

# LLANTHONY LOG



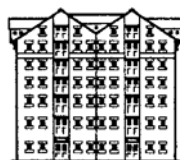
ISSUE 112

Spring 2016

*Newsletter of the Friends of the Gloucester Waterways Museum*

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FRIENDS  
of the  
GLOUCESTER  
WATERWAYS  
MUSEUM



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***Please note new email address !***

Copy for the Summer 2016 edition of Llanthony Log to the editor  
as soon as possible and at the latest by

**9.00am on June 1st 2016.**

please, by post or e-mail. Early copy is appreciated.

**Please send any pictures separately as '.jpg' files at original  
resolution and do not insert them in the text.**

**If in doubt, ask!**

**The Friends' website: [www.friendsofgwm.co.uk](http://www.friendsofgwm.co.uk)**



# Chairman's Report

Four months have passed since the Museum closed for the refurbishment. The interior of the Museum is changing with floors repaired and sanded and "Bluebird" moved from her corner. The lock structure has been demolished with great care so as to preserve the bricks for alternative use. Late July remains the anticipated re-opening we can all look forward to.

In mid-February a plaque celebrating the fitting of refurbished seating on the top deck of "King Arthur" funded by the Friends was unveiled. Volunteer photographer, Chris Witts, recorded the moment for the press and posterity. We have already received a mention on page 7 of the March issue of "The Tillergraph" the monthly free magazine. The article also refers to the Friends' contribution of £10,000 towards the Museum refurbishment and our contribution to the work on the Fielding Engine and the SND4 Steam Dredger. We also have two photos and 5 column inches in the March issue of "Towpath Talk". This is great publicity for us and the HLF Project. Thanks to everyone involved and raising funds.

The Steam Dredger is getting a great deal of attention at present. George Monger, a Museum Conservation specialist with an interest in steam has prepared a conservation plan which includes stripping the interior lining to allow the rust spots to be treated, clearing those items not related to the Dredger to storage elsewhere, extending the hatch over the pressure safety valve to allow safe removal and refitting (this with full authority of the Museum's Collections Manager). He has tested the pH (a measure of acidity/alkalinity) of the boiler water which is neutral and will be talking with the environmental specialists to allow the boiler to be blown down.

There are many jobs to be carried out around the site including painting the railings, clearing the quays of weeds and rubbish, restoring to use the

turntables and other jobs. It has been suggested that Friends and/or Volunteers could save the project money by painting the iron columns on the two lower floors to suit the new designs for the displays; if you can help or encourage others to, please let me know, my number is now on the back page of this issue.

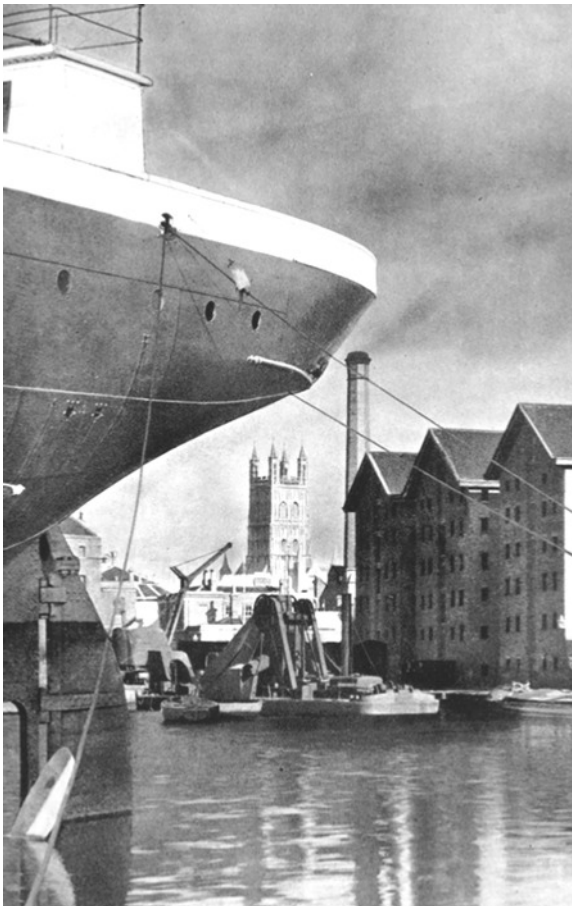
For those of you who enjoy the Museum boat trips they are anticipated to begin at Whitsun. May 15<sup>th</sup> is Whit Sunday so do let your family and friends know. The Museum is due to receive a visit from the Canal and River Trust trustees just after Whitsun, they want to inspect progress on the Project whilst in the area for a trustees' meeting locally. Perhaps we should arrange

a boat trip down the canal for them to experience our great Gloucester heritage!

1976 was a red letter year for the Museum at Ellesmere Port, they are 40 years old in June and will be celebrating throughout this year with a main event on Sunday 3<sup>rd</sup> July. Why not go along and join in the fun, your membership card allows free entry.

Keep up the support and good works and we should see a new exciting Waterways Museum opening in July.

***Norman Mitchell***



*View from the back of beyond,  
(or, beyond the back of...?)*

# *Friends of Gloucester Waterways Museum*

The Friends of Gloucester Waterways Museum latest funding project was completed during January and to celebrate the occasion a plaque was unveiled on the vessel *King Arthur*.

An important part of the Museum are the two trip boats and one of them, the *King Arthur*, was in need of new seating on the top deck. The Friends offered to fund the replacement of the seats so that from the beginning of the new season passengers may enjoy a trip along the canal and Severn in comfort. (See also picture on page 21)

Two other projects recently receiving funding from the Friends has been the large and still working Fielding engine and the old favourite, the steam dredger. Both are currently receiving maintenance work with everyone looking forward to seeing them in action again soon.



*A few Friends on the King Arthur trying out the new seats. L to R Norman Mitchell (Chairman), Jill Ruiz, Pat Harper and Richard Trelfa.*

# *40<sup>th</sup> Anniversary of the Opening of the Boat Museum at Ellesmere Port*

Was it really 40 years ago? (See front cover) Yes - and we are preparing to celebrate this throughout 2016

*The main celebrations will be on Sunday 3<sup>rd</sup> July.*

This weekend is after boating events in Liverpool, Middlewich and Lymm, and the Boat Museum Society and the Canal and River Trust would like to invite you to join us.

Boats will be very welcome, in the same way as at Easter.

Was your boat here over the weekend of 12 & 13<sup>th</sup> June 1976 when the Museum first opened?

The Museum was open on weekends only in the summer for the first few years - day jobs and continued work on the Toll House, dry dock and boats had to be done. All volunteers then.

Initial suggestions for activities on this day include 'pop-up theatre', boaters' games including a tug of war... Steam roundabout? Boat tug of war? - there was one on the opening weekend.

There will also be guided tours of the site including 'behind the scenes' on the slipway and the large object store in the Lime Shed.

If **YOU** were at what is now the National Waterways Museum either on the opening weekend, or later in that hot summer of 1976 when we were plagued by ladybirds, **please get in touch**. We would like to hear any memories you have of that summer and see and possibly use any photos you have.

**Please come along to join in our commemorations.**

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# Gloucester Corporation No.1

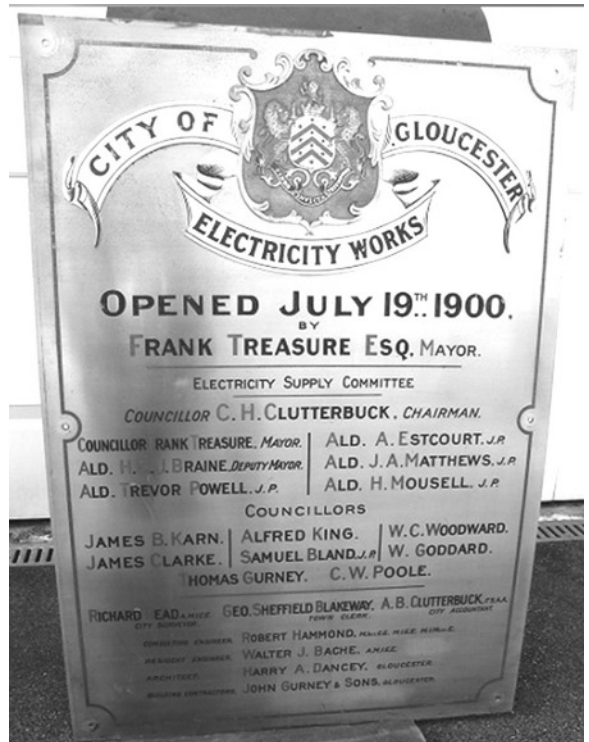


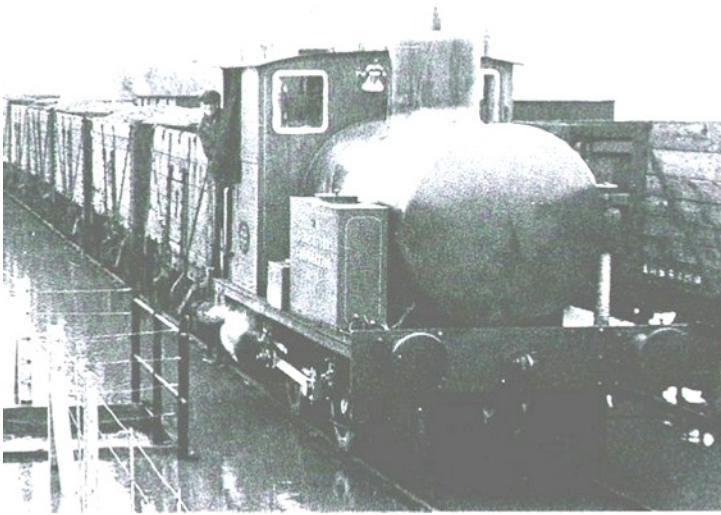
The fireless loco 0-4-0F No. 2126, weighing 21 tons, was built in 1942 by Andrew Barclay & Co. of Kilmarnock.

It is part of the history of electricity generation in the city of Gloucester.

Gloucester's first electricity generating station, built in what had been the garden of Bearland House, was opened on July 19<sup>th</sup> 1900, to upgrade the city street lighting from gas. Four years later, its electricity powered the city's trams, and horses were retired. The station had coal fired Lancashire boilers producing steam for triple expansion condensing engines driving DC generators. Although that first power station is long gone the grid sub-station, recently upgraded by Western Power, is still there (listen to the 50 cycle / second hum as you pass it in Commercial Road.

At the start of WW2 one of a number of the country's new emergency camouflaged power stations was built at Castle Meads. This had coal fired Yarrow chain grate boilers producing steam for turbines at





a pressure of 800 lbs/in<sup>2</sup> (55 bar) and a superheated temperature of 800°F (427°C).

Coal fired power stations usually had coal fired locomotives to haul coal wagons. But, the maximum design steam pressure of a fired locomotive boiler is 250lb/in<sup>2</sup> (17 bar). (True also of the type of boiler in our steam powered dredger; SND No4) The limit is on the thickness of the furnace / fire tube. Any increase, in thickness, to achieve greater design steam pressure, would result in excessively high fireside metal temperature and, failure.

The superheated 800 lbs/in<sup>2</sup> steam pressure produced by Castle Mead's boilers allowed the introduction of our fireless locomotive. It was connected to the big boilers and taken to full pressure. Disconnected, it would run round the site gradually losing pressure and arrive back at the power station with its pressure having dropped to about 25lb/in<sup>2</sup> (2 bar), ready to be recharged.

Gloucester No.1, painted battleship grey, shunted coal wagons from the wharf by the river, opposite Gloucester lock, where the coal was

unloaded from coasters using a steam crane. In later years, coal came in via the main railway system.

In 1947, when the power supply companies were nationalised, the site came under the ownership of the British Electricity Authority (BEA). Locomotive No. 2126 was painted green.

In 1957 the BEA became the Central Electricity Generating Board (CEGB) who operated Castle Meads until 1969 when it closed down.

The locomotive was saved from the closed Castle Meads site by the Dowty Railway Preservation Society and moved to Ashchurch. In September 1988 she came to our National Waterways Museum at Gloucester and was cosmetically restored thanks to sponsorship from the Barnwood-based



office of the CEGB and a Science Museum fund. In the 1990s the CEGB was privatised. The Barnwood office is now the UK HQ of Electricity de France (EDF).

'We', the Friends of the Museum, spent many hours working on the restoration of No. 2126, which was completed by the Dorothea Restoration Engineers of Whaley Bridge.

No. 2126 is currently in the livery of the CEGB, still at Gloucester Waterways Museum.

With thanks to Hugh Conway Jones' web site [www.gloucesterdocks.me.uk](http://www.gloucesterdocks.me.uk)  
And:-

[www.glostransporthistory.visitgloucestershire.co.uk/ROD\\_Universal%20works\\_Pug%20Sextet.htm](http://www.glostransporthistory.visitgloucestershire.co.uk/ROD_Universal%20works_Pug%20Sextet.htm)

*Richard Trelfa*

# Winter Talks

Tuesday 26<sup>th</sup> January 2016

The weather was very fitting for our first talk of 2016 - wet and windy! We were in for a seafaring treat, a voyage on the tall ship, *Eye of the Wind*. Our speaker for the evening, Lynda Thompson, enthralled us with tales of her time spent as a volunteer crew member over a number of years.

With aid of slides we were left in no doubt to what conditions were like on board during bad weather. Indeed, Lynda's last voyage on the ship was from Bristol down across the Bay of Biscay to the Canaries, in a gale! It was interesting to hear of life aboard a sailing ship, the sleeping quarters, messroom and life in general with having to work watches, until the call is made for "all hands on deck".

In the audience were Tommi Nielsen and Sarah White who accommodated the *Eye of the Wind* in their shipyard at Gloucester a number of years ago.

*Chris Witts*



*The Eye of the Wind at Gloucester Shipyard during 1999. C Witts*

Tuesday 23<sup>th</sup> February 2016



Anticipating a large attendance for our February talk we booked a larger room at the Climbing Centre. A wise decision as many came to see and hear Tony Conder present his popular talk "Canal People".

Tony began by introducing those canal pioneers who first thought of changing the way we moved cargo across England. Very few of us had heard of Gloucester man John Taylor before listening to Tony's talk. A man of the 17<sup>th</sup> century he wished to see coal transported from the west to London by a waterway. Then there was the 3<sup>rd</sup> Duke of Bridgwater, who,

with an enthusiastic Josiah Wedgwood and canal engineer James Brindley, moved pottery around on the early canals.

When Gloucester Lock was opened in 1812 a cannon was fired to celebrate the event. Sadly 2 were killed by it! We learnt though that this wasn't an isolated occurrence as others had been killed elsewhere in a similar situation.

We tend to view those early canal people who worked on the narrow boats on the canals with some pity, but we should realise that they were fortunate to be working with the freedom of being out in the fresh air. Little changed in the two centuries that our inland waterways prospered, except that organised schooling for the children came too late.

After a period of dereliction of our canals, enthusiasts woke up to the idea that if restored they could be a vital part of our national tourism. Barbara Castle, as a leading politician, led the way in making sure we have the canals restored as we see them today.

*Chris Witts*

# Building a Boat for the Hereford & Gloucester Canal

By Hugh Conway Jones

While improving the catalogue of the Museum's collection, Martin Bryan found an interesting agreement for the building of a 'canal boat' by Edward Hipwood of Gloucester for John Bowkett jnr of Newent dated 1836 (NWM03265). It specifies the thicknesses and types of timber to be used and it gives some details of the design, but curiously it does not specify the overall dimensions of the finished boat.

*Newent, 2 Nov 1836*

*I Edward Hipwood do agree to Build a Canal Boat for Mr John Bowkett Junr as hereunder Specified the Bothams to be of 2& $\frac{3}{4}$  inch Beech plank the Sides First Strake 3 inch English Oak Keelson 3 inch Oak the residue of side plank to be of 2& $\frac{1}{2}$  inch Oak the Knee to be 3 feet 2 inches Distance and Double Bolted Oak rail on the top of the Sides(?) good Cabin & Fore Deck with Floor in the Cabin the whole to be well and properly fastened & finished in a Good and Workmanlike Manor with three pair of wood & three pair of iron Guards for the Sum of One Hundred and ten pounds & I Edward Hipwood further agree to take in part of payment 12 Oak Timber Sticks(?) of Mr John Bowkett Ser at 3 Shillings per foot to be delivered in my yard at Gloucester the remainder of Payment to be made when the Boat is finished which is agreed to be on the First of March 1837*

*[signed] John Bowkett Junr*

*Edward Hipwood*

I wondered whether any other early contracts had survived, and if so how the details compared (particularly the use of beech for the bottom planks), so I contacted the Waterways History Research Group who co-operate via email. One member of the Group soon came up with a specification dated as early as 1797 for a canal boat built at Lancaster. This gave full details of dimensions and materials, including deal for the bottom planks and oak for the sides. Another specification dated 1817 from the same builder called for deal and elm planks. Another member sent information about boats built at Cardiff in 1830 that had bottoms and lower side strakes of elm, middle side

stakes of red pine and upper strakes of oak. None of these specifications mentions beech, but I was told it is quoted as a standard wood for the under-water parts of boats in *The Forester's Guide* published in 1820.

Compared to the other specifications, the agreement between Edward Hipwood and John Bowkett was remarkably vague. Since the dimensions are not stated, it is reasonable to assume they were clearly understood by both parties. As the boat was being built for an owner based on the Hereford & Gloucester Canal, it could have been 70 ft long by 8 ft wide to suit the locks on that canal. However, by 1836, it had become common in the Gloucester area for local men to have 70 ft by 7 ft narrowboats (known locally as longboats) so they could collect coal directly from collieries in Staffordshire. These boats also carried goods inland that had been discharged from ships in Gloucester Docks. Edward Hipwood was well placed to build such boats as he had moved down river from Stourport c1820. I think it is likely, therefore, that this is the style of boat that the two parties had in mind when they signed the agreement, but we cannot be sure.

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"Frozen river at Minsterworth below Gloucester, January 1940. Policeman able to traverse the boundary of his beat for the first time in living memory."

*Contributed by Martin Bryan*

# *Stock Market News 1827*

Readers of the Gloucester Journal will doubtless be amazed to hear that in the Monday 21st December 1827 edition of James Wetenhall's esteemed Course of the Exchange, &c. &c. the price of a £150 share in the Stroudwater Canal was quoted in London as £450. This contrasts with the price of a £100 Thames and Severn Canal share, which was quoted at a mere £24. Mr. Wetenhall declines to quote a value for the £100 shares of the Gloucester and Berkley Canal despite its recent opening.

Further afield, the price of shares in the Worcester and Birmingham canal is quoted as £53, against an average paid subscription of 78 pounds and 8 shillings. The long established 'Stafford and Worcester' Canal is much preferred, with the cost of a £140 share being quoted as £800.

While it is recorded as being a canal rather than an iron railway, £35 shares in the Severn and Wye Canal and Railway Company that has recently linked Lydbrook with Lydney Harbour are quoted at £22, while £50 shares in the Forest of Dean Iron Railway, which unlike other railways is paying an annual dividend, are quoted at £46. The £100 shares in the Cheltenham Tramway are quoted at £78, despite the increase in traffic created by the opening of the Gloucester Docks to sea-going traffic.

Only two other iron railways have their shares reported at this time. The 4233 £100 shares in the Liverpool and Manchester Railway currently under construction are being quoted at £48, despite the 308 holders of the shares only having been called on to pay £27 to date. £100 shares in the Stockton and Darlington Railway, which was opened in 1825, are being quoted at £130.

## Stock Market Update

On Tuesday 24th May 1836 James Wetenhall issued No 12,267 of his Course of the Exchange, &c. &c. reports from Throgmorton Street. In this the price of local canal companies were quoted as follows:

<u>Company</u>	<u>Face Value</u>	<u>Current price</u>
Stroudwater Canal	£150	£550
Thames & Severn Canal (black)	£100	£29 / 10s
Thames & Severn Canal (red)	£100	£32 / 10s
Severn & Wye Canal & Railway	£35 / 10s	£17 / 10s
Worcester & Birmingham Canal	£78 / 8s	£82
Staford & Worcester Canal	£100	£690

Shares in the Gloucester and Berkley Canal Company and the Cheltenham tramway are no longer being traded but railway mania has arrived in the county to take their place, with shares being offered for sale in the Cheltenham & Great Western Railway, the Cheltenham, Oxford and Tring Railway, the Birmingham, Bristol and Thames Junction Railway and the Birmingham and Gloucester Railways, though none has yet received parliamentary approval. Only the long established Forest of Dean Railway is working and paying a dividend, though no price is quoted for its shares at present.

# *Extracts from THE GRAND SCHEME*

## *by R D Field*

### *History of the construction of the Gloucester & Berkeley Canal* *1793 - 1827*

The Gloucester & Berkeley Canal, was conceived and constructed as an answer to the treacherous nature of the River Severn. From Roman times until the industrial revolution the Severn formed the main artery for the transportation of merchandise to and from the Midlands of England. With the beginning of the expansion of trade and industry in the 16th century, an increasing number of sailing barges and trows plied their trade between Gloucester and Bristol. These vessels had continually to contend with the lower reaches of the Severn, where shifting shoals and strong tides made navigation difficult and dangerous. Towards the end of the 18th century, concern at the periodical loss of vessels negotiating this part of the river prompted consideration of a plan for building a canal to by-pass the most treacherous stretch of water. Unfortunately, the first attempt to provide an easier route than that provided by the Severn was doomed to failure before it began.

In 1783 a group of merchants and businessmen in Gloucester agreed to promote the construction of a canal running southwards from the Severn at Gloucester to form a junction with the Stroudwater Navigation at Whitminster. This, they believed, would facilitate the Thames & Severn Canal, started the same year, by ensuring a safer route for traffic coming down the Severn seeking to reach the entrance of the Stroudwater, and subsequently the Thames & Severn when completed. However, the proprietors of the Stroudwater feared a loss of traffic and tolls on their navigation between Framilode and Whitminster, and decided in January 1784 to spend £1,000 opposing the scheme. A legal battle ensued and after losing the site of the proposed canal basin in Gloucester, also the work of the Stroudwater Navigation, the 'Gloucester Canal' committee gave up their venture. But not for long...

In the 1790's there occurred a boom in canal development. The success of certain favorably situated waterways misled numerous people into thinking

that similar success might be achieved by building an immense number of canals. This resulted in many ill-founded schemes and considerable speculation in canal shares. Known as the period of *Canal Mania*, the boom was over by 1797, causing great financial loss to those involved and leaving many canals abandoned and unfinished. Against this background the second plan to build a canal from Gloucester was conceived and begun. During the summer of 1792 it was proposed that a ship canal be built dissecting the Stroudwater Navigation to form a junction with the river below the most dangerous part of the navigation. It was agreed that a joint-stock company be formed, thereby obtaining the vast amount of money necessary by the sale of shares to the public. Agreement with the Stroudwater committee on tolls and possible water losses was reached with little trouble on this occasion, the Thames & Severn Canal having been completed and the proprietors' livelihood thus secured. It was the landowners, millowners and occupants of the land through which the canal would run who protested this time.

All significant opposition to the canal from the landowners was overcome by the co-operation of Lord Berkeley, the most influential person in the affected area, who agreed to support the canal venture providing the course of the line was to his satisfaction and that certain clauses for the provision of compensation for himself and the other landowners, were incorporated in the bill to be presented to parliament.

The Act forming the original subscribers into 'The Gloucester and Berkeley Canal Company' was given Royal Assent on March 30th 1795. Designed to be 18 feet deep and 17 and three quarter miles long, the canal would eventually admit ships of 300 tons. It was to be built upon a constant level, thus eliminating the use of locks except at the points of entry at Gloucester and at Berkeley Pill.

Two unreliable surveys had been made in 1792, the first by Josiah Clewes, principal surveyor of the Gloucester & Hereford Canal and the second by a local land surveyor, Richard Hall. Clewes line ran along low land and terminated just below Sharpness Point. Hall chose a line further inland joining the river at Berkeley Pill. On the advice of chief river pilot on the Severn, Captain Dark, the committee provisionally included Hall's line in their application to parliament. This hurried choice was prompted by a scheme to build a barge canal from Bristol to Gloucester, which might have robbed the Gloucester concern of success.

At the time Milne was appointed it was taken for granted by all that Hall's line would be the route of the canal, and the Company simply required their engineer to render this line 'feasable and intelligible' as quickly as possible. In September 1793, therefore, Mylne completed another unreliable survey of a route chosen by a man of considerably lesser experience than himself. These hurried actions caused the 'Gloucester & Berkeley Canal Company' much unnecessary expense, and combined with international events, led to the termination of work on the canal from 1797 to 1817.

Work began on the canal on October 18th 1794. Mylne suggested that the line from Gloucester to Saul be built first because of the traffic which had to go down river from Gloucester to Framilode to get into the Stroudwater Canal. Little trouble was had in obtaining a site for the basin, the land called 'The Kit' being purchased from the Duke of Norfolk for £500, and with this basin set out, workmen were soon engaged in testing the area for suitable clay for making bricks. Large contractors, such as John Pinkerton, who built part of the Ouse River Navigation and the Basingstoke Canal completed some of the work on the first part of the Gloucester & Berkeley Canal. Much of it, however, was built by local people who undertook quite small sections of work at a time. Two local companies, William Thornbury and Sampson Lockstone of Old Sodbury were engaged to dig out the basin at Gloucester, whilst a third man, a Mr. Montague, agreed to cut the first length of canal... 'from the south side of Plow Lane to the north bank of Sudbrook. At 5p per yard, he finding all tools, planks, wheelbarrows, machines etc.'

This being the largest canal so far built in the country, offered ideal testing ground for 'machines'. Whilst drawings of similar inventions had been submitted by various parties during 1793, it was those of Charles Brandon Trye that were accepted by the Company. During the spring and summer of the following year Trye's machine was built and tested at considerable expense to the proprietors who agreed to give it a fair trial. It was essentially a device for the transportation of soil rather than a digging machine. Skips laden with soil were raised by means of a horse gin. As the horse trod a circular path, one side of the rope was wound in and the other unwound, thereby allowing a full skip to be pulled to the heap whilst an empty one was returned to the work.

*(To be continued.)*

# *Why Birmingham is where it is?*

*'Revelations', by Richard Trelfa.*

My parents lived in north Birmingham for 50 years. It is where I went to secondary school and had my first paid jobs. But, having come to live in Gloucester, it was while travelling up Tardebigge's 34 locks, in my narrowboat, that I realised the extent to which Birmingham is on an 'ump. From my knowledge of that 'ump, I know that it has no natural resources; no water, no clay, no silica, no metal, no coal and none of the things that the Industrial Revolution required.

I came to the conclusion that there may be a social reason and have to do with non-conformism. The Museum of the Jewellery Quarter is a good example of a business run by a family whose lives were dominated by their faith. In the Birmingham, of that era, Baptists, Presbyterians, Methodists, Primitive Methodists, Quakers, Congregationalists abounded.

I had a feeling that the use of the King James Bible had been made law of the land and that all people had to attend a church, on a Sunday, if they were in reach of one. Nonconformist preachers were not allowed to preach near a Church of England church. (5 miles?). In consequence, non-conformists moved to an area remote from the reach of Anglicanism. An area where there was no settlement of consequence, because of a dearth of natural resources: Birmingham.

I mentioned this hypothesis to my mother, a retired teacher of history and, aged 90, when I asked her if Bible use was the reason for this migration. "No" she said, "It was because of the Clarendon Code, which drew laws on the subject together".

## **The Clarendon Code.**

**Overview.** The Clarendon Code was a series of four legal statutes passed between 1661-1665 which effectively re-established the supremacy of the Anglican Church after the interlude of Cromwell's Commonwealth, and ended toleration for dissenting religions. The Code was named for Edward Hyde, 1st Earl of Clarendon, who was Charles II's Lord Chancellor. Clarendon

enforced the laws despite his personal opposition to many of the provisions of the Code.

**Corporation Act (1661).** This first of the four statutes which made up the Clarendon Code required all municipal officials to take Anglican communion, formally reject the Solemn League and Covenant of 1643. The effect of this act was to exclude Nonconformists from public office.

**Act of Uniformity (1662).** This second statute made use of the Book of Common Prayer compulsory in religious service. Upwards of 2000 clergy refused to comply with this act, and were forced to resign their livings.

**Coventicle Act (1664).** This act forbade coventicles (a meeting for unauthorized worship) of more than 5 people who were not members of the same household. The purpose was to prevent dissenting religious groups from meeting.

**Five-Mile Act (1665).** This final act of the Clarendon Code was aimed at Nonconformist ministers, who were forbidden from coming within 5 miles of incorporated towns or the place of their former livings. They were also forbidden to teach in schools. This act was not rescinded until 1812. The Clarendon Code effectively ended any possibility of the Anglican Church and Nonconformists coming together under one religious and social banner. The religions of Britain were deeply polarized, and religious intolerance would be an ever-present feature of British life for at least the next century.

So, nonconformists who wished to hear a preacher of their choice, moved to Birmingham. The discipline of their religion governed their lives and their businesses. They made Birmingham the city of a thousand trades. When they wanted access to the ocean, via a port as near as possible and, which wasn't Bristol, the idea of the Gloucester to Berkeley canal was born.

I submitted these thoughts to Carl Chinn, Community Historian in the School of History at the University of Birmingham, and received the following reply:

*"I am sorry for the delay in replying and for the brief reply but I am struggling to keep up with my heavy workload teaching, marking and writing and with my emails.*

*You are right that Birmingham is on high ground, although physically is more of a plateau than a hump. And you are also right about the importance of Birmingham's people in its rise to prominence. However the old view that this rise could be attributed mostly to Non-Conformists has now been challenged.*

*Birmingham's growth began strongly from 1166 when it became a market town, and even after the rise of Non-Conformity the majority of the town's population was Anglican.*

*In the later nineteenth and early twentieth centuries a small Non-Conformist elite (mostly Unitarians) did have a disproportionate influence on the city economically and politically but at the time of the Clarendon Codes the only significant Non-Conformist family to settle locally was that of the Quaker Lloyds.*

*Carl"*

Carl's website BRUMMAGEM is to be found at [www.carlchinnnbrum.com](http://www.carlchinnnbrum.com)

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*King Arthur, the Museum Trip Boat - Chris Witts*

## *From WAVERLEY'S publicity Leaflet*

"2016 will be a spectacular year for *Waverley* as we celebrate her 70th Birthday. *Waverley* was launched at A&J Inglis Yard on October 2nd, 1946. There are celebration events and sailings planned throughout the year to mark this special birthday.

*Waverley's* season will start in Scotland and the Western Isles on the last

Bank Holiday weekend in May. The Clyde summer programme will run from June through to August before moving on to the South Coast and Thames. This special year will culminate in a weekend of cruises on the Clyde in October. Timetables for all areas will be available in the New Year, please visit [waverleyexcursions.co.uk](http://waverleyexcursions.co.uk) for up to date information.

### **Groups**

Whether it's a planned outing for your social group or just some friends and family getting together for a day or evening out, *Waverley* can offer an ideal venue for your outing. Discounts start for groups of 10 or more. For more information, please call 0845 130 4647 or email [info@waverleyexcursions.co.uk](mailto:info@waverleyexcursions.co.uk)

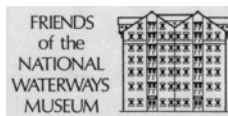
### **Private Hire**

A unique and exciting venue for corporate events, birthday parties, weddings, special anniversaries, engagement parties, *Waverley* is available for your exclusive use. With day, afternoon or evening cruises to suit your event *Waverley* boasts beautifully restored lounges, catering and bar facilities for your guests to relax, eat, drink and be entertained.

Pleasure Steamers have cruised on the Bristol Channel since Victorian days and *Waverley* carries on this great tradition. Bring back memories as you visit the seaside in Ilfracombe in Glorious Devon. View sealife along the spectacular National Trust coastline of Exmoor or explore enchanting Lundy Island with its magnificent views and wildlife. Enjoy a cream tea or Somerset cider when you visit charming Minehead or take a trip on the West Somerset steam railway. Get close up views of seabirds, towering cliffs and a Lighthouse as you enjoy a peaceful cruise around the 'Channel Islands' of Steep Holm & Flat Holm. Have fun on a showboat and enjoy the live band on board."



# Contacts:



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Front of House	<b>Nick Dutton</b>	

Now that all the archives have been moved to Ellesmere Port, archive enquiries should be made of: The Archive Assistant, Ellesmere Port, e-mail address:  
[linda.barley@thewaterwaystrust.org.uk](mailto:linda.barley@thewaterwaystrust.org.uk)

# PROGRESS AT THE GLOUCESTER WATERWAYS MUSEUM

Last week was busy at the museum with works progressing well on the flooring and removal of the lock. One of the requirements in the brief to the designers was to create new exhibitions but also improve the feel of the space as a warehouse - which the removal of the lock helps achieve.

*Michelle Kozomara*

