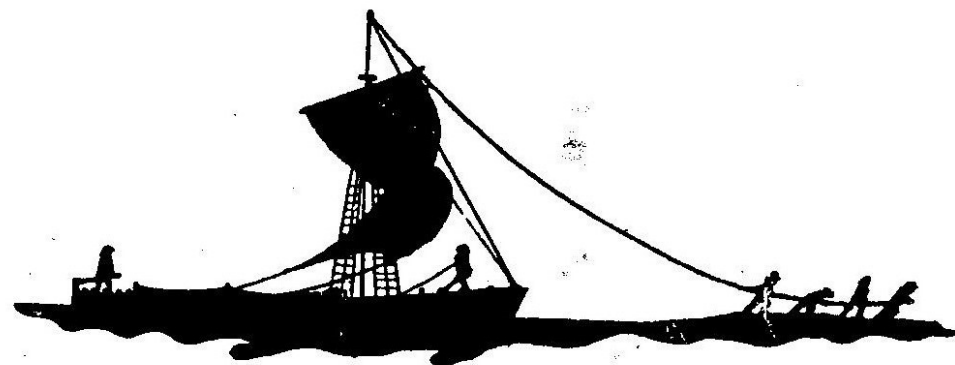


CONTACTS:

Chairman & Research	Hugh Conway-Jones 1 Grovelands, Gloucester, GL4 7JF.	Glo. 619679
Secretary & Publicity	Janet Illingworth-Cooper 2a Oxford St, Gloucester, GL1 3EQ.	(work) Glo. 20306
Treasurer	Les Dalton 4 Conway Rd, Gloucester, GL3 3PL.	Glo. 617236
Crafts	Peter Wallace 16c Grosvenor Rd, Gloucester, GL2 0SA	Glo. 24686
Dredger Drivers	Alan Conder 12 Bathurst Park Rd, Lydney, GL15 5HG.	Dean 44384
Fielding Engine	Trevor Hill 154 Cheltenham Rd, Gloucester, GL2 0JR.	Glo. 25578
Helpers Weekday Rota	Doris Toller 5 Henningsdale Rd, Gloucester, GL2 6HN.	Glo. 424272
Helpers Weekend Rota	Cherry Tomlinson 9 Somerset Place, Gloucester, GL1 1XG.	Glo. 304547
Meetings	Nick Rowles 14 Twyver Close, Upton St Leonards, GL4 8EF.	Glo. 617362
Membership Secretary	Peter Collins 16 Bewley Way, Churchdown, GL3 2DU.	Glo. 855235
Newsletter Editor	Philip Conway-Jones 1 Grovelands, Gloucester, GL4 7JF.	Glo. 619679
Package Tours	Peter Thompson 43 Forest View Rd, Gloucester, GL4 0BY.	Glo. 20442
Restoration	David McDougall Nat. Wat. Mus., Docks, Gloucester, GL1 2EH.	(work) Glo. 307009
Visits	Ian Parsons Zanetta House, Church Rd, Churchdown, GL3 2ES.	Glo. 712096

LLANTHONY LOG



Newsletter of the Friends of the National Waterways Museum

ISSUE NO 3 - DECEMBER 1988

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.

Diary Dates

- 17 Jan The Avon Ring. An IWA video show by Graham Ettles at Tewkesbury Marina Yacht Club at 7.30.
- 29 Jan Craft Section meeting in the Museum Schools Room starting at 2pm. *
- 18 Feb Masters Merchants and Merchandise. A day-school about trade on the River Severn at Bristol University from 10.00 to 5.00. *
- 21 Feb The Pisgah of Gloucester - the Story of a Barge. An illustrated talk by Tony Paris, the present owner, in the Museum Schools Room at 7.30. *
- 17 Mar IWA Gloucestershire Branch AGM and social in the Museum Schools Room at 7.30.
- 25-6 Mar Easter weekend at the Museum. Volunteers wanted to talk to visitors, demonstrate crafts and provide docks tours.
- 1-24 Apr First Birthday Exhibition in the Museum Schools Room. *
- 18 Apr Trade and Boatmen on the Severn. An illustrated talk by Fred Rowbotham, former engineer of the Severn River Authority, in the Museum Schools Room at 7.30.
- 7 May A walk around Alney Island led by Hugh Conway-Jones. +
- 16 May Friends AGM in the Museum Schools Room at 7.30. +
- * For further details, see later pages.
- + Further information will be given in the next issue.

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.

Free Colour Supplement!

At no extra cost, this issue of Llanthony Log is accompanied by a copy of the latest colour leaflet publicising the Museum. Please help by showing it to friends and neighbours or passing it on to someone who might be thinking of visiting the Museum. Further copies can be obtained from the Museum.

A Very Special Arrival

Congratulations to Museum staff members Sallie and Pete Evans on the birth of a daughter. Charlotte Louise arrived fourteen weeks early and only weighed 2 lb 14 oz at birth, but thanks to the dedicated staff and superb facilities at the Special Care Baby Unit at Gloucester Hospital, she is putting on weight and may be home for the New Year. Sallie and Pete are now aiming to raise money for the Unit to help other babies enjoy the very special care lavished on Charlotte. They are looking for some original form of fund raising which would get publicity for the Unit and for the Museum as well - perhaps involving Peter the shire horse. Sallie and Pete would be glad to hear of any good ideas.

Designer Chosen for Level 3

Haley Sharpe Associates have been chosen to mastermind the design and style of the Museum's Level 3, due to open next summer. Currently working on the Bass Museum at Burton on Trent and Big Pit at Blaenavon, the firm will shortly begin work at Gloucester. Initial studies will establish which exhibits are necessary to tell the story of "How canals work", and then plans for the graphic panels and special effects will be produced to make Level 3 a memorable experience for the Museum's visitors.

Trust Chairman Named

Former Gloucester MP Mrs Sally Oppenheim-Barnes has agreed to chair the Council of Management of the National Waterways Museum Trust. The Trust is a registered charity responsible for running the Museum, and the Council will have three members nominated by British Waterways and three other independent members. Mrs Oppenheim-Barnes, a former Minister of State for Consumer Affairs and now Chairman of the National Consumer Council, said "Having been involved with the enterprise from its very earliest inception, it is a very great pleasure to become involved again in such a worthwhile venture."

Waif has Strayed

Hopes are fading for one of the Museum's tabby cats that has gone missing. Waif and Stray were very shy of visitors initially, and usually hid away in their box near to Peters stable. As they settled in, they gradually became bolder, and one was even seen on the Sabrina barge. Now Waif has disappeared. Museum staff searched surrounding buildings, the dock security men were alerted and an appeal for information appeared in the local paper, but there has been no response.

LETTERS . . .

Sir,

In response to your query in Issue No. 2, a Jolly Boat is a small boat carried by a merchant ship (or warship) in past times for use when at anchorage. Sailing ships would normally carry a long boat (or cutter), a gig - for the captain's use - and a jolly boat.

They were carried aboard cargo ships - and Sabrina barges! - until quite recent times. I joined a ship in Liverpool in 1972 which still had one, albeit battered and covered in paint. We officers planned to repair it on the voyage for use as its name suggested. Imagine our rage when the company's marine superintendent had it taken away one weekend before we sailed, to give to some sea scouts!

Des Fforde, N.V.M.

Sir,

In the context of Dr. Tomlinson's article, George's Jolly Boat was probably a 14' clinker built rowing dinghy, although it may have carried a small sail. It would have originally been a ship's boat (tender or dinghy).

"The Pocket Oxford Guide to Sailing Terms" by Ian Dear and Peter Kemp contains the definition:

"*JOLLY BOAT* - possibly from the Dutch and German jolle, Swedish jol, a small bark or boat, though this may be the derivation of the English yawl; or possibly a perversion of gellywatte, a small ship's boat, generally of the 18th and 19th centuries, used for a variety of purposes, such as going round a ship to see that the yards were square, taking the steward ashore to purchase fresh provisions, etc. It was clinker built, propelled by oars, and was normally hoisted on davits at the stern of the ship."

Another Jolly Boat is an 18 ft sailing dinghy designed by Uffa Fox before or just after the last war. She was bermudian sloop rigged, built of double cold moulded ply, and was designed to beat the Isle of Wight ferry, which she did handsomely. She was a most exciting boat to sail. There was one on display at the Wooden Boat Show held at Greenwich last June.

Also, I believe there is now a small sailing cruiser called a jolly boat, although I am not completely sure.

Brian Adams, Barnwood, Gloucester.

Letters to the Editor: 1 Grovelands, Barnwood, Gloucester, GL4 7JF.

Did You Holiday on a "Water Miss"?

David McDougall would like to hear from anyone who spent a holiday on a "Water Miss" - a class of boat which British Waterways Board had in their early hire fleet based at Nantwich and Hillmorton. Originally just numbered I to V, they were built in 1961/2 by Blanks Boatyard on the River Lee at Stanstead Abbots. The Museum has obtained one that is in reasonably good condition, and it is now on view near the Blacksmiths Shop.

The cabin is fitted out with two berths and a kitchen area, and there is a toilet compartment up in the bow. The toilet used to discharge directly into the water, but the outlet has been sealed off because this is not allowed any more. The boat originally had a 7½ horse power Johnson outboard motor in a well at the stern, but a later owner fitted an inboard diesel engine that had been taken from a concrete mixer. The hull is made of three-quarter inch thick ply-wood which is badly worn in places and has had several repairs. There is a leak around the keel, which is suffering from rot, and this is why it has come to the Museum.

Volunteers are required to help clean the boat, replace the rubbing guards, and repaint the whole thing. An authentic cooker will be put back inside, and the diesel engine will be replaced by one of the original outboards. One day, it may be possible to get the boat back in the water, but this would require a new bottom to be fitted.

Spread the Word

The editor would be pleased to receive contributions related to the Museum or to other waterways topics. He would particularly like to hear from Friends who have links with related organisations and who would like to submit reports on relevant on-going projects. Copy date for the next issue is 1 March.

Charitable Status

The Friends of the National Waterways Museum has been formally registered as a charity. This means that tax can be reclaimed on subscriptions that are covenanted, and appropriate forms will be sent out with subscription reminders.

George Got it Wrong

Mrs Cottle rang to say that some of the things remembered by George in the last issue were not correct - particularly the statement that there was no chapel in Sharpness. She recommended reading the booklet The Port of Purton with Sharpness. Does anyone have a copy they would donate to the Museum library?

By Pauline Hill.

Anyone who is a regular visitor to the National Waterways Museum will no doubt have noticed the very smart new horse bus sitting in Llanthony Yard, awaiting its seating.

It has been made entirely by Ray Swan (apart from some painting by Jane Savery). He started with the axles of a 22 ft caravan. On to this he put together the metal skeleton of the horse bus, including the steps for passengers to climb aboard. He also made a smart drivers seat, which has lead to him being asked to construct another seat for a Museum visitor. Will we ever get him back to engines I wonder? . . . The upholstery for the seat was made elsewhere and kept in the dry until ready. Ray cut and shaped the wood for the floor and sides, and after painting by Jane, he fitted this into place.

The highlight of the whole operation was when Jane rode Peter down from the Museum to Longlevens "bare back" to fetch the cart. Ray had already made sure that the shafts had been fetched from the Museum - these were fitted to the bus and Peter was harnessed up (not before he had weeded Ray's patio and cropped his grass.)

Once in the shafts, Peter could not wait to take the bus back to the Museum. Jane was (I think) a bit apprehensive because of the length of the bus. However, after climbing aboard, she guided Peter carefully out of Ray's side entrance back to the Museum.

Peter turns many a head at the best of times, but with this smart new vehicle behind him, he draws even more attention. When the seating is installed, Jane and Peter will be able to raise a good few 50p's from all those people keen to have a ride round the Docks.

FRIENDS SWEAT SHIRTS

The Friends' own sweat shirts are proving a popular item! Another batch is now available for those who have yet to order theirs.

Distribution is being handled by Janet Illingworth-Cooper. You can order yours by ringing her (Glos. 20306 during business hours) or by completing the order form enclosed with this edition of Llanthony Log and posting it to her.

Prices are £9.50 (adults) and £7.50 (children). As noted in the September Llanthony Log, our royal blue shirts feature a white logo.

Please make cheques and postal orders payable to "Friends of the National Waterways Museum" and add 50p per shirt to help with postage. Otherwise, you can collect your order at Friends' meetings or from Janet's office in Gloucester between 9am and 5pm, Monday through Friday.

Reed Cutter to be Restored

The Museum has obtained a most unusual craft that was used for clearing reeds from canals around the Birmingham area. It has an open steel hull with only six inches of freeboard. Twin paddle wheels at the stern were driven through a ball joint universal drive so that they could be turned sideways for steering, and power was provided by a Ford Popular side valve car engine. Protruding from the bow is an arm with two V-shaped blades that could be made to oscillate sideways under the water to cut through the reeds. The driver sat on one side of the boat with one hand on the throttle and the other steering the paddles, and he had a foot-operated clutch to make the cutters oscillate.

It is believed the original design was intended for use in the jungle during the War, but production only started after hostilities ended. Several hundred were made by Howard and Dennis of Bedford, and many were supplied to the Fenland waterways for clearing reeds from drainage channels. British Waterways Board had a number of them working around Birmingham, and one is still in use on the Monmouthshire and Brecon Canal. The Museum's example was an exhibit at Stoke Bruerne, but it developed a leak and sank. The aim is to seal the leak, put the boat in good order and get it back in the water again. It would certainly be something different to demonstrate to the public. Volunteers to help with the restoration should contact David McDougall.

Friends to Pay for Loco Plates

The Friends Committee has agreed to pay for a pair of replica makers plates to go on the fireless locomotive when it is restored. The Museum do have the original plates, but it is a sad comment on our times that they are not willing to put them on display in case they are stolen. So a local foundry will be asked to cast the replicas, making use of the originals as patterns.

Keeping the Flies Away

On hearing that the Museum did not have a traditional horses head-dress, intended for keeping flies out of ears and eyes, Mary Megan offered to make one. An original was borrowed from Stoke Bruerne, and a photo-copy was made to provide a pattern. In no time at all, Mary had crocheted a beautiful white head-dress decorated with coloured tufts. Peter the shire horse looked fine wearing it, and it will also be used on the Museum's replica boat horse to help show school parties how the boatmen looked after their animals.

Museum der Deutschen Binnen Schifffahrt, Duisburg/Ruhrort

by Peter Wallace

I had the pleasure of visiting this Museum of the German Inland Waterways on a pleasant day in October. It is situated on the north bank of the Ruhr in the town of Ruhrort at the confluence of the Ruhr and Rhein, approximately fifteen miles north of Dusseldorf and ten miles west of Essen.

In waterways terms, it is a counterpart to Gloucester, for the sea-going vessels sailed south down the Rhein from Holland, and cargoes were here transferred to boats of shallower draught for the journey to southern Germany or east along the Ruhr to the industrial heartland. Today, there is an almost continuous passage of commercial barges along this section of the Rhein, in stark contrast to our own waterway.

Ruhrort, the older partner of the twin town, flourished in Roman times, and the Museum proudly displays Roman anchors found in the river bed. They are constructed of wood sheathed in lead. A dug-out canoe, the length of a coxed four, from an earlier age provides evidence of waterway activity over several thousand years in this region.

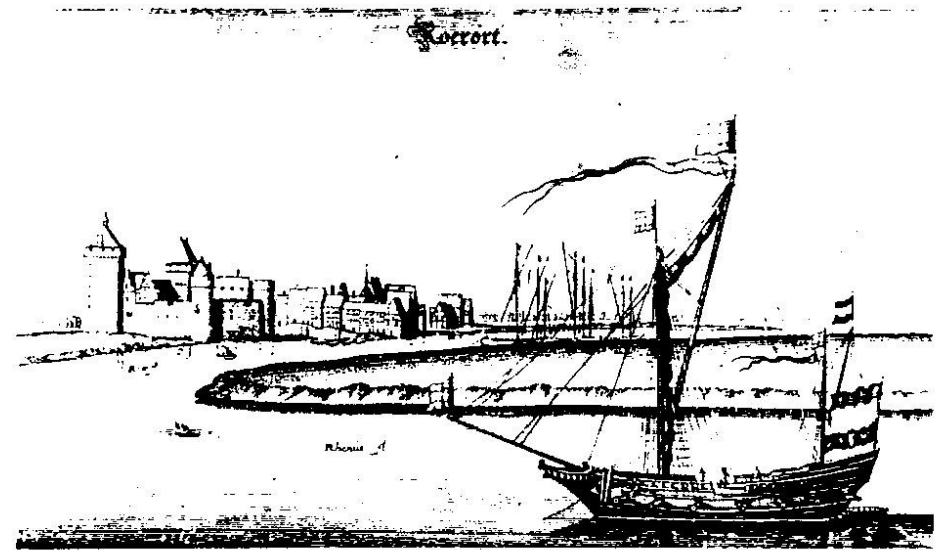
The Museum opened ten years ago with few exhibits, but it has received active support from the town council, who own and control it, and from a well established Friends organisation, who contribute a great deal of money but little man-power assistance. Now a fine collection of exhibits has been built up on two floors of the Museum, including over one hundred ship models. They still have the third floor to develop (which gives our own Curator some comfort), and no doubt it will be completed to the same high standard as the first two.

Along the quay are moored a steam dredger (dampfbagger in German), slightly senior to our own, and a big Rhein motor barge. Also moored nearby is their prize exhibit, the two-funnelled paddle steamer "Oscar Huber" of impressive dimensions, designed and used for towing chains of barges.

Their Friends provide funds in two main areas: to commission and purchase exhibits and to develop an extensive library of books and source material for research purposes. In addition, they fund a yearly publication, of very high quality, for distribution among the Friends and associated bodies and also for sale.

The Direktor speaks very good English and most kindly spent two hours taking me around. He gave me a mini-library to bring back to Gloucester, which has duly been passed to Tony, and I also brought a magnificent pennant with flag-staff from their Friends to our Friends, which is now in our Chairman's care (much to his delight!!)

Museum der Deutschen Binnenschifffahrt



Duisburg-Ruhrort

If you are in striking distance of this excellent Museum in Duisburg/Ruhrort, do pay a visit (only 1 DM) and make yourself known, for I am sure that this is just the start of a long term Friendship.

PISGAH RENEWS HER LINKS WITH GLOUCESTER

By Cherry Tomlinson.

Two years ago, amid the welter of tourist brochures to come through the door was one describing a series of holidays on a converted barge in the South of France.

The opportunity was too good to be missed, particularly after we discovered that the barge - Pisgah - is registered in Gloucester, and spent her working life on the Severn and Avon.

Her owner/skipper, Tony Paris, is coming to Gloucester in February, to tell the Friends all about the barge, but a few words about our own week on board might help to paint an introductory picture.

We chose the most southern leg of the available itineraries, largely because of its proximity to the Mediterranean; and to our son, Max, who lives near Avignon. We flew to Montpellier; thence by train to the basin at Beziers, where we found our boat, Tony, and his very amiable crew, Iris and Bob. To us, the boat seemed enormous - in fact it is about the same length as the Northwich, but twice as wide, and very solidly built. There is heaps of headroom everywhere, and as we were the only passengers that week, we had our choice of the six cabins - just as well, for after I'd fallen out of a top bunk we opted for two cabins each, one to sleep in and one to dress in!

The routine was relaxed and totally delightful. We all had breakfast in our dressing-gowns in the saloon; lunch was cold cuts and fresh rolls; and we divided up for the evening, to find a local restaurant wherever we chanced to moor for the night.

The litre of duty-free brandy which we had bought for Max soon disappeared after daily slugs all round with our morning coffee.

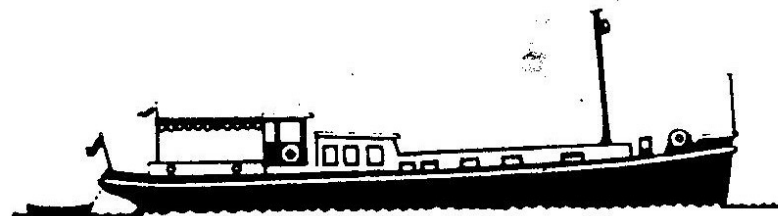
Now to our route - when we arrived, Tony said "Where would you like to go?" We opted to amble towards Avignon, a route taking us to Agde, Marseillan, Sete then alongside a narrow ribbon of land via Grand Motte, to Aigues Mortes; then across the Camargue to Arles and up the Petit Rhone to Avignon. Things didn't exactly work out like that, though.

From Beziers we chugged serenely to Agde, through its astonishing round lock, then to Marseillan before crossing the very large salt lake, the Bassin de Thau, to Sete. The wind got up in Marseillan, and we decided to try and push on to Sete, but not before a visit to the Noilly Prat Winery, complete with tastings. It soon became obvious that we wouldn't make Sete. The wind rose, all other craft disappeared and the waves got higher and higher. Pip and I were deputed to hold the ship's awning down, which we did, more to keep us from blowing away than to retain the awning. All very invigorating and rather exciting, with miles of oyster beds all round us and precious little else.

Abandoning Sete, we pulled into Meze, berthing with great difficulty. Meze is a lovely unspoilt French seaside holiday resort, which we were happy to have seen. Then we bumbled along the Canal du Rhone to Aigues Mortes, a magical, mediaeval walled town.

During all this two interesting things happened - we were moored at Agde when Pip suddenly noticed a yacht called Gloucester Salamander. We got talking to the owner, and amazingly he had been in the Fire Service in Gloucester during the war, was now retired and had named his boat after the fire boat in our basin. The other bit of nonsense was when we turned up a small river to moor for a picnic and the anchor chain got stuck. We went round and round in circles while Tony dived under water to release it.

We went through some remarkable locks, even a totally automatic one, all of which Tony will tell you about in February.



After Aigues Mortes, we travelled right across the Camargue, but now so tranquil that Pip was allowed to steer. We tied up to trees along the way and fed the white horses with scraps, and saw lots of black Camargue bulls, but not so many flamingoes.

On to St. Gilles, and from here Tony had intended travelling up the Petit Rhone towards Avignon. But there was far too much water and wind, so we kept on the canal and finished up at Beaucaire/Tarascon; a fascinating sort of double town.

We said our farewells here, and amazingly, were able to catch a bus right by the towpath to take us to Max. Pip and I hope this little travelogue will give you a feel for Pisgah, and the fun and friendship we found aboard.

Collecting Photographs for the Museum

A volunteer is wanted to visit people who have old photographs, to borrow the pictures for the Museum to copy and then to return them later. Anyone prepared to help in this way should contact Hugh Conway-Jones on Gloucester 619679.

The Strange Adventures of A Houseboat

Compiled by Josephine Jeremiah.

Browsing through the extensive second-hand bookshops in Hay-on-Wye, I spotted an old book entitled "The Strange Adventures Of A Houseboat" by William Black. Printed in 1899, it's the story of a pleasure cruise made on the inland waterways in a custom-built houseboat, called the Nameless Barge. The route takes in the Thames, the Midland Canals, the Severn and the Kennet and Avon Canal.

The sections dealing with our local waterways are most interesting. Nowadays on a boat trip from Tewkesbury to Sharpness one passes few other boats. It makes fascinating reading, therefore, to compare such a trip with one taken a hundred years ago:

"We found the Severn a busy river, too; and we had quite sufficient occupation in getting our awkward vessel past the successive strings of barges that were being brought up by steam-power against the flood - we having to keep outside of them, and get our tow-rope over their smoke-stacks somehow or anyhow. But with Murdoch at the bow and Captain Columbus on the bank, we succeeded in getting by without any serious mishap. Help from the bargemen themselves we got none - not that they were in any way sulky and unwilling, but that the sight of this strange craft coming down the Severn awoke an all-conquering curiosity, and they could do nothing but stare at us until we had passed. Then we encountered a small steamer going along at a considerable pace, that gave us a good bit of wash; the Nameless Barge dipped and bobbed and rode out these billows quite as if she had been to the manner born; and, altogether, we thought we were doing mighty fine. In this fashion we swung along by Chaseley Rye, and Deerhurst, and Turley; and then we halted for luncheon at Haw Bridge, there being a certain White Lion in the neighbourhood, where Captain Columbus proposed to bait our gallant steed."

During the remainder of the journey to Gloucester, the party aboard the Nameless Barge discuss the possibility of being towed by steam launch down the Severn to Bristol, rather than going along the Thames and Severn Canal. Upon reaching Gloucester, this is the sight they saw:

"In the clear evening skies there were long lines of faintly russet cloud - parallel they mostly were, as if they had been left there by some receding sea - when we came in sight of the square tower and four turrets of Gloucester Cathedral rising above the wide meadows, with a background of purple, low-lying hills beyond. And now the question of whether we should go into the town and endeavour to get into the basin of the Gloucester and Berkeley Ship Canal, or to remain for the night out here in the rural quiet."

In the event, the boating party decide to take dinner in a city hotel, where rooms are ordered for the night:

"There was much business to be got through on the following morning; and we were rather glad to have the women-folk taken off our hands by Colonel Cameron, who volunteered to escort them on an exploration of the antiquities of Gloucester And so we beheld them go away; and blessed them; and betook ourselves to the offices of the Gloucester and Berkeley Ship Canal.

"Here we were received with much courtesy; and as a result of our inquiries we resolved not to attempt the navigation of the Stroudwater and Thames and Severn Canals, but to go down the Severn to Bristol. The fact is, we had all the way a kind of sneaking wish to make this attempt, even supposing the other route was practicable; and we rather wished to be persuaded that it was Bristol we ought to make for. Accordingly we were furnished with letters of introduction to the authorities at Sharpness Point, who would advise us as to the best means of getting through the open waters; and being so equipped we had now but to bring the Nameless Barge along to the commodious basin, where were lying ships and steamers of every description and size Beside these massive hulks - in the midst of all this bustle and activity - there is no doubt the Nameless Barge had the appearance of having been brought out of the window of a fancy repository. And so the idlers seemed to think. They crowded down to the berth which we had secured for her; and stared, and examined, and discussed. No such craft had ever been in this place before, we were pretty sure of that."

Eventually the boat was "slowly and miscellaneously rowed and pushed and pulled past the great overtowering vessels to reach the mouth of the canal. "Here around us everything was perfect; the smooth water mirroring the blue and white of the overhead sky; Moreover, there seemed to prevail a certain sense of freedom and largeness as we got further and further along. This canal was of much greater size than those to which we have been accustomed; and the craft we encountered were not the ordinary long, slow-moving, silent boats, but sea-going vessels of all kinds, with life and briskness everywhere visible. Quite imposing was one stately procession of three brigantines, two schooners, a sloop, and two picturesquely-laden barges that glided quietly by, headed by a noisy little steamer. Indeed, as nearly all the traffic on this ship canal is governed by steam-power, we had almost the monopoly of the towpath, ... we got on by Rea Bridge and Quedgeley and Hardwicke even unto Whitminster, where is the junction with the Stroudwater Canal. But we did not stay to make inquiries as to the practicability of getting back to the Thames by this route; we had signed our articles, as it were, and were bound for Bristol; the allurements of the Avon and Kennet, among other considerations, had proved too potent."

The passage of the Nameless Barge down the Severn to Bristol is full of incident, but that's another story!

First Birthday Exhibition 1 - 24 April

Over the months since September 1986 when builders first came on site, a collection of transparencies and prints has been built up showing the stages in conversion of the Llanthony Warehouse and the creation of the Museum. Demolition, rebuilding and installation of displays are featured, and as the site came to life, the opening day and many other special occasions since have been covered by the camera. To celebrate the first anniversary of the opening, an exhibition is being put together to show many of the best photographs taken between September 1986 and 1 April 1989. Tony Conder would like the Friends to join in by letting him have any favourite pictures. He will copy prints and turn transparencies into prints on a high-tech photocopier, so you will get your originals back provided you mark them clearly with your name.

Research Library at the Museum

The Friends Committee has agreed to help the Museum establish a research library of waterways related books and source material. The library will be for the use of Museum staff, Friends and students visiting the Museum, but the books will not be available for loan. It will be situated on Level 7 in the Llanthony Warehouse where manuscript archives will also be kept. Arrangements for access will be announced later.

As a start, the Friends are purchasing the series of regional histories written or edited by Charles Hadfield, and these are due to be presented at the Friends meeting on 20th December. Individual Friends are also invited to donate second-hand books in good condition. The donors name will be acknowledged on a book plate inside the front cover. Books can be brought to Friends events or handed in at the Museum. Please insert a slip of paper giving the donors name in capital letters and any dedication.

Friends Christmas Cards

A trial printing of Friends Christmas cards was so successful, they were all sold on the first day. The cards feature a view of the docks in 1843 which appears on Causton's well known map of Gloucester. Dr Tomlinson arranged for a few hundred to have the name of the Friends printed inside, and they were all sold at our meeting on 25th October. Next year, it is intended to have more cards printed and to make them available earlier.

No 4 Set to Dredge Again

Based on information provided by Des Fforde

No 4 steam dredger is being prepared to star in a video of dredging operations that will be shown to visitors on board. The work is being carried out by museum staff with the help of volunteers from the Friends.

The main task has been to bring back into service the steam operated bucket winch which raises and lowers the bucket train. The driving cylinders had always had a reputation for blowing gaskets and leaking steam, and as the winch had not been used for seven years, there was concern that it could have seized up. Ray Swan and Trevor Hill stripped down the cylinders and found that some packing had been made wrongly a long time ago. They fitted new copper gaskets and put everything together again, and after a bit of difficulty, Reg Price managed to get the winch working.

The next step was to try a little dredging while moored beside the museum quay. With the buckets turning, the bucket train was lowered until it just reached the silt on the bottom of the dock, and then it was quickly raised again. One or two bucket loads of silt were picked up and carried to the top. Unfortunately the shutter that directs the silt to one side or the other was still seized up, and all the silt came down the chute on to the quayside. No harm was done, however, as spectators had been warned, and the mess was soon hosed away.

Another job that has been done is to shorten the wires used to position the dredger when working. The end forty or fifty feet of the wires were rather worn and there were jagged bits sticking out, so this was all cut off and new eyes spliced to satisfy insurance requirements. The whistle valve has been re-ground by Ray Swan, and Dick Trelfa and Alan Conder have cleared out the after rope locker and descaled the boiler feedwater tanks.

For the dredging demonstration, No 4 will be crewed by British Waterways Board men who used to work her, and there will be a shadow crew of museum staff and Friends to help out and learn how to do it. The demonstration will take place when the present dredger, the Thomas Fletcher, will be working in the Main Basin, and there is talk of a competition between the two. Further details will appear in the local press.

Records of Severn Trows at Work

Having completed the transcription of the canal boat registers, the Research Group is now working on the records of the voyages and crew lists of vessels registered at Gloucester.

Many of the vessels just worked around the ports of the Bristol Channel while others went further afield to Ireland, to the south coast of England and occasionally to France. A few even ventured across to America. Many vessels went from port to port picking up whatever cargo was on offer, but others were regular traders, carrying coal from Lydney and Bullo Pill or bringing salt down the river from Droitwich.

Every half year, each master was required to complete a form listing the managing owner, the voyages made by his ship and the crew employed. In some cases the cargoes were also recorded. The forms exist for most years between 1863 and 1913, showing the changing nature of trade on the Severn during that period.

The only practical way to appreciate all this information is to get it input to a computer database, which will then be capable of printing out the information in many different ways to answer a variety of questions. To get a good impression without too much work, the aim is to concentrate on a few sample years for which the records are fairly complete. This will allow studies to be made of the changing patterns of ownership and trade, illustrating the former importance of coastal shipping and its subsequent decline.

The first step is to copy out the information on to standard forms at the Gloucestershire Record Office, Alvin St, Gloucester.

LATE NEWS. The transcribing of the information has just been completed.

HOW OLD ARE SEVERN TROWS ?

In a Roll of Gloucester Traders, 1481 - 1482, at present on view in the Gloucestershire Record Office, there are details of fines paid in return for right-of-trade by people who did not possess the freedom of toll-free trading rights. The list includes four Bewdley trowmen - i.e. owners of vessels trading to Gloucester Quay. A Droitwich salt merchant is also mentioned.

Do any readers have knowledge of an earlier direct reference to Severn trows ?

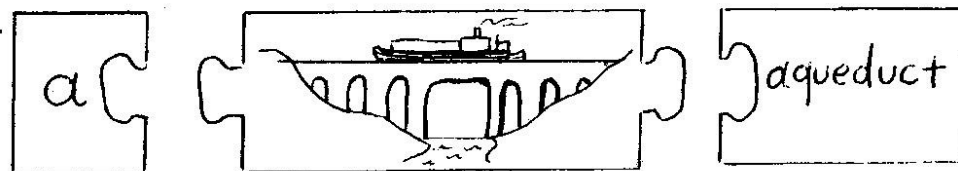
K.M.T.

Craft Section

The first meeting took place in the Schools Room on 16th October when fourteen people attended for an enjoyable afternoon in the tender care of Rosemary Conway-Jones and Marilyn McDougall.

The mystery of "cobweb embroidery" was revealed by Rosemary, and soon cries of "I could never do that!" changed to sounds of exultation as beautiful patterns were created on boatmen's belts. It seems that the boatmen had a monopoly in displaying this ware, whilst their wives and daughters who created it had unadorned belts. Rosemary had also prepared packs of materials and instructions for making childrens costumes at home, and these are already returning in finished form for use in the Schools Room.

At the other table, Marilyn showed how to use acrylic painting to produce a simple and effective alphabet jig-saw in three parts



which will give a lot of pleasure to young and old. Eight had been completed by the end of the afternoon, and more are on the way.

Further projects for the Museum are planned, and our next meeting will be in the Schools Room at 2.0pm on 29th January 1989. All Friends are welcome.

Peter Wallace,

Late News

The Museum has obtained a rare example of a concrete narrow boat that was built at Stourbridge in 1918. It was brought down the river recently and is now on display in the Barge Arm alongside Northwich. Some repair work is needed to the concrete at the stern, and it is planned to complete this by the summer. More details in the next issue.

Donations to the Friends

The Committee is pleased to acknowledge donations that have been received in addition to subscriptions from the following Friends. For next year, the Committee intend to identify a specific project for which funds will be sought.

Mr & Mrs B M Adams

Mr A D Bailey

Mr N Baldwin

Mr J N Challoner

Mr & Mrs R T G Colclough

Mr P Conway-Jones

Mr & Mrs R Courtenay-Lord

Mr D J Cresswell

Mr & Mrs D A W Daw

Mrs J Everett

Mr A L Garnett

Mr J Greene

Lt Cdr J Hammond

Mr & Mrs M G Hookhan

Mr R J Jackson

Mr & Mrs R M Mehta

Mr & Mrs F N Michelli

Mr P A Moffat

Mr & Mrs A Morgan

Mr & Mrs J A Nightingale

Mr A R Poeton

Miss D Shilton

Mr A J Smith

Mr & Mrs W Sparkes

Mr H Stone

Mr G G Tarlton

Mr & Mrs M J Waldron

Mr & Mrs C A Wallace

Mr & Mrs P J Wenhan

Mr & Mrs E White

Mr & Mrs D C F Willis

A Canal Christmas

It is said that boat-people celebrated Christmas along the same lines as everyone else, except the scale of activities was limited to the confines of a small cabin.

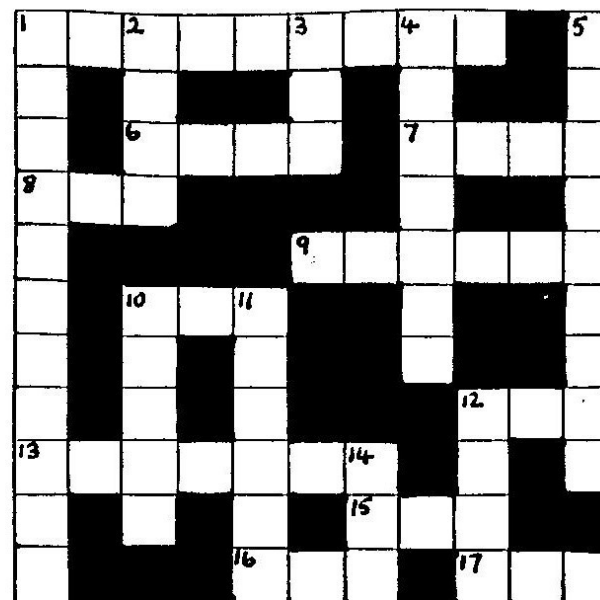
But families always attempted to arrange the work schedule so that they gathered at an important mooring by Christmas Eve - Gas Street Basin and Sutton Stop being two such places on the system. Holly or a Christmas tree would be tied to narrowboat rudder posts.

The Narrowboat Book suggests one boatman used to fill his bow locker with game, which would be sold to other folk for Christmas dinner.

From the Gloucester Journal, Monday 21st January 1793:

At the General Quarter Sessions, held on Friday, William Blackmore was found guilty of stealing some wearing apparel from on board a barge at the Quay, and was sentenced to be transported for seven years.

NEXT ISSUE . . . Look out for Duke - a cut above the rest, childrens' canal books plus lots more!



CANAL CROSSWORD

By Ian Jeremiah.

ACROSS:

1. Llanthony is a good example, (9)
6. Room where Peter's things are kept, (4)
7. Rung at the corner of the North Warehouse, (4)
8. Fuel used for cooking on pleasure boats, (3)
9. For which a bell used to ring but now a klaxon sounds, (6)
10. Boatman's watering hole, (3)
12. Feeder on the G & S Canal, (3)
13. No 4, (7)
15. Mature elver, (3)
16. Cheltenham _ _ _; a superior watering hole, (3)
17. _ _ _ headroom on most G & S bridges, (3)

DOWN:

1. At the entrance to Llanthony Yard, (11)
2. Former inhabitants of the Museum, (4)
3. A narrowboat, (3)
4. A Severn barge, (7)
5. Needed on a leaky boat, (9)
10. A well-known shire, (5)
11. Vessels used on wide canals and waterways, (6)
12. Support at foot of lock gates, (4)
14. Bridge on the G & S Canal, (3)

Completed crosswords should be sent to the Editor by 10 February. A bottle of wine will be awarded for the first correct entry drawn from a hat at the Friends meeting on 21 February.