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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. 7 - DECEMBER 1989.

## Dock Plans Available for Comment

Pearce Developments and British Waterways have unveiled details of the major phase of their redevelopment of Gloucester Docks which will have important effects on the environment of the Museum. Planning approval is being sought for a vast new shopping centre on two sides of the Victoria Dock. The Southgate Gallery between Southgate Street and the east side of the dock will have shopping on two levels and roof-top parking. The present plans show a blank wall on the street side, and concern has been expressed that this will become an unattractive area for walkers. On the dock side, the building comes near to the water's edge, and the facade has large areas of glass which the developers believe will be decorated by traders displays.

Along the south side of Victoria Dock and right against the water's edge, the Mariner's Gallery is also to have shopping on two floors, and again the plans show large amounts of glass on the dock side of the building. Linking the two main blocks will be 'an internationally flavoured food court with spectacular views of the dock area' - you can guess what it will be built of. The size of Mariners Gallery means that the Mariners Chapel and the warehouses will no longer be visible from the Southgate Street entrance to the docks, and there will only be a narrow way between the gallery and the flats due to be constructed later beside the Barge Arm. The former weighbridge house at the entrance is due to be demolished and rebuilt nearby.

The main access for pedestrians will be from Kimbrose Corner via a covered walk sandwiched between more shops. It is understandable that the developers are aiming for the maximum commercial return from all these new buildings, and they argue that it is only in this way that they can generate the money to renovate the historic warehouses. But there is concern that the proposed buildings will so dominate the scene that they will destroy the atmosphere of the docks instead of benefiting from it. The developers have made it clear that the present plans are not the last word and that there are many aspects still to be finalised - so now is the time to send in your comments. The plans are available for inspection in the City Council Planning Department accessed through the Herbert Warehouse at the north end of the docks.

H.C-J

## Vesta Returns

After an absence of several months, Museum staff were pleased to welcome back a swan they had named Vesta when it was around the docks earlier in the year.

## Mud Wrestling At Purton

*By Philip and Hugh Conway-Jones*

As the first band of volunteers arrived at Purton on a fine October Saturday morning, we little realised what we had let ourselves in for. Our task was to remove as much mud as we could from one of several concrete barges deliberately beached on the banks of the Severn estuary to prevent erosion. Now the bank is no longer threatened, due to a change in the river's flow pattern, the Museum is planning to salvage the barge. The mud had entered through holes knocked into the stern when she had been beached, and it was through those same holes that the mud had to be removed before the holes could be repaired and the barge floated off. An advance party earlier in the year had got the marathon effort under way, but a lot remained to be done.

The digging team, comprising Friends and Museum staff, started loosening the mud in the hold, and a powerful pump was set up to provide a constant supply of water that would wash the mud down to the stern and out through the holes. Initially the pump wouldn't work, and there were thoughts of having to man-handle the mud several times to get rid of it, so a great cheer went up when water did eventually start gushing from the pipe.

There was also a hose from a high pressure pump which was used to 'slice up' huge slabs of mud, and in particular to erode the giant deposits which had built up in the stern. This material was also washed out through the holes. We all took turns with the high pressure hose, which provided a respite from digging but meant holding on for dear life as the hose had a life of its own.

The large quantities of water being pumped into the barge were essential to dispose of the mud, but there were disadvantages. Severn mud is notoriously sticky when it is wet, and it often stuck to the spade. So if you didn't have a firm grip when throwing a spadeful, you could end up throwing the spade as well. Boots became heavy and it was difficult to maintain your balance. There were many instances of wellingtons getting stuck fast and the wearers having to be rescued. If this happened while you were trying to move the high pressure hose, you were faced with the choice of leaving your boot behind or falling over in the mud - or both!

After a morning of hard work, a picnic lunch was enjoyed by all in the autumn sunshine. Most of us were sitting (all facing the same way) on the cross beams of a partially buried wooden barge, and someone remarked it looked as though we were all lined up on a trip boat.

## Restoration Round-up

*Based on information from David McDougall*

Friends have been helping to restore equipment at the Museum, and the Committee has agreed to support this good work by paying for some of the replacement parts needed to bring the exhibits back to working order. Much of the work has been done by Alan Russell, John White and Keith Varney, with specialist advice from Trevor Hill and Ray Swan.

A 1950s Benford motorised wheelbarrow from a maintenance yard on the Chesterfield canal has been given a major mechanical service. The bodywork was stripped down and cleaned, and various parts were repaired. The engine was seized and had to be freed off. Replacement parts paid for by the Friends included piston rings, gaskets, gearbox bearings, drive chains and a back tyre. The wheelbarrow has been reassembled, preserving its working appearance, and it has already been put to good use.

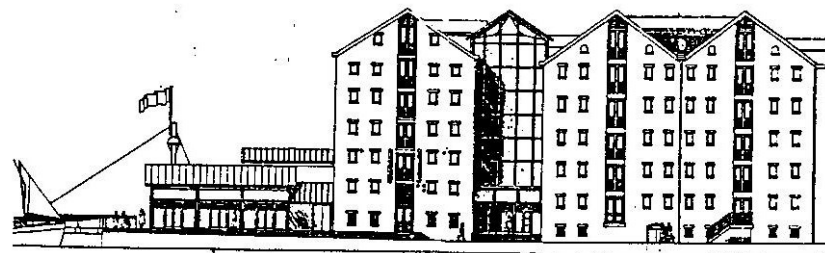
Work is well advanced on restoring a sludge pump from Ardishaig at the southern end of the Crinan Canal, probably dating from 1944. The pump was made by Miller's Machinery and is powered by a Benford engine. It has a large rubber diaphragm and two large valves so that it can cope with semi-solids such as mud, small stones and rubbish. It was probably used for draining lock chambers for maintenance and other similar tasks. Initially, the whole thing was stripped down - the main difficulty being to free off the jammed exhaust valve in the engine. After shot-blasting, the pump body was painted and reassembled, and the engine was refitted. Replacement parts paid for by the Friends included a new rubber diaphragm, gearbox bearings, lubricators, spark plugs, HT lead and magneto chain. The exhaust pipe was missing and a reproduction one is being ordered. Attempts to replace the worn piston have not been successful, and so the old one will have to be repaired. When restoration is complete, the pump will be used as a working exhibit - taking water out of the trough in Llanthony Yard and pumping it back in again. It could also be used as part of a publicity display at traction engine rallies and similar events.

Good progress is also being made on the installation of one of the turntables rescued from the Great Northern Warehouse at Manchester. All the components have been stripped down and are now being cleaned and repainted. Where appropriate, the pieces were put through the fire of the blacksmith's hearth to burn off old paint and grease. This also detached any rust so that it could easily be removed by wire brushing. To prepare for the installation, three inmates from Gloucester prison dug out about twenty tons of material to form a circular hole near the corner of

Llanthony Warehouse. The cast ring sections to form a retaining wall were then lowered into place and fastened together with the help of some new bolts and tie-rods paid for by the Friends. The next stage is to fit a circular rail to take the wheels of the turntable and to reassemble and install the turntable itself. Some relaying of adjoining rails will be necessary, and then it will be possible to bring wagons down from the car park and turn them to go along the quay.

This restoration work is carried out on Tuesdays and Thursdays, and new volunteers are always welcome. Anyone interested should contact David McDougall at the Museum.

## Vining's Walk Approved



Planning permission has been granted for a scheme to renovate two warehouses on the east side of the Main Basin. Vinings Warehouse and Reynolds Double Warehouse will be linked by a glazed shopping mall, and a further mall passing through Vinings Warehouse will link up with a new foot-bridge leading to the Merchants Quay shopping centre on the other side of the entrance to the Victoria Dock. The two warehouses will provide a total of 10,000 sq ft of retail space on the ground floor and 36,000 sq ft of office accommodation above. The shops are scheduled to be open in Autumn 1990, and the offices should be ready early in 1991.

## More Docks Guides Wanted

During last summer, regular guided tours of the docks were organised in conjunction with Gloucester Civic Trust, and a further series will be run next year. Each tour lasts about an hour, and visitors are told about the history of what they see around them and the great changes that are now taking place. Several Friends are already qualified guides, and new volunteers are always welcome. Training sessions start in February, and anyone interested should contact Viv Thomas on Gloucester 616910 or Hugh Conway-Jones on Gloucester 619679.

## Diary Dates

- Jan 16 Canal Books. An illustrated talk by Mark Baldwin at the Tewkesbury Marina Yacht Club starting at 7.30. (IWA)
- Feb 13 Life of a Waterman 1950-64. A talk by Tom Foxon, author of *Anderton for Orders*, a fascinating account of life on the canals when they were still busy with working boats. In the Museum Schools Room at 7.30.
- Feb 21 Research meeting. For further details, see later page.
- Mar 16 IWA Branch AGM in the Museum Schools Room starting at 7.30.
- Mar 22 Gloucester's Boatmen and Dock Workers. An illustrated talk by Hugh Conway-Jones in the Wheatstone Hall, Brunswick Rd, Gloucester, starting at 7.30. (Gloucester Civic Trust)
- Apr 19 Severn Scrapbook. By popular demand, another talk by Fred Rowbotham in the Museum Schools Room starting at 7.30.
- May 5-7 Crafts Group demonstrations of waterways-related crafts in the Museum Schools Room. Further details in next issue.
- May 22 Friends AGM followed by Restoration Comedy - an account of the Friends at work by Tony Conder and David McDougall, in the Museum Schools Room starting at 7.30.

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.

## Friend's Display Brings in New Members

An eye-catching display in the window of the Tourist Information Centre in Gloucester provoked a lot of interest and helped to recruit several new members. The display, arranged by Janet Illingworth-Cooper, included items from the Museum, photographs of Friends at work and relevant publications. If anyone could organise a similar display in another town, Janet would be pleased to loan relevant material.

## Busy Year in Prospect

Many special weekend activities are being arranged at the Museum during 1990, and there will be plenty of opportunities for volunteers to join in. Over the Easter weekend (April 13-16), visitors will be able to dress up as boat people, lock-keepers or engineers and have their pictures taken for the family album.

The Friend's Craft Group will be demonstrating their skills over the early May bank holiday weekend (May 5-7). There should be displays of rope-work, costume making, traditional painting, model making, crochet work and rag rugs. Anyone willing to join in with these activities or any other waterways related crafts should contact Peter Wallace on Gloucester 24686.

For the late May bank holiday weekend (May 26-28), there will be a return visit from the International Guild of Knot Tyers who put on a marvellous display of practical and decorative ropework including fenders and hammocks.

Following the success of last year's tugs weekend, another reunion is being organised for June 23-24. Several of the local BW tugs will be on display and carrying out demonstrations, and it is expected that many more privately owned tugs will visit Gloucester for the weekend.

A major new feature being introduced this year will be a cranes weekend on July 21-22. The aim is to have Friends demonstrating working exhibits, such as the Museum's steam crane, the Inverness crane that was restored by Friends and the Rapier diesel hydraulic crane. Helpers will also be needed to talk to visitors about other cranes that will be on static display. So if you think you can help on one or other day, please put the date in your diary as there will be a call for volunteers nearer the time, and one or two training sessions will be arranged.

Another new item is a gathering of horses over the weekend of August 11-12. There will be working and show shires, a parade of horses and carts, rides and special events.

The biggest event of the year will undoubtedly be the Inland Waterways Association National Waterways Festival being held over the August bank holiday weekend (August 25-27). This will be another occasion for Friends to be on hand to make the visitors welcome.

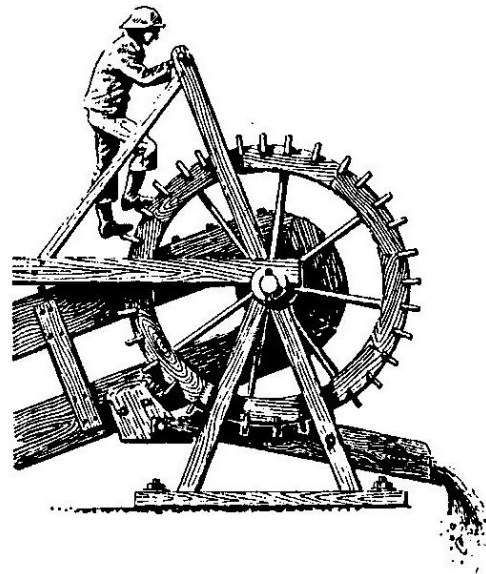
By Richard Trelfa

"Sliedrecht please. The Baggermuseum." It was Easter and we were off to where our dredger, S.N.D. No.4, was built. The first building that came into view was the end of a ship builder's erection shed bearing the letters I.H.C.. Pronounced "Eee, ash, say", this was the name adopted when the firm that built our dredger, N.V. Scheepsbouwerven Machinefabriek de Klop, joined with five other yards in the area. Now there are only three yards still working, but the bagger (dredger) museum is next to one of them. Off the bus we found that the museum is housed in a three storey Georgian style house set in a wooded garden. There are dredger buckets full of flowers and tastefully arranged stean winches.

When a guide opened the door, I pointed to my chest and then to the museum's front window. My shirt said "Steaming into history" on it, and just inside the window was a model of a dredger that looked very much like No.4. That guide asked us to wait in the hall while he fetched another who could speak English, and when the new guide came, I told him about the Friends. What followed was a superb tour of the museum in excellent English, his not mine, making me resolved to come home and do better, although perhaps not in Dutch.

The very first dredging tool that was used looked very much like a round shrimping net. The net mesh was chosen depending on the particle size of the material to be dredged and to let as much water drain off as was possible before it was dumped into a scow. The dredging man wore a monster pair of clog "wellies" with leather gaiters taking protection up to the knee. (Incidentally, back in England at our local trout farm they had talked about dredging, and the device used was the same one we were now looking at). This was hard work, and around 1450, sailing ships began towing steel scrapers or harrows, with the current taking the dredged mud away. By 1600 they had progressed to men working a treadmill moving an endless chain up a sloping trough raising the mud up into a scow. Horse power was eventually used, but the whole structure was so weak that only very soft mud could be dredged.

In 1803, they built an English stean engine into a sailing ship which powered a bucket ladder attached to the side of the hull. The bucket dredger was born, but this version too easily damaged its ladder against quay walls. The next type had a well built into the deck with a vertical bucket ladder working down through it. The disadvantage here was that a man had to stand at the top of the ladder moving a sliding chute in and out to catch the mud coming off each bucket. By now rivetted steel hulls were being used, and these had the strength to allow the bucket well to become open ended with a sloping bucket ladder. Thus the hull



## Baggermuseum Sliedrecht Holland.

became U-shaped with the bucket winch bridge adding strength to the open end of the U. The sloping ladder allowed mud to fall off directly on to the discharge chute, and access to the whole ladder could be achieved simply by raising it out of the water with a winch. The pinnacle of this design and development is actually represented by S.N.D. No. 4.

In 1872, the Dutch bought one of those new-fangled centrifugal pumps from England, found it would pump mud, put it on the hull of a fishing smack and used it to dig the canal linking Amsterdam to the North Sea at Yjmuiden. Two years later the first self-propelled sea-going suction dredgers were built. The suction dredger could do something the bucket dredger could not, and that is work at sea in a swell. Also, with rotating cutters mounted on the suction pipe, they can cut into rock and can be up to 400 times more powerful than S.N.D. No. 4. Thus development of bucket dredgers slowed to a halt, although they were still made. In addition to simply dredging holes, suction dredgers are used for dredging for gold and the ores of tin and aluminium all over the world.

Of course the Dutch are also into filling up holes in a big way; Holland gets bigger all the time. We got into trouble with the guide for saying that our next visit would be to the Rijksmuseum in Amsterdam to

take in the Dutch Masters. We were told it was essential that we visit the Delta Project where they have dammed up the Zuider Zee, turned it into the IJsselmeer and are now draining it out and turning it into dry land, dredgers to the fore. The museum has a room where the ingenuity and sheer scale of the project are shown.

Where dredged mud has been dumped, there are willow trees ('salley' trees to us Gloucestershire types). A room at the top of the museum is devoted to showing crafts associated with the use of the withy. Dredging was not done in the winter and most of the labour retired indoors to make hoops for barrels and mattresses for bank protection using withy. The guide told us that the life of the hoop governs the life of the barrel and that withy hoops last much longer than the metal variety since they do not rust. On our canal, withy bundles have been used for bank protection.

The museum has a collection of memorabilia such as a dinner service and matching ash tray in Blue Delft pottery and a set of postage stamps all showing dredgers. In the shop they have dredger bucket vases in white pottery and towelling bar mats with dredgers on them.

The guide told us that the big working models are in the boat house at the end of the garden and it would be open for the first time in the season the day after our visit (oh nuts!). He had talked to us for at least two hours, but we eventually had to leave because the museum closed. We felt we had learned more about Holland and the Dutch in that time than would have been possible anywhere else. Still, we've got something they haven't, a real working steam powered dredger, and, it's one of theirs! Whilst docking at Sheerness, on the way back, I remembered that the Dutch Admiral de Ruyter towed the English flagship, the Royal Charles, out of the Medway having burned the rest of the English fleet. Now I've told them about S.N.D. No.4, perhaps we had better mount a guard.

#### Gardener Extraordinary

Hilda Lockwood's question 'Are there any jobs to be done at the Museum?' coincided with Des Fforde's request for a Friend to watch over the foliage on the canal bank on Level 3. So now Hilda can be found checking the grass and reeds, replacing any that have been trampled by the school child who can't resist stroking the fox, and making sure that 'Mole' and 'Ratty' are still where they should be.

If you live near the Museum, why not go along and ask the question Hilda asked - you may be amazed at the answer.

D.J.T.

... and Brass!

By Doris Toller.

Tuesdays and Thursdays are the days when Friends go to the Museum to carry out restoration work under Dave McDougall's guidance. While the men tackle cranes, mechanical wheelbarrows and turntables, Betty Conder and I find that there is plenty for us to do. If Dave isn't at hand, Sue Bleach will have a list of jobs for us. We have cleaned brass, cleaned, cuprinoled and waxed a large wooden handcart from the Leeds and Liverpool canal, cleaned innumerable tools from the wilds of Inverness, cleaned brass, investigated what lay under a layer of paint on a big enamel sign from across Llanthony Road, cleaned brass, painted the plates the Friends bought for Oak, and cleaned - yes, you've got it - more brass!

Our latest task has been a little different (though still involving cleaning.) The Museum was given four boxes of papers from the Record Office and Betty and I have been listing and cleaning them. It has taken some time as the papers make fascinating reading and we have learned a number of different things - from water lilies on the canal at Chard to the railways trying to buy out the canals in the Midlands. A lot of the papers are full of evidence of various committees of enquiry, all taken down in long hand in very legible script, although we could see the development of writer's cramp as the day wore on.

The Parliamentary committee of enquiry sitting in 1825 under the chairmanship of Charles Dundas was full of interest. It was looking into the feasibility of a Berks-Hants canal joining the Kennet & Avon at Newbury to the Basingstoke Canal and so by-passing much of the Thames. It was never built, so I assume the people running the Thames navigation were too powerful. (Sadly, the findings of the committee are missing.) The river bosses were not the only objectors. We ended with a clergyman near Basingstoke who opposed the canal because the route would run within three quarters of a mile of his big house and would be "seen from the shrubbery where his family were wont to stroll" - also it would interfere with the hunting.

What have you got for us to do next, Dave and Sue?

#### Plates for Oak

The Friends have paid for three cast-iron BCN registration plates to be made for the motor boat Oak as the originals are missing. The pattern was made by the Black Country Museum and the plates were cast at Kell's foundry in Gloucester. Two of the plates will be fitted to Oak, and the third will be kept in reserve in case of a visit from a souvenir hunter.

*The Editor was pleased to receive the following letter from a recent visitor to the Museum who arrived by boat and was obviously impressed by what he found.*

CHRISTMAS CHEER H.Q.  
THE NORTH POLE

Dear Pixies and Gnomes,

Thank you for the festive welcome we received on our recent visit to the Museum and particularly for the range of toys packed in your local workshop.

We returned via Anchorage, where the good ship *Alaska* is now docked for overhaul in preparation for the big night. She will be on hand if we are forced to ditch the sleigh should the reindeer team suffer from hoof trouble or should Rudolph's nose go out. We have told the reindeer that Peter is back and they are raring to meet him.

Sleep tight on the night.

Yours in anticipation,

F. C.

*Thanks to Richard Trelfa and Doug Griffey for making such a good job of their seasonal task, with help from Jenny Hall and Hannah Teesdale.*

ITV Charity Spectacular

The ITV companies are planning a telethon to raise money for charity over the late May bank holiday weekend (May 27-28). It is hoped that Gloucester docks will be the base for a major regional broadcast throughout the 27 hours the programme will be on the air. Tony Conder is appealing for ideas for ways of fund raising for charity as well as entertaining the public - if you could think of something a bit unusual, you could get yourself on the television.

Video of the Fielding Engine Restoration

*The Friends have raised money this year for a video of slides showing the restoration of the Fielding engine by members of the Mid Gloster Engine Preservation Society. Pauline Hill, society secretary, explains how the video was made.*

Late in 1983 the Mid Gloster Engine Preservation Society had an Audio Visual Evening by M.A.D. Productions - a partnership of Martin Fry and David Carpenter. Both have 'day jobs' and a passion for photography, together with a remarkably clever ability to present their slides with a sound or voice-over backing. They have won many awards for their productions, including a number of European awards.

We were extremely impressed with the show put on for the Club, and Ray Swan asked if they had any interest in engines. They had to admit that they were totally ignorant where engines were concerned but nevertheless would be delighted to follow through the restoration of the Fielding engine which was about to begin.

What followed was many hours of work, and many films were taken throughout the project. Those working on the restoration soon got used to Martin and/or Dave clambering over everything to take interesting shots of the work in progress. They followed the project through to its completion, also making tapes of the engine running.

From all this, Martin and Dave put together a very interesting five minute presentation, starting with a brief history of Fielding and Platt and ending with the completed engine 'in motion.' Martin's father provided the voice-over (very successfully).

We were very impressed with this and pleased to see that included in the chosen slides were some very good shots of the 'brains' behind the whole project, Jack Hobbs, without whom the task would have been much more difficult.

During the course of their association with the project, Martin and Dave have probably learnt a little about engines and how they work. And I am sure that visitors will, by watching the video in the Engine House, be much more able to appreciate the dedication that went into the Fielding Engine restoration and will be able to see and hear how the engine comes to life when run.

## The Willow Trust

Friends are invited to contribute towards a £100,000 project to provide free outings for the severely disabled on the Gloucester and Sharpness Canal. Company director Jeremy Hope set up the Willow Trust in 1989 to run boat trips for severely handicapped and ill people after being inspired by the Peter Le Marchant Trust, which has been offering similar trips in Nottinghamshire for 14 years. He has commissioned a 70 ft wide-beam boat complete with hydraulic lifts for wheelchairs and other special facilities (including telephones, heating, toilets for the disabled and showers) but he needs cash aid to complete the scheme. The boat's keel has already been laid and she is due to be launched on the canal in May 1990.

Mr. Hope said: 'Terminally ill people have frequently found a new sense of tranquillity when surrounded by so much beauty on the inland waterways. To people who are trapped in their own bodies, dependent on others for everything and with few pleasures available to them, the joy and benefit of a day out on the water is unimaginable.' There are currently 28 boats for the handicapped nationwide, but the Willow Trust's will be the first in Gloucestershire. British Waterways is supporting the project with free moorings for the first year and a concessionary licence.

*Donations can be sent to the Willow Trust, Coughton House, Coughton, Ross-on-Wye, Herefordshire, HR9 5SF.*

## Action Evenings at the Museum

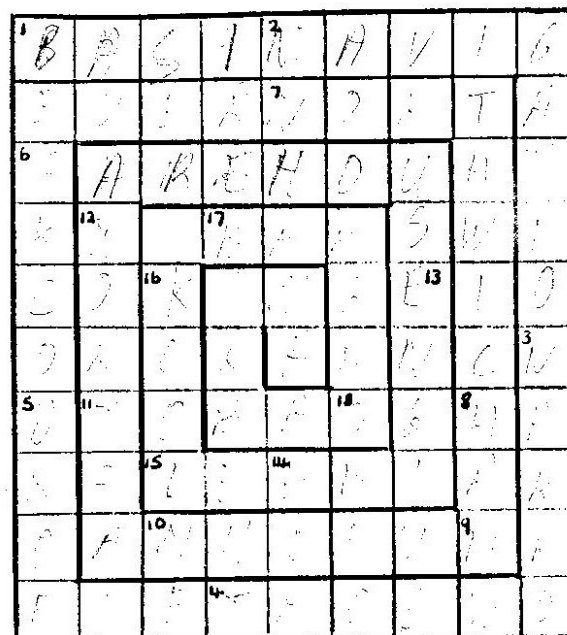
During May, June and July, the Museum will be holding special Action Evenings so that organised groups can visit the Museum and see a good range of activities going on. These should include the steam dredger, the blacksmith, the Fielding oil engine and the steam crane. If you know of any societies that may be interested in a visit, do tell them about these evenings. (Specific dates can be obtained from the Museum.)

## Friends Featured in BAFM Yearbook

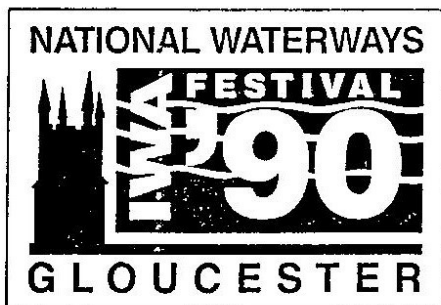
An article on the Friends by Janet Illingworth-Cooper is featured in the Yearbook of the British Association of Friends of Museums. Copies of the Yearbook are available at £1.50 each (including post and packing) from Eddie Cass, 548 Wilbraham Rd, Manchester, M21 1LB.

## Word Spiral by Ian Jeremiah.

The last letter of each word is the first letter of the next. The answers are on the inside of the back cover.



1. Area of water surrounded by wharves and warehouses.
2. A cut or canal.
3. 7 ft wide canal boat.
4. Canal engineer.
5. Subject of book by Hugh Conway-Jones.
6. Local river.
7. Well-known narrow boat.
8. Riverside meadow.
9. There's also one at Stoke Bruerne.
10. Supports sails.
11. Severn sailing vessel.
12. North, for example.
13. Powers motorboats.
14. Snake-like fish.
15. There's one by the North Warehouse.
16. Rake for fishing objects out of the canal.
17. Wide-beam canal boats.
18. Can usually be seen in the Barge Ara.



Plans are taking shape for the Inland Waterways Association National Waterways Festival which will be held in Gloucester over the August bank holiday weekend. More than 380 boats have already booked their places and many more are expected. Trade boats open to the public and those of special interest will be moored in the docks, and other boats will tie up alongside the canal bank all the way down to Hempsted Bridge.

Just across the river on Castle Meads will be a huge array of tents housing trade stands, refreshments and entertainments. Traders from all over the country will be there, and amongst the makers of boats and equipment, the craft stalls and the souvenir sellers, there is likely to be something to appeal to everyone. There will be a wide range of entertainers and public displays of all sorts from boat-handling competitions to live theatre. It is expected that there will be around 50,000 visitors to the site over the three days, and there will be a lot for them to see and do. A special set of attractions is being organised under the theme 'Waterways for Youth', and it is planned to have canoes and other craft for young people to try out.

The aim of the festival is to publicise the Inland Waterways Association and to raise funds to help open up Britain's waterways for all kinds of uses. Major sponsors include Volvo Penta, Gloucester City and County Councils, Lister Petter, Rank Xerox and British Waterways. The event will help to confirm the importance of Gloucester on the waterways scene and bring added publicity to the Museum. A large number of volunteers will be required over the weekend to sell tickets and programmes, to act as marshalls in the car park, to help guide arriving boats into Gloucester Lock, to crew the water buses and to provide information to the public. Please keep the dates free in your diary and watch out for more specific appeals nearer the time. If anyone is willing to help with planning any of these activities or can offer any other form of help, please contact John Cook on Bristol 730129 or Hugh Conway-Jones on Gloucester 619679.

## Donations

*Donations have been gratefully received from the following Friends between April 1 and November 27, 1989.*

Ashby, K.J.	Bailey, A.D.
Barton, A.	Beesley, R.J. and R.D.
Blackeby, P.G. and E.	Challoner, J.H.
Colclough, R.T.G. and J.	Conway-Jones, A.H. and R.
Cresswell, D.J.	Darbo, K.R.
Daw, D.A.W. and P.A.	Dellbridge, T.D.
Dowling, A.R. and B.G.	Dowson, S.J.
Drewery, R.L.	Edwards, J. and C.
Ettles, G.P.	Everett, J.
Field, C. and J.	Foster, W.H. and J.E.
Friend, M.T.	Garnett, A.L.
Greene, J. and B.M.	Griffey, D.C.
Hammond, J.	Harrison, P.J. and D.L.
Hatton, I.	Hazell, D.M.
Illingworth-Cooper, J.	Jackson, R.L.
Jewitt, J. and J.	King, F.P. and M.
Marsh, B. and M.	Masters, S.R.
Metherall, J. and J.	Michelli, E.N. and M.
Mills, D. and J.	Morgan, L.A.
Morley, T.C.	Morris, R.V.
O'Connell, G.R. and L.	Palmer, M.
Parsons, J.	Pinnock, D.C.
Pratt, J.	Quick, M. and J.
Rees, P.G.	Russell, A.R.
Samuel-Gibbon, A.G. and E.V.	Simmons, J.R.
Smith, A.J.	Smith, R.
Sparkes, W.J. and F.L.	Stone, H.
Swan, R.S. and M.R.	Tarlton, G.G.
Tomlinson, K.M.	Vale, T.L. and A.
Varney, R.K. and J.K.	Waldron, M.J. and S.J.
Whitcombe, R.	Willis, O.C.F. and J.
Windsor, A. and F.	Woolley, S.E.C.

## Answers to Word Spiral.

1. Basin. 2. Navigation. 3. Narrowboat. 4. Telford. 5. Docks. 6. Severn. 7. Northwich. 8. Ham. 9. Museum. 10. Mast. 11. Trow. 12. Warehouse. 13. Engine. 14. Eel. 15. Lock. 16. Keb. 17. Barges. 18. Sabrina.

By afternoon, we had removed most of the easily available mud and exposed the tops of the ribbing cross-members that strengthened the bottom of the barge. A few of the planks which had once formed the floor of the hold were discovered still in place on top of the ribs. Digging out sections between the ribs proved to be by far the hardest work of the day; the hard-packed mud proved difficult to excavate, but by finishing time we had managed to clear a couple of sections. The chain locker in the bows was also cleared out by shovelling the mud through another hole smashed through a bulkhead.

It was satisfying to see the fruits of our labours by the end of the day as considerable progress had been made. Walking back to the car, we half expected to find that all the water we had used had half-drained the canal, but boats were still moving so all was well. One passer-by was overheard to say 'That man is filthy' - and he was right.

The good work was continued on the Sunday, mainly by a fresh band of volunteers, and almost half the sections between the ribs were cleared. Then, thanks to arrangements made by Dick Trelfa, inmates from Gloucester Prison successfully cleared most of the remaining mud during the following week and saved us from another back-breaking session.

#### Museum Pipped for Top Award

The Museum finished in the top three of the Attraction Development Section of the England for Excellence competition organised by the English Tourist Board. There were twenty-five finalists represented at the awards ceremony at the London Hilton. Afterwards, Tony Conder said that he was delighted with his staff and their efforts which had resulted in a venture the city could be proud of.

#### Museums Group Formed

The National Waterways Museum has joined with other museums in Gloucestershire to form a cooperative venture which will lead to joint marketing and the purchase of items which can be shared such as conservation equipment. Work on the Museum of the Gloucestershire Regiments to provide a new entrance from the docks is progressing well, and a formal re-opening is scheduled for June 24th. The Museum of Packaging and Advertising will add National to its name, and during this year the displays will be moved to temporary accommodation while Albert Warehouse is renovated.

#### Research Meeting

Anyone interested in waterways-related research, whether actively involved or just thinking about it, will be welcome at a meeting on 21 February. This will be an opportunity to hear about the various research projects that Friends have been carrying out during the past year and to talk about possible areas of work for the future. Examples of current projects include a publication being prepared about the steam dredger and another giving information about what you can see on the River Severn and the Sharpness Canal. A large amount of information on canal boats and Severn trows has been copied from documents in the Record Office, and the intention is to type it all into the Museum's computer. Contributions on other subjects would be most welcome.

There are plenty of topics suitable for investigation in the future, whether through studying documents, interviewing old people, copying out important information or typing into the Museum's computer. Do come and join in. The meeting will be held at 1 Grovelands, off Church Lane, Barnwood, Gloucester starting at 7.30. It would be helpful if those intending to come would notify Hugh Conway-Jones in advance on Gloucester 619679, and they will receive an information pack.

#### Fireless Locomotive on Display

As part of the Gloucester Rail Day activities in September, a fleet of vintage buses ran a shuttle service between the rail depot in Horton Road and the docks. Responding to the occasion, the Museum put on display their fireless locomotive which is normally shut away in the old sack works. John Challoner and Ian Parsons were on hand to talk to the enthusiastic visitors, and over £10 was collected in donations to the restoration fund.

#### Friends Help With Visitor Survey

A number of Friends helped question visitors about their reactions to the Museum during one week towards the end of the summer. The results have now been analysed and show a growth in the number of visitors from further afield. There was a continuing feeling that the Museum offers good value for money with the vast majority of those questioned saying they had enjoyed their visit.