

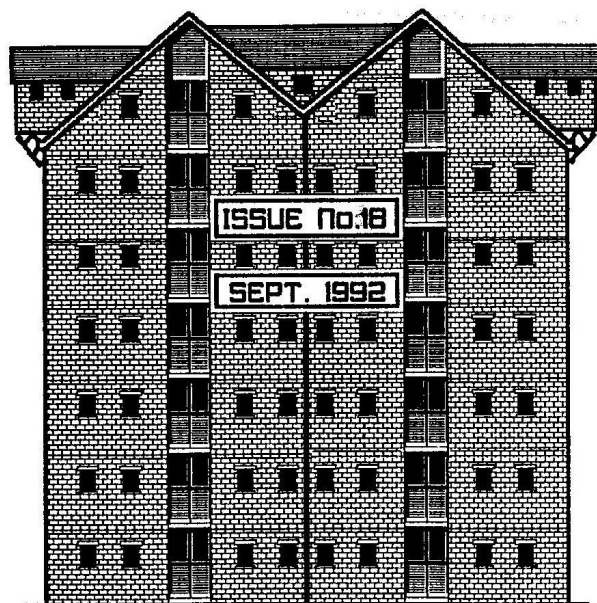
The "Friends of the National  
Waterways Museum" is a  
Registered Charity  
No. 800282

- Oct 13 London River. A talk by Brian Cornell, a former Thames waterman and lighterman, in the Museum Schools Room at 7.30
- Oct 22 IWA Boater's Forum. An opportunity to question BW management represented by Jim Kelly and Stewart Sim in the Gloucester Yacht Club at 7.30
- Nov 17 Along the Cotswold Canals. An illustrated talk by Richard Attwood at the Tewkesbury Marina Yacht Club at 7.30 (IWA)
- Dec 15 Modelling Severn Trows. A talk by Peter Wallace, who made some of the models in the Museum, in the Museum Schools Room at 7.30 followed by Christmas social
- Jan 12 IWA video evening at the Tewkesbury Marina Yacht Club at 7.30
- Feb 16 Clyde Puffers. An illustrated talk by Hamish Dawson in the Museum Schools Room at 7.30
- Mar 5 Canal Boat Art. An illustrated talk by Tony Levery in the Museum Schools Room at 7.30
- Apr 20 Members Evening in the Museum Schools Room at 7.30. To offer a contribution, contact Doris Toller on 016,424272
- May 20 Friends AGM followed by mystery objects game in the Museum Schools Room at 7.30.

For evening meetings, car access to the Museum is from Southgate St. Non-members are welcome.

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

## LLANTHONY LOG



Newsletter of the Friends of the  
National Waterways Museum

We 'Chippers', (for that is our calling since we achieved notoriety by winning the title at the Museum presentation of 1990) commenced the task of cleaning 40 years of rust and muck from our 'heap' to achieve our leader's wishes. The cacophony of four hammers working non-stop made it imperative that we worked on the far side of the car park so that we wouldn't wake the inhabitants of Levels 4,5,6 and 7, as we did the first time round. We were even promised cold showers if we did chip away under their windows!!

One sunny Tuesday we arrived to find a pile of stone chippings at the North West corner of the Museum and a large hole where the turntable was going. The contractor, using his pneumatic drill to break up the concrete broke into the main drain. You can all imagine the havoc this caused. The professionals were brought in to speed us towards Easter 1992, because it was thought that the Friends had not the experience. Instead of expediting the process, we were left with the pit staying empty for what seemed an age. The team were certainly not idle, along with 'the pit'.

The steelwork of the deck had been cleaned and was brought to the Museum yard to be assembled and painted. Again it was suggested that we should be allowed to repair the broken drain. Again it was decided by those on high - "not enough experience". (The team included two retired Gloucestershire County Council architects and an engineer - not to mention a Gloucester City Councillor and a grocer!).

When the weather threw its worst at us, we were allowed to take shelter in one of the workshops - for which we were grateful. But, on the hottest day last summer, three of us spent the day at the blacksmith's forge. Phew!!!

Christmas '91 and Easter '92 came and went, still not a lot nearer completion, (but the B.R. fruit van looks good!). The assembly and painting of the steel deck progressed with speed. Five coats of various rust preventing paints were used. While Ian and I were painting, Alan commenced making the missing portions of the wooden decking.

The steel decking now needed lifting into place. Following Des Fforde's answer to B.W.'s call for assistance to retrieve their floating crane and tug Margo Newman from the Severn, a hasty agreement was reached for B.W. to help the Museum. The allotted time and day arrived, and the lift went without a hitch. Since then, final fine adjustments to

the balance have been made.

By the time you read this, No.2 Turntable SHOULD be complete and working, - it may even have been commissioned in the time honoured fashion - as long as a bottle can be found in the Curator's cellar - and been turned in anger! \*

This is another project that we in The Team are proud to have worked on. Our next project is to complete the restoration of the old C.E.G.B. fireless locomotive, perhaps by next Easter?! We might succeed if people don't keep asking "Haven't you finished that - yet?"

The Team consists of :-

Ian Parsons, Alan Russell, John Clayton, Keith Varney and Chris Perkins, recently joined by Brian Cornell and Brian Brown.

\* (Editor's Note. No.2 Turntable has been completed. This, together with No.1 Turntable and the interconnecting railway track relaying, will now enable wagons to be shunted around, either by hand or by tractor, thus enhancing the Museum's outdoor exhibits and activities).

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### Walks Raise Money for Dredger Fund

During the summer, Hugh Conway-Jones led five walks along local waterways as part of a series organised by British Waterways. Aided by newspaper publicity provided by Janet Illinworth-Cooper, the numbers joining the walks was even higher than last year. The walk around Sharpness docks attracted 50 people, and Hugh was glad to have help from Ian Parsons so that the party could be divided into two. The Tewkesbury walk was on a very wet afternoon, but even then 27 walkers turned up and seemed to enjoy themselves. The money raised from donations to the Friends was £89.40.

to watch from a safe distance, I saw not only one rat emerge but eight others followed it! They promptly skipped over the wall and made their way to one of the old hulks on the river bank which was swarming with their brethren.

Rats will congregate where there are any tasty titbits on offer, and that means waterways rubbish bins in both rural and urban settings. I well remember being charged what I felt was an exorbitant mooring fee at Evesham, next to the bins and three abreast, where my evening view was of the town rats tucking into their dinner.

Once I spent a whole afternoon at Tewkesbury just rat-watching. Having deposited the well-wrapped remains of my fish and chip lunch in one of the riverside bins, I was fascinated to see a bold rat take a tortuous route to his nest carrying morsels of my discarded meal back to his waiting family. After some hours of watching this process being repeated, I confess I felt some compassion, and indeed admiration, for the creature!

Don't get me wrong. I am no rat-lover. Neither is my sister. It was she who said on the canal side at Brierley Hill:

"Is that the birds twittering?"

"No, Rats" I replied calmly.

At first she didn't believe me. Then on perceiving whisking tails and sniffing snouts along the canal wall she ran for her life. I have never seen anyone clamber aboard a narrowboat so fast!

I wonder why it is that the general boating public are not so aware of rats as they should be. Could it be a case of not wanting to know about things that are disagreeable? Sitting in the cockpit of a friend's cruiser at Wallingford one night I made some remark about rats lurking around every corner.

"Don't be silly" everyone scoffed. It was at that very moment that a troop of them marched past as if they were following the Pied Piper!

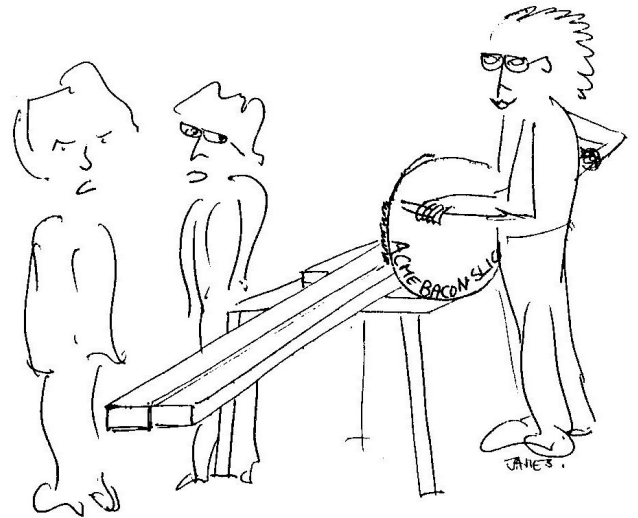
I'm not silly about the disease spread by rats but prudent. Although lots of people think its a great hoot to see me wearing rubber gloves, I never touch boat ropes, wet or dry, without them. After all, it is better to be safe than sorry!

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## RESTORATION OF TURNTABLE No. 2.

*Keith Varney gives an entertaining account of the Work.*

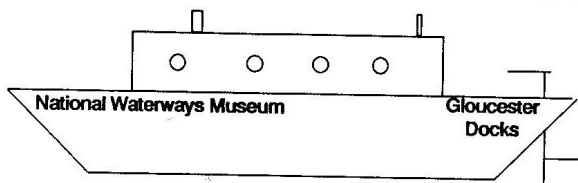
No sooner was No.1 Turntable in place, than our esteemed leader let it be known that No.2 was our next project, and had to be complete and working for Easter 1992. This ultimatum meant that during the next nine months or so, a heap of scrap metal and rotting timber must be converted into a working turntable, capable of passing railway wagons around to the north side of Llanthony Warehouse. Someone did ask the Curator if he realised what the job entailed, to which he replied - "Of course I....do, I AM the boss, you know!!!" (or words to that effect!).



OF COURSE HE'S STILL A GROCER  
AT HEART.

**20 - 28 February 1993**

**National Exhibition Centre,  
Birmingham.  
Boat, Caravan & Leisure Show.  
WE NEED YOUR HELP !**



### Can You Spare Us A Day ?

The show will run for 9 days and we would like to be able to staff a stand to advertise our Museum.

Anyone who thinks they might be able to lend a hand please contact John or Sue Millican on 0452 722407 in the first instance.

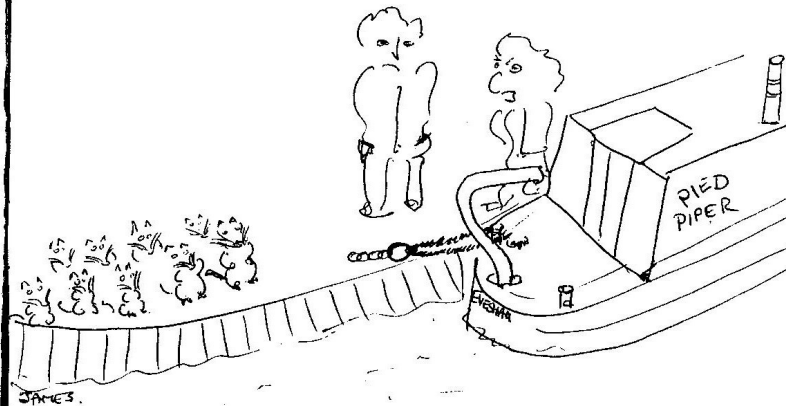
We will then be able to organise a rota and transport sharing (Petrol expenses will be re-imbursed) and anything else we can think of ! Please give us a ring !

**Make Yours A Day To Remember**

### **RATS!**

*A contribution, including a health warning, from Josephine Jeremiah.*

Users of the waterways are not always aware of the rat population concealed on river banks and canal towpaths, even though there is said to be around 40 million of these rodents in this country. Many people, too, are oblivious to the fact that the sometimes fatal Weil's Disease, transmitted in rats' urine, can exist in water.

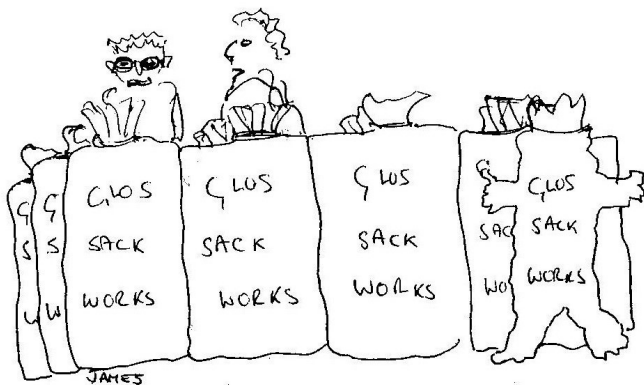


AND THEN THEY ALL WAIT THERE LIKE THAT  
TILL WE MOVE OFF AGAIN.

The rat is easily distinguished from the harmless water vole which has a blunt snout, tiny ears and a shorter tail. As a keen rat-watcher I've seen dozens of them on my travels by waterway.

Walking along the towpath at Sharpness, I heard a rustle coming from one of the plastic refuse sacks. Stopping

behind the cottage), and the Mathias family (and dog) were on a narrow boat in the Barge Arm whilst Jim and David built the cross-sections of the narrow and wide boats which are now in the Propulsion Room, and re-timbered the two open railway wagons.



NO I HAVENT SEEN HIM SINCE HE REFUSED TO STUFF ANOTHER SACK.

We started working one day a week but soon increased to two. We chipped, scraped, cleaned, polished and painted. Betty made strange smells in the cottage workroom by the use of various solvents and cleaning agents; when things got a little lively, she was banished to the conservatory. For painting, Angela, Tony's wife joined the mob and, in the "Art Gallery" in the Sackworks we painted scores of Bridge Plates set out on a wall shelf whilst we wore our knees out dealing with the larger cast iron plates laid on the floor; in the "Inner Sanctum" (meant to be dust-free), were capstans, lock gear, the narrow boat mast and the diving gear- and there Angela painted the horse. When the various items were fully painted they were bubble-wrapped individually and stored.

As winter approached we were working three days a week and operations extended into the main area of the Sackworks, which contained a vast quantity of untreated material and, being unheated, perma-frost. By this time too, the two railway wagons were in the Garage and, weather permitting, the snow came through the roof. I gave them five coats of paint. Somehow in the middle of it all, we had a hilarious Christmas Party.

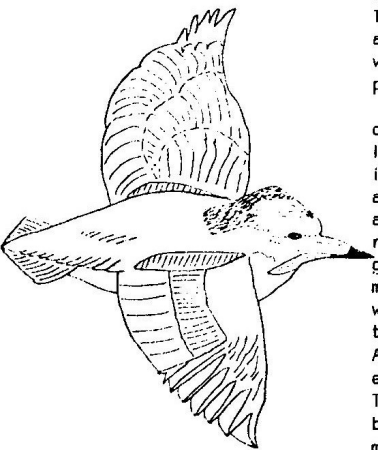
In the New Year we were working four days a week and, during March, the weekends as well. One Sunday, joined by Tony's daughters Kate and Caroline, was spent filling sacks with Perlite but we also had a wonderful day out with a tug trip down the canal to Sharpness. During this period, I learned to drive the Dredger.

Despite the increasing rate of work as Opening Day approached we had a sinking feeling that, once the Museum was open and running, the work that we had been doing would peter out. What we had not foreseen was that we had set a pattern for the current band of working Friends who chip, scrape, wash, clean, paint, polish renovate and repair more and more additions to the Museum.

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**THIS SEASON'S  
LAST LONG CRUISE  
OF QUEEN BOADICEA II**

A reminder, as noted in the previous Llanthony Log, that QB II is making a cruise on Saturday 17 October 1992 to Tewkesbury and back. This is the last long trip this Season, and Friends are being offered special reduced rates of £8 for Adults or £4 for Senior Citizens/Juniors for the round trip. For further details, contact Mary Mills at the Museum on Gloucester (0452) 307009.



Widcombe Top Lock at Bath. This is a distance of approximately nine miles, which is sufficient for a pleasant day afloat.

Sights of interest to the canal enthusiast include the locks, numerous bridges including some swing bridges, an old wharf crane, weirs, aqueducts and the robustly restored canal itself. Of general interest, there are many tea shops and pubs, a water pump and the magnificent tithe barn at Bradford-on-Avon. For the wildlife enthusiast, it is a treasure. The canal has plentiful birdlife. I have never seen so many kingfishers in one day!

The 18ft. long six seater boats were constructed of fibreglass and were electrically propelled. The silence of the propulsion system was a real asset for observing wildlife. A canvas hood provided full wet weather protection if required. For the technically minded, two sets of eight 6 volt batteries delivered 48 volts to the motor. A single charge provides enough energy for several days use. The conclusion on spending one day on this short stretch of canal was that one day is not long enough and there would still be new things to see on further visits. Next time Suzanne Charlton gives a forecast for good weather, I'm off again!

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### **Marilyn McDougall Leaves Museum**

As many readers will probably know by now, Marilyn recently resigned from her post at the Museum to take up a job at a local school to teach B.Tech. in Leisure Studies and Tourism.

Marilyn had been with the Museum office team from its

early days, and has put in much sterling work particularly in the Schools Room and helping to organise the Museum's many and varied activities. She will be missed both by her former colleagues and Friends of the Museum, particularly those who regularly visit. We thank her for her help and advice in the past and wish her all success in her new venture.

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### **BEFORE THE FRIENDS**

*Alan Conder's Memories of the Months before the Museum opened to the Public.*

My first visit to Llanthony Warehouse was in the early summer of 1987. The builders were in occupation of the site. There were piles of sand and bricks, mortar mixers were churning and the footings of the schoolroom block, forge and museum office were nearing completion. Inside the warehouse, access to the upper floors of which was by a wire cage on an external lift, electric cables snaked across the wooden floors and climbed the metal supporting pillars but one could still see the spaciousness of the original interior.

Then, in September, Betty and I came to help with the restoration and refurbishment of items that would later be museum exhibits.

Operations were centred on the cottage, the second of the row just inside the dock entrance from Southgate Street; upstairs was Tony's office, a room for storing finished items, a store room cum office and a bathroom; downstairs, the the faithful Doreen ran the office at the front behind which was a kitchen (with a conservatory for storing paints and noxious compounds) and a workroom. Work also went on in the various sub-divisions of the Sackworks and in the Garage (now demolished). Dave McDougall was on hand to supervise the restoration work, Des Fforde was site engineer and, inter alia, with Reg Price was working on No.4 Dredger, Sallie Evans was putting together the Reception and Shop organisation, Peter Evans was setting up the Forge and related machinery (Sallie and Peter were living in a caravan

ditch that bore no resemblance to a canal! In May 1992, a two day "Open Weekend" at this site saw the first boatload of passengers pass under Skew Bridge for over 100 years.

In the past fifteen months we have increased our presence in Gloucestershire. Preliminary clearance work has commenced adjacent to the locks at Newent and on the clearance of three quarters of a mile of towpath on an adjacent stretch of the Canal. The towpath is also being reclaimed on the next length - the approach to the 2,109 yard long Oxenhall Tunnel. This work commenced with a Waterway Recovery Group Canal Camp at Easter 1991 and our own volunteers plan major dredging work in the Summer of 1992. A brick arch stable (or leggers' rest?), cut into the embankment close to the tunnel portal, has been saved from imminent collapse.

We are determined to complete the restoration of these short lengths as soon as possible in order that we can run a small trip boat at each location to promote further the work of the Canal Trust.

The long term objective is to restore the whole Canal, (over 90% of the route is rural and free of obstruction although significant lengths are no longer discernible as a canal - especially in Gloucestershire). The short term aim is to obtain "route protection" and supportive Planning Policies from the local authorities and the completion of the two "showpiece sites", one in each County. We then have a waiting list of sites; all we need is modest grant aid - in the first instance - and a few more volunteers (although Membership has trebled in the past two years!) and a few more parts of the jigsaw can be fitted back into place. As more of the Canal is restored we are confident that the interest and support will multiply thus enabling the larger funding to be made available for the more expensive works.

We are determined, within the next few years, to become one of the leading national canal restoration schemes - last year the IWA Restoration Committee advanced us into the top 25% of the 120 schemes known to them.

This account has been restricted because of the limitations on space. To find out more, why not support the

Herefordshire and Gloucestershire Canal Trust by way of Membership? Both armchair and active Members are made very welcome. For a FREE "mini-map" and brief history send a SAE to the Membership Secretary, 6 Castle Street, Hereford, HR1 2NL.

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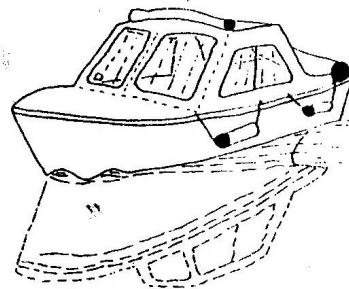
### NEW JUMBLE MANAGER NEEDED!

Stuart Darnley, who has established the Gloucester Boat Jumble as a major event in the boating world has indicated he wish to hand over the organisation to a younger person. The jumble has been a crucial fund-raising event for the Friends and hence for the Museum, and it is important that it should continue. If there is anyone, preferably with business experience, who would consider working with Stuart next spring with a view to carrying on the event in the future, please contact Stuart Darnley on 0367 52343 or Hugh Conway-Jones on 0452 819679.

### AWAY FOR THE DAY ON THE K & A. *by Lawrence Arnall.*

To waterways lovers, a boat trip will always be a novelty. Whilst boat trips are enjoyable, there is something special about self drive hire boats. The combination of a self drive day hire boat and the much publicised Kennet and Avon Canal was irresistible.

The hire boat (called Brass Knocker Bottom!) was located on the short stretch of the Somerset Coal Canal that is open and which adjoins the Kennet and Avon Canal adjacent to the Dundas Aqueduct. The boats are not licensed to pass throughlocks, so navigation was limited to the length of canal between Bradford-on-Avon and



British Waterways resources must be invested in the waterways to provide as enjoyable a resource for future generations as in the past 200 years.

ANDREW J. STUMPF"

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#### DONATIONS.

The Treasurer is pleased to acknowledge the following donations received between March and September 1992, (with apologies for any omissions):

M.D. & L. Alexander, A.D. Bailey, A.K. & D.E. Barton, R.J. & R.D. Beesley, D.J. & M.L. Boast, J.H. & M. Challoner, P.H. Collins, A.G. & E.M. Conder, A.H. & J. Conway-Jones, D.J. Cresswell, K.R. Darbon, D.K. Dellbridge, F. & H.P. Deighton, A.R. & B.G. Dowling, A.M. Drewett, G.P. & B.M. Ettles, C.E.R. & J.A.E. Field, A.L. Garnett, W.F. Gibbs, R.P. & A.C. Govier, J. & B.M. Greene, W.P. Harris, I. Hatton, K.E.S. Hopkins, C.F. Howell, J. Illingworth-Cooper, P.R. & G.E. Leary, G.G. Lowthian, S.R. & M.A. Masters, B. & B.M. Maxey, R.W. & L.M. Mills, P.V. & P.M. Morris, D. & L.R. Newman, I.M. Parsons, C.C. Perkins, D.C. Pinnock, M.M. Prentice, P.G. Rees, W.E. & R. Rowley, J.B. Shellswell, J.H.A. & M. Skinner, L.J. Smith, T.J. & J. Starkey, H. Stone, A.S. & P.A. Taylor, P.G. Thompson, D.J.W. & K.E. Westcott, R. & T.A. Whitcombe, R.D. & L. Wilks, D.M. & M.E. Willavoys, T.L. & A. Vale.

#### Canal Ice Breaker 'MARPLE' joins Museum Collection

This former ice breaker was earlier based at Marple in Cheshire. Although information on its background is very sparse, it is known that its last use, with the addition of a simple 'cabin' structure, was as a shelter for the crew at the canal dredgings dump at Northwich. It has now been obtained by the Museum and is currently in the car park adjacent to the Sackworks. It is intended, in due course, to remove the 'cabin' and restore the craft to its original condition to become a Museum exhibit, though probably not afloat.

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#### The Herefordshire and Gloucestershire Canal

Cliff Penny, Chairman of the newly formed Herefordshire and Gloucestershire Canal Trust, tells us a little about their work - and the Canal.

Work began on the Canal in 1792 but there were many problems which meant that it was not completed until 1845, making it the last major route to be built in Britain but for the canals of Birmingham and the Manchester Ship Canal. The Canal stretched for 34 miles - from the grounds of Over Hospital right into the heart of Hereford City - and utilised 22 locks and 3 tunnels to overcome the problems posed by the undulating fields of Herefordshire and Gloucestershire.

Until quite recently the Canal was all but forgotten - "Throughout the length and breadth of England no major navigation is so lost as the the Hereford and Gloucester Canal" wrote one historian. However this is now changing due to the efforts of the Herefordshire and Gloucestershire Canal Society which was established in 1983. In April 1992, a Charitable body, the Herefordshire and Gloucestershire Canal Trust, was formed - together with a separate "Trading Company" [H&G Canal (Sales)].

In the past few years there has been an immense increase in support for our work from the five local authorities and the two county councils, through whose areas the Canal passes. An increasing number of businesses, large and small, both local and national, are also supporting our work.

Restoration and conservation work was initially concentrated on the "Skew Bridge" at Monkhide - set at 30 degrees to the towpath and reputed to be the 'skewest' on the inland waterways network. The Society was instrumental in (eventually) getting this bridge "Listed". Thousands of hours of volunteer labour, from the Society and the Waterway Recovery Group, have cleared what was a hundred years of dereliction to conserve this magnificent structure, in its original environment, for the benefit of future generations. A shimmering Canal, dredged to the original six foot depth, now passes under the Bridge to replace the narrow muddy

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varnishing was carried out by a specialist. The cabins have probably not looked so smart since the dredger was new! The cabin companionway steps have been dismantled, shot-blasted and repainted, and are now back in position, and the stove refurbishment is almost complete.

In the Engine Room, slow but satisfactory progress has been made. The condenser, together with its air pump, and the bilge and engine-driven feed water pumps have been put back in place following thorough cleaning and replacement of the old pump rods with completely new ones. The pump drive rocker arm assembly and cross-head have been reinstalled, and all associated bearings fitted with new (and fewer) shims to replace the multiplicity of shims found during dismantling work. The copper discharge pipes for the air and bilge pumps are back in position.

The Low Pressure Cylinder bore was found to have a slight ridge at the top of the piston stroke. It was feared that, if left, it could damage the new top piston ring. As the surface was resistant to hand scraping, Dave McDougall designed a simple rotating rig accurately located on the cylinder head securing studs and utilising a grinding wheel driven by an electric drill. This proved very successful in removing most of the ridge and allowed it to be then finished by hand scraping.

The piston itself also needs some more work for the new piston rings to fit correctly. The H.P. & L.P. Piston and inlet valve rods have been carefully measured, and it is now Dave's intention to have new rods manufactured rather than refurbish the existing ones. Some work has been done on the intermediate pulley assembly for the engine governor belt drive and further remedial work was found to be required on one of the boiler feed water storage tanks, as there was still a slight leak

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*The letter, on the following page, written by Andrew Stumpf, Manager, Gloucester and River Severn, British Waterways, was recently published in The Citizen. As it contains interesting information, it is reproduced below with Mr. Stumpf's permission, and acknowledgement to The Citizen.*

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## Some Sail Out, Others Arrive

"Sir,

I was saddened to read the article in the Citizen on September 3 which gave the mistaken impression that historic vessels are leaving Gloucester Docks.

The vitality of the docks is added to considerably by the never-ending comings and goings and constantly changing backdrop of historic vessels.

British Waterways leases its dry docks and workshops in the docks to Tommi Nielsen and Company, whose renown for skills with traditional vessels has spread internationally. Here there is constant life and activity to captivate the enthusiast and casual visitor alike. Historic vessels abound!

The Johanna Lucretia, which only recently left Tommi's yard following extensive refit, is now sailing charters around France and the South Coast of England and will be back next year.

Jolly Breeze, currently refitting in the large dry dock, is very well known and attracts a loyal following wherever she goes. She was built in 1913 and won three Fastnet races before a period in the ownership of Exeter Maritime Museum.

Square Sail's Orion will be sailing up the canal in the middle of September for rerigging as Captain Cook's three masted frigate Endeavour.

On a similar theme Phoenix, the first of the Christopher Columbus vessels remodelled last year, will also shortly be back in dry dock.

October sees the return of the brigantine Soren Larsen, better known as the Onedin Line ship. She will be here for at least six months for an extensive refit and will be available for corporate entertaining for at least some of that time.

Mayflower, featured in the article, is also a regular visitor and is always a welcome sight.

The only vessels leaving are those that are unfit, potentially unsafe or a risk to other waterway users and whose owners are unable to ensure their "seaworthiness" or unwilling to insure against the cost of recovery should they sink.

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## Contacts

Chairman & Research	Hugh Conway-Jones 1 Grovelands, Gloucester, GL4 7JF.	610. 619679
Secretary	Liz Howard 4 Edgeworth Close, Abbeynead, Gloucester, GL4 7SD.	610. 614729
Treasurer	Charlie Wallace 7 Breinton Way, Longlevens, Gloucester GL2 0BB.	610. 304267
Crafts	Peter Wallace 16c Grosvenor Rd, Gloucester, GL2 0SA	610. 524686
Fielding Engine	Trevor Hill 154 Cheltenham Rd, Gloucester, GL2 0JR.	610. 525578
Hosts	Richard Trelfa 23 Honeythorn Close, Hempsted, Gloucester, GL2 6LU.	610. 304116
Helpers	Les Dalton 4 Conway Rd, Gloucester, GL3 3PL.	610. 617236
Kennet	Alan Morgan 29 Bloomfield Rd, Gloucester, GL1 5BL.	610. 307699
Meetings	Doris Toller 5 Hemmingsdale Rd, Gloucester, GL2 6HN.	610. 424272
Membership Secretary	Marian Palmer 17 The Firs, Heathville Rd, Gloucester, GL1 3EW.	610. 520885
Newsletter Editor, Dredger Shirts,	Alan Garnett, 16 Honeythorn Close, Hempsted, Gloucester, GL2 6LU.	610. 303489
Restoration	David McDougall (work) Nat. Wat. Mus., Docks, Gloucester, GL1 2EH.	610. 307009
Steam Crane	Alan Conder 12 Bathurst Park Rd, Lydney, GL15 5HG.	Dean 844384
Talks Service	Peter Thompson 43 Forest View Rd, Gloucester, GL4 0BY.	610. 520442

## EDITORIAL

From comments and letters received, I understand that the layout and type faces used in the last issue of Llanthony Log were considered to be a marked improvement over those of the first issue under the new Editorship. This is encouraging and thank you for your helpful remarks. I hope that this Newsletter will be up to expectations, but with apologies for its late distribution due to unforeseen circumstances.

It does seem that recruitment of new Friends has shown a decline over the past year compared with previous years, so any efforts that existing Friends can make to increase the Membership will be very welcome. I know that the Museum appreciate the importance of a thriving Friends organisation, so please do all you can to help in this respect.

A.L.G.

### Restoration of No. 4 Dredger continues *Alan Garnett brings the story up to date.*

Issue No. 16 (March 1992) of Llanthony Log gave a brief progress report on the restoration work then completed, and the last issue (No. 17) included a feature on 'Dredger in Dry Dock'. Since then satisfactory progress has continued in several areas.

From the quayside, the most obvious change perhaps is the repainting work that has been done to the superstructure. The protective guard around the lower half of each bucket chain headshaft drive gear wheel has been removed and more mud cleaned out. The steps to the bucket tower have been reinstated following the strengthening work on their mountings carried out during the dry docking. The erratic running of the aft winch has been rectified following the discovery that the inlet valve sliders were not fully seating, so some steam was by-passing the cylinder. The winch now runs as well as it did before the sinking.

Below decks, a really excellent job has been completed by Jim and David Mathias on the complete repainting of the cabins and construction of new bench lockers, although the