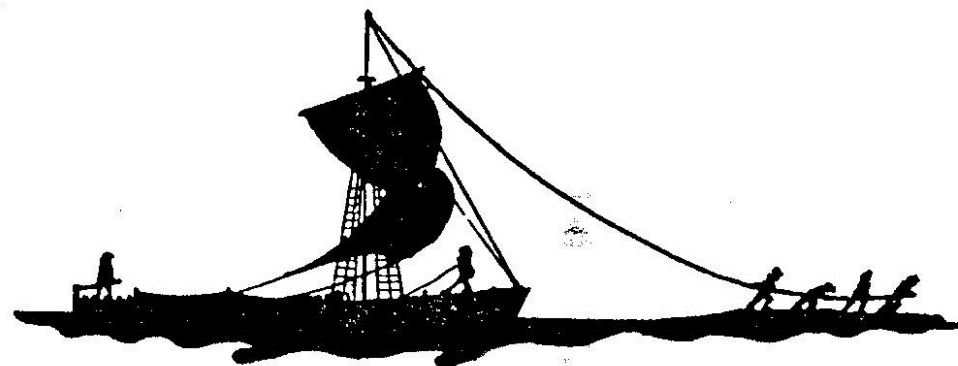


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*All views expressed in Llanthony Log are those of the Editor and individual contributors and do not necessarily represent the official views of the Friends of the National Waterways Museum.*

# LLANTHONY LOG



## Newsletter of the Friends of the National Waterways Museum

ISSUE NO 4 - MARCH 1989

## DIARY DATES

- Mar 25-26 Easter Weekend at the Museum. Friends will be talking to visitors, demonstrating crafts and providing docks tours. Come and join in.
- Apr 6 First meeting of prospective helpers for the 1990 IWA National Waterways Festival in the Museum Schools Room at 7.30. \*
- Apr 12 Visit to City Council Offices at 6.30. \*
- Apr 18 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.
- Apr 25 Training meeting for Museum helpers and hosts etc. in the Museum Schools Room at 7.30. \*
- May 7 A 2.5 mile walk around Alney Island led by Hugh Conway-Jones. \*
- May 14 Craft Afternoon in the Museum Schools Room from 2.00 to 4.30. \*
- May 16 Friends AGM in the Museum Schools Room at 7.30 followed by Tony Conder talking about plans for Level 3 of the Museum. \*
- Jun 6 Training meeting for Museum helpers and hosts etc. in the Museum Schools Room at 7.30 followed by first birthday party. \*
- Jun 27 The Steam Tug Mayflower. An illustrated talk by Andy King, who supervised her restoration, in the Museum Schools Room at 7.30.
- Jul 9 IWA Coach Trip to the Monmouthshire and Brecon Canal (with a trip on the Owen Glendower) and to South Wales (possibly Big Pit). Application form and tickets from Gordon Lowthian on Gloucester 730227.
- Jul 26 Mikron Theatre in the Museum Schools Room at 7.30.
- 26-29 Aug IWA National Waterways Festival at Waltham Abbey.

\* For further details, see later pages. For evening meetings, car access to the Museum is from Southgate St. Non-members are welcome.

## RESTORATION ROUND-UP

*Based on information provided by David McDougall*

The Petter engine on the Oak ran for the first time over Christmas. At first, it was almost impossible to get it to turn over fast enough to fire, but Ray Swan and Trevor Hill helped to fit a pressure relief valve, and then when it was cranked over it ran briefly. Alan Russell and John White are working on the fuel supply system and the exhaust so the engine can have a prolonged run. The gearbox also needs some work before it can be fitted.

Alan and John are also helping to restore a Henderson mobile crane rescued from the Clacknaharry Maintenance Yard at the Inverness end of the Caledonian Canal. The crane is mounted on a wheeled platform and can be slewed round. It has a jib capable of lifting up to about one ton and a balance box behind that can be moved along on rails to provide whatever counter-balance is needed. The mechanism has been freed off and the base de-rusted. Rust spots are being removed from the remainder of the structure, and then the whole thing will be painted black and the timber deck replaced.

Alan Conder has started work on stripping down the fireless locomotive in preparation for de-rusting and painting. The wooden floor of the cab has been taken out and two sand boxes removed from the running platform to give access to the rust underneath. There have been problems with certain stubborn bolts, and these have had to be cut off. Once two pieces of cladding have been removed from around the pressure vessel, the whole thing will be ready for de-rusting and painting. Betty Conder and Doris Toller are cleaning the brass fittings from the cab.

The appearance of the Water Miss hire boat has been improved by removing the later propeller shaft and re-installing one of the original outboard motors. Betty Conder has cleaned up the inside, and it was found that the small gas cooker from the dredger just fitted in the space where the original had been removed.

A supply of spares for the 15 hp Petter on display in the Museum has been obtained from Gilberts boatyard at Bedworth. These include most of the missing bits, so it should be possible to make this engine run in the future once new bearings and pistons have been obtained. Some of the spares are common to the 9 hp engine in the Oak.

## Filmstrip Lectures in the Schools Room

*Starting at 3pm - free to Friends and all Museum ticket holders*

- Apr 15 British Waterways (1950s) - a short history of canals plus a survey of waterways in use.  
Coal by Canal (1955) - illustrating all types of craft used to carry coal.
- May 6 The Severn Waterway - a trip from Sharpness to Stourport following three trading craft and looking at boats, cargo handling and distribution.
- Jun 3 Pleasure Cruising on British Waterways in 1960 - a wide ranging coverage of the pleasure craft scene from hire boats to luxury cruisers.

## Exhibitions and Craft Demonstrations

- Mar 24-27 Easter Craft Weekend demonstrating the skills of canal boat painting, ropework, crochet and bonnet making etc.
- Apr 1-24 First Birthday Exhibition illustrating the work which went into creating the Museum and many of the events in the first year.
- Apr 22-23 Signwriting - a demonstration by John Hill who will be painting various signs for the Museum.
- Apr 29-  
May 30 Severn Valley Railway - photographs of one of the transport links which competed with the River Severn for trade.
- May 14 Engine Rally - stationary engines working in a rally organised by the Mid-Gloucestershire Engine Preservation Society.
- May 27-29 Guild of Knot Tyers - demonstrations of ropework and knot tying.
- Jun 24-25 Severn Tug Reunion - present British Waterways tugs will be joined by former canal and river tugs including the Mayflower.
- Jul 1-2 Alan Firth will be showing and selling his paintings.
- Jul 8-9 Garth Allen and Gordon Miles will be showing and selling paintings.

## Help Needed at the Museum

Can you spare an afternoon occasionally to talk to visitors about the historic boats or about the exhibits around Llanthony Yard? You will find many of the visitors like to chat for a while, and you can learn from them as well as answer their questions. There is no doubt this contributes to the friendly atmosphere at the Museum, and many useful contacts have been made in this way. If you can help, please come along to one or both of the training sessions listed inside the front cover or contact a Rota Organiser listed on the back cover.

In a new venture this year, Friends will be acting as hosts to pre-booked parties of visitors who will go round the Museum and have some refreshments for an inclusive cost (part of which will go to Friends funds). The role of the host will be to welcome the party, to walk around with them answering questions and to guide them to the restaurant for their refreshments. If you can help, please come along to one of the training sessions listed inside the front cover or contact the Hosted Group Organiser listed on the back cover. If you know of a society who might like to visit the Museum, please pass on the enclosed leaflet and let the Group Organiser know if you are willing to act as their host.

## Severn Tug Reunion

A gathering of past and present local tugs will take place over the weekend of 24 and 25 June. Up to 1943, the Dock Company operated tugs on the canal and in the channel down to Avonmouth, and the Severn and Canal Carrying Company ran tugs up the river to Stourport. Following nationalisation, both fleets were brought together, and they continued regular towing until freight barge traffic came to an end around 1970. Some of the surplus tugs are still earning their living whilst others have been converted to pleasure craft. Those still in the area are being invited back for the weekend, and they will be led by the steam tug Mayflower which has been beautifully restored by Bristol Museum. The old tugs will be joined by some of those still in service with British Waterways. These will be open to visitors, and there will be a tug-of-war and demonstrations of tug models.

In the following week, Andy King from Bristol will be giving a talk on the history and restoration of the Mayflower. (See Diary Dates)

## Visiting Gloucester by Canal

*Fred Rowbotham, a former Engineer of the Severn River Authority, will be giving us a talk on 18 April about trade and boatmen on the Severn. Here he recalls the passenger steamers that used to operate on the ship canal.*

I was born and grew up very near the Stroudwater Canal at Eastington - in fact, the canal was my playground and I learned to swim in it. My inseparable pal was the late Ron Daniels. During our holidays near the end of the First World War, our favourite outing was to go down to the junction with the Gloucester and Berkeley Canal and take a trip to Gloucester on the steamer Wave. It ran a passenger and parcel service up and down the canal, calling at all of the villages en route. Its sister ship, the Lapwing, was a little smaller but it was a better sea boat. It was requisitioned by the Admiralty during the War, and one of the Tewkesbury pleasure steamers had to be brought in. They were very much used because there was no bus service in those days, and the early morning and evening boats were packed with people working at the Quedgley munitions factory.

The steamers made so little wash, they were allowed to go quite fast, and there was hardly a sound from those lovely little steam engines as the boats simply slid along. Rounding Two Mile Bend, we came alongside the Bristol Road, and on our right was Morelands timber pond, full of floating logs waiting to be made into matches or matchboxes. Next on our right was a great mass of scaffolding, and inside they were building huge ships of reinforced concrete that were launched broadside into the canal.

After Hempsted Bridge, the right side of the canal was lined by timber yards - Nicks, Meggitt and Jones, Price Walker and a big stack for the Wagon Works. Approaching Llanthony swing bridge, there were usually quite a number of sailing vessels and steamers tied up along Llanthony Quay, and there was often a trow unloading by the Pillar Warehouse. Llanthony Bridge opened, and we sailed through into the City Docks, where we disembarked and went exploring. We visited vessels we knew, looked at new ones and took a good look at the graving docks and the workshops. One place where we would linger was the pumping station near the graving docks. If it was working, we loved to look in at the door and watch the boiler being stoked and the lovely old steam engine driving the pump.

In the docks were trows, ketches and schooners, and there was the occasional steamer or square sailed vessel. There were many lighters extending well out into the dock, and the Barge Arm was usually packed with longboats of the Severn and Canal Carrying Company. We would make for the Victoria Dock to watch salt being loaded into vessels bound for Waterford for the Irish bacon trade. The salt had been brought from Droitwich in longboats or occasionally in trows known as Wich boats. Then it was time to catch the steamer back to the Junction. I think we paid six pence for our return fare!

## More Information Wanted on the Concrete Narrowboat

The oldest surviving concrete narrowboat now at the Museum was one of two BCN type day boats built in 1917/18 by W H Guest of Stourbridge. It was intended as an answer to wartime shortages of conventional boatbuilding materials, but it weighed so much it couldn't carry an economical cargo. With traditional steel bar reinforcement, the concrete had to be about two inches thick, and it weighed almost twice as much as a normal boat and drew sixteen inches even when empty.

It is thought it was hired out to Birmingham and Tame Main Drainage (now absorbed into Severn Trent), but very little is known about its use, and David McDougall at the Museum would be glad to hear of any more information. By 1936, the two boats had been laid up on the Stourbridge Canal and incorporated into bank protection works beside the Stuart Crystal glassworks, not far from where they were built.

During the summer of 1988, British Waterways planned to provide a new wharf and moorings for visitors to the glassworks, and they arranged to dig out one of the boats, the other having to remain as it was beneath part of a building. As the rubble and glass rubbish was taken out of the boat, water was pumped in to prevent it rising unevenly and breaking it's back. Then the boat was carefully refloated, and it was taken down the River Severn to Gloucester.

Despite it's age, the boat was found to be of excellent construction and in a good state of preservation. A small portion of concrete at the stern has been broken away, and the Museum expect to repair this during the summer with advice from a local firm who is analysing the type of concrete used. It has a crack in the bottom and several smaller ones in the sides through which a certain amount of water weeps in, but it doesn't seem bad enough to require putting the boat into dry dock.

## SND No 4 Dredges Again

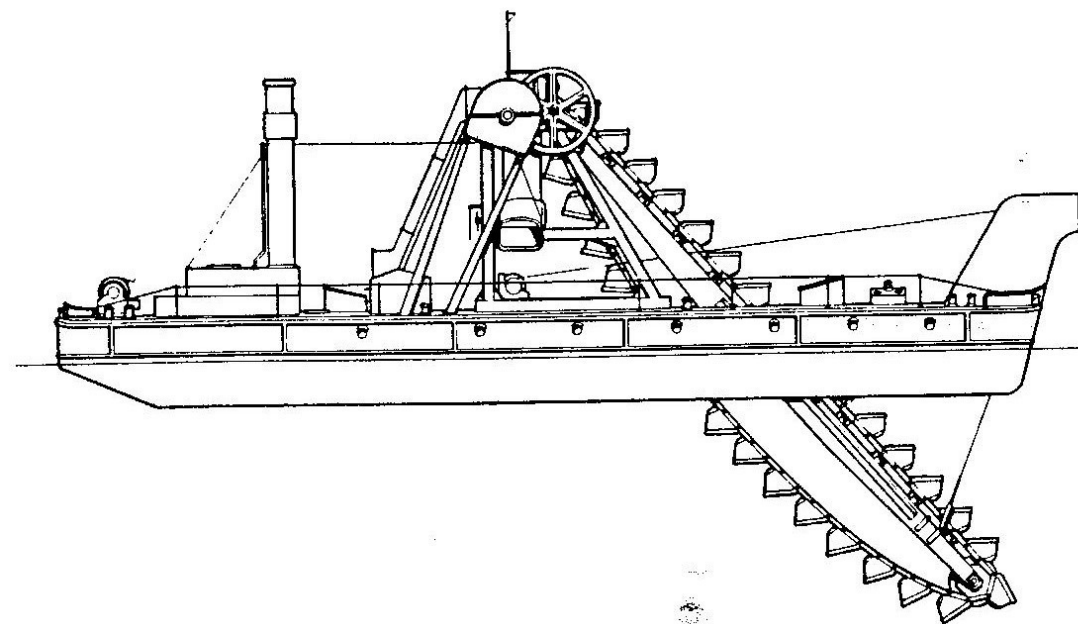
*By Alan Garnett*

The Museum management had arranged with I.A. Recordings, based in Telford and specialising in industrial archaeology videos, to visit the Museum on Saturday 3 December 1988 to make a videotape of the steam dredger SND No 4 working. Des Fforde had asked me if I could assist in operating the dredger, a request which I was naturally very pleased to accept.

Although the film crew were not due at the Museum until about 10.30 am, Reg Price had arrived early, and steam pressure was well up by the time I boarded the dredger just before 10.00 am. Des decided I should assist him on deck with the mooring wires and winches and when necessary with the bucket ladder winch, whilst Reg should be responsible for all operations in the engine room.

On deck, our first job was to run out the steel lines from the midship winch drums along each side deck and make fast both bow and stern lines on the port side to the quay moorings fore and aft whilst still leaving the normal rope lines secured. After Des had obtained clearance from the Llanthony Bridge Keeper to lay mooring lines across the dock basin, I fed the starboard bow line off the winch drum to allow Des to haul it across the bridge and secure it to a mooring point on the bridge abutment. Next Des and Reg used the dinghy to take the starboard stern line across the basin as I fed it off the drum, and it was then made fast to a mooring adjacent to the Alexandra Warehouse.

With M.B. Oak having previously been moved alongside Sabrina 5 and all four steel wires from the winches now secured, the rope lines were released, the dredger was moved astern and out into the middle of the basin and the dredging signal balls were hoisted. By this time, the film crew had set up their equipment on the quayside and were able to start filming the operations. These included lowering the buckets to a depth of 16 to 17 ft. (approximately 5 m.), at which depth they were filling with grey silty mud. As, unfortunately, there were no hopper barges available for receiving this mud, it was discharged from the starboard discharge chute back into the water. On completion of this session of videotaping, the dredger was moved back alongside the Museum quay and a lunch break taken.



In the afternoon, the film crew came on board with their equipment. They were then able to record at close hand the operations of moving SND No 4 into the middle of the dock basin again, the lowering and raising of the buckets and the lifting and discharging of the dredged material. Then the dredger was hauled back to its normal berth, the rope mooring lines were re-secured and the steel lines all wound back on to their winch drums. Also detail video pictures of the operation of the boiler and the main engine, including its speed governing gear, were taken. Finally, while the film crew packed up their equipment, Richard Trelfa, who arrived during the afternoon, Des and I pulled Oak back on to her mooring astern of SND No 4. While Reg cleaned up the engine room, the rest of us washed down the decks, with the help of the Worthington pump, and everything was returned to its normal condition.

It was a most interesting day, and good to see how well SND No 4 still performs at 63 years young. We look forward to seeing the final edited results of the day's work in due course.

*SND No 4 will be dredging mud in the Barge Arm with all its gear in operation on May 7, June 4 and July 2. More dredger drivers are always welcome. For training, contact Alan Conder on Dean 44384.*

## SMOKING OUT THE FIRELESS

*Alan Drewett has unearthed a set of manufacturers drawings for the Museum's fireless locomotive. Here he explains how fireless engines work and what they were used for.*

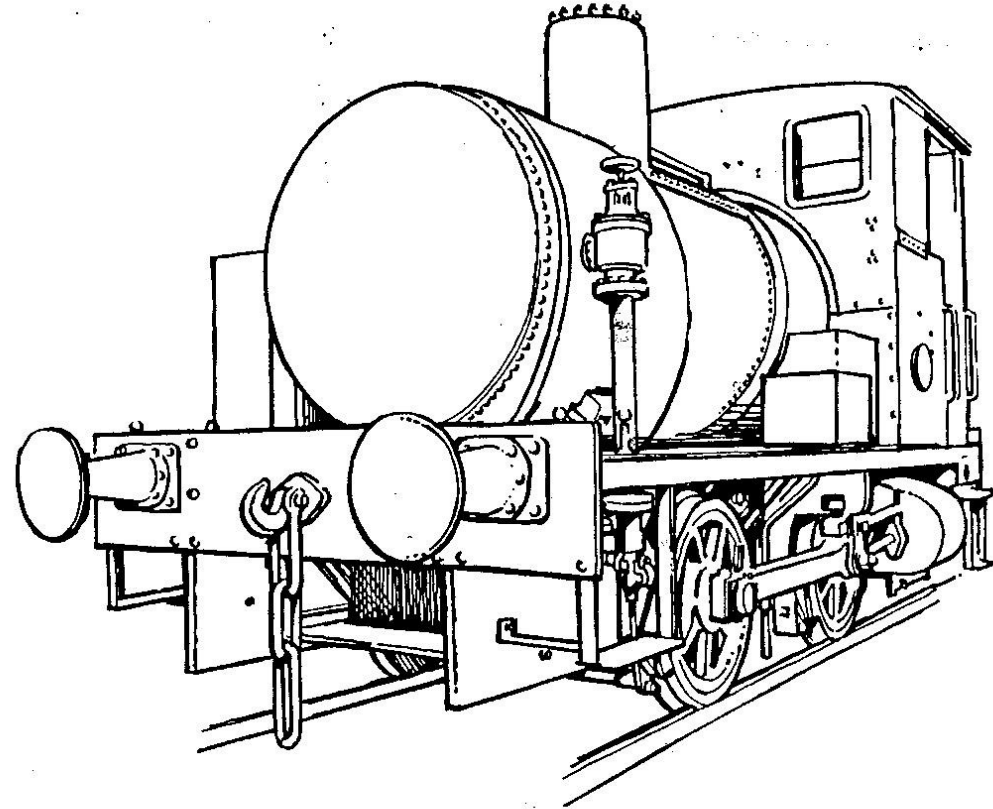
The fireless locomotive that arrived at the Museum in mid September 1988 is one of only 162 such machines ever built in Britain. Unlike a conventional steam railway engine, it supplies its cylinders with steam from a water-filled reservoir which is in turn pressurised by a separate stationary boiler. As there is no fire inside the locomotive itself, it is able to work safely in such places as match factories, paper mills and jute, mustard and munition works. Fireless engines were also popular prime movers in gas works and power stations where supplies of high pressure steam were plentiful.

In addition, they were quiet, convenient and cheap to run, require relatively little maintenance and are pleasant to drive and pollution-free - something that cannot always be said of the diesel shunters that came to supplant them. Fireless engines could not, however, work intensively for long periods without re-charging; a drawback which was to bar them from more widespread use.

On Britain's industrial railways, fireless locomotives tended to follow a uniform style of design. Compared to their main-line cousins they were small, lightweight and had either four or six wheels driven by a pair of outside cylinders mounted underneath the footplate. In the absence of a firetube boiler and smokebox all the steam pipework could be concentrated rearwards, including the chimney which usually ran from the cylinders up the back wall of the cab. Not being able to generate its own heat meant that insulation was an important design feature in the fireless locomotive. The boiler-shaped reservoir was lagged with asbestos or magnesia four to five inches deep, and the cylinders had large diameters in relation to their piston strokes to minimise wasteful steam condensation on cool cylinder walls.

Depending on the individual locomotive, re-charging pressures of between 200 and 800 pounds per square inch (P.S.I.) could be used from the stationary boiler, compared with the 250 P.S.I. pressure generated by the boiler of a main-line passenger engine. Where the latter uses hot gases to raise steam, though, the fireless locomotive relies on the latent heat of water in the reservoir. As steam is used by the reciprocating cylinders, the reservoir pressure drops, making the water generate more steam at a lower pressure. As the locomotive works, the reservoir pressure continues falling until a level of about 25 P.S.I. is reached and the reservoir must be recharged.

British fireless designs seldom rose above thirty tons in weight, although 48 ton machines were to be found in Europe, and Turkey at one time boasted 60 ton engines with ten wheels apiece. Possibly the heaviest fireless locomotive was the 0-6-0 that shunted at the Eastman-Kodak film works in America in the 1940s. It tipped the scales at 66 tons!



THE FIRELESS LOCOMOTIVE - BY PHIL MOSS

It was in the U.S.A. that the first recorded fireless engine worked in 1873. Unlike nearly all its descendants it operated a passenger branch line; 3½ miles long and located in New York city. Beginning the journey with a pressure of 180 P.S.I., it returned to its starting point with 45 P.S.I. in the reservoir. Further fireless locomotives were built in America and Europe, with a German company, Grenstein and Koppel of Berlin, taking an early lead.

The first fireless locomotive to work in Britain was a German machine, imported in the first decade of the 20th century for the Thames Paper Mills. Due to patent restrictions, it was not until 1913 that the first British fireless locomotive was produced by Andrew Barclay and Company of Kilmarnock. It was destined for an explosives factory - a fateful order as it was the outbreak of World War One that signalled the heyday of fireless engines in Britain. Munition works multiplied, and with the Germans unable to enforce their patent rights, firms such as Andrew Barclay, Bagnall, Peckett and Hawthorn Leslie swung into production. Fireless locomotives continued to be built after the Armistice and the last one did not leave the works until 1961. Andrew Barclay dominated the manufacture of these machines, their total of 114 more than equalling the output of all other British firms combined.

The fireless locomotive currently being restored at Gloucester is, as might be expected, an Andrew Barclay. Works number 2126 left Kilmarnock on January 2, 1942 and was taken south to Gloucester Corporation Electricity Department's Castle Meads power station, itself then only four months old. The 21 ton 0-4-0 engine was to spend its working life moving wagonloads of coal from either the Severn wharf or the G.W.R. exchange sidings to the station furnaces. Last used commercially in 1969, it was saved from the doomed Castle Meads site in November 1973 by the Dowty Railway Preservation Society. After moving it to Ashchurch, the society made some test runs with the engine powered by compressed air. This worked moderately well, but no attempt was made to steam '2126' either there or at their later Toddington location.

Interestingly enough, Gloucester seems to have boasted some other fireless locomotives in the past. I believe that Morelands matches owned one and in 1947 the Gloucester Railway Carriage and Wagon Company took delivery of an 0-4-0 from W.G. Bagnalls of Loughborough. Bearing the works number 2871 and the name 'Badgeworth Hall' this engine sadly perished at Hayes Metals in Gloucester in December 1963. While active, however, it would have made an interesting comparison with '2126' at the power station. The Bagnall engine was some four tons heavier but had cylinders that were actually wider than the stroke of the pistons inside them; the complete opposite of main-line railway practice.

Happily, though, many other fireless locomotives escaped the cutters torch, either by being retained as standby units at their workplaces or by active preservation at 14 sites around the country.

## Get Afloat

We are planning a one hour trip down the Gloucester and Sharpness Canal on board the Heather Spray with a commentary provided. The estimated cost is three pounds. Afterwards, tea and biscuits will be available at the Museum. We are aiming for a summer Sunday afternoon, and full details will be included in the next issue, but we need to know now if there will be enough interest to make the trip viable. So if you are interested, please ring Janet Illingworth-Cooper on Gloucester 20306 during working hours.

## Craft Afternoon

The next of our series of three-monthly meetings will be held in the Schools Room on Sunday 14 May from 2.00 to 4.30. Please come along and use your skills for the benefit of the Museum or get involved in new activities. Previous experience is not necessary for we have expert guidance, and materials and tools are provided. Enjoy the feeling of "I made that." For further details, contact Peter Wallace on Glo. 24686.

## A Walk Around Alney Island

This 2.5 mile riverside walk around the meadows to the west of Gloucester will be led by Hugh Conway-Jones. Meet at 2.30 at the Castle Meads car park (Grid Ref 824184) accessed from just over Westgate Bridge (824191). Highlights will include the disused Llanthony Lock, Lower Parting, Telfords Over Bridge, remains of the Herefordshire and Gloucestershire Canal, the old City Quay and the Castle Meads Power Station jetty. Stout footwear is recommended.

## First Birthday Party on 6 June

All Friends are invited to a party at the Museum starting at 8.30 (after the training meeting for helpers and hosts). Please bring along something to eat or drink - sandwiches, savoury snacks, dessert, beer or cider etc. The Museum has promised to provide some wine but an extra bottle or two could also be welcome.

Duke - A Cut Above The Rest.

By Ian Jeremiah, *Glas v Dorlan*.

Now based at Tewkesbury, narrowboat Duke was built in 1931 by Yarwoods of Northwich for Associated Canal Carriers Ltd. of Northampton and London.

Accommodation :Cabin aft  
Length :71' 6"  
Beam :7' 0"  
Depth :5' 0"  
Hull :All steel, rounded chine  
Deck :Timber  
Cabin :Timber  
Engine room :Steel  
Engine :Lister JP2 diesel

The boat was one of the Royalty Class of narrowboats. These were probably the largest narrowboats built, with 5 ft deep side - 1 ft deeper than most boats. This was to allow them to go out on to the tidal Thames to load at other docks further down river from the Regent's Canal Dock, as well as to carry a greater tonnage on the canals. Unfortunately the boats of this class proved to be very difficult to navigate on the canal system because of their extra draft and they were soon relegated to maintenance work. (The Narrowboat Book has a photograph on p.64 of Henry on such duties.)

The Royalty Class consisted of six pairs of boats. Some of the motors were built by Pollocks of Faversham as well as Yarwoods. There were minor variations in details between the two products. The butties were wooden and were built by Walkers of Rickmansworth, Woods of Brentford and Bushell Bros. of Tring. Photographs of three of the butties show them fitted with forecabins, presumably the others also had them.

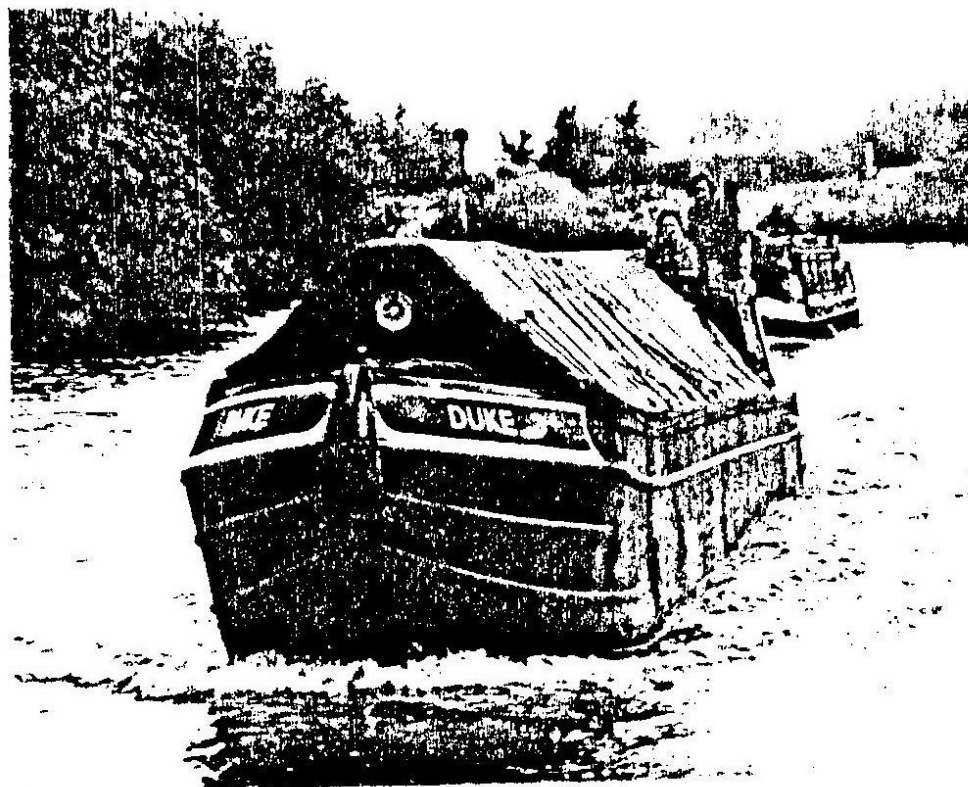
As originally built, the motor boats had a number of interesting features such as folding tillers, hinged liner-type funnels for the engine exhaust and hinged and counter-balanced chimneys.

The boats, as far as I can ascertain, were paired as follows:

*MOTORS: Prince*  
*Henry*  
*Duke*  
*William*  
*Victoria*  
*Edward*

*BUTTIES: Princess*  
*Anne*  
*Duchess (?)*  
*Adelaide*  
*Albert (?)*  
*Alexandria*

Of the twelve boats in the class, four, to my knowledge, survive. William is to be found in the north-west, Prince in the south-east, Victoria is on the B.C.N., and Duke is based in Tewkesbury. Prince is the only boat that I haven't seen with my own eyes. The butties, most probably, have all gone. Adelaide, for example, is reported to be buried beneath a rubbish tip in Slough.



Duke, on her journey down the Severn to Gloucester.

Duke is presently fitted with a Lister JP2 diesel which was installed as a reconditioned unit in 1960. The previous unit had also been a JP2, originally fitted new in 1954. Duke's maintenance records for the time show that this engine needed constant repair!

The records that were handed on with Duke go back to 1954, when the JP2 was installed. They show at that time, Duke was used as a maintenance boat on the Middle Trent section of the canal system. As well as engine repairs and services, they also recorded repairs to the hull and a number of refits. These records end in 1963. After that, Duke is believed to have sunk, or been sunk - the favoured method of disposing of boats surplus to requirements at the time!

In 1973, John Ward of Stratford bought Duke from B.W.B. for £855. At that time, the boat was lying at Newark Yard on the Trent. The next owner was Stephen King of Jason's Trip, who bought Duke in 1978 for £3,750. By 1980, Duke was owned by John Thornicroft who, along with Sue Spivey, ran Duke as The Narrowboat Cinema. Howie Harries, the present owner, bought Duke in 1985.

Much restoration work has now been done to Duke since 1973. The boatman's cabin has been completely rebuilt, the bottom has been replated and the running gear has been renewed. Howie Harries intends to keep Duke in working condition. During the winter months, she is fully sheeted to keep out the worst of the weather and to keep the ballast, about six or seven tons of coal, dry.

Howie and Duke visited Gloucester Docks in September, Howie's first visit for quite a number of years. Hopefully, Duke will be a more frequent visitor to the Barge Arm next year.

Visit to City Council Offices on Wednesday 12 April at 6.30

The City Architect has kindly agreed to show us around the four warehouses recently refurbished by the City Council. This will be an opportunity to see the brick vaults underneath the North Warehouse and to compare these earlier warehouses with the later Museum building. Numbers are limited, so ring Ian Parsons on Gloucester 712096 to reserve a place.

#### More Restorers Wanted

More Friends are needed to join the small but hard working team of volunteers who are transforming potential scrap into future exhibits. People with engineering skills would be particularly welcome, but there are also plenty of opportunities for those who only want to handle a paintbrush. The normal working days are Tuesdays and Thursdays, but it is also hoped to arrange some weekend work during the summer. Someone prepared to organise occasional weekend work would be particularly welcome. Anyone interested should contact David McDougall at the Museum or at any Friends meeting.

#### FRIENDS IMPRESS THE PRESS

*By Janet Illingworth-Cooper*

We are pleased to see that the media regularly report on the many activities of the Friends, helping to keep local attention focussed on the museum's attractions and spreading the word well beyond the city's borders.

Alan Garnett started the New Year right by appearing on Central TV in the first week of January, during a programme the new unit produced featuring Gloucester Docks. And of course he was wearing his Friends sweat shirt, which showed up very well!

Since the last issue of Llanthony Log, a large photo feature on ropework expert John Challoner tied the readers of the *Gloucestershire Echo* in knots, and a meeting of the crafts session, given prominent space in the *Gloucester Citizen*, showed Friends making traditional boat costumes for the Schools Room collection.

Several local papers showed chairman Hugh Conway-Jones receiving the official pennant of the Museum der Deutschen Binnenschifffahrt from crafts section co-ordinator Peter Wallace, who had established a link with this museum during a trip to Germany.

More recently, Dick Trelfa was seen on the pages of the *Citizen* helping to fulfil the very special wish of a young visitor from Chippenham in Wiltshire, who wanted to blow the whistle on the No. 4.

The Friends have also been asked to contribute a feature article on the museum and their activities for the Yearbook of the British Association of Friends of Museums, of which we are a member. This appears in September and the next issue of Llanthony Log will include an order form so that you can ensure you receive your copy hot off the presses.

#### A RESULT . . .

Many of those who know their canals backwards struggled to put the knowledge into use downwards or across in Ian Jeremiah's crossword! Congratulations to Alan Russell, of Highnam, Glos., who won a bottle of wine from the Chairman for his correct entry. For those who remain baffled as to the answers:

ACROSS: 1 - Warehouse, 6 - Tack, 7 - Bell, 8 - Gas, 9 - Bridge, 10 - Pub, 12 - Cam, 13 - Dredger, 15 - Eel, 16 - Spa, 17 - Low, DOWN: 1 - Weighbridge, 2 - Rats, 3 - Oak, 4 - Sabrina, 5 - Bilgepump, 10 - Peter, 11 - Barges, 12 - Cill, 14 - Rea.

**Gloucester  
National Waterways Festival**

**'90**

**25th -27th August 1990**



THE 'NATIONAL' COMES TO GLOUCESTER!

A DATE FOR YOUR DIARY - THURSDAY 6th APRIL 1989

VENUE - SCHOOLS ROOM, WATERWAYS MUSEUM, GLOUCESTER DOCKS at 7.30 pm

EVENT - GLOUCESTER '90, 1st PROSPECTIVE HELPERS MEETING

The 'National' is the IWA's major annual Festival which could bring as many as 800 boats and 50,000 people to Gloucester. The Museum will be a natural added attraction - indeed, publicising the attractions of Gloucester Docks is one of the aims of our Festival - and we would like to issue a cordial invitation to any 'Friend' with time to spare to consider helping us to organize the Festival.

We have full support from British Waterways, the Museum and Gloucester City Council and an embryo Operations Team has been forming. Among special attractions being considered, we particularly want to show how disabled people can take advantage of our Waterways.

It is now time to complete the Operations Team and form Working Groups large enough to spread the organizing load. We are confident this can be done, that it will be fun to organize, and that Gloucester '90 will be an event to remember.

A full team is shown below with names of volunteers who have already come forward to chair Working Groups. The figures refer to numbers ideally needed for some of them.

Chairman (Des Pinnock)	Entertainments (Lesley Pritchard + 4)
Director (David Mills)	Trade Show (Vacant + 3)
Finance (Jack Bonney)	Personnel (John Cook + 4)
Supplies (Vacant)	Catering (Vacant)
Site & Services (Vacant + 7)	Bar (Vacant)
Communications	Publicity (Vacant + 4)
(under negotiation + 2)	Awards (Vacant)
Berthing (British Waterways+1)	Caravans (Sandy Powell + 1)
Entries (Freda Milsom + 1)	

Please come along in April - we have a short video presentation and will describe in more detail the work of each Working Group - we can guarantee there will be something of interest for all.

For more information, or if you wish to volunteer earlier (particularly as manager for Site & Services or Publicity), please contact Des Pinnock on 0452 - 856233 or David Mills on 0242 - 517088

Annual General Meeting on 16 May

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

Agenda

1. Minutes of the Inaugural Meeting.
2. Report from the Committee (enclosed).
3. Annual accounts (draft enclosed).
4. Election of Officers and Members of the Committee.
5. Appointment of Auditor.
6. 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.

Preview of Level 3 on 16 May

Following the AGM and the general discussion referred to above, Tony will describe the plans for the third floor of the Museum that is open in the summer. He will also show examples of exhibits that displayed there, including some interactive computer controlled

More Friends Wanted

New members are always welcome, whether they wish to participate actively or just support the Museum through their subscriptions. If you know of anyone who might be interested in joining, please bring them along to one of our meetings or get them to complete the enclosed form. More copies of the form can be found just inside the entrance to the Museum or can be obtained by post from the Secretary (see back cover).

**NEXT COPY DEADLINE: JUNE 1**