

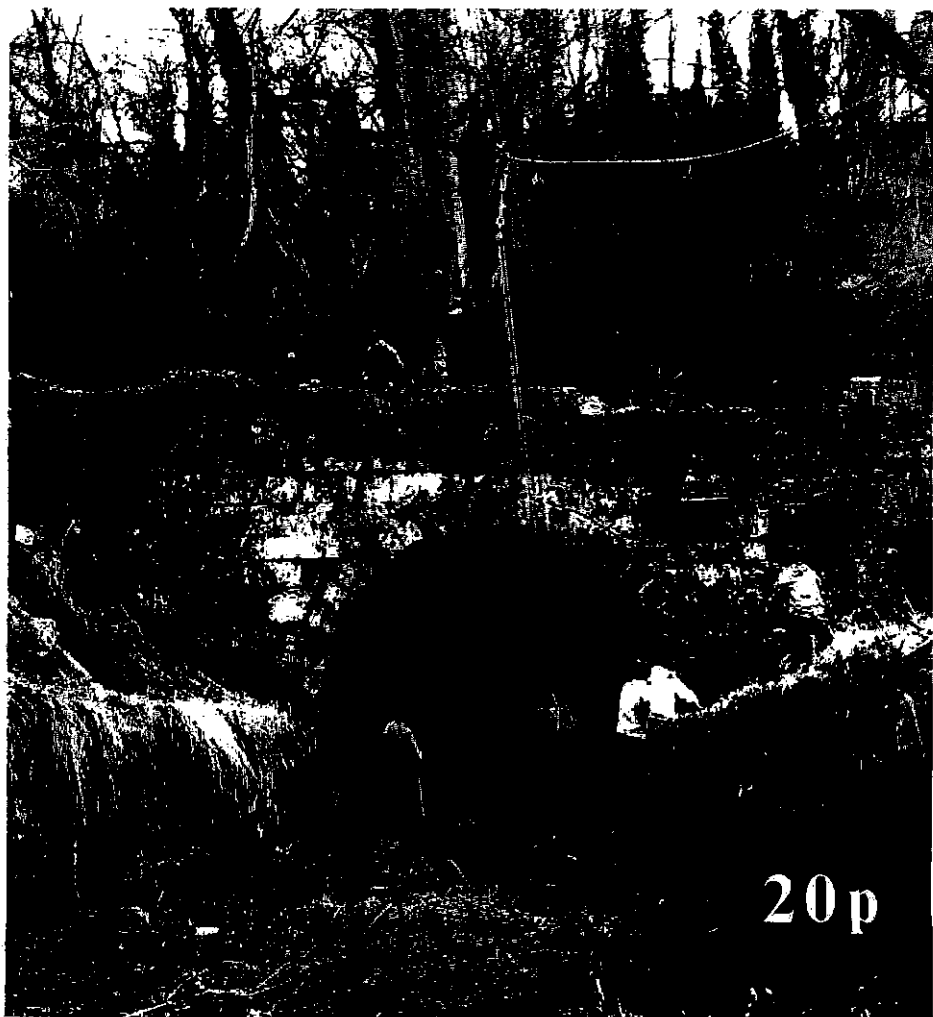
*Stroudwater, Thames & Severn
Canal Trust Limited*

THE TROW

THE OFFICIAL MAGAZINE FOR MEMBERS AND FRIENDS
WORKING TO RESTORE THE COTSWOLD CANALS.

Number 38

June 1982



20p

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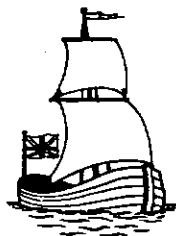
The views and opinions expressed by individuals in this magazine do not necessarily represent the views or policies of the Stroudwater, Thames & Severn Canal Trust Ltd.

FRONT COVER ILLUSTRATION - Sub-Lt. A. Jones and Stroud Sea Cadets, assisted by Trust Members, lifting fallen stone from the Daneway Portal for inspection and assessment by Mason Bruce Russell and Architect Chris Bishop, as a preliminary to the projected restoration of the Portal.

REAR COVER ILLUSTRATION - The Trust's Dredger. Alan Jones supervising William Browning during initial channel clearance at Ryeford.

THE TROW

The Official Magazine for members of
the Canal Trust.



No. 38

June 1982.

EDITORIAL

Editorial policy is always hard to determine. It is now policy to speak out on sensitive issues, but it is sometimes difficult to know how far to go. This is the third editorial put together for this issue!

There are signs that two long-standing members of the Trust are seeking to discredit one of our hardest working officers. Suffice to say the officer in question does not deserve to be discredited, but neither does the Trust as a whole. To those two gentlemen it must be said "Think hard, much harder than evidently you have done, about the possible outcome of your actions - the Trust recovered from the events of 1976/7 IN A MERE 6 YEARS. We will not get off so lightly a second time. Indeed, another dose of the same might very well finish the Trust (and its aims) politically for all time.

In the March issue, I promised to give a full timetable of the immediate programme for the restoration of the canals and I am sorry I have not yet been able to do this. In fact, pressure of my own business work has meant that I have edited only a very small proportion of this issue. No prizes for guessing who stepped in at the last moment, as if they had already not enough to do. Thank you, Margaret and David. I hasten to add that I alone am responsible for this issue being so late. I hope to do better next time.

I shall be even busier this coming quarter, but our new Advertising Manager, Alastair Bisset, and I nevertheless intend to introduce quite a number of improvements for the September issue with a view to attracting more regular advertising and building up retail sales outside Trust circles.

I must repeat again that we need more help to do this and other departments need help too. 800 copies of Trow issues currently leave this office - does anybody read them? To try to answer this question, I really shall be knocking on doors as I warned in March to ask you how you can help. I will add now that living in York, Carnoustie or Aberystwyth will not save you!

Barry Balderstone.

LORD GREENWOOD OF ROSSENDALE

The Trust Council wish to bring to the attention of our members the recent sudden death of our Vice President Lord Greenwood of Rosendale. Lord Greenwood had an extensive Parliamentary Career before becoming a Life Peer and taking an active role in the House of Lords, but he always found time to give valuable assistance and advice to the Trust's Officers when the need arose. Those who had contact with him will miss him.

SECRETARY'S REPORT

EAST-WEST BYPASS Our efforts appear to have achieved the result that we wished, in that Stroud District Council have now agreed to adopt the alternative route which the Trust put forward at the January 18th Open Meeting. At the time of writing this decision has not been confirmed by the County Planning and Transportation Committee, which will be held on 9th June, or the County Council who meet on 28th July, but the indications are that these meetings will confirm the Stroud District Council's recommendation and that the Canal Through Route will be saved. Incidentally, the volume of support from the Waterways Movement has been overwhelming, and we have received a request from the Stroud District Planning Department that any further letters of protest be forwarded to The County Clerk, Shire Hall, Gloucester, and not to the Dursley Office.

However, our sincere thanks to all those who have taken the time and trouble to make their views known.

We understand that the preliminary design study for the new East-West Bypass is already under way, and that further meetings are taking place between the Trust's Officers and the County Surveyor's Department on the projected line of the road.

SPONSORED WALK The 1982 Sponsored Walk took place on 9th May, under the usual ideal weather conditions; the turnout of walkers was a little disappointing, being slightly down on last year, but those who took part all had a thoroughly good time. Jason was ably supported by his canine family, Dillon and Chester walking in support to show the young lad the way, and all appeared to be enjoying themselves immensely. There seemed to be an increase in the number of Groups walking this year, and Michael Reynolds is now crouched behind his letter box to grab the money as it falls through. Our thanks to all those who gave up the time to take part in this, currently our main source of restoration income.

The Walk Organisers are having thoughts about next year's event, and are seeking members' opinions regarding holding a Stroudwater Walk, in order that the walkers can see the progress made in our main work area. If you have any views please let me know.

VOLUNTEER WORKERS Our Working Parties are becoming increasingly dependent on the excellent away groups, i.e. London WRG, Francis Turner, etc., but we are finding that our own membership on the Canal appears to have become a small and exclusive club of regulars, who due to their involvement are increasingly under pressure to prepare for and supervise the away groups. They are keen to meet and encourage other members to join them in their activities, not necessarily on a regular basis. You have all joined the Trust because you believe in its aim, the Restoration of the Stroudwater and Thames and Severn Canals, why not come on to the canal for the odd day, both to see what is going on and assist in the project. You never know, you may find it both enjoyable and rewarding. If you have a spare day give JON WILLIS (Gloucester 416694) or KEN BURGIN (Swindon 750895) a ring and

come on a Working Party. Group Leaders, why not bring your Scouts, Sea Cadets, Guides, Army Cadets or Youth Club along for a day or weekend. Accommodation can be arranged, and youngsters of all ages find it great fun!

THAMES END With all the attention on the Stroud East-West Bypass other sections of the canals may appear to have been overlooked, but work is steadily progressing in the Latton area with scrub clearance and water retention tests. Cerney Wick Lock is being dredged prior to rebricking.

On the political scene, advances are being made with regard to the attitude of the Cotswold Water Park Committee towards the Canal. It would appear that the Committee is now taking a hard look at the advantages of a restored Canal to complement their Leisure Area. Whilst in its early days, any co-operation between this Trust and the Cotswold Water Park can only be mutually advantageous.

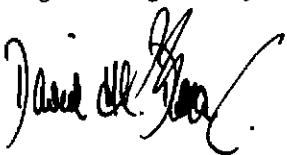
SALES STANDS The Sales Stands are booked to appear at many exhibitions and rallies during the Summer. Bob Bulpin, Ron Nott and I hope to meet you (and extract some of your money) at these events.

ANNUAL GENERAL MEETING A reminder that the Trust Annual General Meeting will be held in Stroud towards the end of September. The future for the Trust's restoration aims is brighter than it ever has been and it would be encouraging to see a real demonstration of support for the active members this time - LET'S SEE SOME NEW FACES!

STOP PRESS - STROUD EAST-WEST BYPASS.

At their meeting on the 9th June 1982, the Gloucestershire County Planning and Transportation Committee confirmed the adoption of the Trust preferred route for the Stroud East-West Bypass.

This now means that this route has only to be approved by the full County Council at their Meeting on the 28th July for us to be able to push ahead with our restoration plans including a full Engineering Survey.



SALES SECTION

This is now in full swing during the Spring and Summer season. Please keep an eye open for us at the usual shows, rallies, fetes, etc., and support us financially wherever possible.

Do remember that if you have anything we can usefully convert into cash, contact me at Stroud 3014 (or Stroud 3381 in office hours) and I will arrange collection.

R. O. NOTT. (SALES MANAGER)

THE SEVERN TROW

(Extract from 'Ships and Ship Models, July 1934)

As the Thames has produced the well-known barge, so has the Severn estuary evolved types adapted to its special conditions. Among these types is the trow which is of particular interest at present because the last few specimens are rapidly disappearing.

The trow may be defined as essentially a barge-like vessel with almost flat bottom, rather wall-like parallel sides, a very bluff stem, wide transom stern, and devoid of sheer except at the ends. The hold is completely open with two or three beams across at the top. The ends (in the region of the sheer) alone are decked. The decked-in ends are provided with a built wooden bulwark about 18 inches high. The hold region has no bulwark but instead is protected by canvas wash clothes which are supported by pole battens resting on crutches.

The type is named after the characteristic hull shape, though, as will be seen later, this had some minor variations in the past. An old man who has worked on trows for fifty years told me that 'they'm called trows becoss they'm like a trough!' He pronounced both words alike and to rhyme with 'crow'. The fact that trow refers to a particular type of hull and not to a type of rig is upheld by the fact that the word is used for ketch-rigged vessels of to-day (probably less than half-a-dozen still sailing) and was also used in the end of the eighteenth century for vessels far differently rigged.

These vessels were originally river craft and they traded from Bristol up the Wiltshire Avon and up the Severn and the Worcestershire Avon. Examination of the records in Farley's Bristol Journal as far back as 1750 and of many directories from 1785 onwards show that up till some period, about 1820-1830, they made no sea passages except across to Caerleon and Newport. They went as far as possible up river and there were regular sailings on spring tides to Worcester and Stourport from the 'Backs' of Bristol. They appear to have carried most forms of cargo, and also passengers, but whether the mode was any safer than the highwayman-infested roads of the period is unknown!

Competition from canal, railway and steam sent them to sea in the last two-thirds of the nineteenth century. An old sailor said they often crossed Bideford Bar and were fairly dry.

Personal reminiscence collected from old men in the docks of Gloucester and Bristol and from canal 'bargees' and the crews of to-day's ketches shows that the hull type has been almost stationary so far as memory can go. In some cases the latest trows had indeed wooden bulwarks built right round the open hold. It is interesting to note that some of the coastal sailors speak of a decked ketch with two hatches as a trow - but if she has an auxiliary, then they call her a barge or ketch!

The records from prints, drawings, etc. show that the square transom stern, which is generally vertical has existed for a long time, at least as far back as the beginning of the seventeenth

century, say about 1680. (previous to this I can find no pictorial evidence of the trow type). In a few drawings a round stern is seen, but this is probably one of the old 'Western' barges of the Thames and Severn Navigation, which the Company's records show to have once carried two square sails on a single pole mast.

While the hull has been stationary, the rig has passed through many changes. The earliest trows appear to have had one mast in a tabernacle box for up river work. They carried one square sail or more often two, a large main and a small tops'l. How long this existed cannot be said. The next move was the addition of a bowsprit which can be seen in pictures of the period of about 1800, but became more common later. Perhaps this was necessitated by the need for some head sail brought about by their first real sea voyages - though Bridgwater appears to have been their limit for a long time.

The fore-and-aft style was soon adopted, at first being spread a long way fore and aft with a short main mast. This was soon modified because while the up-river trows were seldom more than 60 tons, the new sea-going boats were built considerably bigger, often 100 tons, and sometimes more. Some authorities have said as much as 200 tons. These larger vessels were ketch-rigged - thus the popular fore-and-aft ketch not only replaced the old Bideford Polackers but also the old 'sloop' trows.

The position of the trow today is full of interest. Most of the old ketch rigged trows have been dismasted and are used for towing purposes. The William and Elma which are considered trows are used as coaling hulks. The former (known affectionately to many Bristol sailors as Willie) still sets her wings in fine weather; incidentally she is said to be more than 127 years old but I have not completed the investigation of this point. The hull type must be valuable however, because a small fleet of quite recent towing barges have been built to the pattern, but with tiller steering instead of a wheel.

T. L. GREEN, B.Sc.
University of Bristol

ADVERTISEMENT

For Sale: As 1 lot or individually.
Three Thames & Severn Canal Tokens, two in first class order, £16 each, one in poor condition, £5.
Box No. 525, Trow.

AFTER THE BIG FISH

The Canal Trust Council has decided to use the skills and services of a Nationally known professional Fund Raising Consultant to 'go after the Big Fish', the large companies and Trusts, to secure substantial grants towards re-establishing our great waterway; the Severn Thames link comprising the Stroudwater and Thames & Severn Canals.

The Consultant - E. Hereward Phillips, came to live in semi-retirement at Framilode three years ago, with the River Frome at his back door and the lower end of the Stroudwater Navigation a stone's throw from his front door. He became interested in the Trust's activities and after various discussions, last Autumn put up a plan to raise more substantial funds, which is now being implemented.

Ted, as he prefers to be known, has many years experience with his craft, having been responsible in London for the organisation of all kinds of national appeals, from Westminster Abbey to Muscular Dystrophy, including the British Legion, World Refugee Year, the Fleet Air Arm Museum at Yeovilton to name but a few. He has also been involved in advising methods of fund raising for the Shropshire Canals.

A Fund Raising Sub-Committee, consisting of the Trust Council Chairman, the Trust Secretary and Trust Members Robin Coombes and Michael Handford, has been meeting monthly to discuss and approve the preparation of an Appeal Leaflet and other printed material to present the case for financial support. This matter is being specially designed by a London typographer and should be printed by a local Company in June 1982.

When the printed matter is ready the approaches will be made for the organisation of a reception in Gloucester, to which the appropriate companies and trusts will be invited. All being well that will be followed up by a similar reception held under the aegis of an appropriate London Livery Company at their Livery Hall, which will open the way for applications to National Companies and Trusts for their financial support.

The target of the Appeal will be £75,000 per year for the next ten years, mainly for materials and supervisory staff. Special emphasis is being placed upon the value of giving by Covenant every year over a ten year period; for example a covenant of £25 per annum for ten years will bring the Trust a total of £350, not £250, and £100 per annum a total of £1428, an increase of £428.

Although this is an ambitious scheme, the Trust will require support of this calibre in order that our project can gain the momentum required to enable this vital canal link to be reopened and vessels to be able to navigate the inland Severn Thames Waterway link once more.

DIARY DATES

June	26-27	Stroudwater Working Party
July	3-4	Thames End Working Party
July	3-	WRG National Camp, Droitwich Canal -
August	1	contact David Pillinger
July	11	Stroudwater Working Party
July	17	IWA Gloucester Branch Severn Cruise - contact Graham Ettles (Cheltenham 512802) Non-boat owners welcome
July	24-	WRG National Camp, Montgomery Canal -
August	6	contact David Pillinger
July	25	Stroudwater Working Party
August	7-21	WRG National Camp, Huddersfield Canal - contact David Pillinger
August	8	Stroudwater Working Party
August	8	Canal Side Fun Day, Castle Guest House, Moreton Valence (off A.38, 8 miles South of Gloucester). In aid of Stroud Adult Training Centre Mini Bus Appeal
August 14-		WRG National Camp, Droitwich Canal -
Sept.	12	contact David Pillinger
August	21-22	Thames End Working Party
August	22	Stroudwater Working Party
August	28-30	Stroudwater Working Party Gloucester Maritime and Motoring Extravaganza, Gloucester Docks, in aid of Gloucester Round Table Charities IWA National Rally, Titfield Pools, Birmingham
September	4	IWA Gloucester Branch/Tewkesbury Marina Yacht Club Barbecue, 7 p.m. Bredon Road, Tewkesbury. All welcome

Stroud Working parties every Thursday night, 7 p.m. at Eastington Plant Site.

Thames End Meetings are held at the Crown Inn, Cerney Wick, on second Tuesday of the month, Summer & Winter, at 8.00 p.m.

VENUES, TIMES & CONTACTS

Stroud Working Parties meet at 9.45 a.m. at the Eastington Plant Compound on the side of the A.419 adjacent to the roundabout on the M5 Approach Road (OS Map ref. SO.786061)

Thames End Working Parties meet at 10.00 a.m. at the Spine Road Crossing, South Cerney, off A.419 at Latton (OS Map ref. SU.072972)

Additional dates will be worked as necessary. For information contact - Stroud - ALAN JONES (Stroud 78656) or JON WILLIS (Glos. 416694): Thames End - KEN BURGIN (Swindon 750895) or DAVID PILLINGER (Swindon 32524).

Sales Section

Items available from Mr R O Nott,
Lynfield, Frome Park Road, Stroud,
Glos. GL5 3LF (Tel Stroud 3014).
Please add postage at 40p per order
for any value under £10. Orders
over £10 post free. Cheques /P.O.'s
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Severn Canal Trust Limited'

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CHELTENHAM AS IT WAS by Roger Beacham.. ..	£2. 30
CIRENCESTER AS IT WAS by David Viner	£2. 30
THE THAMES & SEVERN CANAL by David Viner	£2. 30
(buy now - new reprint will be £2.60)	
TRUST HANDBOOK & GENERAL GUIDE (now reprinted) ..	60p
PACK OF 8 STROUDWATER/THAMES & SEVERN NOTELETS (incl. envelopes, four different scenes).. ..	40p
PACK OF 6 SOUTH CERNEY LOCK NOTELETS (incl. envelopes)	30p
TRUST ENGINEERING FEASIBILITY REPORT now reduced to	£2. 50
BACK ISSUES OF THE TROW (Nos. 1, 3, 4, 5, 9, 10, 11, 12 and Nos. 14 - 34	10p
Nos. 35 to date	20p
BLACK AND WHITE DRAWING OF TUNNEL HOUSE suitable for framing - approx. 8" x 6"	25p
SET OF 4 TRUST COLOURED POSTCARDS (Tunnel House, Daneway Inn, Kings Reach, Chalford Roundhouse	28p
BOOK OF CANAL TUNNELS by John Gagg	50p
TRUST BADGES	15p
TRUST BALL POINT PENS	15p
TRUST CAR STICKERS	20p
IMRAY'S WATERWAYS MAP OF ENGLAND	£1. 25
BARTHOLOMEW'S MAP INNS OF THE COTSWOLDS	40p
CANAL BOAT COOKERY by Iris Bryce	80p
COMMEMORATIVE BRASS celebrating restoration of Coates Portal - limited issue of 200 - only 30 now left	£5. 00
NEW!!!	
JOHN GAGG'S OBSERVERS BOOK OF CANALS	£1. 95
SEVERN ENTERPRISE - STORY OF THE BEACHLEY- AUST FERRIES	£2. 75
STOP PRESS!!!	
TROW NO. 2 - photocopies to order	50p

COUNCIL CHAIRMAN'S REPORT

DANEWAY Steady progress is being maintained, with most of the fallen masonry now lifted to give us some idea of the replacement stone needed. Initial feeling is that rebuilding will take place in Summer 1983, provided that finance is available. The National Trust for Conservation Volunteers are holding a work camp here from 19th to 26th June, and the intention is that the offbank approach wall will be reconstructed by them. As a prior announcement of our intentions, a lecture evening was arranged for 19th May at Sapperton Village Hall, in conjunction with the Hall Committee, to inform the community both of what is intended here and of progress elsewhere on the Waterway.

AWAY WEEKEND DIG It has been suggested that another weekend away would be a good 'tonic' for some of the Trust workforce. If you are interested in coming along please let an organiser know. At the present time the Basingstoke Canal is the best place to learn about the problems and techniques of practical restoration and a visit may well be arranged there. Certainly there is considerable expertise accumulated there which I feel we would be well advised to take note of for future projects on this Waterway.

NATIONAL DIG 1983 Advance notice that a major dig is scheduled for early Spring 1983, probably at Staybridge on the Huddersfield Narrow Canal - further details in due course.

WALLBRIDGE CLEAN-UP Following the Relief Road decision we hope to mount an operation to improve the Canal's appearance in the Wallbridge Pound area. County Council consent will be required since they currently own the length, but once this is obtained it is hoped that action will be taken this Summer. The extent of effort has not yet been determined, but we hope that anyone interested in doing something active in the Town centre on the Canal will put in an appearance. Any offers of help should be directed to a Working Party Organiser or the Trust Secretary in the first instance.

WRG ORGANISERS' CONFERENCE Held at Wolverhampton on 24th April and attended by Alan Jones, Dave Pillinger and Jon Willis. This was very constructive for the Trust's future, and major topics of insurance and Health and Safety at Work were discussed at the meeting. It was very encouraging to see the new WRG management taking a practical constructive view to working practices on the volunteer canal sites. It is hoped that regular contact will be maintained between the bodies represented, by regional versions of the Southern Canals gathering from which the Trust has already received considerable benefit. All this communication can do little but good in knitting together the practical canal restoration world to the benefit of us all.

WRG NATIONAL WORK CAMPS 1982 Bookings are now being taken for this Summer's activities as follows:

WRG NATIONAL WORK CAMPS 1982

Bookings are now being taken for this Summer's activities, as follows:

Droitwich: 3rd July - 1st August, 14th August - 12th Sept.
Montgomery: 24th July - 6th August
Huddersfield: 7th August - 21st August

If you would like more details please contact either Dave Pillinger or the organiser direct - Nick Wright of WRG Ltd., Millbrook Grange School, Parkfield Drive, Kenilworth, Warwicks. Places are filled on a first come basis with a maximum of 20 per week, so book early to secure your place in the sun!

MEDICAL NOTE

Whenever one works outdoors there is a risk of contracting Tetanus. For your own safety we would advise you to ensure that you are protected by a current Tetanus injection.

THAMES END BRANCH WORKING PARTY REPORT

This last quarter has seen fewer working parties than normal, mainly due to the large number of working parties earlier in the year and the many other Trust activities that occur at this time of the year.

The last two working parties have cleared the remaining part of the Cerney Wick/Spine Road section of towpath, leaving a little tidying up still to do. In the long term it will be necessary to repair the bank erosion that has narrowed the path in places.

The next six months will be busy, with a large number of ongoing projects requiring a great deal of work. Near the top of the list is the continuing work at Cerney Wick lock, where the completion of the dredging operation will allow us to start the repair of the brickwork. To do this we will be running a full time working party from 12th June to the following weekend.

Another major project will be the construction of a bridge for the towpath near the Spine Road, with the co-operation of the Cotswold Water Park.

The third major project this Summer involves the clearance of the final mile of towpath from Cerney Wick to Latton Junction, thus opening up a continuous four mile length of towpath from Cricklade to South Cerney.

So there is plenty of action for all ages and skills, so give me a ring, come along and have a day on the canal.

Please see the Diary Dates for the dates of the Working Parties, all of which are expected to be based at Cerney Wick Lock starting at about 10 a.m., but it is advisable to contact me first in case changes have been necessary.

Ken Burgin

STROUD BRANCH WORKING PARTY REPORT

Steady progress has been made on the Stroudwater Canal in readiness for dredging to begin soon at Ryeford Double Lock. The silt trap, drain and fall into the canal downstream of the lock have been completed, and now we have to obtain planning permission to use the dredging site, an unforeseen delay as the relevant meeting will not be held until September.

Over the May Day weekend the Francis Turner Work Group helped to clear the bulk of remaining silt in Newtown Lock, near Eastington. The Wolf dragline was utilized and will now be moved to the tip site where it will be used to unload the mud barges.

Further consolidation work has taken place at the Plant Compound, and storage building at Eastington, together with removal of tree stumps and roots in the masonry of two locks. The spill weir at Blunder Lock has been renovated.

Work has also continued steadily on the Trust's equipment.

A working visit has been made by several Naval Officers from St. George Division, Britannia Royal Naval College, Dartmouth, who scoured the hull and superstructure of our tug, and repainted it during their two day visit. When ready, the tug will be used to push the mud barges during dredging operations.

During and following the inclement weather earlier in the year, the opportunity was taken to overhaul two of the Trust's site dumpers. The narrow dumper has been almost completely dismantled, parts freed or renewed, reassembled and repainted in the Trust's new livery, Lincoln Green.

With the assistance of London members of the Waterways Recovery Group (WRG), the Wolf dragline has also been scoured and repainted, new ropes fitted and greased. The two mud barges are now ready for operation following some replating, welding, external scouring and repainting and refitting the buoyancy tank access covers. A lockable storage compartment has also been provided in each barge for site tools and fuel, oils, etc.

The only obstacles to the dredging operation now remaining are the repair and/or replacement of the low pedestrian bridge upstream of Ryeford Bridge, so that the dredger and barges can be moved upstream.

We are looking for a team to operate this plant - now is your chance. Training will be given. Applications to Alan Jones on Stroud 78656.

Full weekends may be worked and work is also done on Thursday evenings.

Alan Jones and Jon Willis

MEMBERSHIP SECRETARY'S REPORT

Firstly can we welcome the following new members:

T. G. Askwith,	Sapperton, Cirencester	Mr. & Mrs. Findlay,
E. F. Baldwin,	Stroud, Glos.	Whitminster, Glos.
T. J. Biglin,	Filton, Bristol	Mr. & Mrs. F. W. Jones,
M. J. Dawes,	Didcot, Oxon.	Dursley, Glos
R. I. McHenry,	Nythe, Swindon	Mrs. D. W. Jordan,
S. R. Peters,	Wythall, Birmingham,	Selly Oak, Birmingham
R. J. Taylor,	Switzerland	Miss B. Overton,
		Selly Oak, Birmingham

and secondly say welcome back to Mr. and Mrs. A. J. Bradford, whose address was among those I appealed for in the March Trow. Thanks are due to Mr. and Mrs. Bond, who kindly sent me the information. This now leaves three members who have moved house, to we know not where. Please have a look in your copy of the March Trow and let me know if you know of their whereabouts.

With the last edition we sent out a number of R.185 forms to those members who signed a Deed of Covenant during the year ending 31st March. 1982. At the time I write this (8.5.82) all but two have been returned, so thanks to all who have been so prompt, and a nudge if yours is still behind the clock or whatever you use as a pending file. There are one or two more R.185's with this mailing for members whose details were not available when the last Trow was posted.

I hope members will forgive me mentioning this again, but living as I do some distance from Stroud I have to make up the Trow despatch envelopes some time in advance of publication to ensure they are with the despatches when they receive the stock of Trows. Consequently, if I have sent you a renewal reminder apparently after you have paid, or failed to mention you as a new member, or whatever, that's probably the reason.

Finally, I don't remember ever having seen a note in the Trow of the number of Trust memberships. I don't believe this is classified information; if it is this bit won't be in! but as of today the membership list shows 579, which means we only need another 21 to make a round 600, so if you out there between you could raise that 21 we could start on the next hundred. My calculator reckons it to be .036 of a person each, but it would be much less messy if you each enrolled one whole one.

DAVID JORDAN

CURIOUSER AND CURIOUSER

Two of the 'Gone Aways' listed in the March issue have renewed their membership for a further twelve months, but by Banker's Order and therefore still anonymously!!

LETTERS TO THE EDITOR

Framilode,
Gloucestershire

Dear Editor,

I have just had a canine telephone call from my young friend Jason who tells me he has successfully completed the Sponsored Walk. Apparently Dillon and Chester went with him to keep him out of mischief. He thought they were spoilsports as they wouldn't let him get to know an attractive young lady he met, but he did manage to obtain her 'phone number, and was going to ring her after he had received some private advice from me.

Anyway, Jason tells me that he did not meet many Trust Members on his walk, as apparently there were several other distracting events on the same day - he did mention the Ship, Red Lion, Daneway and an Air Show. He wonders whether any of our members, both human and canine, who were seduced to these other places would like to clear their consciences by sending a donation to him, Jason Hollands, at 3 Main Street, Stretton-on-Fosse, Nr. Rugby, and he will forward it to Mr. Reynolds to help with the Canal Restoration.

I think it is a very good idea, coming from such a pleasant young lad, so how about it, all you who were unable to join him on the Walk.

Woof Woof, Skipper
(Canine Section Secretary and Fund Raising Organiser).

* * * * *

30 Swansdown Walk,
Thatcham,
Newbury, Berks.

Dear Editor,

Congratulations on No. 37 of the TROW, which I hope marks the turning point for the Trust. For the last few years the Trust's fire appeared to have gone out, now at last it seems it has re-appeared.

I can't for various reasons get over to help as I did in the early 70's; however let's hope local people get off their backsides and help to get momentum for restoration.

Keep it up.

All the best,

D. S. Foxwell

BOOK REVIEW

THE OBSERVER'S BOOK OF CANALS. Author: John Gagg
Published by Frederick Warne, London. Price £1.95 plus 50p p & p.
192 pages, numerous illustrations including 12 colour plates.

This is the 95th in the well known 'Observer's Books' series, and is a fascinating hard covered pocket book, profusely illustrated with relevant photographs and line drawings. The text is both accurate and readable, as one would expect from that well known canal historian and raconteur, John Gagg. The history of British Canals, and the correct context of the Bridgewater Canal, is succinctly and accurately dealt with before moving on to the existing structures and sights of the waterways. The final chapter is devoted to a brief gazeteer of the existing navigable waterways. The reviewer's only criticism is that there should now be an Observer's Book of Disused and Abandoned Canals as a companion.

This book represents fine value for all ages, and one should be in the pocket or to hand on every canal trip, with possibly another safely kept in the bookcase at home for winter browsing.

LECHLADE '82.

A highly successful two day event was held by the Thames End Branch in conjunction with the Oxford Branch of the Inland Waterways Association, on the Thames Bank at Lechlade over the weekend of June 5th-6th. The site, adjacent to Halfpenny Bridge, was used by kind permission of Messrs. Kinch and Cooper.

The Events included a Barbecue, Sales Stands and a Right of Navigation Rally held on the Sunday, when an assorted flotilla made their way up river, many nearly reaching Hannington Bridge, whilst concurrently over thirty unpowered craft made the reverse journey from the Head of Navigation at Cricklade down to the Rally Site.

Plaques and Scrolls were issued to all those taking part in the river expeditions.

The event was an excellent example of cooperation between the Trust and the I.W.A. to promote both the Canal Restoration and the proposed Higher Thames Project.

A profit of approximately £75 was raised for our cause.

FUND RAISING

by We

This quarter we have gone backwards. The only monies received are:

Another £20 from the Stroudwater Sponsored Walk (October 1981).
£50 from the Sponsored Walk proper (May 1982) - it is of course early days yet.

£75 provisional profit from Lechlade '82.

WE GOT IT WRONG!

THE OLD CROCK'S DEPARTMENT

The Trow production team for the March issue, especially the Editor, seem to have been in a bad way. They were suffering with their 'next' (p.14), some had gone blind (p.4), one of them was in difficulty with the part he sits on (p.18) and the President was nowhere to be found (p.13)! There was, however, a DELIBERATE MISTAKE. We had intended to offer a small prize for spotting this - answer next time - but there was no room. So this time we are offering a prize for the first correct identification of the deliberate mistake made last time. Answer next time. Entries to the Editor, please.

LUCKY PEOPLE

No doubt as a result of the woeful state of health of our staff, Harry and Dinah find they now have their name spelled in two ways (pp. 4 and 13). Most of us have to make do with one. We apologize for the mistake - Davidson is correct (I hope - Ed.)

WILLIAM DENYER GEORGE - we regret that limitations on space have led to the next instalment being held over until the September issue.

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