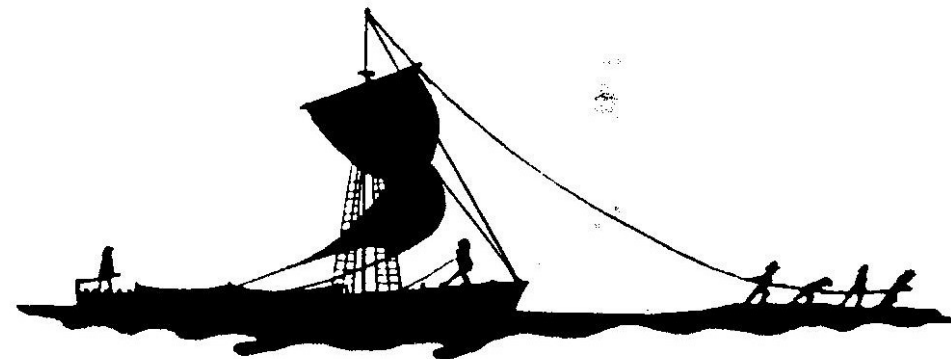


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*All views expressed in Llanthony Log are those of the Editor and individual contributors and do not necessarily represent the official views of the Friends of the National Waterways Museum.*

# LLANTHONY LOG



Newsletter of the Friends of the  
National Waterways Museum

ISSUE NO.13 - JUNE 1991.

## Diary Dates

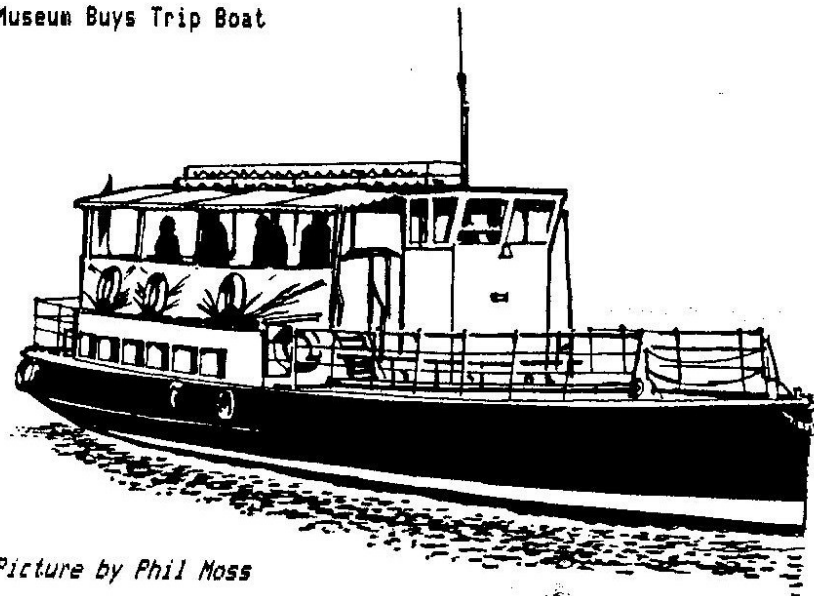
- Jul 14 IWA coach/boat/train trip to Welshpool. For details, contact Kay Jennings on 0432 270907.
- Jul 16 River cruise on Queen Boadicea II. For details, see insert.
- Aug 4, 11 Three guided walks linked to the Gloucester and Sharpness Canal and 18 led by Hugh Conway-Jones. For details, see insert.
- Aug 9-11 Fireworks and lasers in the docks. Admission charge.
- Aug 24-6 Friends staffing the Museum stand at the IWA National Waterways Festival at Windmill End. For help required and offer of travelling expenses, see Page 18.
- Sept 10 Severn Tidal Power. IWA talk by Dr T L Shaw at the Tewkesbury Marina Yacht Club at 7.30.
- Oct 5-6 Friends helping at Lifting and Shifting Weekend. For details of help required, see next Llanthony Log.
- Oct 15 Working Boats in the '50s and '60s. An illustrated talk by Richard Courtenay Lord in the Museum Schools Room at 7.30.
- Nov 12 The Gloucester and Sharpness Breach by John Weston of British Waterways. An IWA meeting at the Tewkesbury Marina Yacht Club starting at 7.30.
- Dec 17 Forest Life - the River Severn. Melville Watts shows his award winning film in the Museum Schools Room at 7.30.

For evening meetings, car access to the Museum is from Southgate St. Non-members are welcome. Raffles will be held to raise money for the Dredger Restoration Fund.

Friends are welcome at the Inland Waterways Association meetings which are held at the Tewkesbury Marina Yacht Club, off the Bredon Road B4080, on the left, 250 yards north of the junction with the A38.

For the February meeting of the Friends, it is intended that members will be invited to show their own slides, films or videos. Watch out for more details in the next Llanthony Log.

## Museum Buys Trip Boat



Picture by Phil Moss

The Museum has bought a historic vessel to work as a trip boat based in the docks. Queen Boadicea II was built in 1936 by Thornycroft and started her working life on the Thames carrying passengers between Westminster and Greenwich. In 1940, she was called upon to join Operation Dynamo - the evacuation of troops from Dunkirk. After the war, she continued working on the Thames, going up river as far as Kew and Richmond. Then in 1976, Queen Boadicea II was sold for work on the River Dart, and most recently she has been based on the Tamar doing trips around Plymouth dockyard and acting as a relief for the Cremyll ferry. (If anyone is willing to research more details about her history, contact Hugh Conway-Jones on 610.619679.)

To get her to Gloucester, Queen Boadicea II had to be brought round Lands End, and an account of this epic voyage, skippered by Des Fforde with a crew of Friends, is given on another page. Once here, she was given a formal launching ceremony which was attended by Raymond Baxter, founder of the Association of Dunkirk Little Ships, and by several veterans who had been rescued at that time.

As her full name is a bit of a mouthful, it was inevitable that some form of abbreviation would be adopted. On the Tamar, she was known as Bodie, but that didn't suit Gloucester folk. Early suggestions included Queenie or Queen B, but the name that seems to have stuck is QB2.

Q82 is now operating regular half-hour trips from Merchants Quay to Hempsted Bridge and back, and she is doing very good business. She is also available for party bookings (up to 145 passengers) in the morning or after 4pm. Indicative costs for 50 adults are £100 for a 1½ hour cruise and £200 for 3 hours. A buffet can be arranged from £3 per head. For further details, contact Pete Evans or Mary Mills at the Museum.

At the AGM

After three years as a most efficient Secretary, Janet Illingworth-Cooper stepped down from the Committee, and she was given special thanks for all her hard work. In her place was elected Liz Howard who helped in organising the boat jumble. All other committee members are carrying on.

As the Museum has raised admission charges recently, it was agreed that the Friends family subscription should rise to £12, although the individual subscription could stay at £7 for a further year. This was recommended because the Committee aim for the subscription to be enough to cover administrative expenses and to be able to pass on funds to the Museum equivalent to the current admission fee in recognition of Friends being given free admission.

Getting the Steering Simulator to Work

Friends funds are to be used to help sort out one of the star exhibits on Level 3 which has never worked properly. Many visitors have a go on the computer simulation of steering a narrow boat into a lock, but they soon realise that moving the helm doesn't actually have any effect, and the boat goes into the lock regardless of how they steer. Now a local computer firm has taken on the task of getting the simulation working, and the Friends Committee has agreed to contribute towards the cost.

Some money has already been raised for a computer-controlled video and a model engine for Level 1, but work on these was deferred when restoration of the dredger took priority. While it is still intended to add these attractions to Level 1 in due course, Tony Conder believes that the steering simulator on Level 3 should be improved first, and the Committee has agreed to devote the money already collected to this purpose and to invite further donations when Friends pay their subscriptions.

The Boat and Watersports Jumble in April was a tremendous success and a tribute to all the hard work that had gone into organising it. When Stuart Darnley first came up with the idea last August, few on the Friends committee had any idea of what was involved, but now it seems set to become part of the annual callendar.

## **GLOUCESTER BOAT & WATERSPORTS JUMBLE 91**

Early contact was made with the Boat Jumble Association, to which most of the main traders belong, and their secretary proved most helpful. A date was selected which was just about the only suitable free Sunday in their diary, and permission to take over the Museum car park for that day was obtained from the Gloucester Docks Trading Company.

Arrangements were made for a significant programme of advertising in the major boating magazines, and Stuart managed to get sponsorship to cover some of the cost of this. Leaflets were sent out to over three hundred watersports clubs within a 50 mile radius using addresses collected by selected Friends, and leaflets were also distributed at other boat jumbles and to many individual boats in the area. In addition, newspaper advertising covered some 1.8 million households.

Two weeks before the event, only about half the spaces were booked, but then there was a mighty rush. In the end 86 traders attended, and Stuart had to turn away many others because of lack of space. Working parties were organised to clear away obstructions in the Museum car park, such as a pile of railway sleepers, and to tidy up rubbish on Llanthony Quay which was needed for a replacement car park.

On the Saturday afternoon, the positions of individual stalls were marked out, barriers were arranged to enclose the site and direction signs were set up. Then it was realised that, in spite of requests to park elsewhere, a British Waterways pool car had been left obstructing the site for one of the stalls. However, a resourceful member of the organising team sought help from a car salvage firm just across the road, and they had the equipment to tow the car away.

On Sunday morning, helpers were on site by 6am to welcome traders arriving from all over the country and to guide them to their allocated

spaces. Unfortunately, two more spaces were still occupied by British Waterways cars, but a borrowed trolley-jack was used to move them enough to be able to work around them. Some sharpsters who had only booked a carboot arrived with a van, and when they tried to acquire more space free they had to be dealt with firmly. All the traders were in place by 9am, and there was feverish activity to get their wares on display.

A rota of 30 helpers had been organised to sell tickets on the gates and to act as marshalls in the car park, and they were soon busy as potential buyers started streaming in. Also Stuart had recruited some of his friends to liaise with the traders and to count the money. The goods on sale varied from high quality items being sold at discounted prices through a good range of second-hand items down to what appeared to be junk but was no doubt treasure to someone. As well as boats, engines and chandlery, there was equipment for all kinds of watersports.

As early-comers left with their purchases, more people kept arriving, and a total of over 2,500 paid to come in. Things were quietening down by lunchtime, but there was still a lot of business done during the afternoon, and the traders didn't start packing up until after 4pm. Even then, people were still wandering round the remaining stalls, and it was nearly six o'clock before everyone had gone and all the rubbish could be cleared away.

There were a few comments about how things could be done better next time, but most reactions were extremely favourable. The traders were very impressed with the organisation, facilities, staffing and venue, and provisional bookings for the next event are being received. Stuart's idea of including watersports as well as boats undoubtedly played a major part in the outcome, and this is now being copied by organisers of similar events. Initial indications are that the jumble has raised around £5400 for the Dredger Restoration Fund. Thanks to Stuart for running a magnificent show and to all those who helped.

Thanks from the Trustees

The Chairman has received an appreciative letter from Dr Alan Robertson, Chairman of the Council of Management of the National Waterways Museum Trust. This acknowledges the excellent work of the Friends, both in terms of fund raising and practical assistance, and passes on the thanks of the Trustees for the important contribution being made to Museum affairs.

Dredger Fund Set to Top £10,000

*A progress report by Hugh Conway-Jones*

By a combination of fund-raising efforts and donations, the Dredger Restoration Fund is soon likely to exceed £10,000, and this will be matched pound for pound by a grant from the Science Museum. We can now be confident that full restoration will be achieved.

The main fund-raising event has been the very successful Boat and Watersports Jumble, but valuable contributions have also come from the fenders and ropework course, from running trips with the tug Kennet and from the dredger treasure hunt at Easter - all described elsewhere. Further money comes in from the raffles at our regular meetings and from fees received when talks are given to other societies. All this has been a tremendous effort involving a large number of Friends.

With regard to donations, we have been very pleased to receive excellent support from other local societies. Gloucester Civic Trust has sent a cheque for £500, and generous contributions have also been received from IWA Gloucestershire Branch, the Gloucestershire Society for Industrial Archaeology, the Barnwood Industrial Archaeology and Transport Society, the BCN Society and the Herefordshire and Gloucestershire Canal Society. Recently, we have also been promised £1000 from the Gloucester City Council Lottery Fund.

It is good to have all this money in the bank or promised, as the restoration work is at the stage when significant expenditure will be incurred. It is not now thought that all of the original target for the appeal will be required, because that included a contingency which will probably not be needed. However, some more money will undoubtedly be wanted, so please keep up the fund-raising efforts and help get the dredger working again as soon as possible.

Royal Support for Dredger Restoration

Prince Charles is President of the National Waterways Museum Trust, and when he formally opened the Museum in August 1988, he saw the dredger operating and went down into the engine room to talk to the driver. We have recently heard from St James' Palace that, on hearing of the work now going on, the Prince of Wales expressed his interest, wishing all those concerned great success in achieving a full restoration.

## Friends Busy Easter Weekend

Friends were out in force over the Easter weekend to help entertain visitors and raise cash for the Dredger Restoration Fund. At a special crafts show in the Schools Room, Friends were demonstrating ropework, model boat construction, rag rug making and stained glass. Outside, others were running the Fielding engine, helping with Peter the horse, running trips on the tug Kennet, taking loos out of the new trip boat and supervising a treasure hunt. More details of these activities follow.

## Friends Raise Dredger Treasure

A treasure hunt based on a huge picture of the dredger generated an excellent response from visitors to the Museum. Alan Drinkwater painted the picture on to an 8 ft by 4 ft sheet of pegboard and then pushed straws into many of the holes. For 20p a go, participants could pull out any straw of their choice, and if it had a coloured tip, they won a prize. In response to an appeal from Janet Illingworth-Cooper, both Marks and Spencer and Gordon Thoday donated gift vouchers which provided some of the prizes.

Alan with a friend ran the treasure hunt just outside the entrance to the Museum on Saturday, and Richard Trelfa arranged a rota of helpers for Sunday and Monday. The attractive image of the dredger combined with the persuasive ways of the helpers caught the attention of passers-by, and few refused the invitation to have a go. Children particularly enjoyed the suspense of pulling out a straw, and even if they were not lucky, they were given a mini Easter egg or some other sweet.

Passing Friends were also talked into having a go, and Ray Swan won one of the major prizes. Hugh Conway-Jones also pulled out a straw with a coloured tip, but his prize turned out to be a sweet! Over three days, the treasure hunt raised almost £300 pounds towards the dredger restoration fund.

## Kennet Trips

The colourful tug Kennet was in great demand over the weekend, taking Museum visitors on short trips around the Main Basin. The tug is painted to look like one of the characters from the childrens television programme 'Tugs' and is owned by the programme's producer, David Mitton.

Alan Garnett and Terry Dellbridge acted as skippers, taking up to ten people at a time, and in two days they raised £130 for the Dredger Restoration Fund.

At the end of each day, the tug went on a longer trip all the way down to Hempsted Bridge and back, carrying many of those who had been helping in so many diferent ways during the day.

## Easter Crafts Weekend

*By Peter Wallace*

The Friends assisted in the organisation of craft demonstrations at the Museum over the Easter weekend. Once again, Colin Jones and Robert Jackson initiated the public into the arts of rope-making and the fascinating world of knot tying. A new feature was the glass construction work of Ron Halpen who builds display cases in coloured glass and motifs for windows.

I continued on the long-term project of modelling the Severn Trow Spry, as it is being reconstructed at Ironbridge. Sunday afternoon was enlivened with five girls from Churchdown School, led by Emma Williams, making a rag rug in psychadelic colours. Some older visitors, with World War Two memories of rag rug making in the shelters, found this intriguing and offered several tips on technique to the girls.

Throughout the weekend Dick Harper-White, who we met at the London Boat Show, mounted a superb display of articles decorated in traditional roses and castles painting, showing the many admirers how it was done and relating anecdotes of 'the cut'.

This jointly organised event by the Museum and Friends provided an interesting addition to the other activities over the holiday.

## Footnote to the Easter Weekend

On the Monday, Radio Gloucestershire put out an announcement that H.M.S Gloucester was coming up the canal. Many people rang the Museum to enquire what time she was arriving, and they had to be reminded that it was April 1st!

## Horses Horses Everywhere

By Pauline Hill

May 18th and 19th was Horse Weekend at the Museum. Peter had invited all his friends along, and a few new pals, to have fun in the sun.

Saturday started with Jane rushing around organising buckets for water, and tea and food for the horse men. Peter was oblivious to all the fuss. He was being groomed by one of the mares who keep him company whilst on his breaks at Longford. Her name is Jem and she is almost as big as Pete but is a dapple grey. At one point she got a little too zealous with her grooming and gave him a nip on the side taking out a small piece of skin - not that Pete seemed to mind.

Jem had brought Scarlet with her, a slightly larger dapple grey mare who is also a holiday friend of Peter's. Also present on Saturday were the Wadworths brewery pair of shires and a very small cart complete with its beer barrel (a drey). Ron Elliot had brought along Danny who pulled a smart black trap. Samson from the Forest was busy all day giving the public rides around the docks, at the same time advertising the Forest of Dean tourist attractions. The Whitbread's pair of white shires Rhyme and Time and their smart carriage arrived after dinner and also gave rides to the public.

Jane organised some parades around the docks. After each parade the shovel and black bag were taken around to clean up the dollops left by Peter and his visitors.

On Saturday the crowds were a bit thin because of the Cup Final on the T.V. The number of visitors to the Museum was, I believe, up, and I am sure the shop did a good trade.

Whilst the horses rested at midday, the Friends supplied the horsemen with a buffet prepared by Sally and her helpers and there was tea, coffee and soup for everyone. The horses had an apple each and were discouraged from chewing the window frames, except Jem, who decided that chewing Peter's tack was much more interesting.

A saddler was in the schoolroom showing the public what went into making tack and stitching leather straps. Sean the farrier came later to trim a few hooves.

After the horses had left for the night, Peter was settled in the cart shed and Samson in the stable, and we set to with shovel and black bag to clean up the loose hay and rhubarb manure.



On Sunday morning there were even more friends for Peter to whinny to. Ron Elliot brought Cracker and Tommie, and Danny Gordon brought along a Peter look-alike called Jacob. Tom came from Cheltenham to pull a smart whicker trap. The Wadworths were unable to do Sunday, but the Whitbreads were still there. Mr and Mrs Barnett brought along Bonnie and Colonel. Samson was busy giving rides again.

There were a lot of public milling around so, as Jane is trying to raise some money towards a new carriage for Peter, we put the donation churn outside the railings with a plea for donations. The problem was that people kept sitting on the churn, so we supplied a chair alongside. At the end of the day, despite our efforts, the churn only received £7. Jane will have to think of another way to raise cart funds.

During the afternoon, the farrier shod Tommie and trimmed Cracker's hooves whilst his dog Jenna played with the discarded hoof trimmings.

When he was not actually shoeing, the farrier was making shoes on the forge in the blacksmiths shop.

We again supplied a buffet lunch in the middle of the day and tea and cakes during the afternoon. Going around with a tray of cakes was a dodgy affair because, as soon as the horses smelt it, they decided they should be for them. The horses again had an apple each and did four parades during the day. Towards the end of the day Jane handed out plaques as mementos of the weekend. Everyone expressed a wish to bring their horses next year.

When all but Peter had left, we again fetched out the shovel and broom to clean up. We washed up the cups and gave Peter some left-over egg sandwiches. Jane then took Peter back to his field and went home tired but satisfied with her weekend's work.

#### Making Their Own Fenders

Ten complete strangers gathered on a Saturday morning in April for a Fenders and Ropework weekend, and Colin Jones soon had them at their ease as he showed them how to make an ornamental key ring. With help also from Robert Jackson, the students went on to learn splicing and how to make their own side fender and a miniature button fender.

At the end of the class, there were many appreciative comments for the knowledge and help provided, and several of the students bought extra rope so that they could make more fenders when they got home. Also, thanks to Colin and Robert, the dredger fund benefited by over £300.

#### Learn How to Make Your Own Rope

Colin Jones and Robert Jackson have offered to teach a few Friends how to use the rope-making equipment now based at the Museum, so that more demonstrations can be given to the public or to school groups. The equipment has come from the old rope walk that used to adjoin the museum building at Stoke Bruerne. Robert arranged to have the broken main sprocket wheel recast, and Colin has made up wooden frames to mount the components on. As well as showing how to make rope, Colin and Robert have also offered to teach how splicing is done. If anyone is interested in a session on either of these two topics, contact Peter Wallace on Glo. 24686.

#### Dredger Restoration Makes Good Progress

*Alan Garnett provides an update on the work being done by the regular volunteers.*

The difficulties mentioned in my earlier report of removing the HP Piston and its associated rod were overcome by the use of a more substantial strongback to release the crosshead bearing block at the lower end of the piston rod. With this block removed, it was then possible to withdraw the piston and rod through the top of the HP Cylinder. This allowed the assembly to be taken to the workshop where the piston was detached from its rod.

The HP and LP Inlet Valve internal components and the 'Singling' Valve have been removed from the Main Engine, as have the packing rings in the Piston Rod and Valve Rod glands for both cylinders, the latter work allowing the gland followers and gland bores to be cleaned.

Attention then turned to the Condenser and Air Pump. The steam exhaust pipe from the LP cylinder outlet to the Condenser was removed and the top cover of the Air Pump was lifted off. The pump internals were then taken out, and the cylindrical casing of the pump detached from its connecting flange on the condenser. Next the condenser securing bolts were removed enabling the condenser to be shifted from its location on the engine bedplate. As a precautionary measure, a blanking plate has been fitted to the water valve in the pipe which conveys canal water to the condenser, as this line would otherwise be open-ended at the valve outlet, and inadvertent opening of the valve would then cause a most embarrassing problem! Although there was some rather rusty coloured water in the Air Pump and Condenser, the general condition of these components appears to be quite good.

The two support pillars at the front of the engine have been cleaned and rust protected. The work described above has virtually completed the dismantling necessary on the main engine.

As the Museum intend to restore the Boiler, Whistle and Aft Winch to working order at the earliest opportunity, attention was next given to the Boiler Forced Draught Fan. The flange carrying the ball bearing housings, drive shaft, pulley and impeller assembly had been removed earlier from the fan casing, so the pulley and impeller were next drawn off the shaft, and the two ball bearings assemblies finally removed, albeit with some difficulty which required the use of heat from

blowlamps. Dave McDougall deemed it prudent to renew the bearings, so these were purchased and fitted to the shaft, and the reassembly of the shaft, impeller and pulley completed. The blue paint has been removed from the fan casing as some of the paint surface had been damaged by rust. The bare metal thus exposed has now been thoroughly cleaned with the aid of power-driven metal sanding disc, flap wheel and wire brushes. In the areas of deep rust pitting, Jenolite rust inhibitor was applied, followed by two coats of primer paint preparatory to reinstalling the Fan Plant on the Dredger.

A start has been made on checking the condition of the aft winch by dismantling the Stephenson Link Motions of the valve gear for each of the two cylinders. At present, it is intended only to remove appropriate components for examination and if their condition is considered to be acceptable, immediately reassemble them, so that the winch may be operated as soon as steam can be raised. A more extensive overhaul may be carried out at a later date.

Alan and Betty Conder and Doris Toller continue with their somewhat tedious but valuable work of cleaning and repainting items removed from the Main Engine and Boiler, assisted on occasions by Mike Pullon and more recently Mildred Bramley. Noel Michelli is involved in important work on the rewiring and checking of the electrical equipment on board, an essential part of which will be the provision of a power supply for the Forced Draught Fan Motor to enable the Boiler to be steamed at the earliest opportunity.

Another group of volunteers working on occasional weekends has been busy cleaning and repainting the Boiler shell and the inside of its housing. This will allow relagging of the shell and reinstallation of refurbished boiler mountings to proceed. Another task was to clean the bottom plates of the hull under the crews quarters prior to Reg Price coating the plates with a mixture of bitumen and wax and then replacing the floorboards.

#### LATE NEWS - Dredger Open to the Public Again

For the first time since its sinking last June, the dredger was open to the public over the late May bank holiday weekend, and Alan Conder and Graham Earle were on hand to talk to visitors about the restoration work being carried out.

#### On a Trip Boat Round Lands End

*Terry Dellbridge tells how he, Doug Griffey and Ray Swan helped Des Fforde to bring Queen Boadicea II round from Plymouth to Gloucester.*

As soon as we saw QB2 and how high she was out of the water, we knew she was going to roll! So we had a tremendous clear up, taking all the life rafts off the top, unbolting the front seats where they would be hit by water and tying everything down to be ready for the worst. Then to get used to handling her, we went up the Tamar to the Saltash Bridge and back, passing all the naval dockyards.

On Wednesday 27 March, after a last inspection of the deck to make sure everything was secure, we untied at 1600 hours, and with a wave to the former owners, we were off. Rounding Ram Head at the bottom end of Plymouth Sound, we set a course for the Lizard. The weather was fair and we had a following wind, but after half an hour we realised our first problem - the compass was absolutely hopeless. Fortunately, Des Fforde had borrowed the radar we had used on our previous trip on the tug Influence, and he worked out that we needed to steer to a compass course of due east!

Then one of our number appointed himself cook and prepared a tremendous stew to get us on our way. The others were not quite sure about eating before going round the Lizard, but all had some of the stew because the cook had taken the trouble to prepare it. However, half an hour later, it was the cook himself who was hanging over the back rail.

At 2000 hours, Des Fforde divided us into two watches so we could do four hours on and four hours off. Des and Ray Swan took the first watch, and Doug Griffey and I went down below to get some sleep. All we had were two air beds and sleeping bags on the floor of the saloon, but we slept very well.

Des and Ray took her round the Lizard and up to the Longships light off Lands End by midnight, and then Doug and I came back up. We were heading due north, but the compass still said we were going east - thank goodness we had the radar. That was when it started to get really rough. The sea was on the quarter, just off the bow, and as we dropped off some of the waves, we had water hitting the front of the wheelhouse and going right up over the top. We were banging and rolling so badly, we had to reduce speed, and we seemed to be by the Longships light for ever (although this was really because it is a very powerful light you can see

for 30 miles). Once we went round Pendeen Point, we came right in close to the shore to get a bit of shelter, and then it was a bit better.

We carried on creeping along the shore, using the radar, to get as much shelter as possible, and we were off Newquay at 0400 when Des and Ray came up and Doug and I went down to the saloon. We had to keep the saloon door tied open throughout the trip as it was the only way through, and at that time of the morning it was absolutely freezing. We had a picnic stove, but it was too dangerous to use while we were at sea, so we had to make do with cups of tea using hot water from a Baby Birco that was boiling away all the time. Doug and I went straight to bed and we were soon sound asleep.

When we came back on watch at 0800 hours, the wind had increased to Force 5, but it was a lovely day, and it was a marvellous sight to see the waves smashing into the jagged rocks. Along this stretch, we had to look out for little flags on cans that indicated there were crab pots down below. The wind was almost on the nose, and only now and then could we sneak into a bay to get a bit of shelter. Going out round Hartland Point, we were really banging again, but we kept well out because we didn't want to end up like the two wrecks we could see on the point - one a sailing boat and the other a fishing boat. We considered cutting straight across Barnstaple Bay, but it was too rough. So we had to turn in and then creep out round the next headland looking for a green can on the end of the rocks that you have to go round.

It was about this time that the engine started to misfire. As we went round Bull Point, it was really missing quite badly - almost every time we dropped into a trough. We tried going straight across to the Welsh side to get more shelter, but we got into such a confused sea we had to turn back. With the weather bad and the engine missing, at 1250 Des decided to turn into Ilfracombe. This meant going across the line of the waves, and she was really rolling well as she dropped off each wave into the next trough.

We went into the outer harbour, avoiding more crab pots, and tied up against the wall of the inner harbour at 1350. We were soon visited by some fishermen who warned us not to moor there for long or we would be trapped by the tide. They came on board to look around as they wanted to buy a trip boat themselves and had been to look at one costing £60,000. The Harbour Master advised against going on further that evening, and he recommended moving into the inner harbour where there would be more shelter from the swell that was coming in. However, this meant missing a

whole tide as well as having to pay, so Des decided to make it only a short stop.

While Ray Swan was busy getting the engine filters changed, Des spotted that there was a lot of water in her stern compartment. The stern tube had been leaking quite considerably and the pipe leading through to the bilge pump had become blocked. Ray soon cleaned out the pipe, and then the bilge pump removed about a ton of water. This water in the stern had undoubtedly been lifting her bow and had contributed to her bad motion in the waves. Confident that the vessel was ready for sea again, the other three went off for a meal while I stayed on board to keep watch.

We left Ilfracombe at 1900 hours, and Des and Ray took her until midnight when Doug and I took over again. The sea was choppy but the motion of the boat was much better than before, and the engine behaved perfectly. We crossed over to the Welsh coast, passing north of Flat Holm and keeping right in close almost to Cardiff. There were two ships moored off Barry that were lit up like cities, and we crept past them in the dark. Then we had quite a bouncy ride back across to the English side, following the line of buoys all the way.

Off Portishead, we had to hang about for a bit waiting for the tide, and as we went round and round in circles, we were still dropping into some nasty troughs and banging badly. While we were there, a big tanker came out of Avonmouth, and we were asked to move out of her way. Then at 0415 hours, we started off up the channel to Sharpness. We passed between the two massive drilling rigs that are preparing for the second Severn Bridge, and just as we got to the dangerous channel known as the Shoots, the engine cooling water started to boil and steam was coming out of everywhere. Once more it was Ray Swan to the rescue, making use of all the drinking water on board to cool the engine down again before sorting out the trouble.

Continuing up the channel, Sharpness radio told us not to hurry as some yachts were coming out of St Pierre Pili (near Chepstow) and we would have to wait for them. We went into Sharpness lock at 0610, and when the yachts arrived we locked up into the basin. We went round to the British Waterways repair yard to give them back the life raft we had borrowed, and then we scrubbed down the decks and generally cleaned up to remove as much salt as possible. When the bridgemen came on duty, Pete Evans joined us to take her up the canal, and we tied up in Gloucester at 1105 on Good Friday, thus completing a voyage of 250 nautical miles in under two days.

*Some additional impressions from Doug Griffey*

The master was a deep water man with foreign-going masters certificate, so I expected to be at least ten miles off the land all the time, but he soon gave us great confidence in his navigation and later showed his skill at rock dodging as well. The compass had two handfulls of deviation, and with no azimuth aboard to take a sunset bearing, the master took radar bearings of conspicuous shore headlands, thus ascertaining the deviation.

As we had all sailed together on a previous trip from Milford to Sharpness on the tug Influence, we knew who was the best cook and who snored. On this trip we had no bunks - only sleeping bags on the floor and a coil of rope to rest our heads on. Going round Lands End, we were in a bit of a head sea and swell. We dropped into a couple of holes and put green sea over the wheelhouse, so then we proceeded at reduced way.

As we entered Ilfracombe, we stood in amazement as the master handled his craft between a jagged outcrop of rocks which has befallen many vessels. We moored up safely on the inner pier, only to be met by four local Philadelphia lawyers (fishermen) saying 'Thus can't moor thur - ys ask for trouble.' The bearded master looked up with half a smile and said 'Have you any crabs for sale?' and then welcomed them aboard. They had a good look over Queen Boadicea II, and they had a long chit-chat nodding their heads together. I could see us all catching the train home as they wanted to buy the boat, but with the Museum at heart, the master declined the offer.

I must say the highlight of the cruise was when orders were given 'All hands ashore - lunch on the worshipful Mr Tony Conder, Curator of the Waterways Museum.'

Anyone for Windmill End?

Volunteers are required over the August bank holiday weekend to staff the Museum's stand at the IWA National Waterways Festival at Windmill End near Dudley. Reasonable travelling expenses will be paid. The aim is to have three people in attendance between 10am and 5pm each day so that two will be available to talk to the public while the third can have a look around. David and Kath Avery will open up each morning and brief helpers when they arrive. If there is a chance you can help, please contact Hugh Conway-Jones on 010.619679 as soon as possible.

*By Trevor Hill*

Following preparation of the site on Saturday evening, the engines were moved into place very smoothly on Sunday morning (May 12), and thanks to the co-operation of helpers and exhibitors, all the fencing was in place and the exhibits ready to run before the Museum opened. This was the time for a very important job, that being the first of many cups of tea supplied by the Mid Gloster Engine Preservation Society Tea Ladies. Refreshments also included a very nice piece of cake and a sausage roll.

By 11am, most of the engines were running and there was plenty of activity around the Museum buildings. By 11.30, our own 80 H.P. Fielding and Platt engine was running. It ran from then until 5.30pm. There were some very interesting engines on display, the oldest being a National Gas Engine of 1912. Others included a Glovers Little Eagle 1902 and a Fielding engine 1910. This Fielding of approx. 3 H.P. had been brought from Tiverton in Devon and is the oldest Fielding I have heard of whilst forming a register of this make of engine.\*

The biggest engine on display was a 1922 Crossley Gas Engine 17 H.P. which had been brought from Worcester and prior to restoration had been used to drive a generator in a large farm house. Next to this was the smallest engine which was built by Harry Sumsion in 1915, whilst he was an apprentice at Fielding & Platt, to provide power for his home workshop. Two years ago a photograph was taken of Harry Sumsion with the engine at the Waterways Museum - the first time the engine had been put on display by its present owner.

Throughout the day a lot of interest was shown in the engines and many questions from the public were answered with regards to both the engines and their uses. At approx. 5.30pm plaques were given out to the exhibitors to mark the day and to advertise the Museum at different rallies around the country. After a very enjoyable day, all that remained to do was for the exhibitors to load up and then to clear up the site and leave it ready for normal use on the Monday.

\* If any readers have information of any Fielding engines still in existence or any paperwork, photos etc., regarding the Company, I would appreciate the chance to copy material and to register the engines. My telephone number is on the back of Llanthony Log.