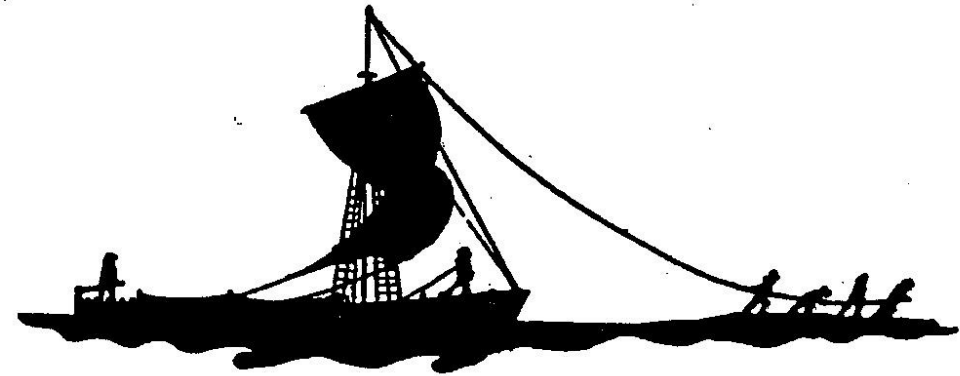


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All views expressed in Llanthony Log are those of the Editor and individual contributors and do not necessarily represent the official views of the Friends of the National Waterways Museum.

LLANTHONY LOG



Newsletter of the Friends of the National Waterways Museum

ISSUE NO. 8 - MARCH 1990

Diary Dates

- Apr 19 Severn Scrapbook. By popular demand, another talk by Fred Rowbotham in the Museum Schools Room starting at 7.30.
- Apr 25 Training evening for helpers and hosts in the Museum Schools Room starting at 7.30. For details, see later page.
- May 5-7 Friends demonstrating crafts in the Museum Schools Room. For details, see later page.
- May 12 IWA boat trip from Haw Bridge to Hempsted Bridge passing the site of the National Waterways Festival, £6. Bookings by 18 April to Kay Jennings, 1 Frazer Court, Moorfield St, Hereford, HR4 9JL. (0432 270907)
- 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.
- May 27-8 Friends joining in charity fund-raising Telethon at the Museum. For details, see later page.
- Jun 9 Museum staff and Friends coach trip to the Basingstoke Canal to see their steam dredger in action. For details, see enclosure.
- Jul 15 IWA coach trip to view the Kennet and Avon Canal and have a boat trip, £6.75. For further details contact Kay Jennings (address above).
- Jul 21-2 Friends helping with the Cranes Weekend at the Museum. For help required, see later page.
- Aug 25-7 Friends helping with the National Waterways Festival. For help required, see later page.

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

Canalway Cavalcade

Libby Bradshaw will be pleased to meet other Friends at the Canalway Cavalcade which she is helping to organise at Little Venice over the bank holiday weekend May 5th to 7th.

Special Events at the Museum

- Apr 13-16 Waterways Albumn. Over the Easter weekend, visitors will be able to put on the costumes of a century ago and pose for the family picture of a lifetime as boat people, lock keepers or engineers.
- May 5-7 Waterways Crafts. Visitors will be able to see the skills and colourful patterns of waterways crafts and have a go at some of them.
- May 13 Engine Rally organised by the Mid-Gloucestershire Engine Preservation Society. About forty petrol and diesel engines will be operating.
- May 20 Steam Dredger Demonstration. No 4 steam dredger will be raising mud from the Barge Arm as she has done since she was built in 1925.
- May 26-8 Ropes Weekend. Ropes, cables, fenders and hammocks will all feature in demonstrations by members of the International Guild of Knot Tyers.
- Jun 3 Steam Crane Demonstration. The steam crane will be transferring loads between a narrow boat and a railway wagon.
- Jun 23-4 Tugs Weekend. The second annual tugs reunion will feature tug games, trips in the docks and a chance to meet the tug crews.

Word is Spreading

Following the appeal in the last Llanthony Log, Friends publicity will be on show at the sixth Delph Locks Walk-a-Boat over the weekend of 12 and 13 May. This annual event is held at the Delph Locks on the Dudley No 1 Canal near Brierley Hill, and there will be boat trips, crafts stalls, childrens funfair, displays and refreshments between 11am and 4pm each day. Further details can be obtained from Stephen Masters at Brierley Hill Library (0384 77457) who says the pubs in the area are a magnet for real ale drinkers.

If anyone else can display Friends publicity, Janet Illingworth-Cooper will be pleased to loan suitable material.

Training Evening for Helpers and Hosts

All those who might be willing to provide occasional help at the Museum by talking to visitors and answering questions are invited to a training evening on Wednesday 25 April starting at 7.30. Tony Conder will outline the administrative and safety aspects of dealing with the public, and then he will show us the latest developments at the Museum. David McDougall will show us the steam crane in operation. Notes will be provided.

We are particularly looking for hosts who will look after organised groups coming to the Museum's Action Evenings on

8 May	6 June	3 July	7 August
16 May	19 June	12 July	

Also required are helpers to look after exhibits during the Cranes Weekend. (See below.)

Help Required for Cranes Weekend

The Museum will be having a spectacular Cranes Weekend on 21-2 July. As well as the cranes normally on the site, it is hoped that the working exhibits will include a Rapier diesel hydraulic crane, a British Waterways floating crane and a big modern crane supplied by Grayston White and Sparrow. The static displays will include a sheerlegs, a Leeds and Liverpool electric crane and an engine crane from Bulls Bridge, and there will be a 'build your own crane' event. The idea is to have several helpers on hand, demonstrating or just talking to visitors about the cranes. (Notes will be provided.) Tony is keen to make this a 'big' show, and there will be lots of publicity.

If you might be able to help, please come along to the training evening on 25 April (see above) or contact Hugh Conway-Jones on Gloucester 619679.

The Work of Angels

The Friends of Gloucester Museums have organised a coach trip to the British Museum on 22nd April to see 'The Work of Angels', an exhibition of masterpieces of Celtic metalwork from 6th-9th centuries AD. If you'd like to join them, call Folk Museum curator Chris Morris on Glo.26487.

Bank Holiday Crafts Weekend

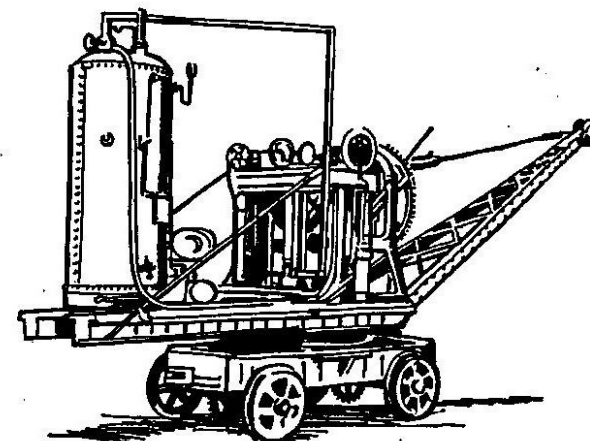
The Friends have been invited by the Museum to hold a crafts weekend on 5th, 6th and 7th May when many bank holiday visitors will be coming to the Museum. We want to put on a good show of exhibits of all types of crafts and to have people working there, demonstrating their work and having a chat with the public.

Those who have done this before will tell you that it is very enjoyable and that great interest is taken in what can be produced by hand. The chance for visitors to talk to people with similar interests seems to be a big attraction for the Museum.

We need good support from the craftsmen and craftswomen among the Friends to cover the three day event and to have changes throughout the weekend. So please contact Peter Wallace on Gloucester 24686 and let us know when you could come and for how long: a morning, an afternoon, one day, two days or three days. Any type of handicraft is suitable as well as those directly related to waterways. This event is where the Friends can really contribute well to the life of the Museum.

Peter Wallace.

Steam Crane
Drivers Wanted



The Museum's 1880s steam crane is due to be in operation on several weekends during this summer lifting loads between a boat and a railway wagon, and more volunteers are needed to help work it. Full training will be provided, and the only qualification needed is a willingness to get dirty. For an introduction to what is involved, come to the training evening on 25 April, preferably contacting David McDougall at the Museum in advance.

"The Gloucester Dredger"

This is the title of a booklet now on sale in the Museum shop about SND No.4. It has been compiled by Richard Trelfa, mainly from conversations with ex-crew members, and it is intended to meet a demand for "Take-Away" information. This first edition has been produced in small numbers to test the market. It is aimed at the whole age range of reader, but its price of 50p is based on the knowledge that a lot of hands come to the Museum clutching a £1 coin. Hopefully, school projects will develop from the information contained in the booklet, and even the presentation of the next edition could itself be a project. Certainly the photographs would benefit from a better reproduction method, but we believe the author has met his aim of presenting our dredger, not just as a piece of machinery, but also as a part of the the lives of those who worked on her. Profit from the sales is to go into the Friend's coffers, so hurry while stocks last!

Annual General Meeting on 22 May

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

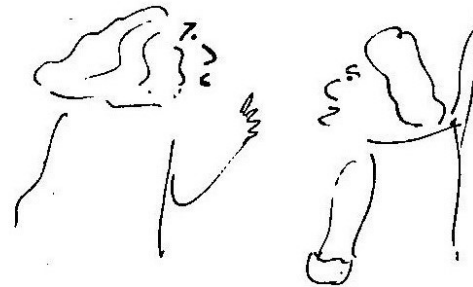
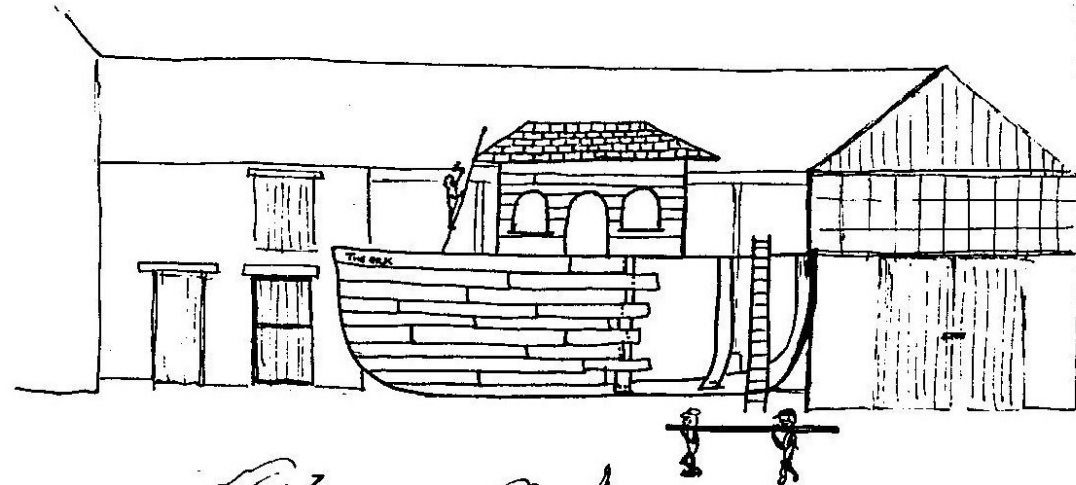
Agenda

1. Minutes of the last AGM.
2. Report from the Committee (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.

Following the AGM, Tony Conder and David McDougall will give a talk about the Friends at work - entitled Restoration Comedy.

Museum Survives Gales and Floods



OF COURSE IT WAS
GOING TO BE A SEVERN TROW
TILL DAVE'S VOLUNTEERS
SAW THE LONG RANGE
WEATHER FORECAST.

The recent spell of appalling weather and its treatment in the media prompted many phone calls to the Museum asking if they were flooded. In fact it was the gales that caused more concern to the Museum as some of the slates and ridge tiles were blown off and the public had to be stopped from going out on to the quay. Staff on patrol were issued with hard hats in case of further missiles, and this led to protests from the female staff who found there weren't any for them!

The floods were actually a benefit to the Museum, as large numbers of people came to view the amazing spectacle, and many called in at the Museum while they were in the vicinity. At its peak, the River Severn was two feet above the level of the docks and the canal, but the flood gates at the lock kept the water out and no harm was done. The nearby meadows, where the National Waterways Festival is due to be held in August, were under several feet of water, and the crowds of sightseers were entertained at times by an intrepid windsurfer and someone on a jet-ski.

FRIENDS SUPPORTING ITV TELETHON

Central Television's charity spectacular will be based in Gloucester Docks this year over the Spring Bank Holiday week-end. The transmission will last from 7pm on Sunday 27th May to 10pm on Monday 28th. That is a total of 27 hours of broadcasting, interrupted only by the News. Anybody who can think of a fund raising event to take place at 2am on Monday is almost guaranteed a television appearance!

The Guild of Knot Tiers is due to be at the Museum over the weekend and may well be producing a rope made out of toilet paper. We assume this has not been attempted before and whatever length results must be the world's longest!

Richard Trelfa has a plan for No.4 steam dredger to dredge plastic ducks. They will be poured in to the buckets at deck level so that they rise up in the buckets to the top of the tower and then cascade down the chute on to the quayside. The ducks will be numbered and the one nearest the centre of an archery type target on the quay will be declared the winner on each run. About six runs are planned between 10am and 5pm on the Monday. Since the ducks are plastic, they will require help to get from the quay back to the buckets so assistance on the day will be appreciated. Also, there will be tickets of duck numbers to sell in the weeks before the event and on the day itself. Views of the dredger handling plastic ducks should make good TV and generate interest in the Museum over the Central Region. We may even be selling genuine dredged ducks "as seen on TV", after the event. All the money will go to the Telethon mountain for distribution to Gloucestershire charities. Please contact Richard on Gloucester 304116 if you would like to help on the day.

Special Appeal for 1990

Following the success of the special appeal for 1989 which raised the money to pay for the video of the Fielding engine restoration, the Committee has decided that the 1990 appeal should be for interactive features in the boat and engine gallery on Level 1. This gallery has largely static exhibits, and the introduction of things for visitors to operate will add considerably to the interest. The plan is to provide the software for a computer controlled video which will help visitors find out about boat design. Also it is intended to provide two-dimensional models for children to operate showing how engines work. To pay for these, the aim is to raise £900 during the year, and Friends will be asked to make a donation at the time they renew their subscriptions.

Hello Old Fruit

Says Alan Drevett

Mid February saw the arrival of a 12 ton fruit van at the Museum. B755715 was built for British Railways in 1952 at Wolverton, the former carriage and wagon works of the London and North Western Railway. It has a mixture of old and modern features. The body sides and doors are made of planks, despite the contemporary trend towards the use of ply-wood due to post-war timber shortages. It's ends though, are corrugated steel with downward-facing ventilators. Ventilation was necessary to keep perishable fruit in good condition, although B755715 has no more air flow provision than most other covered vans of the period. In contrast, some of the ply-wood vans of the 1950s had four extra scoop ventilators placed low down on their body sides. Thus, despite its modern vacuum brakes for high speed travel, the Museum's new exhibit was just as suitable for carrying chocolate crumb or cement as strawberries.

During the 1960s, much railway fruit traffic was lost to road haulage. At the same time, British Rail began replacing its stock of covered vans with metal-bodied long-wheelbase vehicles fitted with air brakes. These also had wide opening doors so that fork-lift trucks could rapidly load goods on pallets. Traditionally, loading and unloading had been done by human strength - one sack at a time.

Facing obsolescence, B755715 became a tool storage van; first for the Chief Signals and Telecommunications Engineer at Crewe and then at Bescot yard near Walsall - hence it's 'D' (for Departmental) prefix and 'ZDV' computer coding. Despite an eventful 38-year life, the van is in quite good condition although it does need some replacement planks. Anyone for carpentry?

Will it Float?

By the time this newsletter is distributed, an attempt will have been made to float off the concrete barge that has been on the bank of the estuary at Purton since 1963. During March, the mud remaining in the barge will be removed, hatch covers will be fitted and the holes in the stern will be repaired to make the vessel water-tight. As the tide rises on the 28 March, a tug will be standing by and an attempt will be made to drag the barge off the foreshore. If it is successful, the barge will be towed round to Sharpness and then brought up the canal to Gloucester to become a Museum exhibit and to be used for storage.

COMING SOON....AT A MUSEUM NEAR YOU!!!!

Marilyn McDougall, Education Officer at the Museum, tells how she came to write two guidebooks.

A discussion (a fait accompli, more like!) which took place when Level 3 of the Museum was only a 'twinkle in the curatorial eye.

'O.K. Tony, So it's my job to get the guidebook, sorry, guidebooks, did you say, written then?!!!!'

'Well, if you don't no-one else will have time to.'

'O.K., right, fine!!!!' (Thinks: Where on earth do you start? - or less polite words to that effect!)

The above reference to guides (plural!) refers to the decision to produce two museum publications - one mainly for the adult visitor and an activity booklet for families with children (which would also be useful in providing teachers with information, illustrations and ideas for visits with pupils.)

We were never in any doubt that there was a need for a printed guide to the Museum. Many people had expressed an opinion on the matter and many a time the Visitor Services Assistants (there's a mouthful for you!) who work in the shop area had explained to the public that as the Museum was incomplete it was neither practical nor economically viable to produce printed material in large runs at considerable expense. (Actually what I suspect they probably said was a much more palatable, 'I'm terribly sorry but we don't have any at the moment because there's another floor of displays yet to come.')

Now began the serious work. I ploughed through guides to farming museums, motored through transport guides, empathised with brochures for social history collections and prayed over ecclesiastical souvenir booklets in order to find out what other attractions were offering to their visitors.

It seemed that the basic requirements for the NWM publication were:

Lots of photographs from the Museum displays

A brief history of the inland waterways as told in the Museum

A story which follows the route of the displays but is not the 'On your left you will see' type.

Clear graphics/readable text

Full colour printing

A4 format (something between A5 and A4 was originally considered)

Good value in both financial and educational terms

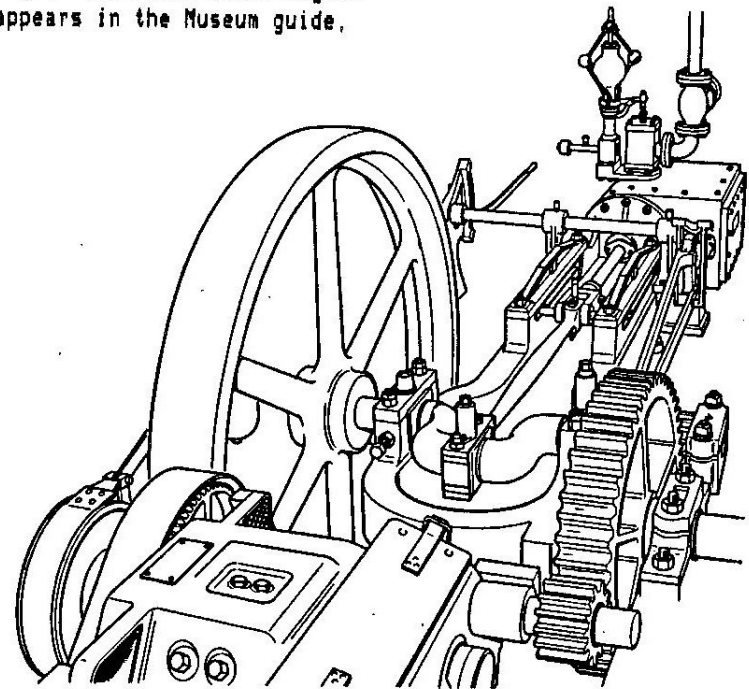
Brief details of facilities to be included

A site plan (further discussions brought the conclusion that this would be provided elsewhere)

After much deliberation, perusal of hoards of photographs, chats with various members of staff to pick their brains(!) and nights spent dreaming of type faces, four-colour separation processes and spelling mistakes, my overworked word processor managed to produce the text, captions and instructions to the designer. Oh yes, I forgot to mention actually choosing a designer, getting quotes from printers, etc, etc, etc. (The designer is Nigel Raynsford of Design Projects, Avening.)

I, and various others to whom I am grateful - let it be recorded! - have proof read the text and commented upon the design, and now both the guidebooks really are at the printer's. Who knows, by the time this edition of Llanthony Log is back from the printers, the Museum could have two new publications on its shelves.

A drawing of the Foden steam engine which appears in the Museum guide.



ON THE KELLOGS RUN by Josephine Jeremiah.

Moored up at Nantwich over a rare wet weekend during the summer of 1989, I recorded a conversation with a boatowner who told me about his life 'on the Kellogg's run' in the early 1950s. Arthur worked on the barges owned by the Bridgewater Canal Company which carried grain from Liverpool to the Kellogg's mill in Manchester. One of these vessels was Paradine, a steel motor barge with a 68hp Gardner engine, which was capable of carrying 80 tons. I heard how, at about seven o'clock in the morning, Arthur would go down to the Manchester Docks with his barge.

You could be at the docks, three or four hours, all lined up, waiting for orders and you got no money for that but you daren't leave the boat.

A man would come round with the orders and the destination might be Warrington, which meant aluminium, or Ellesmere Port, for wire. Arthur didn't reckon these two assignments were much good as regards wages. Pay was better on the Kellogg's run, but the trouble with that job was that he was away longer.

On the Kellogg's run your money didn't start until four days later at Liverpool when the American liner put that chute over your bows and the corn started flowing. So, you've got four days of wet weather, four days of living on your boat, just you and the skipper.

Arthur went on to say how the barges, when they were loaded, were only about four inches above the water line. All the seagulls would be swooping down to eat the grain as the cargo was open until he and the skipper lifted the heavy covers over.

It's rough on the Mersey. You had to tie two abreast because in those days there was a lot of traffic, coasters and merchant ships, and they'd draw you on the propellers.

There were no set times for the job so the barge could reach Kellogg's at any time.

You could be loading in Liverpool, say, at one or two in the morning. Then when you got to Kellogg's you started queueing with all the other barges to unload at two or three in the morning. You never knew.

The wages Arthur received on the Kellogg's run seem paltry compared with those of today.

Now, what you got for all that for one week was £12. It was rough and you were eating rough. You didn't get any money allowed for food. You had no clothing issued - if you didn't have a coat, that was it. I had to take my wages up to my mother's, plus keep myself on the boat. I remember landing in Liverpool, once, with just a half-a-crown in my pocket. I had no bread, no tea and no sugar.

However, the only bad thing about the Kellogg's run, Arthur remembered, was the dust.

You were always covered in corn dust, my jerseys would be thick with it. In these days they'd give you masks.

Arthur did this job for three or four years. Then he went on to dredging on the Bridgewater Canal which was a lot cleaner. He didn't live aboard and he had a set time for finishing.

But it was better on the barge - more fun. You had a good gang of fellows and we'd all be tied up, waiting to go into a certain dock at Liverpool, or maybe waiting on the dockside at Manchester, and we'd all know each other.

In the late fifties Arthur was paid £9 a week for dredging and although he was out in all weathers, he enjoyed the work. He was getting fed up of living in digs which took up £3, a large slice of his money, so one day when he saw a pleasure boat on the canal, he thought about living afloat again.

A firm called Southern's was packing up and selling all their narrowboats. Now, there were eight wooden narrowboats tied up at Castlefields. Some had engines in, some were butty boats.

Arthur went into the office at Southern's and asked the owner how much were the narrowboats. The answer was, 'Well, go and pick one. I'll let you know when you've picked one.'

Looking for a vessel that was well caulked, Arthur picked a butty boat called Doris, for which Mr. Southern asked £60. The only problem was Arthur did not have enough money.

I turned to him and said, 'Can I have it on the weekly?' He said, 'You cheeky bugger, Arthur! How much deposit are you going to give me?'

'I'll give you a pound,' I said. 'All right,' he said. Not many would have done that!

It was January when Arthur pulled the butty from Castlefields to Stretford. The ropes were stuck to his hands with frost.

As I was passing the power station, there were all the boats full of coal, it was packed with boats ready to be unloaded on Monday. I was lucky to get through.

There was nothing in the cabin but a stove, a folding down table and a side bed on which Arthur slept, without a mattress. His only utensils were a spoon and a brew can. He had lived there for about six months when one night, as he was sitting out, a man from London came walking along and offered him £80 for the butty which Arthur accepted on the spot.

In retrospect, reflecting on the prices of boats today, Arthur wished he had put the butty into cold storage. However, the money was put to good use. Seeing an advertisement for ex-military pontoons, he spent £20 on one and paid another couple of pounds to have it brought by lorry to the canal and craned in. It took Arthur two years to build it up into a houseboat with a cabin made of cedar wood. He lived on it for five years before selling it for £350 in the early sixties.

My encounter with Arthur and his sheepdog Fly was brief but memorable. As we parted and my boat glided away homewards, he called out that there were many things he could have told me about life on the canals. Perhaps we'll meet again on our travels. Arthur was looking for a mooring on the Shroppie, I hope he found it before winter set in.

Dredger Picture

Waterways artist Wallace Spence has donated a water-coloured drawing of SND No 4, which is now hanging in the captain's cabin. It is hoped that it will be joined by other illustrations of the dredger and its equipment in due course.

Help Needed for Museum Publicity and Education Departments

Assistance is required to aid and abet known street-walker and office heckler! Weekly or occasional help as and when available. Close to town centre, easy parking, all facilities on site, good conditions of work. For further information on these positions, Clare and Marilyn would be only too pleased to hear from you.

Why Blame it on the Greenhouse Effect?

There is nothing new about gales and floods in the Severn Valley. Pam Daw found the following account in the Gloucester Journal of Monday December 18th 1786.

'The late tempestuous weather has been the cause of great losses and distress to many worthy individuals. Four vessels at anchor in Slime Road Bay, near the Old Passage were unable to weather the storm on Sunday night the 10th instant. The waves ran so high that the vessels filled with water.

'A trow belonging to Mr. James, a farmer at Elmore, loaded with barley, great part of it in bulk, was sunk and the grain lost. Owner Oakes of Brosely, Owner Wheelright of Bridgnorth, and Owner Edwards of Bewdley had each of them a trow sunk, but as the vessels were loaded with iron, there was no great damage sustained, as they were cleared of the water when the tide went out. The men saved their lives during the storm by climbing up the shrouds and retreating to the round tops. Two such boisterous nights as Sunday and Wednesday have been rarely known.'

The Great Flood of 1852

Prompted by the recent Severn floods, Hugh Conway-Jones has provided these extracts from the Gloucester Journal of 20 November 1852.

On Saturday night and Sunday morning, the workmen under the employ of the various merchants at the docks were busily removing the grain lying in the vaults at the warehouses to the upper stories, as the water had found its way amongst it. A fire-engine was brought to pump the water out of the vaults, but this proved ineffectual as it flowed in again during the night. As the under-stories in all the warehouses situated on the side of the basin nearest the Severn have been inundated, the merchants will be heavy sufferers, as several hundred quarters of grain, consisting of maize, linseed, barley, oats and beans, have been almost spoiled; at least have been rendered completely unfit for human food.

On Monday, the flood attained its highest elevation, having risen to 22ft 7in on the sill of the lock (7.4m above the present sill). At Salmon Court by the Quay, and at Dockham, the water was seven or eight feet deep, in many cases being nearly up to the top of the street door, and half way up the stairs of the houses.

The water also rose nearly 18 inches above the level of the embankment of the South Wales Railway, and a curious scene was presented when the trains dashed through the encroaching element, scattering it on each side in a heavy spray. As the water had risen above the crown of the railway arches on the City Ham, fears began to be entertained that the pressure might fracture or sweep them away, and it was deemed prudent, in order to ensure safety, to send a pilot engine previous to the arrival of the up and down trains to ascertain whether the line was in a condition to admit of their proceeding.

On Monday morning, the river was quite three feet above that of the canal, and every precaution was taken to prevent the river-water overflowing into the basin. The stop gate at the entrance of the locks had been previously closed, and a 'stank' of clay was placed against the bottom of the railings at the dry dock, as the water there had overflowed the road at the back of them. The water, however, found its way into the canal by a culvert which runs under the canal, and thus inundated the meadows on the opposite side. The extensive works of Mr Eassie were brought to a stand, as all his steam saw-mills and yard were inundated to considerable depth, and the timber floated about the yard. The canal company were obliged to open the 'lashers' in the lock gates at Sharpness Point and the flood water was carried off as quickly as it came in.

FINDING OUT

Hugh Conway-Jones summarises the topics discussed at the recent research meeting.

Lawrence Arnall talked about how he has prepared a guide to the River Severn and the Sharpness Canal for boaters and walkers. This is based on experience of walking the tow-paths and cruising the waterways in Wally Simpson's boat, and it includes local knowledge from Terry Dellbridge and historical information from Hugh Conway-Jones. Using a desk-top publisher program, Lawrence prepared a draft leaflet including a strip map, and this has been taken up by the organisers of the National Waterways Festival in August who are going to publish a special version in time for the festival.

Alan Bailey showed slides of the dredgers used in the construction of the Manchester Ship Canal. As well as discharging mud to the hopper barges either side, they also had a long chute for discharging to a barge at the stern. Alan also showed other features of this great project and reminded us that the canal's engineer, Edward Leader Williams, had formerly been engineer to the Severn Commission.

Hugh Conway-Jones showed the information on local canal boats transcribed by Mary Megan and others, and he appealed for more volunteers to help type the information into the Museum's computer.

Evelyn Christmas described her research into the firms and individuals who operated boats on the river in the early nineteenth century. She noted how the opening of the ship canal induced owners to move from up river towns and establish bases in Gloucester.

Pam Daw described her search for information on the trow Happy go Lucky that had belonged to her husband's family. The early history of the vessel is well documented, but it took much searching to find information on its fate.

Peter Wallace talked about the design and construction of Severn trows and barges. With the help of contemporary pictures, Peter has worked out many details of construction, and he brought along some models to illustrate how designs evolved during the nineteenth century.

Finally, David McDougall showed some slides of the construction of the trow Sabrina on the river bank just below Westgate Bridge and of a larger vessel about to be launched near to the Black Bridge.

HEMPSTED (WATERSHIP) DOWN

Peter the Shire horse has a new home. The City Council had lent him a field on Alney Island but this inclined to be muddy. He does like a roll in mud. He probably also enjoyed the intensive two hour grooming necessary after a good roll, but Jane Savery was soon beginning to think of pastures new. Also the walloping she was having to deal out to get off the thick mud was causing some visitors to believe the poor old horse was being mal-treated! The turning point finally came when the River Severn claimed the field. Then Jane was having to ride Peter seven miles to her home and back to give him his rest days.

Fortunately a hundred rabbits and a pair of kingfishers knew of a field well above flood level in Hempsted fifteen minutes stroll away from the Museum. Although the field is about the same area as the Main Dock, it is surrounded by untamed hedges and is therefore hidden from the adjacent Canal and the nearest houses, which are in any case a quarter of a mile away. There is a hay stack in the middle of the field, and Jane was concerned that Peter might consider it to be a packed lunch, but it was found to be wet and he prefers dry fodder.

The definition of a batchelor used to be one who travelled to work from a different direction each morning but we can assure you that in Peter's case only a change of field is involved. If you want to know where the field is you had better ask the rabbits. They are only telling their Friend's

Mud

Steam Boats to Visit Museum

The Steamboat Association of Great Britain will be holding a regatta on the Sharpness Canal over the late May bank holiday weekend, and they will be visiting the Museum. Up to thirty steamboats are expected to set off from Lower Lode on the Saturday and pass through the docks to spend the night at the Pilot Inn, Hardwicke. On Sunday, they will visit Sharpness and return to the Pilot for a second night. Finally on Monday, they will steam up to Gloucester, visit the Museum and then return to Tewkesbury on the early afternoon flood tide.

The vessels vary from large sea-going and river craft to small open boats only 9 ft long. One dates back to 1895. Several are owned locally, while others will be brought to Tewkesbury by trailer or navigated along the canals. They should make an interesting sight arriving in the docks on Monday morning.

VOLUNTEERS WANTED

Volunteers are wanted to help with a wide range of jobs over the August bank holiday weekend. Over 470 boats have booked their places, and most of the covered space in the trade show has been taken. If you can spare some time over the period of the festival and you haven't already volunteered, please get in touch with John Cook on 0272 730129 or Hugh Conway-Jones on 0452 619679 indicating which of the following you would be willing to help with and for how long.

Museum Helper. Mixing with the visitors at the Museum over the weekend, making them feel welcome and answering questions.

Quay Marshall. Helping boats moor temporarily on the riverside Quay as they approach Gloucester Lock during the week before the Festival.

Site Worker. Helping to prepare the site before the Festival and tidy up afterwards.

Steerer. Operating one of the water-buses that will ferry people between the boat moorings on the canal and the Festival site.

Newsletter Production. Gathering news and preparing a daily newsletter over the weekend.

Newsletter Distribution. Delivering the newsletter to boaters, campers and exhibitors early each day.

General Assistant. Assisting members of the management team, answering phones, taking messages, etc.

Gatekeeper. Selling tickets and checking passes at the gates over the weekend (in 2 hour shifts).

Brochure Seller. Selling the Festival brochures that provide information about the Festival and what is happening.

Car Park Staff. Helping visitors to park neatly.

Public Address Announcer. Keeping the visitors informed.



FRIENDS PHOTO COMPETITION

Theme: Britain's Inland Waterways

We are launching our first photo competition with attractive prizes to encourage you to go out and capture the essence of our inland waterways on film.

The competition is open only to Friends, and your entries, which should be colour prints in the usual 4" x 6" size, must have been taken during 1990.

Category A: Friends 17 years of age and under on 1 Sept 1990.
Category B: Friends 18 years of age and over on 1 Sept 1990.

Entries must be sent to Janet Illingworth-Cooper to arrive no later than 1 September 1990. Each participant is limited to three entries in his or her category, and the prints must be accompanied by the official entry form (or a copy thereof) which is enclosed in this issue of Llanthony Log.

The judges will be Tony Conder and probably a representative from British Waterways and a practicing photographer (the other names will be announced in the next issue of Llanthony Log).

The prizes in each category will be:

First prize£25
Runner up One annual subscription to the Friends

Winning competitors must agree to appear in publicity photographs and to allow the Friends to use their photographs for publicity purposes, although copyright will remain with the photographer.

No correspondence can be entered into with competitors and no responsibility for entries lost or damaged in the post can be accepted.

Entrants who wish to have their photographs returned must enclose a stamped self-addressed envelope.

Winners will be notified by the end of November and their names will appear in the December issue of Llanthony Log. An exhibition of selected entries is planned for early 1991 at the Museum.