whilst buying Christmas presents online, but for other purchases all through the year.

H&G Email Newsletter



We try and send out a bit of news or a reminder of an event approx. once a month in our email newsletter. Just one problem – we have over a thousand members and only about 250 of you are signed up for the newsletter.

We appreciate that not everyone wishes to be contacted like this, but if you would like to be added to the list, please email news@h-g-canal.org.uk and we can add you in. Thank you.

Debbie Barber

More about Brindley...

Further to mention in Wharfinger 161 of the Steamboat Brindley, more information has come to light. The boat was originally constructed by a Laurie Nelson, who ran Nelson's Yard, a boatyard on the Grand Union Canal at Solihull and had a particular interest and expertise in steam engines for use on boats – as detailed in a Waterways World directory listing published in 1974.

Since the last update, a lot has happened with Brindley. An item was printed in the December 2024 issue of the Waterways World magazine giving further history and this created several emails about the boat.

Meanwhile, just before the snow arrived in early November, a team of volunteers got down to the boat and had a very satisfactory morning, making quick work of getting the undergrowth removed and enabling a better look at the boat.



Pictures clockwise left:

The inside of the hull

Brindley hidden in vegetation;

.. and then revealed by hard work clearing the undergrowth

Brindley accompanied by former Trust boat Mallard at Monkhide in 1992

In July 1971, this article about Laurie Nelson appeared in the Birmingham Evening Mail - article reproduced courtesy of www.britishnewspaperarchive.co.uk

We should have brought a spade, or maybe a dustpan and brush, to remove the soil from the inside of the boat. Some soil was removed, and the base plate seems solid. Unfortunately, the sides of the hull have a few holes, including a large one on the swim on the starboard side, that will need addressing before the boat can go back on the water.

The rudder stock had some interesting fittings and then someone spotted the pulleys – looks like it had wheel steering at some stage. The tiller did move, so a bit of grease to make that better would give some function.

**After 20
years...**

Laurie Nelson's "baby" – a 70-year-old marine steam engine installed in his 26ft. steel cruiser Brindley. The engine is unused for 20 years before he bought it. Now with a boiler from a fire brigade pumping engine, the whole outfit is worth about £1,000.



Nelson's Wharf (Grand Union Canal, Lugtrout Lane, Solihull, Warwickshire). Mr L. V. Nelson deals in and reconditions all types of steam engines and boilers, but mainly these are small ones for marine use. Several small vertical fire tube boilers have been made. Steam plant can be installed in boats up to 70 ft. long, using reconditioned traditional plant. Small stationary steam engines can be adapted for marine use, boilers can be hydraulically tested, and a good stock is held of steam fittings, gauges, pumps, injectors and valves. Mr Nelson assembled and operates the steam canal boat Brindley, and is rebuilding and fitting steam plant into a 30 ft. teak Edwardian Thames launch.

Part of a directory listing from Waterways World - June 1974

After 20 years...

Laurie Nelson's "baby"—a 70-year-old marine steam engine installed in his 26ft. steel cruiser Brindley. The engine is unused for 20 years before he bought it. Now with a boiler from a fire brigade pumping engine, the whole outfit is worth about £1,000.



A 70-year-old power pack

GRANDFATHER

Laurie Nelson, with a still crease-resistant face burnt brown by the sun and busy eyebrows like dark clouds plotting a storm, is an engineer and a self-confessed steam addict.

Which explains why he rushes off to gatherings of the steam clan to discuss steam cars and traction engines.

And when his 26ft. former canal weed cutter is craned into the water south of Birmingham in two weeks time, it will naturally be driven by steam.

Steam, he says, stubbing out a cigarette with oiled fingers, is traditional and beautiful and simple.

Pumping engine

Petrol engines are a bit smelly and trouble prone; diesels noisy. But steam is pure delight.

His boat, Brindley, named after one of the great canal builders, is powered with a 70-year-old, two cylinder Davis 26-h.p. marine engine, built in a Thameside engineering shop.

The coal-fired boiler came from a fire brigade steam pumping engine. Mr Nelson bought it 12 from the Government by tender.

The rest were bought by American steam addicts for "fabulously high prices."

The cylinder head is bound with teak and brass bands above the polished columns of the open crankcase.

He bought the engine after it had lain in pieces in a Reading garage and unused for about 20 years. The whole engine is now worth around £1,000.

In clear water it will push Brindley along at a steady eight or nine miles an hour. At a steady four m.p.h. it burns 25lb. of coal an hour.

It uses filtered canal water passed through coke, cotton and charcoal, and when it comes out it is, says 62-year-old Mr. Nelson, "pretty well drinkable."

An ejector

The bilges are pumped by steam ejector—a device for which many a flooded boater, sweating over a normal bilge pump, must have yearned for in the past.

Stub-ended steel canal weed cutters are, at the best of times, pretty unlovely creatures. But add a counter stern on fairly traditional narrow boat lines, and a bow and a steam engine, and they put a whole host of modern designs to shame.

Not that most people would want to do the work anyway. It helps if you happen to be a devoted steam man, and, like Mr. Nelson, run a business which has the equipment for the job.

He's in the crane-hiring business at Sheldon.

The Steam Association of Great Britain has 60 members—40 of them steam boat owners, but only a handful on inland waters. Most are on the coast.

One of two

Mr. Nelson knows of only one other steam-powered craft in the West Midlands.

Brindley is painted red, white and blue ("I'm a bit of a patriot. It's time we banged the drum for ourselves a bit more").

Ballasted with coal and water, it will be craned into the water in a fortnight's time on the Grand Union canal near Solihull to begin a reign as a day cruiser down the canal.

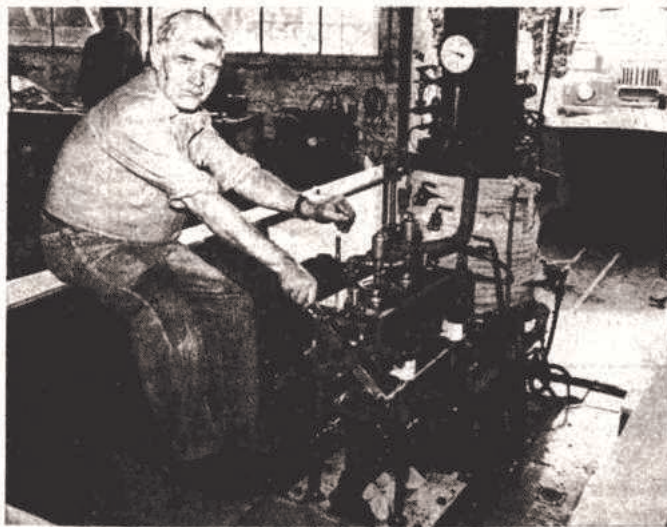
And when he shoves in a wad of oily rags and sticks and lights the boiler, and the pressure begins to build up, the years of neglect for steam roll away.

The asthmatic precision... a sound from the past.

Says the one time Leeds engineering apprentice who, during the war, handled steam shovels in the Derbyshire coal mines: "We've had her out once on a trial trip. She handled beautifully."

"Silent, slow running and smooth. Well, not really silent, but making a sight less noise than some modern engines."

"My wife had a go on the tiller and fell in love with the boat. Easier than handling a little runabout, she said. I couldn't keep her off the tiller."



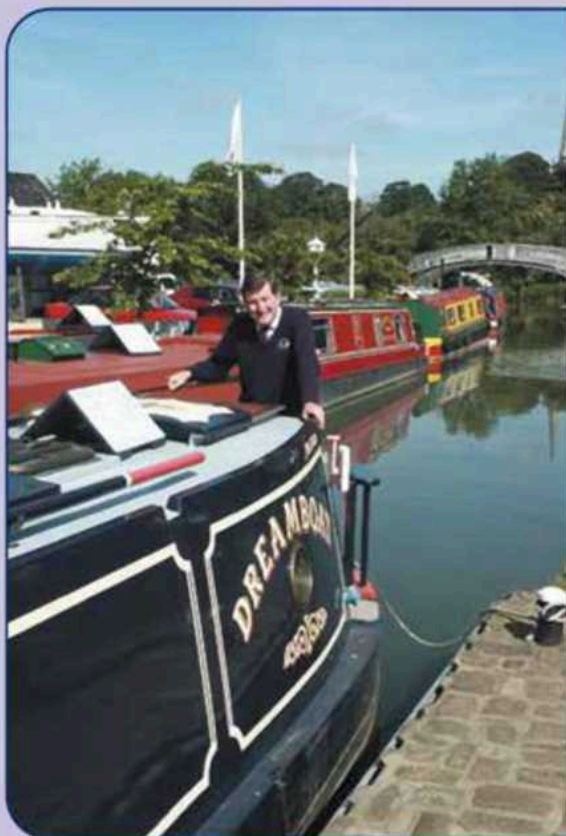
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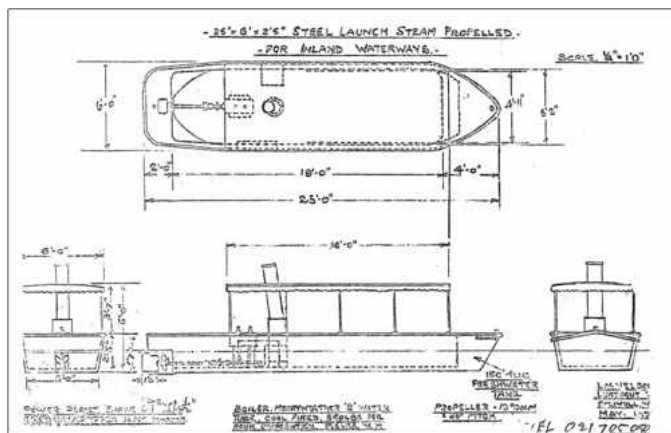
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The propeller was unusual and did not move, so a bit of WD40 (other releasing oils available) would be required.

A gap between the prop and engine was then discussed. It looks like the gear box has gone walkabout unfortunately. Whilst the throttle would not move, the engine created lots of interest. Would it start again? Should it go back to steam as the water tank at the front looks solid. Rumour has it that at the start of its life it was a paddle steamer and, looking at the hull, a number of fittings and old holes that have been filled in showed that this was possibly the case.

So, what next. Well, it would be great to get it back on the water and carrying passengers, but it has a few holes and the steel that was originally used may not be thick enough for current safety standards and keep the insurance people happy.



A couple days after the clearance work, when that snow came down, I visited Major Barnes, and we had a lengthy discussion about what next and he supplied the drawing seen here.

We could clear the area around the boat further and prepare the cider barn so that the boat could be moved into the barn and work start.

But is it worth it? Well, if we can find someone who is willing to fix the hull up, a lot of plating is required, then the rest could be worked on by volunteers who have an interest in getting Brindley back on the water. Clearing the rest of hull off – an excellent role for the scouts, and painting afterwards. Major Barnes knows where the starting handle is, so anyone fancy working on an old Lister diesel engine? He also knows where the tiller is. The rudder already moves so that is sorted. Anyone got an inline gear box, just a simple forward and backwards is required?

It was agreed I would update all via the Wharfinger and ask if anyone is interested in helping with the hull work. Major Barnes would do the same with his wide set of contacts, so we can see if we could get Brindley back on the water again. You can't say that volunteering with the H&GCT isn't varied. Maybe we can extend the fleet of boats along the canal.

If interested or know someone who could help, please get in touch by email to chairman@h-g-canal.org.uk.

Thank you.

Ralph Barber

'Float'

An all-day focus on Gloucestershire canals and waterways

Saturday 7th December, 10am-4pm



Talks and performances – booking essential

11am - An Introduction to Gloucestershire's Canals by Tony Conder

1pm - The Stroudwater Canal by Martin Bryan

2.30pm - 'Creative Canals' – watch a lively session of drama and art inspired by our canals delivered by youth groups, Stroud College and various schools in Stroud, with John Bassett and Tony Chalk, part of the Heritage Learning Forum

Activities

Rope making demonstration throughout the day – have a go!

Guess the Canal object!

Table of canal finds with experts on hand to provide further information

Also on the day:

- Heritage stands from **Canal & Rivers Trust**, **Cotswold Canals Trust**, **Stroudwater Navigation Archive Charity** and **Herefordshire & Gloucestershire Canal Trust**
- **Gloucester & District Model Boat Club** – display of model boats
- **Document display** of records relating to canal collections at Gloucestershire Archives
- Demonstration of the Stroud Navigation Archive Charity's award-winning website
- **Free refreshments** throughout the afternoon
- On barges, boats and ships or maybe pirates? Discover your heritage at the **Gloucestershire Family History Resource Centre**

Join us at the Heritage Hub, Clarence Row, Alvin Street, Gloucester GL1 3DW. Free parking on-site. To book and for more information see our website at www.heritagehub.org.uk

Where can the canal still be seen?

Evidence of the canal can be seen in many ways, and in many places, despite attempts to eradicate the canal south of Ledbury through construction of the railway.

Between Hereford and Ledbury the canal remains visible and in water in Aylestone Park, along the restored Kymyn, Yarkhill and Monkhide lengths, and at Ashperton, whilst architectural evidence additionally remains at Aylestone, Withington, Ashperton, Swinmoor and Staplow.

Whilst no trace of the canal through Ledbury remains, south of the town railway construction work thankfully spared the long section of canal between Boyce Court and Newent which remains also largely in water.

New versions of the canal are visible at Over and Vineyard Hill, and increasingly so at Malswick as a result of the Trusts restoration work.

More on tracing the canal's remains can be found in Richard Skeet's recently updated book *Rescued from Obscurity*, copies of which are available from the website's Shop pages.

The canal can be seen in other ways □0 several other books have been written about it with copies remaining widely in circulation, whilst a good understanding of the route of the canal can be derived from many interesting maps and other cartographic creations available on the internet.

Some sites with interesting material include;

- *Wikipedia – including the schematic shown to the right here*
- *The National Library of Scotland's archive OS map collection, and a variety of others making use of the NLS resources.*

Watch out for a new page on the website for more on this...





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Hello folks, here's wishing you a little light reading, as the darker nights are now with us.

Where did the summer go?

Our extra day (Monday) was a success allowing extra groups the chance to "test the water".

This has now come to an end for this year, let's hope the new groups keep in touch or move to Tuesday?

Now the good news, our yearly BBQ was a success with an attendance of 98 (and a chef) and a very happy fully fed clients and staff.

One of our major groups heard that we are trying to fund another Wheelyboat 111. In their wisdom they decided to arrange a "sponsored walk" (a very challenging undertaking for some, and me!). Well the event took place along the Over tow path, all who took part did themselves very proud, and today I have been given the total that had been donated!

A STAGGERING £1,750.00 to go into the Wheelyboat funds.

On behalf of all our volunteers, a sincere big Thank you.

A great day and a task done to perfection! Photo taken by "phone".

Wishing you all a very Happy Christmas and Healthy New Year!

Pete aka Jolly Skipper, Pirate Pete! and volunteers of Sailing4Disabled@Over



Clients from PACE LD receiving their certificates from S4D Volunteers and PACE Directors

Clockwise from top left...

Alex with certificate

Gavin with certificate

PACE LD all clients and staff who took part in the walk and S4D Volunteers.



Gloucester & District Model Boat Club



Sunday September 1st is the official start of the Autumn equinox but not for the Gloucester & District Model Boat Club. The day commenced like spring time for our fun day.

The duck weed still prevails but careful planning including a double boom across the canal nearly gave a perfectly clear basin. Worry not you swan lovers, the swans and their six cygnets manage to pass over the boom without hindrance although they do bring some weed with them, forgetting to take it back.



A steering competition course was set up along with a sailing circuit, which was in use nearly all day. The lack of wind did frustrate the skippers, who often turned to the refreshment tent for sustenance.

The refreshment tent was in full use once the kettle had boiled, even more popular around midday, the refreshment ladies, where would we be without them, festooned the tables with a buffet style lunch. Tea, coffee and a various selection of sponges were available throughout the afternoon.



Attendance was good, around forty to be catered for lunch, family members further enhanced the proceedings. Sunday afternoon strollers showed interest with one gentleman signing up as a new member.



The steering course looked daunting, it is from the slipway. The foreshortening indicates the buoys along the quay are tight although they are about twelve inches from the wall.

All too soon the clearing up commenced, wheelbarrows containing tea urns, cutlery, gazebos, numerous buoys and rope were transported to the Harbour Master's garage to be cleaned and stored and brought to an end a very pleasant day.

Enough from me this quarter, I will let the extra pictures do the talking, even the swans joined in.

Ted Tedaldi

Fundraising with Used Stamps



Ding Dong Merrily On High, And Have You Heard The Latest?

Save Your Christmas Mail For Us, 'Cos Used Stamps Are The Greatest!

Yes Folks, by the time you read this we'll all be well into our preparations for "Christmas 2024" and before you know it, we'll be tucking into yesterday's Turkey and trimmings on my Feast Day!

To misquote a well-known author, "Reports on the demise of the sending of Christmas cards through the post have been greatly exaggerated", so please remember to save all of the stamps off your Yuletide mail and help raise even more cash for the good old H&GCT.

Hint – it's better to leave a fair amount of paper around the stamps rather than risk damaging them by trimming them too close.

All stamps, albums, postcards, coins, banknotes and medals can be either sent directly to me, Steve Bence, at:

H&G Stamps, 35 Lime Road, SOUTHAM, Warwickshire, CV47 1EQ or email to information@h-g-canal.org.uk to arrange for collection or delivery .

Many thanks for all of your donations this year, let's try to pass the £6,000 raised milestone in 2025.

Steve Bence

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Grand Holiday Draw 2024



The Grand Holiday Draw was made at our September Social Evening by Ann Jones, the wife of our speaker that evening Bernie Jones (Shrewsbury and Newport Canals Trust).

**1ST
PRIZE**

NARROW BOAT HOLIDAY for FOUR

ONE WEEK PRIOR TO 31/5/25 excluding Bank Holidays. *Donated by Black Prince Holidays*

**2ND
PRIZE**

One Day's BOAT HIRE on the MON & BREC CANAL

March – October 2025 for eight people from Goytre Wharf. *Donated by ABC Boat Hire*

**3RD
PRIZE**

ONE NIGHT BED & BREAKFAST for TWO

at The Oak Inn at Staplow. *Donated by The Oak Inn at Staplow*

For the first time all the winners were distant members!

Many thanks to our friends and supporters at **Black Prince Holidays**, **ABC Boat Hire** and this year **The Oak Inn at Staplow** for donating the prizes – it is very much appreciated and this year enabled us to raise around £1,800.00 towards restoration of the Canal.

Janet Moulton

Social Evenings



Our monthly social evenings organised by Janet Moulton have proved to be popular and we thank Janet for all she has done on this over so many years. Janet has decided it is now time to pass the role on and we need someone to take on the job.

Most volunteers currently helping the Trust do not have the time to take on additional tasks, and we have asked before if anyone would take on the organisation of the Socials and to date no-one has stepped forward. Numbers attending have dwindled over the years and it may be time to consider what can be done to allow the Socials to continue to be held.

The event used to break even – perfectly acceptable – but now often makes a loss. Whilst we are keen for the Socials to be continued, we do not wish this to be at a loss.

We therefore ask once again if anyone is willing to organise some form of social meetings for the Trust, the same or in a different format, maybe different times or different venues but bringing in sufficient funding to break even. The Trust is happy to subsidise whilst the organisation gets established.

If no-one is able or willing to do this then unfortunately the Socials will definitely cease.

We really hope to hear from you – please email us at information@h-g-canal.org.uk.

Debbie Barber

Regular Volunteer Work Parties

Volunteer work parties regularly convene at restoration sites as listed below. Please contact team leaders to check for latest situations.

Tuesdays

Malswick
Robert Heigham
malswick@h-g-canal.org.uk

Oxenhall/Newent Station
Martin Boulton
oxenhall@h-g-canal.org.uk

Second Sunday each month

Herefordshire Roving Team
Ralph Barber 07836 347427
hereford@h-g-canal.org.uk

Thursdays

Over Basin/Vineyard Hill
Dave Goff
overbasin@h-g-canal.org.uk

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

As Required

Hereford City Team
Tony Higgins 01432 850408
herefordcity@h-g-canal.org.uk



Please submit your copy for Edition 163 to the magazine editorial team no later than 31 January 2025.

Ideas, text and images by email to editor@h-g-canal.org.uk.

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01568 615575

yarkhill@h-g-canal.org.uk

Herefordshire Roving Team – Ralph Barber

01432 853086

hereford@h-g-canal.org.uk

Hereford City Team Leader – Tony Higgins

01432 850408

herefordcity@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, laptop or phone!

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&GCT. A membership application form is available online or from our Membership Secretary.

Membership Rates	Annual	Life
Individual	£15.00	£300.00
Joint/Family	£20.00	£400.00
Electronic	£10.00	-
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greatly assists us and payment remains under your control.

All application forms and payments by cheque please to:
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Visit our website:

www.h-g-canal.org.uk

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

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The Queen's Award
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The site can be found at Over, off the A40 just west of the A40/A417 roundabout – use postcode GL2 8BZ or What3Words ///branching.skirt.cringe – and follow signs for the Lock Keepers. Please do not block access to the site or The Lock Keepers when visiting. 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.

The H&G Canal Trust

The Canal Society, formed in 1983, became the Herefordshire & Gloucestershire Canal Trust, a registered charity, in 1992. 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.

Work on the original canal started in 1792 from Gloucester, reaching Ledbury by 1798, and Hereford in 1845 using 22 locks and 3 tunnels. It closed in 1881 to allow construction of the Ledbury-Gloucester railway which itself closed in 1964.