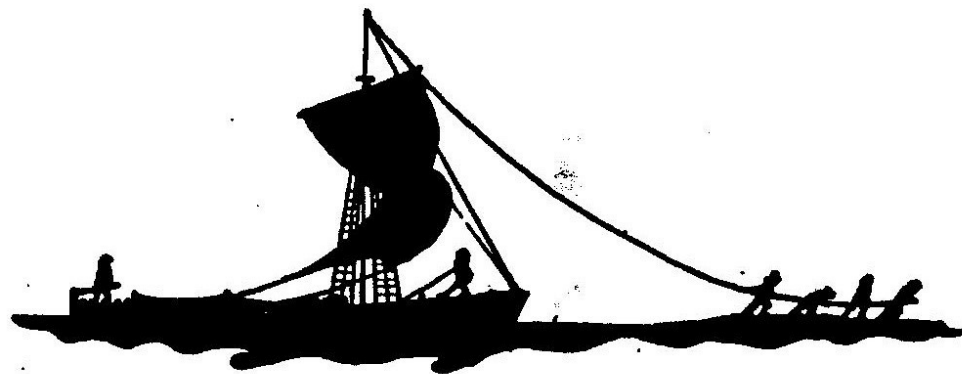


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LLANTHONY LOG



Newsletter of the Friends of the National Waterways Museum

ISSUE NO. 5 - JUNE 1989.

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

- 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 Big Pit or 14 Locks near Newport. Tickets £6 (£4 child, £5 DAP). Application form from Gordon Lowthian on Gloucester 730227.
- Jul 21 Opening of Level 3. Barbecue, bar and firework display.*
- Jul 26 Mikron Theatre in the Museum Schools Room at 7.30. *
- Aug 20 Visit to Sharpness and Purton. Bookings to Ian Parsons, Glo.712096. *
- Aug 26-28 IWA National Waterways Festival at Waltham Abbey.
- Sept 10 Craft Demonstrations by Friends in the Schools Room. *
- Sept 12 British Waterways: Regionalisation and Changing Roles. A talk by Andrew Stumpf, Manager River Severn and Gloucester-Sharpness Canal, at Tewkesbury Marina Yacht Club starting at 7.30.
- Oct 17 Severn Navigation. An illustrated talk by Fred Rowbotham, former Engineer of the Severn River Authority, in the Museum Schools Room starting at 7.30.
- Nov 14 IWA meeting at the Tewkesbury Marina Yacht Club starting at 7.30.
- Dec 19 A pre-Christmas meeting in the Museum Schools Room starting at 7.30 to enjoy waterways films followed by coffee and mince pies.

* For further details, see later pages.

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

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.

Rescue Mission

The Museum has begun its most ambitious and exciting rescue task: the raising and restoration of a massive concrete barge from the banks of the Severn at Purton. The complex project began half way through May when part of the bank around the barge was dug out.

Then work started on removing around 100 tons of mud and silt from inside the 90 ft by 20 ft hulk. High pressure hoses were used to help dispose of years of accumulated muck. This first stage was carried out at this time of year because the tides were at their lowest. After an inspection for damage, any holes will be patched and the barge made secure to await the higher Autumnal tides.

Come September, it should be possible to bring a tug close enough to the barge to pull it off and tow it to the relative safety of Sharpness Dock. Once on the quiet waters of the Gloucester & Sharpness Canal, the barge will be towed to the Docks to start its new lease of life as a Museum exhibit.

The concrete barge is one of a graveyard of over 30 hulls on the banks of the Severn at Purton that were laid up earlier this century to reinforce the embankment separating the estuary from the canal, which runs close alongside. Also to be seen are the skeletal remains of Severn trows and schooners - too decayed to be worth rescuing.

Visit to Purton and Sharpness

A visit is being arranged to see the concrete barge before it is moved and to walk around Sharpness Docks in the company of an expert guide. The party will meet on the south side of the entrance to Sharpness New Dock near the south pier (668021) at 10.30 on Sunday 20 August, when the tide will be high. This point is easily reached from the new access road from Berkeley, and there is ample waste ground for parking.

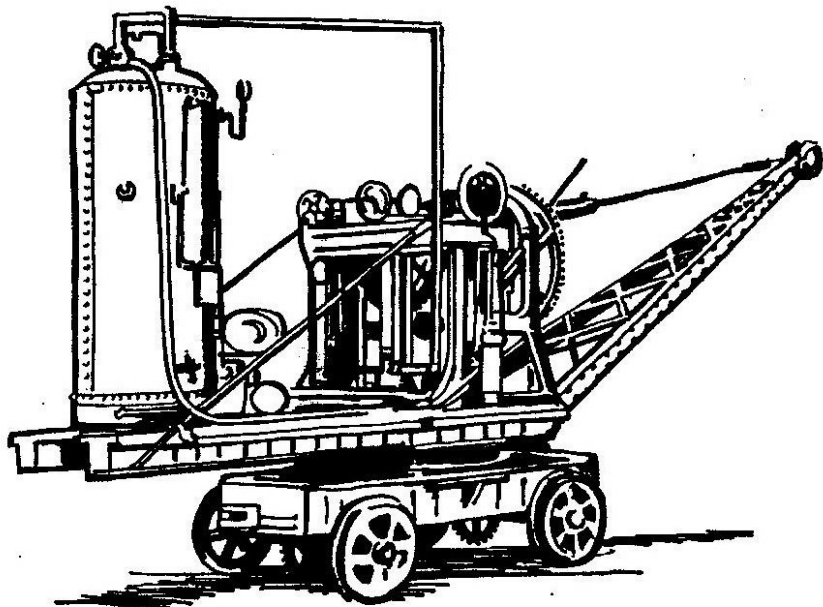
Ian Parsons will show us around the Old Dock and the New Dock and will point out the early housing that was constructed for the dock workers. We will then walk along the towpath past the remains of the Severn Railway Bridge, the former timber pond and the barge graveyard to see the concrete barge and the nearby mud hopper discharge plant.

The total walk will be two and a half miles and should be completed by one o'clock. Refreshments will be available at the Berkeley Hunt Inn and the Berkeley Arms, but you are recommended to bring your own food. A suggestion to use a mini-bus proved rather expensive, and so arrangements will be made to ferry drivers before or after the walk to avoid having to walk both ways. Those intending to come should notify Ian Parsons on Glo 712096 so he can co-ordinate car movements. Also he will try to arrange transport from Gloucester for those who need it.

1880s Steam Crane Arrives

Based on information provided by David McDougall

The latest exhibit to join the Museum's collection is a self-propelled rail mounted general purpose steam crane made in the 1880s by William Balmforth of Rodley near Leeds. It was supplied to the Kirkstall Forge, on the banks of the River Aire in Leeds, and was used for moving castings and forgings around the works. After a good working life, it was sent to a scrap-yard in the 1920s and remained there until rescued last year. Now it has been painstakingly restored by the engineers of Dorothea Restorations, and it was working in steam at the Museum over the Spring Bank Holiday weekend.



THE STEAM CRANE - BY PHIL MOSS

The body of the crane is mounted on a bogie which runs on rails which have been specially laid on the quayside. A platform at the back supports a vertical coal fired boiler providing steam at a pressure of 100 pounds per square inch. The rivetted boiler was built fourteen years ago but is effectively new as it has never been used. This feeds steam to

two small cylinders mounted vertically on the body of the crane, and these drive a horizontal shaft which has gears and clutches to provide the required motions. The drive for movement along the rails is carried by a shaft passing down through the hollow central column of the crane, and another vertical shaft carries gears acting on a ring on the bogie to provide the slewing motion. Other gears operate the horizontal winch drum which can wind up but not down - the weight of the load provides the unwinding motion and this is controlled by a brake.

The lack of unwinding motion was highlighted in the initial trial at the Museum when the winch drum was operated inadvertently and the lifting hook went right up to the top of the jib. The weight of the hook alone was not sufficient to make the drum unwind, and Ray Swan had to climb the jib to get the hook down again. Trevor Hill and Ray immediately set to work with oil cans to try to free off the offending bearings.

The restoration has included some minor modifications to improve safety. In particular, the platform supporting the boiler has been strengthened, and welded brackets have been added to take the load off some original castings that are badly wasted. There are still a few things to be sorted out, such as fitting an air restrictor plate underneath the boiler and a damper on the front. Once these are done, the intention is to get the crane authorised to lift up to one ton, and then it will be used to demonstrate transferring things from a railway wagon into a boat and back again.

Craft Help

Friends will be demonstrating their craft skills in the Schools Room again on Sunday 10th September. Those who gave their names in at the craft afternoon on May 14th will be sent further details nearer the time. If anyone else would like to join in, please get in touch with Rosemary Conway-Jones on Glo.619679.

Canal Camps

Two Canal Camps are planned for this summer to carry out restoration work on the Stroudwater and Thames and Severn Canals. Between 22 July and 5 August, it is intended that Dock Lock will be cleared out together with the short pound below. If you can help, contact Ken Bailey on 0272 601710. In the week following 26 August, repairs will be carried out on Wilmoreway Lower Lock and a bypass weir. If you can help, contact Bob Cutler on 01 578 4029.

Exhibitions in the Schools Room

The following artists will be showing and selling their paintings:

- | | |
|-------------------|---|
| Jul 1-2 | Alan Firth |
| Jul 8-9 | Garth Allen and Gordon Miles |
| Jul 22-27 | Harley Crossley |
| Jul 29-30 | Wallace Spence |
| Aug 5-6 | Brian Collings |
| Aug 12-13 | Paul Croft |
| Aug 19-20 | George Busby and Toby Clempson |
| Aug 21 | Brian Collings |
| Aug 26-29 | Gloucester Society of Artists and International Guild of Knot Tyers. |
| Sept 2-3 | Modellers Weekend. A range of models from steam powered lorries through fairground equipment to boats will be on display. |
| Sept 10 | Friends Crafts Group at Work. Demonstrations will include traditional painting, costume making and rag rug production. |
| Oct 18-
Nov 29 | Severn Valley Railway Exhibition promoting their Christmas Santa Rides. |
| Oct 21-27 | Railway Modellers. A variety of railway layouts will be on display. |

Mikron Theatre at the Museum on 26 July at 7.30.

Rise and Fall - a musical show with an international flavour telling the story behind the building of the first canal boat lifts in England, Belgium, France and Canada. You will go on a journey of discovery highlighting the problems of combining technological progress with the preservation of our heritage. The Mikron Company live and travel on the inland waterways system, stopping at popular haunts to perform their lively plays that they have researched and written themselves.

First Birthday - A Reason To Celebrate

The Museum celebrated its first birthday on April 1 with news that the first year's targets had been smashed. Having received over 112,000 visitors since the opening - over 80 per cent more than expected - the Museum has been set a new target of 150,000 for this, its second year. Results of a visitor survey conducted in August last year revealed that the majority of the Museum's visitors come from a catchment area of no more than 30 miles from Gloucester. Tony Conder, said this is no surprise at present, but added:

"As the major Gloucester Docks development project progresses, visitors are expected to come from much further afield, and we look to welcoming tourists from all over Britain and abroad."

The survey complimented the Museum on clean loos and good parking. Now a new waterside cafe has opened for business, allowing special package deals to be offered to coach parties giving them a visit to the Museum and a meal.

Countdown To Level Three

Work has been progressing steadily on Level 3 - the last major stage of development at the Museum. Planned as "a walk alongside a canal", the exciting displays will show how waterways function, and will also reveal a few underwater surprises. The level opens to the public on July 21, in time for the school holidays. Tony Conder has said he hopes visitors will treat the new displays almost as a second museum at the site:

"We would like to see visitors use the introductory displays on Level 2 to get into the subject and begin enjoying their visit, relax with a look at the boats outside and the working displays of Llanthony Yard, have a coffee or a snack and then come back to see the brand new Level 3 displays. We want visitors to enjoy their time with us and take away an interest in canals that will encourage them to explore some of the 2,000 miles of inland waterways in Britain."

Grand Firework Display

To mark the opening of Level 3, there will be a barbecue and bar in the Museum car park on the evening of July 21, with entertainment provided by a jazz band, and there will be a grand firework display that is promised to be even better than last year.

At the AGM

At the AGM in May, Doris Toller and Paul Garwood were elected to the Committee in the place of Peter Collins and Nick Rowles. Doris will be organising the programme of winter talks as well as arranging weekday helpers at the Museum when needed. Paul will be arranging the weekend helpers - particularly for summer Sunday afternoons. Marian Palmer has taken over as Membership Secretary. Addresses and telephone numbers are listed on the back page.

With the opening of Level 3 in July, the Museum is set to increase its admission fees. As Friends membership gives free access to the Museum, the Committee recommended that the annual subscription should also increase - to £7 single and £10 family. This was agreed at the AGM and will come into effect from October 1st.

Friends T-Shirts Now Available

Just in time for the anticipated long hot summer, T-shirts with the Friends now-familiar logo are available. They are in the same Royal Blue as our popular sweat shirts, with the logo over the heart in white, and are 50/50 poly/cotton blend.

A handy order form is available with this issue of Llanthony Log or orders can be taken over the phone by calling Janet Illingworth-Cooper on Gloucester 504294 during office hours. There is a 50p per shirt charge to cover the costs of postage, but orders can be collected from Janet's office in Gloucester city centre (36 Brunswick Road, 2nd floor) or at Friends meetings, by arrangement.

More Donations

The Treasurer was pleased to receive donations from the following (up to April 1st):

Mr & Mrs R C Allen	Mr & Mrs D J Hall	Mr A G Mullen
Mr & Mrs D P Barnard	Mr & Mrs S J King	Mr B Phelps
Mr C M Brind	Mr A Lindsay	Mr & Mrs N F Simpson
Mr P Croft	Mr & Mrs D Mills	Mr & Mrs G Spencer

Another donation was received from a group who enjoyed a trip on n.b.Pan.

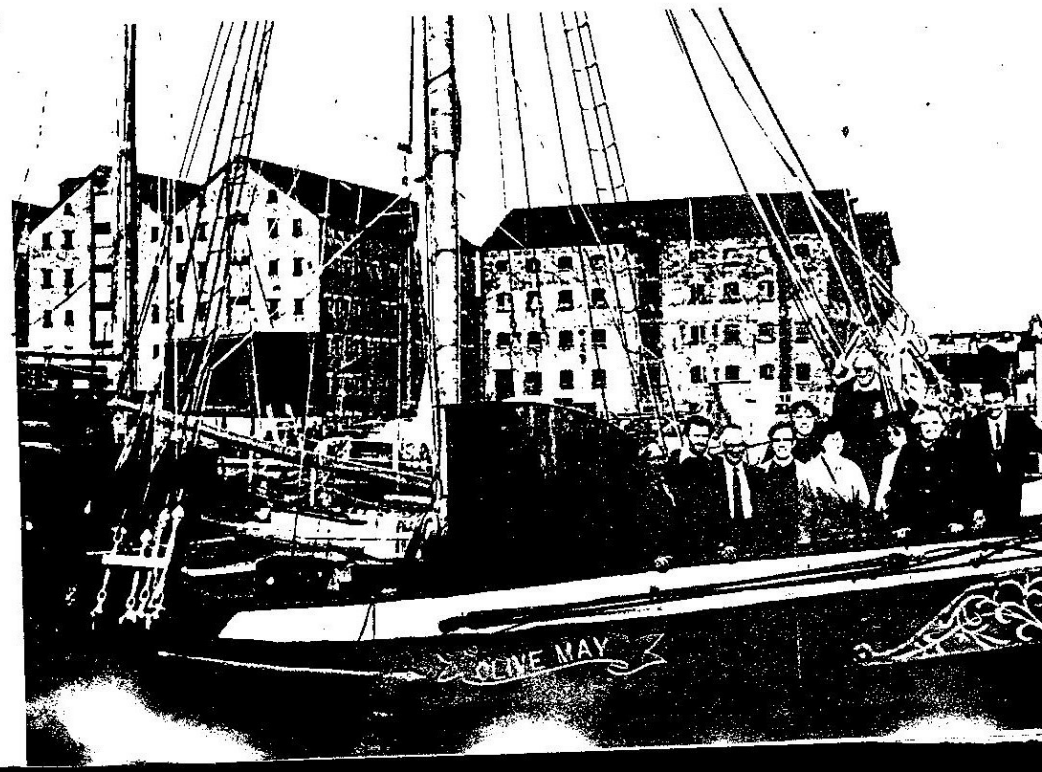
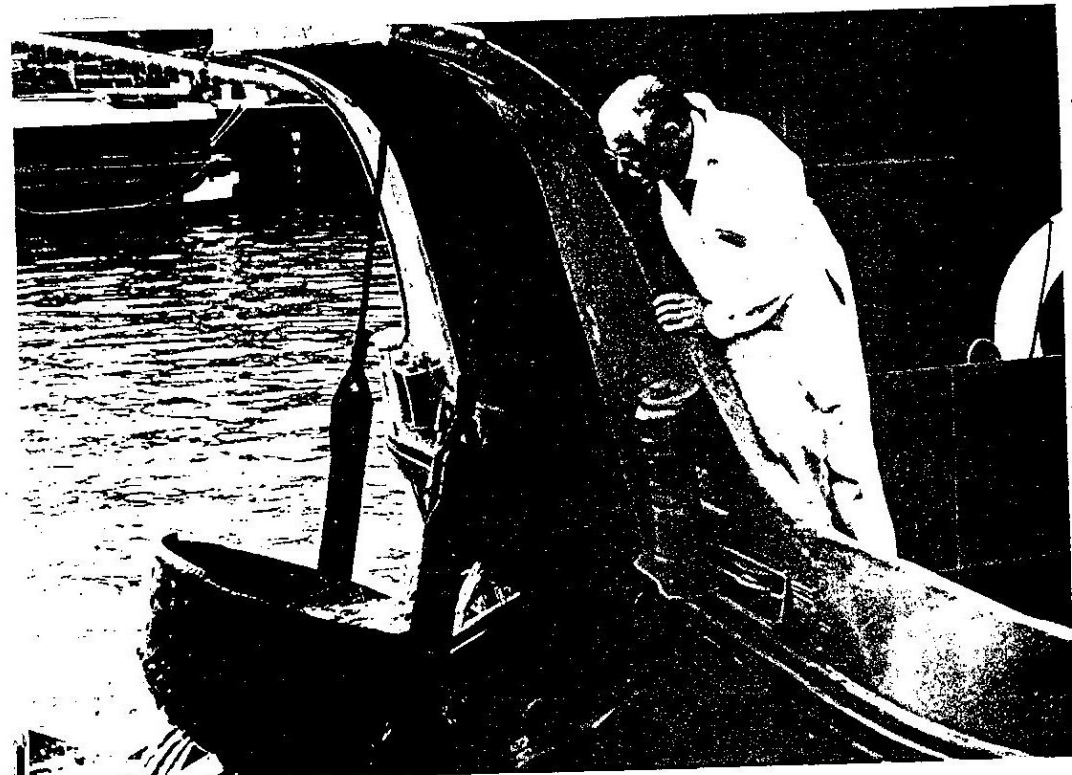
The pictures on the following pages have been provided by Janet Illingworth-Cooper with copying by Photokwick,

FRIENDS IN ACTION



Alan Conder talks to visitors about the No. 4 dredger

Left: Rosemary Conway-Jones making a boatwoman's bonnet. Spider's web belts for men, made by the Friends' crafts group, are in the foreground. Below: Dick Treifa grants a young visitor's wish to blow the whistle on the dredger. Top Right: Alan Garnett checks that No. 4 dredger's buckets are operating smoothly. Bottom Right: Before the AGM, a group of Friends visited the "Olive May", owned by Friends Robin and Barbara Hosler and soon to become a floating restaurant.





Members of the Crafts Section enjoy a rag rug making session

Easter Craft Demonstrations by Friends

By Josephine Jeremiah

The craft demonstrations held over the Easter Weekend were much appreciated by visitors to the Museum who were able to join in several of the activities. Robert Jackson and Colin Jones, members of the International Guild of Knot Tyers, exhibited some intricate-looking knot work, whilst Peter Wallace painstakingly added details to his model of the trow, Prudence.

Traditional narrow boat decoration was demonstrated by Ian Jeremiah and Sallie Evans. Ian painted a Buckby can, a handbowl and a display stand portraying the front view of a narrow boat, and Sallie decorated the name board for a boat.

The boatwomen's bonnets, made by Rosemary Conway-Jones, were greatly admired, as were the spider-web belts made by other Friends and Mary Megan's crotched ear protectors for Peter the shire horse. Doris Toller and Josephine Jeremiah were involved in making rag rugs for the back cabins of the narrowboats Northwich and Glas y Dorlan, and this handiwork promoted a good deal of comment from the visitors.

A number of older couples remembered making rag rugs during the first years of marriage. There were others who had learned the craft from mothers and grandmothers, some speaking of elaborate diamond patterns and the work being completed on frames.

Sacks were the usual form of backing. Visitors spoke of using sacks which had once held sugar, potatoes, flour and meal.

Red seemed to be a favourite colour and the cutting up of a guardsman's jacket was mentioned. Particularly fascinating was the variety of terms used for the rag rugs, among the most common being "pegged rugs", "clippie" or "clipping mats" were made in Sunderland, "proddie mats" in Durham, and "bodged rugs" in Worcestershire.

Many people had used a dolly peg as a tool. One lady had a metal peg made by her husband, a blacksmith on the canal at Banbury. The more fortunate had used a special hinged instrument but others merely worked with a sharpened stick.

It appeared, too, that these tools had an assortment of names, some very similar. Here are some which were mentioned:

"prodger"	Cumbria and Lincs	"bodger"	Worcestershire
"proddle"	Hull	"pluggger"	Hertfordshire
"progger"	Northumberland	"awl"	Gloucestershire
"prodger"	Midlands		

Since Easter, Colin Jones has made three rag rug making tools, so now we can have a trip of rugs being made at the same time. Thanks Colin.

In my childhood and youth, I lived on the banks of the Severn at the tarworks, which was situated by the Upper Parting, Sandhurst. The tarworks were owned by Wm. Butler & Sons of Bristol, and they had their own boats which were kept moored alongside the works. There was a motor barge called Kathleen, which was later replaced by the larger Jolly. There were also two narrow boats, named Sarah and Marie. The two narrow boats were maintained and painted in the old traditional styles, both inside and out. Later when Butlers sold out to Bristol & West Tar Distilleries, they lost their colourful paintwork. They were eventually sunk to reinforce the banks, a sad end.

During their working life the boats would travel upstream to Worcester, to collect crude tar from the gas works for distillation. As a young lad I travelled many times on this trip. Setting off early on Monday morning, the motor barge towing one, occasionally both, narrow boats. Late that day we would moor up outside Diglis Basin in Worcester. The next day was spent towing the narrow boat, by horse, up and down the canal to the gas works, the motor barge being too big for the canal. Once loaded, it was back off to Sandhurst, sometimes mooring overnight at Tewkesbury, just inside the Avon.

If at any time the Kathleen or the Jolly was not available, or out of commission, other barges, namely the Carbolate or the Darby were sent up from Bristol. If none of Butler's motor barges were available, the narrow boats hitched a tow from one of the tugs previously mentioned. The Jolly and Darby were sister ships, of 50 tons capacity and were built in Appledore in 1903.

I lived on the river bank with my family, my late father being works foreman, until I got married in 1958. I remember the many petrol carrying barges that travelled up and down. They belonged mostly to the Regent Oil Co, and to John Harker Ltd. The Harker barges were mostly named after Yorkshire dales, Wensleydale and Wharfedale etc. These were quite large boats and sometimes would run aground on the bend at the Upper Parting, especially during summer when water levels were low.

I remember well seeing the tug Progress and her sister tug Enterprise many times. They towed barges up and down the river to Worcester, Tewkesbury and Gloucester. Other tugs that I also remember seeing were the Active and the Victor. In those days they were steam driven, but they were later converted to diesel. Occasionally the Mayflower came up above Gloucester, as did the Speedwell and Stanegarth.

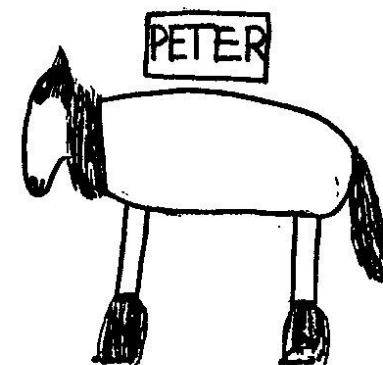
As you can imagine, floods often affected our lives and cut us off at the tarworks, especially in 1947 and 1954, when boats were then the only way out for us. On one occasion we were evacuated to Gloucester on the tug Enterprise. We disembarked on the Quay, near the Ship Inn.

After the war saw the appearance of many hired cabin cruisers from Tewkesbury - from a firm named Bathurst's I believe. I remember the Sunday afternoon pleasure trips on the Severn King and the Severn Queen that carried trippers up from Westgate Bridge, I also remember the rowing boats hired at Westgate Bridge that could make it as far as the tarworks in their allotted time, although in the summer months, their destination was the Globe Inn, which was half a mile downstream from us.

Mentioning narrow boats reminds me of those that carried raw chocolate up river to Bournville. These boats, some belonging to Ballingers, were often motorised by little Petter engines which had a very distinctive sound. Often these boats would stop at Sandhurst and give us a bag of raw chocolate - you can imagine how popular I was at school being able to give away chocolate during those lean years.

From time to time parts of the river had to be dredged, the dredger was nearly always towed into position by a motor barge named the Jubilee. I seem to remember that was steam driven in those days.

The river had other uses apart from shipping. As a youngster swimming was a pleasant pastime, the water being clean enough in those days. Fishing was also very popular, not just coarse fishing but also salmon. The straight stretch of river just above the Parting was about a mile long and was used for salmon draught fishing. Nets were hauled down either bank, manually, and drawn into a little bay just above the tarworks.



A Day With Peter,

By Helen Hill, aged 9.

When I go to help with Peter the horse and Jane is grooming him, I hand her the brushes. Then I clean his bowl which his food has been in. After that Jane and I polish the brasses on the harness. After our dinner break we put Peter's harness on and either do rides for visitors to the Docks or take him out around town.

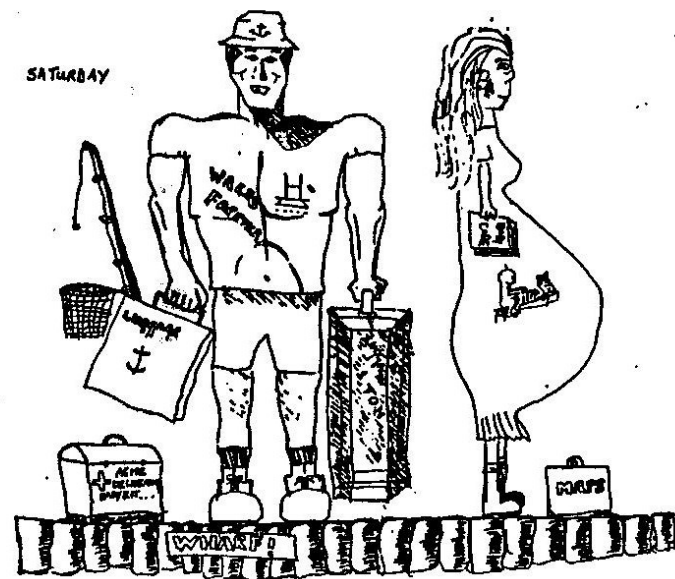
When we get back to the Museum, Jane feeds him. When he has eaten, we take him to his field. Jane rides him bareback and I walk behind. Neil the Blacksmith usually comes down in his car to bring Peter's hay and gives us a lift home.

A Canal Trip With Podge

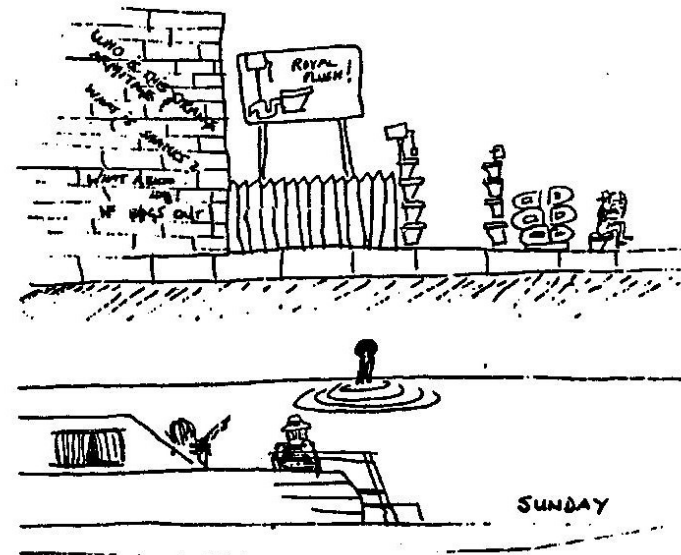
By Alan, Lis & David Barton.

(Illustrations by Daniel Beaumont James).

My name is David and this is the story of my second canal trip, made two months before I was born! (I was too young to remember much about the other one). By October my mother was getting very large and clumsy (hence the title 'Podge') which meant hiring a four berth boat. Their Doctor had told Daddy to work the locks, Mummy to drive the narrowboat; this being the opposite to their usual arrangements. You wouldn't believe the amount of luggage they took...Mummy kept blaming me! I mean to say, she didn't touch her knitting and neither of them opened the book on baby care. Still, Daddy did take his fishing tackle. The canal guides and Ordnance Survey maps ensured they could readily calculate where they were in case I decided to make an early appearance!



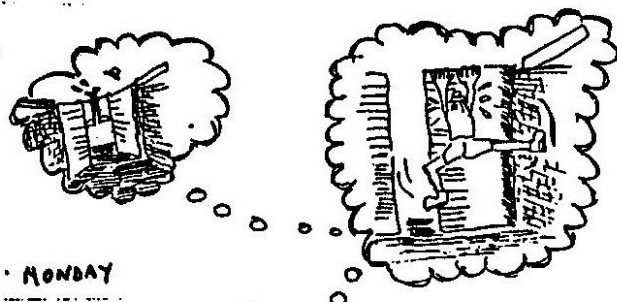
SATURDAY: Arrived at Central Line Cruisers, Tamworth. Boarded "Perivale". Noticed deckchair provided for Mummy! Daddy drove, then passed over to Mummy so he could work the locks...no dramas yet! Two hours cruising. Stopped at Hays Wood near Hopwas. Daddy fished; Mummy cooked supper.



SUNDAY: 9 am start. Passed firing ranges at Whittington...no noise. Disused airfield on left...Roman road called The Ryknild Street passed over us. Railway trains trundled by on their way north. Saw three spires of Lichfield Cathedral, beautiful and very English. Arrived Fradley Junction...paused for water. Decided on Trent and Mersey towards Rugeley. Lunch after working three locks (Daddy tiring a bit). On to Arncliffe...much giggling over the loo factory...glad I can't read graffiti on the walls! Passed Spode House, pity about modern extension. Men fishing happily in their break from work at the colliery. That, and power station, reminded us of industrial history of area. Taft Bridge for the night, more fishing...locks tomorrow so early night.

MONDAY: 9 am. Off to Great Haywood. Lock at Colwich. Much to see at Great Haywood...River Trent, Shugborough Hall (home of Patrick Lichfield)... must leave time to linger here on return trip. Now on to the Staffordshire and Worcestershire (I remember its beauty and tranquility from the last trip I made). Marvellously relaxing crossing Tixall Wide, magnificent setting, even Mummy couldn't go aground or hit anything here! It's like a wide river. Daddy confident about locking; Mummy enjoying driving, confides to me that she wonders why she did all that jumping on and off the boat and working paddles on other journeys! Railway in close proximity at Milford...we learn a lot about how they lay track. The men waved indicating that they envied us. Pass outskirts of Stafford...Acton

Trussel sounds picturesque, but is not, so short lunch stop. Penkridge for tea and shopping. Time to reminisce about earlier trip... memories of Daddy hanging from lock gate and beautiful canal basin at Stourport-on-Severn, well, that's another tale. Turn here and stay the night near Shutt Hill lock... don't fancy Acton Trussel again!

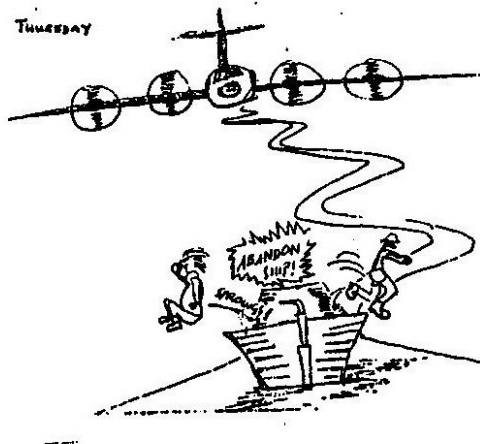


MONDAY

TUESDAY: Early start 8.45 am! Leisurely trundle back to Great Haywood... amazed how different countryside looks on return trip. Stop at junction for water and shopping. Rejoin Trent and Mersey. Crew returned with ice cream after negotiating Hoo Mill lock... I miss out again. Intermittent noise from A51 and railway running alongside us. Lunch near Weston Lock... too windy for fishing. Milepost indicated we were exactly halfway between Shardlow and Preston Brook.

WEDNESDAY: Again 8.45 am start. Decided to tackle only two of four locks at Stone. Mummy turned the boat around, much to her delight! Daddy disappointed that it was the wrong time of day to visit amazing hostelry beside Stone bottom lock. It boasted thirteen rooms, all on different levels. Guide book said, "quiet children allowed in at lunchtime"... Daddy gave me a lecture in case we return in the future. Back to Weston lock for lunch. Short afternoon's cruising, conserving energy to explore Great Haywood. Moored 4 pm. Walked around village and admired Shugborough Hall and its grounds. Noted posts which indicated amazing height to which River Trent rose on occasions. Lulled to sleep by the hooting of the odd passing train.

THURSDAY: Off at 9 am. Two locks before coffee, no time to stop. Chug on towards Fradley Junction. Rude awakening near Plum Pudding pub at Armitage. Whilst we were concentrating on avoiding B&W workings a Hercules transport aircraft came howling overhead. Mummy's heart missed a



TUESDAY

beat... most disconcerting for me! Can't relax. More follow as if they are following the course of the canal... very low and noisy. Additional coffee required. Stop at pub in Handsacre for well earned drink. Moored for lunch and fishing. After an hour Daddy became fed up with Mummy shouting for him to take fish off her hook! Convenient mooring outside The Swan at Fradley... more liquid refreshment.

FRIDAY: Woke up to torrential rain, luckily it cleared after breakfast. Passed by group of bedraggled, but cheerful boys canoeing down the canal. Mummy swung the boat around whilst Daddy went to open the swing bridge... they remembered swing/lift bridges on the Southern Oxford Canal. scene of their first canal holiday. When rain started again, Daddy disappeared for his waterproofs; Mummy moaned she was getting soaked. Look forward to pub lunch at Hopwas... no such luck... electricity cut in village and no gas either. Thank goodness for hand pumps in Red Lion! Late lunch before final fishing effort. Daddy caught largest fish of the week... six inches long! Back to boatyard, Daddy enjoyed "parking" boat without scratch or bump. Mummy thought she could have done it after a week's driving. Pack up car. Sadly say goodbye to boat owners who say "Good Luck" to us. Head home, Mummy and Daddy wonder what it will be like on their next trip, when I arrive that is. I can tell them I have noted everything and will be the youngest and best cabin-boy that anyone could ever want... after all, it will be my third trip!

David, now aged five, is still an avid canal enthusiast and "Friend." Living on the outskirts of Gloucester, he enjoys frequent visits to the Museum.