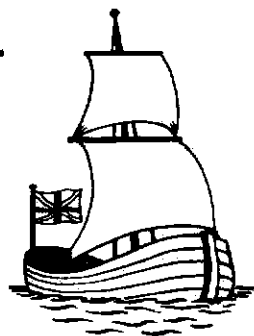


THE TROW

The Official Magazine for members of
the Canal Trust



*Stroudwater, Thames & Severn
Canal Trust Limited*

10 p.

No. 14

June 1976



This issue sees the inclusion of the annual accounts of the Trust, and other matters relating thereto. In consequence, some of our regular items have been "crowded out" or curtailed, and perhaps I may touch briefly on these here.

The inclusion of photographs was a great success, but in view of the cost we cannot repeat this in every issue. I hope, however, that our new cover design will appeal to readers. It is hoped also that our Canal History Booklet will be ready by the time we despatch this issue, and I acknowledge receipt here of remittances received from numerous members and others.

If your copy is not enclosed with this issue, it will be forwarded as soon as possible. We still have some Paddle Steamer Prints for sale, details as in our March issue, at 60p each, with a special reduced price of £2.75 for the complete set of five.

The Trow Group continues to receive encouraging letters of support, but to date no large donations have been forthcoming! I gather there is still a possibility of acquiring a vessel, but I can give no more details for the present. In the meantime, my thanks to all who have written with photographs, details and offers of financial and practical help. I have not been able to answer all letters, but trust you will accept this as a collective acknowledgment.

We are investigating ways and means of despatching the magazine by hand in certain areas, in order to save exorbitant postage costs. If your copy is delivered by carrier pigeon, husky dog, Wells Fargo or even dropped by Concord, please bear with us - so far we have had few complaints of non-delivery, and trust we shall keep up our good record.

Trow Editor: R.O.Nott, Lynfield, Frome Park Road, Stroud, Glos.



JMS

Tunnel House, Coates

Chairman's Report



Things are really beginning to move at last on the Trust. Firstly, we hope to start work at Coates, rebuilding the whole of the Georgian tunnel portal back to its original condition. This means employing professional masons to carefully remove the majority of the stonework and stabilise the ground behind the blocks, which at the moment is on the verge of collapse. Then to carefully and patiently rebuild each stone back to its "as new" condition. To help offset the cost we have received generous donations from the Langtree Trust and the Pilgrim Trust, although we are still open to receive donations to guarantee completion of the work.

Secondly, we have been successful in an application under the Government Job Creation Scheme to employ 20 persons (note sex equality!) full-time for 26 weeks. In the main these will be school leavers who are still looking for work, and our job will be to give them creative work and prepare them for a career in the outside world by the end of the period. It is hoped the work on the canal will be supplemented with a day release course in bricklaying, carpentry or other skills needed for the furtherance of their careers. We are absolutely delighted that we are able to contribute to the locality in this way by providing creative employment. The canal work is a long-term ongoing project, and although we would prefer such an improvement in employment as not to require such schemes, the work will contribute to the nation as a whole by providing the return of this canal. It is a little unfair, writing this on the summit of the Oxford Canal, to emphasise the need for more water in Britain, but each year the situation gets worse as we consume more and more water, yet apparently do little to make up the deficit. Nationally, I feel there is a lot to be said for the Grand Contour Canal, but the experts say simply "Can't be done." Fine, but all the clever chaps who say this never give an alternative. Locally, I am still firmly behind using the Thames and Severn and Stroud-water as a reservoir to serve local needs. Thirty-five miles of water the width of the county would meet the demands of agriculture and canalside industry if nothing else.

In recent weeks we have been studying the Green Paper on water resources in England and Wales and some of its features are very good. It has long been thought that canal ownership in Britain was a mess, and although some canals have been brought under public ownership, many are still privately owned, meaning differing standards in maintenance, from excellence to dereliction. What I feel we must ensure is that the Waterway movement, which has spearheaded restoration and extension of navigations in Britain, should maintain its position rather than allow the waterways to all come under a vast Government Department which has no means of the public approaching it whatsoever. With about 14 different navigation authorities at the moment and some several hundred owners something has to be done by Central Government. If we are to have a sensible waterway system in Britain then planning has to take place, and soon.

This quarter will see the Annual General Meeting of the Trust, when all of the Committee will be elected, hopefully evening-up the balance between east and west, so please do not hide your talents under a bushel or anything else - we desperately need more people to help expand our activities. Basically, people are required who are able to think for themselves, make sensible decisions and delegate responsibility to those who only come to work.

The Sponsored Walk was once again a success, although next year we hope to change the route to stimulate interest in another section of canal along which a public footpath exists. Unfortunately it is no longer possible to walk from Framilode to Lechlade as previous generations did. However, our grateful thanks to all who did so much to ensure the Walk's success and to those who walked and who generously paid up their sponsor money.

Finally, we enter the silly season for working parties, with people turning up for many pleasant evenings' work yet failing on a Sunday, and this year, with the Working Party Organiser's post vacant, please ensure you know what is being done on site, and that you continue the work if working alone.

Regrettably, our Landowner Liaison Officer, Neil MacDonald, has been forced to retire under increased pressure of work. Neil finds the demands of the Trust are too much to achieve the results he hoped for. His job was truly difficult at best in diplomatically approaching all the owners of the canal and asking for their co-operation with our scheme. His success was considerable, and if anyone would like to take on this work please contact us at once. Thank you, Neil!

This year's Summer Barbecue, always a very pleasant evening, will be held at "Acre Mead", Ryalls Lane, Cambridge. Please try and come - details elsewhere in this issue.

MIKE AYLAND.

We are delighted to hear that the firm of Compair Ltd have given Waterway Recovery Group a new air compressor. Apparently the conversation went something like this:- "Good afternoon, Mr. Palmer. How would you like a new air compressor?" G.K.P:- "Thank you, Sir (He calls people he likes 'Sir'), if you look out of your window you will see a red Transit Van backing into your yard".

B.C.N.FULL? The Automobile Association report that people are now dumping old cookers, bedsteads and other rubbish on Motorways. This must mean that the Birmingham Canal Navigations are full to capacity.

Social Section

KENNET & AVON TRIP - SATURDAY 26th JUNE

As promised in the last issue, here are the details of the coach and boat trip to the Kennet & Avon Canal. This promises to be a really memorable day, giving a look back to the hey-day of the canal system, including a horse-drawn boat trip and a chance to see the oldest beam engine working.

The programme is as follows:-

- 12.00 Coach leaves from London Road Car Park, Stroud.
- 12.30 Coach stops at Police Station, Forum Car Park, Cirencester.
- 12.50 Coach stops at Poultry Farm, Hyde Road, Upper Stratton, Swindon (just South of junction of A.419 and A.345)
- 1.30 Arrive at Crofton.
- 3.30 Coach leaves Crofton for Kintbury.
- 4.00 to 5.30 Boat trip.
- 6.00 Coach leaves Kintbury for Swindon, Cirencester & Stroud.

At Crofton there is a very pleasant spot to picnic beside the canal. Admission to the pumps, which will be working, is not included in the cost but will be at the group rate.

The boat trip will be on the 'Kennet Valley', a converted working boat which is hauled by the mares Primrose and Princess. The route will be eastwards from Kintbury Lock through Drewetts Lock and return.

The cost of the coach and boat trip is £1.10p for adults and 95p for children under 14. Please book as soon as possible as there are only 53 seats and the last boat trip proved very popular.

Send cheques (made payable to the Stroudwater, Thames and Severn Canal Trust Ltd) with your booking to Tony Bradford (address inside front cover), or Helen Andrews, 8 Shrivensham Road, Highworth, Wilts., Tel. Highworth 762328. Don't forget to include your name and address and telephone number and state whether you wish to board the coach at Stroud, Cirencester or Upper Stratton. Please also enclose a stamped, addressed envelope if you want a receipt.

TONY BRADFORD.

CULINARY CORNER.

Extract from "English Cheeses of the South & West" by John Arlott, published by Harrap. Describing Gloucester Cheeses, the author says "Traditionally it was never coloured artificially: the Double was of the colour of Guernsey milk, the Single slightly lighter. It seems that the Berkeley cheese-makers met the requests of the dealers to colour their cheeses for the London market, but they never did so for local consumption. At one period, too, they exhibited a precocious sense of publicity in daubing red paint on the outside of their great, grindstone-shaped cheeses before dispatching them by barge from Lechlade down the Thames to London

Working Party Report



Working parties have been very successful in the complete clearance of Griffins Mill Lock, where the rebuilding of the far side wall is almost complete. Work for the coming quarter will be to repair the bad brickwork in Bowbridge Lock, where vandals have loosened bricks already in a poor condition. Work will then turn to clearing of the Ham Mill Pound, while tipping rights for the spoil are available at R.A.Lister's new site, so - many volunteers, please - every Sunday and Thursday evenings as well.

Vandalism has been particularly heavy on site recently, with daffodils being deliberately thrown in the cut, planks removed from the footbridge over the River Frome, and gates smashed or unhinged. It is extremely well-organised as it never happens whilst we are there, and it is obvious the person or persons know our movements well, but the Trust will prosecute anyone causing wilful damage.

Thursday night working parties will take place between Bowbridge and Ham Mill for the remainder of the summer, so please make every effort to assist.

Painters are required for Jubilee Bridge, please. A simple task to keep this attractive bridge up together. Victorian engineering at its best - each rivet formed into flower petals.

Working parties every Wednesday at the Piggery processing 'Waste Paper' - this means much-needed finance for the Trust. For further details contact Howard Rogerson at Amberley 2412.

It is Trust policy not to name individual members for work done on the waterway (e.g. dumper heroics, bionic legs, etc) - So.....dear Membership Secretary and helpers - thanks for doing a superb job.....Treas.

GLOUCESTER ROWING CLUB

(Contributed by Robin Mounteney, Public Relations Officer, G.R.C., who will be pleased to supply further details if contacted on Stroud 6956).

It is 9.00 a.m. on a spring Sunday morning. The air is fresh, with no wind and the surface of the canal is as still and clear as glass. The trees and bushes are turning a fresh green and are glistening with the morning dew, and all is quiet except for the peal of church bells and the early morning song of the birds as they go about their daily chores.

Suddenly the boathouse on the bank bursts into life. The large sliding door is pushed aside and the high-pitched voice of a young cox shouts "Hands on! Are you ready? Lift!" and 60ft of sleek racing craft is carried bodily out and carefully placed on the water. Eight fit and well-built young men, dedicated to their arduous sport, fasten their blades, climb into the boat and set off on their Sunday morning training session of some two hours duration. Later, joined by other oarsmen in fours, pairs and single sculls, they embark on a hard and often painful training programme as Gloucester Rowing Club prepares for the Regatta season which is about to start.

OWNERSHIP OF THE CANAL

The Trust must point out to members, and the public as well, that it does not own either the Stroudwater or the Thames and Severn Canals, and that all of the sections worked upon are subject to leases or licences through the good offices of the owners, either the County Council or private landowners. The Trust or its agents or members do not work on sections of the canal which are not legally under their control. Any private arrangements made between members and private landowners are not part of any contract with the Trust.

To straighten the record, the Trust acts as a conservation/restoration company to hopefully ensure that future generations reap the benefits of one of Britain's more famous waterways. Without such action we believe large sections of the canal would be lost to the nation very rapidly.

The Stroudwater Canal is in the main part owned by the Company of Proprietors of the Stroudwater Navigation, except for small sections acquired by the British Waterways Board, the Gloucestershire County Council and other private landowners.

The Thames & Severn Canal was owned in its entirety by Gloucestershire County Council, who sold as much of the canal as possible to selected landowners, usually adjacent (we say selected because by no means all applicants were successful). The Trust has found extreme difficulty in clearly identifying the boundaries and records of sale, despite extensive searching of records. The true ownership of some sections of the canal and its environs still today remain doubtful, both to us and, we believe, to the County Council. The Trust has endeavoured to contact all landowners known to them and have appointed one member of the Committee to liaise with the private owners as a full-time job.

Not all the owners see the canal in the light of a wonderful cross-country waterway and we respect that view, but at a time when Central Government are exploring the possibility of taking all waterways under one roof we recommend the strongest possible liaison between all factions of the canal. Unity is strength.

(Continued from Page 8)

Founded in 1846, Gloucester Rowing Club is the fourth oldest rowing club in the country. Originally called the Cygnet Rowing Club, changed to Gloucester Leander, and now competing under its present title, the club is based at Hempstead, Gloucester, on the Gloucester-Sharpness canal. The boathouse was rebuilt in 1953 and the premises are now run by a co-operative of the Gloucester Rowing Club, King's School, Gloucester, and the local education authority. The sharing of expenses and the provision of a boat 'Pool' means that this very expensive sport is now within reach of the local Gloucester schools, who would find it difficult to maintain their school rowing clubs if obliged to provide premises and equipment of their own.

Canals are considered to be excellent training water for oarsmen as all international regattas are now held on still water, canals tending to provide very long stretches of hazard-free water. The Gloucester-Sharpness canal does in fact allow a crew some fifteen miles of uninterrupted progress and many local clubs, themselves limited to only two to five miles of water, are envious of the amount of mileage available to the Gloucester clubs.

Council Members Report

The Council submit their first annual report to the members of the Stroudwater, Thames & Severn Canal Trust Ltd.

Throughout the year the principal activity of the Trust has been the restoration of sections of the Thames-Severn waterway link for the use of the public. Restoration has continued at Bowbridge on the Thames & Severn Canal resulting in a navigable section of canal together with Griffin's Mill Lock nearing completion and ready for re-gating; the Trust leases this section of waterway and towpath from the Gloucestershire County Council.

On the summit level, the King's Reach at Coates has been partly cleared, and a separate fund set up to restore the tunnel portal. Work on this section is by permission of the Earl Bathurst.

No shares were issued by the Trust, and no council members received any remuneration, nor had any financial interest in the Trust. Council members of the Trust for the year have been:-

Michael J. Ayland (Chairman)	Nigel Roe
Beryl A. Ayland	John H. Stephens
David Elliott	Robert J. Paget
Howard Rogerson	Philip J. Holland, C.Eng., B.Sc., M.I.C.E.

Mrs. B. Ayland is the company secretary, and the registered office is 'Riverside', Pridding, Saul, Glos.

During the year a branch committee has operated at Cirencester under instruction from the Council for supervision and organising of work at Coates.

At the first annual general meeting all the council members retire and are eligible for re-election, however Beryl Ayland, Robert Paget and Nigel Roe do not seek re-election but will carry on with their duties as long as the council requires.

Nominations should be received at the registered office not less than 48 hours before the A.G.M. On election the council will allocate their respective roles, including a general secretary, and will form the sub-committees and branches at their discretion.

By order of the Trust Council,

R.J. PAGET.

ANNUAL GENERAL MEETING

Notice is hereby given of the First Annual General Meeting of the Stroudwater, Thames & Severn Canal Trust Ltd to be held at 7.30 p.m. on Saturday, 31st July, 1976, at the Skittle Alley, Tunnel House, Coates, Glos.

AGENDA

1. Auditor's Report.
2. Appointment of Auditor.
3. Election of Council Members.

A member entitled to vote may appoint a proxy who need not also be a member.

B. AYLAND, Secretary.
1st June 1976

* A film/slide show on waterways will follow the A.G.M.

STROUDWATER, THAMES & SEVERN CANAL TRUST LTD

Income and Expenditure Account for the period 16th April 1975 to 31st March 1976

Membership Subscriptions		904
Donations	2320	
Less Appeal Expenditure	<u>528</u>	1792
Specific Donations to Coates Tunnel Portal		2005
Proceeds of fund raising		2399
Interest received		80
		<u>£ 7180</u>

"Trow" magazine printing and distributions		339
Postages and stationery		433
Rents and insurances		35
Motor lorry expenses		173
Materials for work on canal		2130
Professional Survey of Thames-Severn link (Note 2)		1000
Depreciation of fixed assets		502
Formation expenses		329
Excess of income over expenditure		
(Appropriated to General Fund)	234	
(Appropriated to Coates Tunnel Portal Fund)	<u>2005</u>	<u>2239</u>
		<u>£ 7180</u>

BALANCE SHEET - 31st MARCH 1976

<u>Fixed Assets</u> (Note 1)	
Machinery and equipment - cost during year	502
Less Depreciation	<u>502</u>

Current Assets

Cash at Bank - Current Accounts	201
- Deposit Account	1791
- Deposit Coates Portal Fund	2005
- In hand	10
Sundry Debtors and payments in advance	410
Stocks at cost	<u>443 4860</u>

Less: Current Liabilities

Sundry Creditors	1264
<u>NET ASSETS</u>	<u>£ 3596</u>

Represented by:

General Fund

Fund of Assets taken over from Stroudwater Canal Society on incorporation	1357
Add Excess of Income over Expenditure	<u>234</u>
	1591
<u>Coates Tunnel Portal Fund - balance</u>	<u>2005</u>
	<u>£ 3596</u>

NOTES

1. FIXED ASSETS. Equipment purchased during the year consisted of second-hand machinery and it is the Council's policy to write off such items fully in the year of purchase.
2. PROFESSIONAL SURVEY. The charge in the income and expenditure account represents an interim payment and a further £1000 has been contracted for but not provided for in these accounts.
3. The liability of members is limited by guarantee - such amount as may be required not exceeding £1 per member.

M. J. AYLAND }
R. J. PAGET } Council Members

REPORT OF THE AUDITORS TO THE MEMBERS OF THE STROUDWATER-THAMES AND SEVERN CANAL TRUST LTD

We have examined the above Balance Sheet and annexed Income and Expenditure Account and report that in our opinion they give a true and fair view of the state of the Trust's affairs at 31st March 1976 and of the excess of income over expenditure for the period ended on that date and comply with the Companies Acts 1948 and 1967.

A. G. SLINGSBY & Co.
Chartered Accountants.

52 London Road, Stroud.
19th May 1976.

6X's

More canals have been rebuilt over bar counters than anywhere else in the country, and with Tunnel House serving 6X's, bigger and better canals can be built even faster. Take this old Stroudwater, Thames & Severn for example.

"Well, it doesn't open up much until Saul Junction, where it's been widened to take the coasters using the Gloucester-Sharpness up through the new hydraulic Walk Bridge to Whitminster Dock, takes eight coasters at a time". "Well, it was only sense, wasn't it, having a port on the Sharpness level but right next to the Motorway and now it has a rail link to Standish it's bound to succeed".

"Just as Ladyline's new marina at Stonehouse is. You can cruise past on Tony Jones' Stonehouse Packet and see the boats, row after row, nicely landscaped by the trees alongside. Must admit, though, that Waterway Recovery Group office block at the top of Dudbridge Hill is a bit obvious - they've come on well since Wentworth Court, though. Red paint gets you noticed, I always say". "Sharp contrast to the old Stroudwater offices at Wallbridge, though, but I'm glad the Company got them back."

"Well, it's tradition, isn't it, like selling coal over Brimscombe wharf again." "Surprised me that Benson's have started shipping again - cheapest way, they told me, won 'em stacks of orders and with barges alongside they can load them inside the works." "Is that right Bill Joy moored in their despatch section one night when it was raining and almost got a load for Italy on his Noddy Boat?"

"Glad they didn't muck the Chalford Valley about, but it stinks of garlic since we've been in the Common Market." "They say on a quiet night you can hear the water rushing uphill above Whitehall Bridge." "Well, a million gallons and more of water going into the Thames from the Severn's bound to complain a bit but the old T & S was the shortest lowest route, because its downhill all the way from Daneway." "With all that water going east it makes legging through the Tunnel a pleasure one way, but they puff a bit coming back, especially the WI's."

"There's a new firm called Cirencester Cruises now." "Yeah, that's right, operates new hire boats down the Cirencester Arm." "Never thought I'd see the day." "They don't half get mixed up with the working boat, though." "Yes, that's right, cement all the way to Cerney Wick." "Well, they had the gravel and the water so only needed a few boatloads of cement to make up anything concrete." "Gets the cement off the Oxford up the Thames and into the water park - got their own wharves now. In fact, the old T & S is getting worked full time everywhere now." "So let's have another pint, Sid, and we'll start on the Wilts & Berks!"



Membership

Some of you may have noticed that your Trow envelope is no longer addressed by hand. This is because we now have an Addresserette which saves me from the laborious task of writing over 800 envelopes by hand for each edition of the Trow. Every member will now have his name and address on a stencil which can be used for all future envelopes. The typing of the stencils is a very time-consuming job and has been undertaken by Mrs. Enid Garrod. I would like to thank her, on behalf of us all, for the tremendous effort she is making to help me with our ever-increasing Membership work.



On March 30th last, John and I spent a most enjoyable evening with Mr & Mrs Owen Bryce on board their narrowboat "Bix", which was then moored on the Gloucester & Sharpness Canal by Llanthony Bridge. Owen Bryce is a well-known jazz musician, writer and music lecturer, and his wife Iris is a writer and broadcaster. They sold their house and farm in Kent and chose to live on "Bix", and are now cruising somewhere between Gloucester and Chester. During the summer months they are taking paying guests (2 at a time) cruising with them, and anyone interested can have details from me. I can guarantee any guest a most entertaining holiday with such an interesting couple as Mr & Mrs Bryce. In the Autumn, when "Bix" returns to Gloucester, Mr. Bryce has offered to present a 50-minute film show on the building of the boat, from a flat sheet of steel to what she is today - 65ft of luxury boat including hi-fi, 8000 tape recordings and a full-sized piano on board! Details of this will be given in the September Trow.

PAT CLUTTERBUCK.

<p>Come To A "Canalfolk Evening" ON Saturday 24th July 1976 AT Acre Mead, Ryalls Lane, Cambridge, Glos</p>	<ul style="list-style-type: none">* Music* Barbecue* Fresh Cream Gâteaux* Entertainment* Bar* Marquee* Car Park* From 8 p. m. <p>TICKETS AVAILABLE FROM ANY COMMITTEE MEMBER £ 1.50</p>
---	--

Cirencester Group News

WORKING PARTIES. (a) Coates. An extension of our licence from Lord Bathurst has enabled us to plan an exciting summer work schedule. Work can now continue up to the stop grooves by the Coates Roundhouse. Do come along and see progress on the Tunnel Portal as well as the canal itself - volunteers are required for all duties including lighter work, such as dry-stone walling and pointing! (b) Cirencester-Cricklade. Gordon King has taken on the task of clearing a vast length of towpath on the Cirencester/Cricklade section. However, more workers, organisers, etc., are still urgently required.

VISITORS. We would like to take this opportunity of thanking all our visiting workers - W.R.G., High Wycombe Scouts, Toc H and the Ramblers, to mention only the organised visits!

SOCIAL. A return skittles match was held - Cirencester won again!! Come on, Stroud, challenge us again!

CIRENCESTER NOGGIN & NATTER EVENINGS. Please note the following dates:-

Tuesday 15th June at The Vale, Cricklade.
Tuesday 20th July at The Greyhound, Siddington
Tuesday 17th August at The Crown, Cerney Wick.
Tuesday 21st September at The Vale, Cricklade.
Tuesday 19th October at The Greyhound, Siddington.

All at 8.00 p.m.

Do try to come along to one of these evenings soon - all are welcome to these three lovely pubs. Beer drinkers please note that all three offer Real Ale!

SALES & PUBLICITY. Firstly, a big thankyou to all who made the purchase and renovation of the caravan possible. For the painting, the lettering, the cleaning, the repairs - THANK YOU.

Amberley/Marlboro Horse Show. The caravan made its debut at this show on the 25th, 26th and 27th March. Although this event was not the financial success we had hoped for, it was successful in that considerable interest was shown - if the weather had not forced all visitors to dress like polar bears, the extra visitors to the Show would have made our stand a far greater success.

Easter Week-end. The Bank Holiday week-end was very successful indeed. A great deal of interest was shown by casual visitors to the Tunnel House Inn, several people joined on the spot - and promptly set to work on the towpath (we firmly deny the foul rumours that whips were used!) Sales went extremely well and donations and a small raffle raised a good sum for the Tunnel Portal Restoration Fund as well as general funds. The raffle winners were:-

1st Prize (Doll)	Mr.Charalambous, Coates.
2nd Prize (Lamp)	Mrs.Clifford, Minchinhampton.
3rd Prize (Egg)	Mrs.Coley, Poole Keynes.
4th Prize (Record)	Mr.Vosper, Minchinhampton.

Daneway Inn. The caravan made its second trip away from "home" for the Sponsored Walk on the 2nd May. Publicity for Trust activities reached a willing audience in the car park of the Daneway Inn and sales also went well. The afternoon was high-lighted by members of the sales team cavorting through the nettles and into the bed of the canal in hot pursuit of booklets blown away by a most malicious wind!

Future Events. Unfortunately, the Rally of Boats at Banbury on the 19th/20th June has been cancelled due to lack of water. However, the caravan will be visiting other Fete's, rallies, etc., both home and away, and will be at Tunnel House Inn over Bank Holidays and week-ends when not away. Our grateful thanks to Sid and Pat at Tunnel House, without whom none of this would be possible.

SAPPERTON TUNNEL PORTAL RESTORATION FUND. As you will remember from Trow No. 13 last March, and doubtless see mentioned on other pages of this edition, Coates Portal is being repaired. Bruce Russell, a specialist in natural stone masonry, is using traditional materials and techniques to restore the Portal to its original condition. We would like to appeal to all members to donate to the "Portal Restoration Scheme" in any way possible - VISIT the site, then tell your friends and colleagues

SEND a donation to Bob Paget about it
BUY from the Sales Section
SUPPORT the Sales Caravan Raffles.

Incidentally, have you seen the new Tee-Shirts, two designs, each with a different Tunnel Motif? Come and buy one - only £1.00.

GREEN SHIELD STAMPS. Our thanks to all those members who have sent in stamps, of whatever origins. May we ask all members to make a special effort in the next few months - just think how many stamps could be collected if every member put aside just five stamps per week and brought (or sent with a friend) them to their next "Noggin & Natter" evening, where some-one will collect them. Alternatively, send them to Jacquie Andrews at address below.

WOOL. May we ask all members for their support - what for? Wool this time please. Two ladies are prepared to knit us a patchwork blanket to be raffled in aid of funds, all we have to do is provide the wool! Therefore, any odd ounces, even half-ounces, either to Jacquie Andrews or to Enid Warner. Thank you.

MARTIN & JACQUIE ANDREWS.

All offers of help, etc., in connection with the above to:-
6 The Masons, Purton, Swindon, Wilts. Tel: Purton 770091

WATERWAY RECOVERY GROUP.

Each year members of W.R.G. spend their summer holidays helping with the restoration of Britain's waterways, and this year their Summer Camp will be held on the Thames & Severn for the first time, from 18th July to 7th August.

This will mean three weeks of continuous work on the King's Reach, Coates, the towpath in the Cirencester/Cricklade area and from Bowbridge to Ham Mill.

THE GLOUCESTER CANAL BOATS REGISTERS

Thanks to George Smith's Canal Boats Acts of 1877 and 1884, and to the Public Health Act of 1936, there today exists in the possession of several Local Authorities an unique record of many hundreds of both narrow and wide beam canal boats that goes back nearly a century. This has come about because under these Acts, every canal boat that is used as a dwelling and for cargo carrying has to be registered with and inspected by a Local Authority to ensure that its living accommodation conforms to certain standards that are laid down in the Acts. Many details of these boats are then listed in a Register of Canal Boats that is kept by the Local Authority. These details are now of great interest to the historian and to the enthusiast. Did three people really live in a boat cabin only 5ft high, 6ft long and 6ft.7in wide? The Registers say that they could have done, and go on to record that cabin size on narrow boats altered little over the years, the last new narrow boat to be registered in Gloucester having a cabin only 5ft.10in high, 7ft long and 6ft.2in wide.

Reports were sent to the Ministry of Health from time to time by Local Authorities responsible for canal boat registering, and some of these reports have been preserved enclosed with the Gloucester Registers. These reports prove that the narrow boat people were healthy and clean and the boat cabins were kept well-ventilated and painted, dry and clean. There were few infringements of the Canal Boats Acts, and a high standard of hygiene was maintained.

Although it was not specifically recorded, the history of a boat can occasionally be traced through the Registers, where a few extra details have been given. Yards mentioned in the Registers that built locally-used narrow boats were Prices, at Westgate Bridge, Gloucester; G.Farrin at Stoke Prior on the Worcester and Birmingham Canal; Beard's Yard at Hempstead Bridge, Gloucester; Bowaters of Birmingham; Springfield Dock (T.Riggs), Wolverhampton; and the Anderton Company of Stoke-on-Trent. The eventual fate of several boats is recorded in the Gloucester Registers as well. Most boats were broken up after being withdrawn from trading, but others were used as coal hulks at Sharpness, or as protection for the river bank by being beached. One boat, the EDITH of Gloucester, was accidentally destroyed, burned to the waterline at Worcester on 6th September 1903.

Of the boatpeople the Registers themselves say little. Until the 1880's the Severn and Canal Carrying Company preferred to move their steerers to a different boat every 8 months or so, the new steerers names being listed in the Registers; but the general practice was that a steerer stayed with one boat, even if that boat changed owners.

The usual cargo of each boat was listed in the Registers. This was usually listed as "general merchandize", but specific cargoes that were recorded at Gloucester included hay, coal, salt (from the Stoke Prior Salt Works,) timber, grain, bricks, tiles, tar, creosote and ammoniacal liquor. Many boats were registered as carrying only these commodities.

SAPPERTON TUNNEL

This is the second extract from a paper read at the meeting of the Cotteswold Club on 18th May 1870, at the Royal Agricultural College, Cirencester, by John H. Taunton, Mem. Inst. C.E. The first extract appeared in our March 1976 issue.

It is interesting and significant to note how the development of the steam engine, as perfected by James Watt, was coincident with the introduction of the means of supplying that engine with fuel, at a reasonable cost, by the establishment of the Canal system throughout the country, without which the development of steam power must have been postponed.

James Watt's patent for his improvements in the steam Engine was first granted for a term of 14 years, in 1769, and in 1774 he obtained an Act of Parliament extending his patent right to 1800. About 1790 therefore, he was in full enjoyment of the exercise of his licences for the use of his inventions, which had become very valuable. It may be interesting to the Club to see one of these licences dated 1st January 1791, granted to the Proprietors of the Thames and Severn Navigation, for their engine at Thames head, which was constructed by Boulton and Watt about that time. The document is executed by Watt and by his partner Boulton. This Engine was taken down and replaced by an ordinary Cornish Pumping Engine, in 1854. Before Watt's Engine the springs were lifted into the Canal by a Wind Engine.

But to turn from this digression to Robert Whitworth, who was an able pupil of, and successor to James Brindley. In his report to the Promoters of the Thames and Severn Canal, he gives elaborate estimates, which contain the following item:

To Tunnelling from Sapperton to Hayley Wood.

This is an uncertain piece of business in point of expense, upon account of the different strata of matter through which it must be made, yet that it is practicable at this day will not be doubted, though it is much longer, and to admit 12ft. boats, must be wider than any that has yet been done.

This Tunnel I have supposed to commence where the ground becomes 24ft above the surface of the water (which will be 30ft from the bottom), according to which the length will be 3850 yards as appears by the annexed profile. I have likewise annexed a section of the form and dimensions, that I judge, too, will be proper to make the Brickwork to admit boats of 12ft wide, so that they may have a sufficient waterway at the different heights of the water in the summit level; and as the ground is from 24ft to 203ft high, the deep part will be more expensive than the other, upon account of sinking shafts, and drawing up the earth, and letting down the materials, therefore I will suppose one half of the length to cost £70, and the other £9 per yard, running at which rate, 3850 yards comes to

To 97680 cubic yards of extra cutting to the mouth of the Tunnel, at 6d per yard

36575 0 0

2442 0 0

£39017 0 0

(To be continued.)

Sales Section

THE THAMES & SEVERN CANAL by Humphrey Household.....	£4. 50
SAUL ADAM by John Poole.....	£3. 00
NARROWBOAT VENTURE by John Poole.....	£1. 00
OUR CANAL POPULATION by George Smith.....	£3. 00
CHELTENHAM'S ORNAMENTAL IRONWORK by Amina Chatwin.....	£1. 50
A SHORT HISTORY OF THE NARROWBOAT by Tom Chaplin.....	£0. 50
CANAL BARGES AND NARROWBOATS by P.L. Smith.....	£0. 45
THE THAMES & SEVERN CANAL by David Viner (photographs).....	£1. 20
DISCOVERING CANALS by Leon Metcalfe & John Vince.....	£0. 40
DISCOVERING LOST CANALS by Ronald Russell.....	£0. 40
WILTS & BERKS CANAL by Dalby.....	£1. 05

Other Sales Items

Glass Tankards, $\frac{1}{2}$ pint capacity in clear glass, engraved with the Trust emblem of the Trow. £2.50 each.

Thames & Severn Canal Maps: These are very useful maps giving details of water levels, locks and routes. Copied from an Original Survey map. Excellent for display mounting. 60p. each.

Medallions: Pottery copies in a variety of colours of the original canal tokens of 1795. Complete with leather neck band. 35p. each.

Greeting Cards: In sets of eight pictures in the form of folded cards for birthday or Christmas greetings. 25p per set.

Corinium Museum Guides: A leaflet giving a brief guide to the canal around Cirencester, produced by David Viner. 10p. each.

Ball Point Pens: Marked 'Link Thames/Severn Canal'. 5p. each

Car Window Emblems: The Trust Emblem produced in blue and white, 4"dia.15p.

Canal Toilet Keys: B.W.B. toilet keys for use on Waterway Sanitary Stations. For sale to current licence holders only. 25p. each.

Lapel Badges: 7p. each, plus s.a.e. 6 $\frac{1}{2}$ p.

Car Stickers: 15p. each plus s.a.e. 6 $\frac{1}{2}$ p.

Gents. Ties: Navy blue, with Trow motif. £1. 90.

Peter Powell Aerobatic Kites: £3. 99 each.

Trust Calendars for 1976: These fine calendars are produced A.4 size in blue and black depicting twelve views of restoration work on the Canal since 1972. ■. each

Please add postage at 20p per order for any value under £5.

Orders over £5 post free. Please make P.O./Cheque payable to:
'Stroudwater, Thames & Severn Canal Trust Ltd.'

Send your orders to:- Mr G. Pegler, Bourne Nurseries,
Churchill Road, Brimscombe, Stroud, Glos. Tel. Brimscombe 2397.

Sapperton Tunnel Portal Restoration Scheme.

Many of you will know that a report on the state of the two canals will soon be produced by a leading Civil Engineering Company. Some of you will also know that the Trust has a licence with the Lord Bathurst to carry out repair work on the Coates Portal of the Famous Sapperton Tunnel. To carry out this grand task will require considerable sums of money. To this end we are setting up a special scheme which we shall call the "Portal Restoration Scheme". We invite members and the public to make donations to this scheme. Donations should be sent to our Treasurer, Mr. R. Paget, 2 Kantara, Bridge Street, Cainscross, Stroud, Gloucestershire. (With s.a.e. for receipt if required)

SOME DETAILS REGARDING THE SAPPERTON TUNNEL

Length 3817 yards. Width at water level 15'0"
Water level to roof 12'0". Depth of water 4'6"
Level of water at the summit 362'6" a.s.l.
Construction of the Tunnel began in October 1783
Completion of the Tunnel was July 1789
Last boat passed through the Tunnel May 1911
Western Portal at Sapperton is in the Gothic
Style
Eastern Portal at Coates is in the Classical
Style

From the Sapperton end the line of the Tunnel passes through 580 yards of fullers earth and is lined with brick and stone. The next 930 yards are left in bare rock of the inferior oolite. A geological fault lies below Hailey Wood and Cassey Well, where the Tunnel again passes into fullers earth. Here it is again brick lined and is known as "The Long Arching", being 1,190 yards. The remaining 1,120 yards passes through the Greater oolite and emerges at the Coates Portal.