

DIARY

April 3 to 24 - Exhibition of photographs by Roger Butler in the Museum foyer.

April 6 - Fifteen Years with the Tall Ship Soren Larsen. An illustrated talk by skipper Tony Davis in the Museum Schools Room at 7.30. Tony will describe filming for the Onedin Line, voyages to Greenland and Australia and homeward round the Horn.

April 10 to 12 - Friends helping with Crafts Weekend at the Museum. For details, see page 6.

April 18 - Boat and Watersports JUMBLE in the Museum car park between 10am and 4pm. Raising money for restoring Museum exhibits - please display mini-poster locally.

April 27 - Race Against Time by David Bolton. An IWA meeting at the Tewkesbury Marine Yacht Club at 7.30.

May 9 - Rally of Small Engines at the Museum organised by the Mid-Gloucestershire Engine Preservation Society.

May 18 - Friends AGM followed by mystery objects game in the Museum Schools Room at 7.30. Bring your own objects - see page 5.

May 22 - CANALS 200 Celebration - boats, horses and tugs working at the Museum. For details, see page 7.

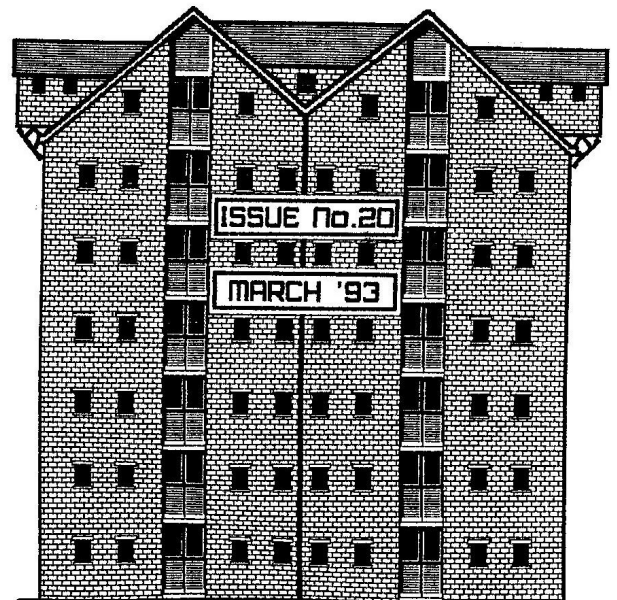
June 2 - Activity Evening. An opportunity to try join in some of the Friends activities and talk to the organisers. For details, see page 8.

June 15 - Mikron Theatre Co at the Museum performing their new show about the canal mania of 1793 - start 7.30pm.

July 3 to 4 - Tewkesbury Water Festival. Craft fair, entertainments and boat gathering.

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

LLANTHONY LOG



"Mud"

Newsletter of the Friends of the
National Waterways Museum

The "Friends" is Registered Charity No. 800182

CONTACTS

| | | |
|------------------------------------|---|-------------------------|
| Chairman & Research | Hugh Conway-Jones 1 Grovelands, Gloucester, GL4 7JF. | Glo. 619679 |
| Secretary | Liz Howard 4 Edgeworth Close, Abbeymead, Gloucester, GL4 7SD. | Glo. 614729 |
| Treasurer | Charlie Wallace 7 Brinton Way, Longlevens, Gloucester | Glo. 304267 GL2 0BB. |
| Crafts | Peter Wallace 16c Grosvenor Rd, Gloucester, GL2 0SA | Glo. 524686 |
| Fielding Engine | Trevor Hill 164 Cheitnam Rd, Gloucester, GL2 0JR. | Glo. 525578 |
| Hosts | Richard Traill 23 Honeythorn Close, Hempsted, Gloucester, GL2 6LU. | Glo. 304116 |
| Helpers | Les Dalton 4 Conway Rd, Gloucester, GL3 3PL. | Glo 617236 |
| Kennet | Alan Morgan 29 Bloomfield Rd, Gloucester, GL1 5BL. | Glo. 307699 |
| Meetings | Doris Toller 5 Henningsdale Rd, Gloucester, GL2 6HN. | Glo. 424272 |
| Membership Secretary | Marian Palmer 17 The Firs, Heathville Rd, Gloucester, GL1 3EV. | Glo. 520885 |
| Newsletter Editor, Dredger Shirts, | Alan Garnett, 16 Honeythorn Close, Hempsted, Gloucester, GL2 6LU. | Glo. 303489 |
| Restoration | David McDougall Nat. Wat. Mus., Docks, Gloucester, GL1 2EH. | (work) Glo. 307009 |
| Stein Crane | Alan Conder 12 Bathurst Park Rd, Lydney, GL15 5HG. | Dean 844384 |
| Talks Service | Peter Thompson 43 Forest View Rd, Gloucester, GL4 0BY. | Glo. 520442 |

EDITORIAL

My comments for this Issue mainly concern personalities among the 'Friends'.

Firstly, I understand that Janet Illingworth-Cooper, who joined the 'Friends' organisation at its inception in May 1988 and was Secretary until May 1991, has decided to return to Canada. In her 3 years in office, she did much to help the 'Friends', not least in the Publicity area. We thank her very much for her good work during her time with us, and wish her all success in the future. A 'Good Wishes' card has been sent to her from the 'Friends'.

Secondly, congratulations to Mildred Bramley who celebrated her 80th. Birthday recently. Mildred is an inspiration to all who know her as she is still prepared to undertake the dirtiest of jobs even when it entails an activity such as crawling under the dredger boiler to do some painting! Well done Mildred and keep up the good work! The Committee have sent her a Birthday Card.

Thirdly, congratulations to one of our much younger 'Friends', Bryan Brown who is a very regular and active helper at the Museum, on his appointment as a member of the crew of Queen Boadicea II.

Lastly, as you read this Issue, you will no doubt notice that there are several requests for assistance from Friends for the various events to be held later. Please help if you can, to ensure the success of these activities.

A. L. G.

REPORT of the Committee for 1992

During the year, membership fell slightly to 280, of which about 70 per cent were family members. Publicity to attract new members has been arranged and will continue.

Restoration of the dredger and associated fund-raising have been major activities during the year. Groups of volunteers have worked in all weathers to dismantle, clean and reassemble the working parts and to clean and repaint the structure. A very successful boat and watersports jumble in April raised over £8000 towards the dredger fund and drew appreciative comments both from the public and the traders.

The restoration volunteers have also completed the installation of a second turntable and relayed some railway line, and they are making good progress with refurbishing

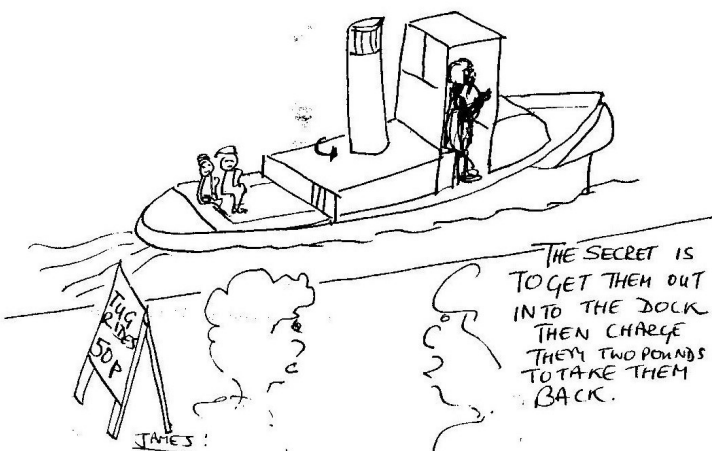
the fireless locomotive.

Friends joined in the Museum's crafts weekend at Easter, acted as hosts for visiting parties on the open evenings and provided assistance during special weekend events at the Museum. Guided tours of the docks were arranged in conjunction with Gloucester Civic Trust.

Friends helped to publicise the Museum by providing staff for a stand at the IWA National Trailboat Festival at Taunton.

A varied programme of winter evening meetings was very well supported. Work has been completed on entering information on vessels registered at Gloucester into a database on the Museum's computer. The quarterly newsletter has included a mixture of news, notices of future events and interesting articles written by Friends.

Volunteers have regularly operated the vintage tug Kennet, taking passengers around the docks and raising over £1600 for the dredger fund. Others have worked the Museum's steam crane on special occasions, and members of the Engine Preservation Society continue to operate the Fielding Engine.



Annual General Meeting on 18th. May

The Friends AGM will be held in the Museum Schools Room
at 7.30.

AGENDA

1. Minutes of the last AGM.
2. Report from the Committee (see page 3).
3. Annual accounts for 1992.
4. Two changes to the Constitution as follows:
 - 4.1 - Section 5 to read "The Annual General Meeting of the Association shall be held during the months of April or May". Adding the possibility of having the meeting in April will give additional flexibility when arranging the programme of evening meetings.
 - 4.2 - Section 6 to read "The Committee shall consist of a Chairman, a Vice-Chairman, a Secretary, a Treasurer and Seven members Six members shall constitute a quorum." Experience has shown that two additional members of the committee are needed, with each one responsible for some part of the organisation.
5. Election of Officers and Members of the Committee.
6. Appointment of Auditor.
7. Annual subscription rates.

After the formal business, which should be very brief, there will be an opportunity to raise **comments** on how things have gone over the past year and to put forward **ideas** for the future. Particularly welcome will be any suggestions for speakers or visits and any offers to organise new activities. **And then**

WANTED ! UNUSUAL OBJECTS.

A plea from Doris Toller.

After the business part of our AGM on 18th. May, we plan to turn the tables on the Museum Staff. Last year they set us the task of identifying objects from the Museum collection. This year I hope that we, the Friends, can **mystify them**. To do this, a collection of unusual objects (not necessarily connected with the waterways) is needed. If you have anything suitable, please bring it along to the AGM. It would be a great help if you can **tell me** at the meeting on 6th. April whether you are able to supply something to confound Tony, Dave etc., etc.

FIRELESS LOCOMOTIVE PROGRESS

Dave McDougall brings the story up to date.

The Tuesday and Thursday volunteer gang have turned their attentions over the winter to work on their heaviest task to date. 25 tons of locomotive to repaint and quite a few little problems to overcome too. Due to its location in the sack works and the well known fact that painting is best done in a warm dry place, or even better in the summer, it was decided partially to dismantle many items needing painting and carry it out elsewhere.

Most of the brake components have been shotblasted and primed ready for reassembly. Work is underway on the water tank by filling the blast cleaned steel to give a dead smooth surface. Two cast iron sand boxes are receiving similar attention, though they do not need such a good finish as they are not going to be signwritten. Seized-up levers which control the discharge of sand on to the track under the slipping wheels of the locomotive have had to be carefully 'unseized'.

Rubbing down and repainting the cab is the next task in line, followed by attention to boiler cladding, steam cleaning, acres of painting and reassembly.

The hard working team consists of Alan Russell, Ian Parsons, John Clayton, Keith Varney, Bryan Brown, Chris Perkins and occasionally others.

EASTER CRAFTS WEEKEND

Saturday, Sunday and Monday, 10/11/12th. April 1993 of the Easter Holiday, will feature a Working Crafts Exhibition at the Museum mounted by the 'Friends' and your support is needed to make it a success.

Any type of Art and Craft is suitable for the occasion, and you can choose the day or days that you wish to come and join in. This event is very much appreciated by the visitors who often provide some helpful background to your activity and enjoy 'having a go' under your guidance, sometimes with the result that they take up the art or craft themselves.

Peter Wallace, on Gloucester 524686, is organising the Weekend, so please give him a ring to get 'your spot' arranged.

CANALS 200

1993 sees a year long celebration of the days 200 years ago when the Canal Mania raged.

In 1793, 62 different canals were either being built, planned or authorised. 24 Acts of Parliament for new navigations were passed in one year.

Canals 200 is a campaign to bring canals to the notice of a wider audience and the Museum can only benefit from it - it was after all thought up here!

There are rallies and events all over the country but several will happen in Gloucester.

May 22nd/23rd. sees the biggest dock event. We have our Tugs & Horses Weekend, whilst elsewhere there will be exhibitions and boats.

A whole range of canal books are coming out this year, at least a dozen by the end of May and these will be featured in the shop.

Mikron Theatre will bring their Canal 200 production to the Museum on June 15th. (8.00pm).

A set of stamps celebrating canals will be launched in July, hopefully at the Museum and a full Canals 200 pack is available from Customer Services at British Waterways, Willow Grange, Watford, WD1 3QA.

Help Needed for Canals 200 Weekend

The Canals 200 celebration over the weekend of 22-3 May will be a major event in the Museum's calendar, and Friends are needed to sell tickets at the gate. If you can spare a morning or afternoon to help, please contact **Les Dalton** on Gloucester 617236.

TUGS & HORSES EVENT 22/23rd. MAY.

a). HELPERS WANTED!

During the above weekend forming part of the Museum's Canals 200 Events, about 12 to 15 gate-keepers and other helpers will be required to supplement the Museum staff, and Jane Savery is seeking additional assistance with the horses side of the proceedings. Any 'Friends' who are able to offer assistance will be very welcome. The respective contacts are **Les Dalton** on Gloucester 617236 or **Jane Savery** at the Museum, Gloucester 307009.

b). MODEL DISPLAY OF SOUTHAMPTON DOCKS.

Also for this weekend, **Brian Hobby** of Bristol will be exhibiting a model layout of Southampton Docks of the

1930's complete with about thirty scale models of liners, cargo-liners and troopships of that era. The core of the fleet is the Cunard-White Star Big Six complemented by a number of their elegant contemporaries and an array of tugs, coasters and paddle-steamers. Brian works to a scale of 1/600 (50ft to 1in.) which he feels is a satisfactory compromise giving both character and compactness.

With an average of a dozen shows a year to attend, Brian works on the mahogany hulls of the ships during the summer and completes the details of the upperworks during the winter. He never attempts to build a model ship unless authentic and reliable scale drawings are available.

Since he retired in 1980, Brian has settled down to a fairly regular building programme and takes his docks layout and models to Steam and Vintage Rallies, Fire Engine Rallies, Craft Shows and similar events.

Leslie Dalton.

ACTIVITY EVENING

On Wednesday 2 June, there will be an opportunity for everyone to find out about the activities carried out by the Friends and to try most of them. The working exhibits will include the vintage tug Kennet, the 1880's steam crane, the Fielding oil engine, the dredger winch, and possibly the Worthington-Simpson water pump in the engine room, and organisers will be on hand to discuss restoration, crafts and research.

The evening will be publicised with a view to attracting new Friends, but existing members will be welcome too. If you know anyone who might be interested in joining, please bring them along or at least tell them they will be welcome. We are not just looking for new active members - we are also keen to build up the silent majority who are happy to support a worthwhile organisation.

H. C-J.

ADVERTISING Events

You can help to publicise Museum events and activities mentioned in the slips enclosed with this newsletter. Please pass on the slips to someone who might be interested or arrange to display them somewhere in your area.

SAILING VESSELS IN THE DOCKS



Some more Reminiscences of F W Rowbotham
Former Engineer of the Severn River Authority

I always loved the sailing craft in the docks - many there to load salt for Ireland. I remember the Irish ketch Sunshine had an Irish colleen painted in bright colours as a figurehead. The Irish topsail schooner Brooklands was the last pure sailing vessel trading to Gloucester without an auxiliary engine. I saw her leaving the docks just before the last war. Of the ketches, I particularly remember the Garlandstone. In 1940, her master, Captain Murdoch, sailed her single-handed back from Ireland, first to Lydney and then on to Gloucester. His crew had jumped ship in Ireland, and he couldn't get anyone to sail with him.

Many of the owner-masters of such vessels lived in Saul, Frampton, Arlingham and places around there. Captain Hugh Shaw of Arlingham was fifty years at sea, with over forty of them as captain. For many years, he ran the famous Camborne, a three-masted topsail schooner. In the thirties, Hugh Shaw was bound from Gloucester with salt for Tralee on the west coast of Ireland, when he was caught in a force twelve hurricane. The Camborne was blown miles out into the Atlantic, and she was overwhelmed by enormous seas. For three days and nights, they manned the pumps until the wind moderated, and they were six days without proper food or sleep before they brought the ship into port.

At one time Hugh Shaw also owned the ketch Irene, captained by his brother-in-law Ira Aldridge, also of Arlingham. During the last war, Hugh Shaw owned the schooner Ryelands for a few years, captained by his son Humphrey. At the end of the war, the Ryelands was sold to Walt Disney to become the Hispaniola in the film Treasure Island and later the Piquod for filming Moby Dick.

These schooners and ketches didn't trade only to Ireland, they went to France, the Channel Islands and round to London and other ports. They sailed throughout the war, braving the enemy mines, submarines and aircraft as well as the normal perils of the sea. The last sailing barge I remember was the ketch rigged Hannah which ran to Reynolds Mill with grain from Avonmouth.

(The ketch Irene, mentioned in the last report, is currently undergoing a refit in the Docks. Editor).



Appeal Achieves its Target

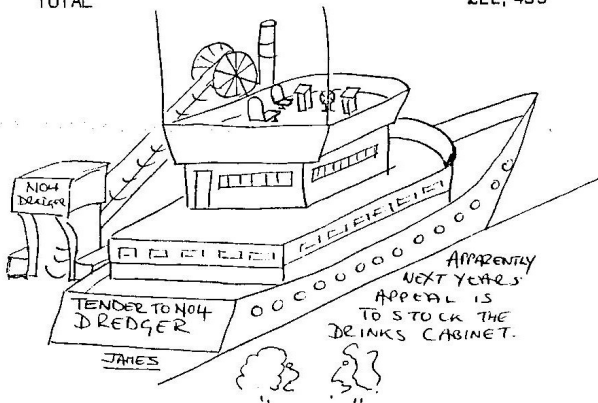
A report by Hugh Conway-Jones

In November 1990, I wrote to all Friends asking for help in raising £40,000 to pay for the restoration of the dredger which had recently been refloated after its tragic sinking. We knew that funding from the Science Museum would match what we could provide, but even the task of raising £20,000 appeared awesome.

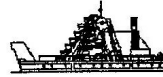
In the event, the response has been fantastic, and the target has been achieved within two years from the original appeal. What really made it possible was the money raised from two boat and watersports jumbles, but a magnificent sum has also come in from a wide range of donations and other fund-raising efforts.

For the record, a summary of the contributions up to 31 Dec 1992 is as follows:

| | |
|----------------------------------|----------------|
| Boat and watersports jumbles | £13,439 |
| Docks cruises on Kennet | £2,578 |
| Public collections at the Museum | £1,275 |
| Donations from Friends | £1,203 |
| Donation from City lottery fund | £1,000 |
| Donations from other societies | £849 |
| Contribution from | |
| Friends General Fund | £500 |
| Misc. fund-raising activities | £1,595 |
| TOTAL | £22,439 |



Much of this money has already been spent on materials and specialised services required for the restoration, and the remainder should be more than enough to finish the work. The Committee has therefore decided now to close the separate account established to hold this money, and the proceeds of further fund-raising activities will be treated as part of the Friends general funds.



Progress Report on Restoration

Alan Garnett provides an update.

The Wednesday dredger team - Jim Simmons, Dave Butler, Ron Williams, Ken Dunn and myself under Dave McDougall's guidance - have made quite considerable progress on the restoration work since my last report in Issue No. 18 (September 1992) of Llanthony Log, although perhaps not as much as was anticipated.

As far as the cabins are concerned, the solid fuel stove in the main cabin has been reinstated and is lighted-up virtually every day to keep the new panelling and lockers as dry as possible. The stove for the 'Captain's Cabin' requires some new parts which are due for delivery at the time of writing, so this should also be in service in the near future. Ron Williams has made a neat roof suspension bracket for the television set which displays the video recording of the dredger in operation by Museum Staff and a few 'Friends' before the sinking. This has allowed a much tidier arrangement for the equipment which should now be less prone to interference by some of the younger visitors, a not unknown occurrence.



During the last couple of months, the boiler became due for an Insurance Surveyor's inspection. Some of the time has therefore been occupied in doing the work required for this, such as brushing out the tubes, drilling two drain holes in the firebox and refurbishing the water level gauge glasses. A test of the steam safety relief valves was performed to the Surveyor's satisfaction on Tuesday 16 February and the boiler is now back in service.

Regarding the main engine, both pistons together with their new piston rods have been reinstated in the cylinders, with new rings fitted on the LP piston. Replacement studs have been fitted to the piston rod and valve rod gland assemblies. The best way to solve a minor problem with shimming the crosshead slipper restraints has to be decided, as a taper in the alignment has been found. The valve rods have satisfactorily passed a straightness check and are currently in for hard-chrome replating.

As the timescale for restoring the main engine to working order has lengthened, attention was turned to the Worthington-Simpson water pump in the Engine Room in order to have some machinery operationally available to demonstrate to visitors. The pump unit was found to be remarkably free of mud internally and only required a simple cleaning of cylinder bores, and drain cocks. However a broken valve spring was discovered in the water pump, so a complete set of new springs (from spares handed over with the dredger), has been fitted. During cleaning, a hole - due to corrosion - was found in the Y-piece of the water pump outlet pipework. As this was not amenable to repair, new fittings were obtained and the pipework is now fully reinstalled and the pump unit has been satisfactorily tested, and repainted. Some of the steam pipework has been relagged with glass fibre tape where it could form a hazard to operators and visitors.

With these jobs completed, it is intended to concentrate on the work still necessary to restore the main engine to working order.

INLAND WATERWAYS ASSOCIATION MEETINGS

(see page 20 for details)

'Friends' are welcome at their meetings at Tewkesbury Marina Yacht Club. Turn left the Bredon Road, B4080, 250 yards north of the junction with the A38.

THE MUSEUM BEFORE THE MUSEUM
by 'the only other member of staff'.
(This is the third of four articles about the pre-opening of the Museum. Now Doreen Davies tells her tale)

These were hectic days, with Tony scouring the countryside for historic items for the Museum. Word went out - if you want to keep it, hide it or nail it down.

Tony's office was a cottage by the South gate and we shared one telephone with Docks Security. Shortly after Tony became established in the cottage, I arrived to join him. The furnishings were antiquated cast-offs from British Waterways, the typewriters barely worked. We were lucky though, as we did have a lovely bathroom suite up some very narrow stairs.

Desmond was the next member of staff to arrive. Tony moved upstairs to a small cramped office and brought some old pieces of carpet from home for his floor. Desmond established himself in the room which was the route to the bathroom. Angela, Tony's wife, took pity on us and gave us some curtains which made the cottage look a little more respectable and brought in some pictures to decorate the walls.

Next to come were the first of our volunteers, Betty and Alan Conder, working in the kitchen of the cottage, restoring and polishing exhibits. Then Sallie and Peter Evans started working on a contract basis, spreading the word of the forthcoming opening of the Museum at Exhibitions and Shows.

Not to be forgotten are, Roger Beckett, BW architect, who worked closely with Tony from the start of the scheme, Di Smith, a BW designer, and Vanessa Wiggins, who organised and wrote out press releases to keep us in the public eye.

David McDougall joined the team as Keeper of the Collections and it did not take long for him to become established and for his office to be crammed with collected items. Sallie Evans was appointed as Visitor Services Manager to organise stock for the Shop opening and the Visitor Services staff. Her husband Peter worked here, there and everywhere. During the week they lived in their caravan in the cottage back "garden." Clare came to help in the office with the increasing work load and her speciality was (and is) creating publicity.

Although we all worked under great pressure we did have our funny moments like bacon butties at the pub when the Kissogram girls came, all black stockings and suspender belts. We also saw famous actors like Robert Powell, filming, and Britannia Warehouse burnt to the ground. There were continuous arguments with Docks Security about car parking, since the Museum was only allocated two spaces.

As the time approached for the Museum opening, Marilyn McDougall came to help out in the office. The Visitor Services staff were appointed and the cleaners engaged. Desmond took half a narrowboat to the Birmingham Boat Show and John Hill painted it there. Ray Swan, a volunteer, got the Fire Brigade to lift him on the escape ladder to put the weather vane on top of the Schoolroom. The roof of the Engine House was floated along the canal on a boat and craned into place. A hole was knocked in the wall of Llanthony Warehouse to insert Walsall into the Propulsion Room. Sacks were hastily stuffed for display.

Nearing completion, we had a press day for Councillors and the press. Tony and Roger showed the plans etc. under Vining's Warehouse which we shared with the rats. We just hoped that they would not run in front of our guests.

Sabrina arrived towed by Mayflower, whose crew made good use of our bathroom and made sure they left their mark round the bath. Ray Swan and Trevor Hill were restoring the Fielding Engine ready for display. That is a story in itself - maybe Trevor will tell it sometime.

On Press Day, the day before the Opening, the lock exhibit overflowed and flooded the newly-laid parquet floor of the Shop and Reception area. BBC Breakfast TV broadcast the early morning weather forecast from outside the Museum. We provided full English breakfast for them all. Roger, Tony, Sallie, Dave - all of them worked right through the night to be ready to open. Then on that morning, Peter, the shire horse decided to escape from his stable and Tony had to chase him round the car park and entice him back with hay.

RECENT ACQUISITION OF CANAL ACTS FOR MUSEUM

With funding provided by the Friends, the Museum has recently obtained a bound copy of the Acts for the Leeds & Liverpool Canal and an unbound copy of Acts relating to local waterways and bridges. These date from the 1790's and

give useful background information. They therefore form a very interesting addition to the Museum's archives.

A Matter of No Importance

By Derek Shorthouse

There has been a conspiracy of silence, as far as I can see, about the Pier and Harbour Order (Gloucester) Confirmation Act 1936. In vain will you seek a mention of it in any of the standard histories of the city: our Chairman's otherwise comprehensive book about Gloucester Docks is silent: and you will be disappointed if you look for it in the (nearly 500) splendid pages of Volume IV of the Victoria County History, which deals with the City of Gloucester.

This little Act - officially called 26 Geo 5 & 1 Edw 8 Ch xlviil - is dated 14th July 1936. This date is halfway between the death of the old King (20th January) and the abdication of the King who was never crowned (11th December). In that July, the rest of the world was talking about Mrs. Simpson, but at home, not many people knew about her, and we had time to think about piers and harbours.

The purpose of the Act was to confirm a Provisional Order made by the Minister of Transport under the General Pier and Harbour Act 1861 relating to Gloucester. The Minister was Hore-Belisha, a name more readily associated with road safety than with docks.

The Gloucester Harbour Trustees, incorporated in 1890, to supervise marking and lighting the Severn estuary, were empowered by this Act to charge for every vessel passing outwards or inwards to or from any place in the United Kingdom and the Irish Free State a rate not exceeding one half-penny per register ton. If the vessel was going to, or coming from, anywhere else, the rate was doubled. There were exceptions for yachts belonging to any yacht club, any vessel under 20 tons register, and any vessel "wholly and bona fide" in ballast.

There was, however, no exemption for a seaplane on the surface of the water, and a seaplane included "a flying boat and any other aircraft designed to manoeuvre in the water."

All costs incurred in obtaining this Act were payable by the Trustees. Did they ever have the opportunity of recouping some of their costs by rating a seaplane? Someone must know, and future historians would be grateful.

1993 VISIT OF P/S WAVERLEY TO SHARPNESS

WAVERLEY, the last seagoing paddle-steamer in the world, will make her annual visit to Sharpness on Saturday 8th. May. She will leave for a cruise to Clevedon and Ilfracombe at 10am. It is hoped that she will be able to berth at Sharpness at about 10.30pm. on the return voyage on the assumption that the necessary quay lighting will be available. Should this not be the case, then the trip will terminate at Clevedon and a bus will convey passengers back to Sharpness.

WAVERLEY was built in 1947 by A. and J. Inglis, Pointhouse, Glasgow, for the London and North-Eastern Railway to replace a paddle-steamer of the same name lost in the 1940 Dunkirk evacuation. She is of 693 gross tons with a length of 235 ft. and a beam of 30ft. (57ft. over the paddle boxes).

She has a triple expansion diagonal reciprocating steam engine built by Rankin and Blackmore Ltd., Greenock giving her a speed of 15/17 knots. She was converted from coal to oil firing in 1957.

The full day cruise will cost £18 for adults and £9 for children, the same price as last year. Tickets can be obtained from Les Dalton on Gloucester 617236. L.J.D

DONATIONS

The Treasurer is pleased to acknowledge the following donations received between October 1992 and February 1993, (with apologies for any omissions):

- D. & K. Avery, N.K & M.S. Badham, G.R & H.E. Bown, J.R. Brett, R.F & S. Briskham, J.R. Connett, T. Dellbridge, J. & J. Foley, P. & W. Gibbons, A.R. Green, B. Guscott, B.C. Hales, S. Hyett, P.T. Hamer, T.R & P.A. Hill, A.D. & M. Hipkins, E. Howard, R.L. Jackson, D.J & S.E. Kingscote, P. Latcham, S.C. & S. Lewis, E.N. & A.D. London, D.H. & B.J. MacGregor, F.N. & N. Michelli, L.A. Morgan, R.A. & A.C. Nicholls, I.A. Nie, J.P. & R.E. Robinson, D.F. Shilton, P.J. & A.T. Sizer, M.A. & O.M. Smith, A.J. Smith, J. Steel, G. & R. Stoddart-Jones, F.W. & B.C. Strawford, F.A. Titley, C.A. & M.R. Wallace, R.S. Williams, O.C.F. & J. Willis, M. Yates.

HELP WANTED FOR MUSEUM STAND AT BOAT & WATERSPORTS JUMBLE.

Tony Conder is hoping for assistance in manning the stand which the Museum is providing at this year's Boat & Watersports Jumble on Sunday 18th. April. Will anyone able

to help, please let Tony know.
First Aider Needed

A qualified first-aider is needed to provide cover for the boat and watersports jumble. If you can help, please phone Hugh Conway-Jones on Gloucester 619679 urgently.

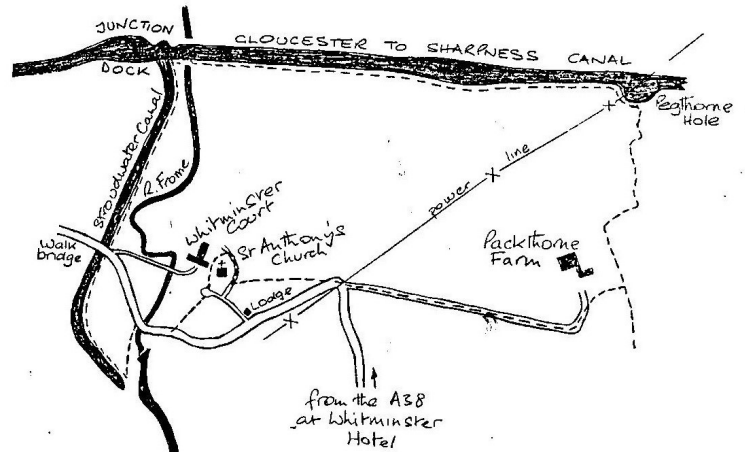
A WALK THROUGH THE REMAINS OF TWO ENGLISH REVOLUTIONS

in two parts
by Richard Trelfa

PART ONE

We travel down the A38 towards Brizzle and 8 miles from Gloucester Cross turn right at the crown of the hill next to the Whitminster Hotel. The signpost reads "Whitminster Courthouse, Police Station, Wheatenhurst 1½ miles". Are you with me? Before the bridge crossing the River Frome turn through a gate with a cattle grid into the field which is the car park for St. Andrew's Church. Whitminster House stands close by. We park at the churchyard gate.

The walk is about 2miles long, shaped like a rectangle and with stiles but no hills.



We go through the kissing gate into the churchyard and head to the left of the Church. We arrive at a path between Church and House.

The Church is medieval & the House represents all the types of architecture from the 16thC to the 18th. It is a situation repeated often in the English countryside in which the Lord of the Manor lives cheek-by-jowl with his place of worship. Note his need to stoop to avoid the low branches of the yews. Pass straight on to pass through another kissing gate to arrive in the rear drive to the House. We turn right and walk away from the House with the Church on your right and a thick hedge on your left. Keep following the hedge till you come to a stile. Go over the stile into a large field.

Looking north towards Gloucester the rolling Severn valley plain lies in front of us. The Gloucester - Berkeley canal runs to our left.

Not a cottage in sight. But, there in the field in front of us is a very well developed ridge and furrow system telling us that this was once a thriving village with many dwellings. They disappeared when the Lord of the Manor enclosed his land and those that worked the land were forced to live elsewhere. So began the Agricultural Revolution, providing the muscle for the Industrial Revolution which followed it. The House & Church stand together, alone, but for the ghosts of medieval England.

In the middle distance lies Packthorne Farm and it is in that direction we are going, along its drive which lies straight as a die ahead of us. This is the first side of the rectangle.

We go through the farm gate, but, without going to the farm buildings, go straight through the orchard, in line with the drive, to a walker's gate in the far fence. As we walk under the branches of the apple trees, mistletoe combs our hair. Even mine!

We are now on the edge of another large field. Turn left and walk along the fence towards the canal. Note that, at this point, the canal is above the general lie of the land and has required an embankment. The path ahead meanders, suggesting that it follows a boundary that is older than the field enclosures and follows the ridge on which the farm stands. This is the second side of the rectangle. In front is a copse and the pylon of a disused wind pump. Pass through a gate to the base of the pump and

the canal bank. The pump was to provide irrigation water to the farm from the canal, but has now been electrified. On your right, on the bank, is the bramble covered riveted hull of an iron vessel. Through the lace-work of its rusted hull can be seen a fillet of concrete used to repair a leak. Do you know anything about this boat?

On your right is a bay in the canal bank. This is Pegthorne Hole. It was possible for the canal builders to make this bay because the ridge along which we have just walked allowed it to be cut without the need for an embankment. The bones of flats poke above the surface of the water. A flat, as its name suggests, was a flat-topped barge on which were placed the mud buckets originally used to carry dredged mud. These mud buckets were like mini-skips. Here at the Hole, was stationed a steam crane, with names like Iron Princess and Iron Duchess, which lifted the buckets, one at a time, and tipped the contents onto the land. This method ended when centrifugal pumps were developed, which could actually pump mud, and a floating pumping station was purchased. This is now at Purton and pumps the mud straight into the estuary. The only remaining mud buckets are at Purton, where they have been cut and welded into the mud chutes. Introduction of the mud pump was accompanied by the mud hoppers, or barges, we often see in the Docks. The flats were then abandoned, and sunk here, at the Hole. Their bones are in front of us.

One last gem here is what appears to be an ivy covered outside loo. This is the bridge keeper's hut. What bridge? Well, there used to be a swing footbridge here, because the path which led us here carried on to the banks of the Severn.

We leave the Hole by turning left towards the junction between this canal and the Stroudwater canal. The third side of the rectangle

PART TWO OF THIS WALK will appear in the next issue.

FOR YOUR AUTUMN DIARY

Sept 4-5, Modellers Weekend at the Museum. The best of models on land and water, including fairground, railways, road vehicles and boats.

Oct 2-3, Lifting and Shifting Weekend at the Museum. Transport and plant spectacular - cranes, lorries, boats and models with lots to do.