

# The Historic NARROW BOAT OWNERS CLUB



# newsletter

2010/3



**THE HISTORIC NARROW BOAT OWNERS CLUB  
COMMITTEE MEMBERS 2010/2011**



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**FRONT COVER:** *Aquarius & Ilford* head up the Leicester Section of the Grand Union,  
near Norton Junction

**BACK COVER:** *Aquarius & Ilford* pass Trevor Maggs on *Corona* near Sheepcote  
Street Bridge on BCN Main Line

Photos: Roger Fuller

**Website: [www.hnboc.org.uk](http://www.hnboc.org.uk)**  
**Committee e-mail Addresses**



# FORE-END



Greetings from Beggarlee Wharf

The erosion of our heritage seems to be continuing apace and we need to be continually vigilant. The former Nottingham Canal Company cottage at Langley Mill has been auctioned this week. You will see in the item from the Atherstone Civic Voice on page 9 that there is concern over the future of Hartshill Yard and the fate of the lock house at the top of Atherstone. In his re-assuring reply to the enquiry from our chairman, Nigel Crowe, BW Head of Heritage makes no mention of the selling of any lock houses, and the possible removal of lock keepers. We feel that it is important to keep a *presence* of authority on lock flights.

Isobel Turner questions the unsightly replacement of the bridge over the entrance to Sheet Stores Basin on the Erewash Canal. See page 28. We discover that this is the responsibility of Network Rail and not BW, but the eyesore has been created. No doubt you can advise me of more instances of our disappearing heritage around the system.

Turning to the Club Shop, many of you will have noticed how Clair and Iain have brought this on and increased the variety of stock and the Club's appearance at events around the system. This in turn raises the profile of the Club and it is pleasing to see the membership gradually rising. Additionally this income helps to keep the membership fee down. Do keep an eye on the inside back cover to note fresh additions.

I am getting some really interesting items being sent in for publication and it is this type of response from you all which makes the job of editor so rewarding. Do please keep sending me your articles, reminiscences and snippets of information. I may not have the space immediately, but I have again expanded the mag by four extra pages, I hope you approve.

Finally, I ask you to give your support to the folk who advertise in this magazine, who are generally fellow members.

I look forward to seeing many of you at the social meeting in November, where I am going to enjoy seeing Bob May's pictures. This will also be your last chance this year to save on the postage, and buy a supply of our exclusive Christmas cards, and your last minute presents from the Club shop.

All best wishes Val

## MEMBERS' MEETING 20TH NOVEMBER 2010

to be held at Braunston Village Hall commencing at 2.30pm

### BOB MAY

will be showing a selection of his pictures taken around the waterways  
in the 1950s and 60s

Bob, whom many of you will know, spent his working life as a news photographer,  
and worked for various newspapers in Birmingham.

He has published two editions of his book

#### **The BCN in Pictures**

Refreshments will be provided

## CHAIRMAN'S NOTES

by Phil Prettyman



I write this just having returned from the IWA National Rally. On this occasion we had to take a caravan as a 'simple' piece of maintenance on **Warbler** has turned out to be not so simple (a well known phenomenon with historic boats)! Remarkably, the weather cleared up on the Friday and was largely fine for the whole event. The large number of stands consisted of the usual eclectic mix of waterways related and non-waterways related enterprises. The Club stand did moderately well financially although the wind did its best to blow it over Reading.

The IWA had again asked the Club to judge the historic boats for the Alfred Ritchie trophy and Mike Harrison, Rupert Smedley and myself formed the judging panel. We read the rules for the competition very carefully in order to arrive at the "best turned out working boat". On this basis there was some very strong competition among the 15 or so working boats present all of whom were well turned out and made an impressive display. Most impressive of all were three loaded pairs – **Archimedes & Ara**, **Clover & Fazeley**, and **Kangaroo & Australia** all of which were painted and polished to perfection. All of these boats scored very highly and the difference between them was just a few points. In the end, under the current rules for this competition the award went to **Kangaroo & Australia** and our congratulations go to them. Afterwards, I reflected on the very high standard of this competition and the difficulty of maintaining this if boats are being worked regularly right up to a day or two before the judging. I wonder whether there needs to be a change to the competition (or possibly a new competition) that particularly recognises the amount and regularity of trade that a boat or pair of boats carries out during the previous twelve months. Although the presentation of the boats should still be an important factor, maybe a greater emphasis could be placed on the working record and not just the physical condition on the day.

To other matters: It is now obvious that government funding to the waterways will be severely diminished and this is likely to have a fairly devastating impact on what BW will be able to do in the future. Our response to this has to be to help them find more effective ways to maintain the system, including a much higher level of partnership working and an encouragement of community and volunteer involvement. They will need help to address some of the navigation issues that concern us and we need much better intelligence on priority issues for historic boats and suggestions of how we might effectively deal with them. To address issues on the Chesterfield Canal, the Club is supporting the Chesterfield Canal Trust boat gathering at Retford next September 10/11 (see page 25 and our website for details). We intend to include a trip through Worksop and log which boats are unable to get through the locks beyond, and to photograph and measure any problems. BW have agreed to help with this so that we are all much clearer about the extent of the problem and exactly how difficult it would be to sort it.

In a similar vein I would urge members going to Ellesmere Port next Easter to try and enter Hurleston bottom lock on their way past and again record any difficulties. The number of officially logged incidents is apparently quite small.

On the matter of Ellesmere Port, there is a possibility that we may be able to participate in the Liverpool Boat Show (28th April to 9th May) starting the week after Easter. It has been suggested that two convoys could cross the Mersey; one on the Tues (or Weds) straight after Easter and the other at the weekend (30th April -1st May). The return journey will be organised via the Liverpool Link and the L&L canal to Wigan. Anyone interested in participating in this one-off event should contact either David Lowe or myself.

Phil





## BRAUNSTON HISTORIC NARROW BOAT RALLY

This year's event was blessed with hot and sunny weather, which perhaps helped to encourage an excellent turnout of historic craft. The actual number has been the cause of some debate, but the count on Sunday morning was 91. **Bath** arrived late on Sunday afternoon, when really,



Photo: Tim Coghlan



the event was over! She had been held up by a breakdown at the other end of the tunnel, or otherwise the count would have increased to 92. However, whichever final number we accept, it was certainly a record historic narrow boat turnout for this or any other event. Indeed, we believe this to be a greater number than have ever been tied in Braunston and occupied overnight.

Of course the question now is .....can we make 100 next year?

A list of boats attending was printed in the last issue.

This year saw a pleasing number of loaded craft, quite a few of which had loaded with solid fuels for onward passage down the Grand Union. **Archimedes & Ara**, **Themis**, **Callisto** and **Victoria** were also en route to Paddington to load gravel to carry back up to Atherstone. Peter Dumelow with **Hadley** was also carrying gravel, having loaded some 18 tons at Glascote and brought the gravel for a ride to Braunston before taking it back north to surface his access road to Tatenhill Lock on the Trent & Mersey near Burton - on -Trent.

There was also a good turnout of tugs, now well established in their group position just above the marina entrance. The butty **Angel** had arrived horse drawn having been legged through Braunston tunnel. Even more unusual was the sight of **Ariel** carrying a kit car on the deck - another first for Braunston! (See oval pic above) It was very good to see the Young Working Boaters Club present in force. We need to encourage these youngsters, so they will carry on the narrow boat traditions in years to come.

The large number of boats meant the usual chaos on the twice daily parades, but these were conducted with the usual good humour despite the delays. The parades are now the essence of the Braunston Gatherings, and provide much sport for the spectators on the bridges!

The club stall in the main marquee had a good weekend, helped undoubtedly by the larger public attendance in the glorious weather. Tom Foxon's new book *Following the Trade*

was so popular that it sold out. If you would like a copy, Clair is getting fresh stocks in. The new design Christmas cards are also selling well.

As always, this event was a good chance to meet up with like-minded people. Walking along the line of boats could take hours, with many items of news and gossip to catch up on along the way. This was continued in and around the beer tent until quite late, even when the balmy summer evenings had turned quite cold later on. It was in fact an excellent traditional boat rally.



Thanks are due to Tim Coghlan for putting the event on year after year and giving us all the opportunity to congregate at Braunston.

Mike Harrison





## SHACKERSTONE 2010

Shackerstone is always a popular event and this year was no exception, seeing a good turnout of 43 historic craft. Present were: **Adamant, Aquila, Battersea, Callisto, Capricorn, Cassiopeia, Cleo, Corona, Darley, Dory, Dove, Elizabeth, Empress, Gosty Hill, Ibx & Ilford, Jaguar, Joseph, Kangaroo & Australia, Kestrel, Lamprey, Ling, Lion, Lynx, Manchuria, Marquis, Monarch &**

**Battersea, Grimsby and Monarch**



**Ling, Ibx & Ilford**



Photos: Mike Harrison

**Grimsby, Nutfield & Raymond, Rill, Sandbach, Sharpness, Stafford, Stanton, Stratford, Swallow, Swift, Vesta, Victoria, Vienna and Whitby.**

The length adjacent to the station, between the bridge and the aqueduct is now no longer sufficient for the historic boats attending.

**Kangaroo & Australia** arrived around mid day on the Saturday having brought their load of coal up from the National at Beale Park, proving that good journey times with loaded boats can still be achieved. Other loaded boats were **Ibx & Ilford** with stone and **Gosty Hill** with coal and diesel.

A Spitfire was circling above and the Red Arrows were due to be flying over the site on the

Sunday, but press date was pressing and we didn't have the time to stay on for the second day.

This gathering is another good venue to catch up on gossip of the historic narrow boat world as well as being good for the Ashby Canal. Long may it continue.



**Kangaroo & Australia** arrive at Shackerstone, having travelled up from Beale Park

Mike Harrison





## “CHOPPED” GRAND UNION NARROW BOATS

Richard Booth writes:

Firstly I must apologise that my list in the last Newsletter was so woefully deficient! In mitigation, I did state that time did not permit a thorough research of the matter, and the list was in fact constructed mainly from memory. With thanks to David Williams and Paul Hunter for pointing out some of the deficiencies, I now offer what I hope is a complete list of Grand Union boats that have been chopped – but I am happy to be corrected! Present names are given in brackets where different from the original.

### 1. Butties made into two boats

**Achilles** (at present being made into two boats at Braunston)

**Aurora** (stern Shearwater, bow unknown – now scrapped?)

**Canis** (Canis & Canis Major)

**Cetus** (Cetus & Blue Nun)

**Dodona**

**Dubhe**

**Indus** (Indus & Indus Too)

**Juno** (Juno & Juno II)

**Lepus** (Lead Us & Lepus)

**Lynx** (Lynx & Lynx End)

**Marcellus**

**Satellite** (Satellite & Ganymede)

**Uranus** (Uranus & Hinderoa)

**Vela**

### 2. Butties converted to motor by replacing original stern; original stern scrapped unless stated otherwise

**Alphons**

**Andromeda**

**Baldon**

**Coronis** - stern in London Canal Museum

**Hydrus**

**Pavo**

**Rigal**

**Thea**

**Titania**

**Toucan** – stern on bank at Malcolm Braine’s house, Weston

### 3. Motors made into two boats

**Antlia** – now reunited & shortened to 60ft

**Antony**

**Clypeus** – now reunited & shortened to 70ft – I am in some doubt as to whether this was actually two boats, can anyone confirm this?

**Formalhaut** – not strictly two boats but bow and stern sections survive at Ellesmere Port

**Gemini** – now reunited

**Saltaire**

### 4. Motors shortened, with both original ends retained except where stated otherwise

**Algol** (Tug No 2)

**Arcas**

**Aynho**

**Caldy**

**Capricorn**

**Carnaby**

**Centauri**

**Deimos** (Slough)

**Delphinus** (Prince Charles)

**Dorado**

**Enceladus** (Water Valiant) – bow half only, fate of stern unknown

**Fenny**

**George** - now re-lengthened using original section

**Hydra**

**Kenilworth**

**Kelso** – bow half only, fate of stern unknown

**Lacerta**

**Naburn**

**Oakley**

**Paddington**

**Plato** (Princess Anne)

**Purton**

**Renton**

**Sextans**

**Sickle**

**Southall** – original stern scrapped

**Sudbury**

**Theophilus**

**Tycho**

**Vesta**

I should perhaps conclude this list by mentioning the trip boat butty **Serpens**, which was shortened for intended use on the Mon & Brec, although I don’t think it was ever used as such. Since its repatriation from exile, I have a feeling it may have since been re-lengthened, can anyone confirm this?

Finally, David Daines, in his letter published in the last Newsletter, wonders how many of the wooden butties survive. I propose to look at this in the next Newsletter.



## LAST TRAFFIC ON THE TRENT & MERSEY

Painting by Dusty Miller



*You will recall that this photograph was reproduced in the Joe Safe article on page 7 of 2009/4 and again in a response from Harry Arnold on page 24 of 2010/1. Ed*

Based on a photograph by Harry Arnold of Waterway Images, taken on 25 June 1962, this painting depicts narrow boats of the British Waterways North Western fleet loading coal at Sideways Colliery in Stoke-on-Trent for Seddons Salt at Middlewich. This was to be the last long-distance regular traffic on the Trent & Mersey Canal, finishing on 11 November 1967, when the boat **Tench** of Willow Wren Canal Transport Services delivered the last load of 20 tons.

The loaded boats in the painting are **Roach & Howard** and waiting to load are **Cypress & Aberystwyth**. We like to think that this picture truly depicts narrow boats as they were towards the end of carrying, not the usual cosy romantic roses and castles image.

A Limited Edition of 250 numbered prints is being produced to raise funds for the restoration and future maintenance of the famous Joser, **Mendip**, which worked on this traffic, and was skippered for all but one year of its working life by the equally famous boatman Charlie Atkins – Chocolate Charlie.

**Mendip** is now part of the National Waterways Museum collection at Ellesmere Port. All prints will be signed by the artist Dusty Miller.

50 of the prints will form a Special Limited Edition (1 to 50) and will also be signed by well-known actor and waterway enthusiast David Suchet OBE – who sponsors **Shad**, which also worked on this traffic and is in the NWM collection – and waterway photographer Harry Arnold MBE. All Dusty's and Harry's time has been donated free to this project and, apart from some printing and sundry expenses, all profits will go towards **Mendip**, via The Boat Museum Society.

The prints are in full colour and will have a white border and caption on a finished paper size of approximately 16 in x 12 in. They are now available to order as shown opposite.



**Print prices are:**

Standard Limited Edition - £48.00    Special Limited Edition - £85.00

(Prices include p&p – delivery in a cardboard tube)

Orders for the Standard Limited Edition (51 to 250) – at £48.00 - should be addressed to -

Boat Museum Society, c/o 68 Eastham Village Road, Eastham, Wirral CH62 0AN

Cheques should be made payable to – ‘The Boat Museum Society’

Orders for the Special Limited Edition (1 to 50) – at £85.00 - should be addressed to -

Waterway Images, 26 Chaseview Road, Alrewas, Burton-on-Trent, DE13 7EL

Cheques should be made payable to – ‘Waterway Images’

**BW SALE OF WORKBOATS - 96 Lots**

More details have now been released of the British Waterways on line  
Auction of surplus boats and equipment

A full list of the lots with pictures is now available on:

[www.go-dove.com/event-14547/British-Waterways-Workboats/lots](http://www.go-dove.com/event-14547/British-Waterways-Workboats/lots)

Among the list of flats, hoppers and machinery, narrow boats of note are

***Aynho, Carnaby, Effingham and Heron***

There are also some interesting wide beam tugs etc. and a rather nice  
looking 78 passenger trip boat by the Falkirk Wheel!

**Bidding closes 29th September at 6.00 AM.**

**Rumblings about Hartshill Wharf**

Your Committee was concerned to come across this item in the Atherstone Civic Voice:  
Judy Vero, Atherstone Civic Society, writes:

Atherstone is on the Coventry Canal which has a number of historic sites in the vicinity which are at risk. The most prominent is Hartshill Wharf, a small complex of bridges, waterways, workshops, yard and manager’s house. It used to be opened occasionally to the public but was leased to a building company about two years ago with, what I believe is an option to buy. This company has already erected unsympathetic fencing to protect its building materials. We are concerned that, once it has acquired the building, it may be difficult for British Waterways to control activity there, although, as I understand it, they do put restrictive covenants on property they sell.

I raised the issue with British Waterways over a year ago and also my concern that the lock cottage at Atherstone and its keeper, who was awarded an MBE for his services to the canal, would be safe. I was assured that there was no intention to dispense with the lock keeper and that he was safe in his cottage for the foreseeable future. Just recently I learned that he is to be made redundant and evicted. This has shocked the community as, not only is Tony Wright an exemplary lock-keeper but an active member of the community and a great champion of the canal. Atherstone has pockets of deprivation and the canal has suffered a number of incidents concerning nuisance youths, including the killing of swans, and attacks on boats. Tony organised canoe lessons for the local youths and succeeded in weaning them from nuisance behaviour. I cannot imagine what



the canal will be like without him. It is essential that there is a lock keeper and some reassurance that there is a watching eye to encourage passing boats to tie up in Atherstone and bring their trade to the town. Currently some 5000 boats per year pass through.

I understand that the last Government diverted to the farming subsidy budget some £150 million from DEFRA's grant to British Waterways. Now British Waterways can only make ends meet by selling off the family silver. I strongly support British Waterways moving into the Third Sector but it may be a case of shutting the stable door, because the features that make the waterways so attractive to tourists and local people may be damaged beyond repair as property is sold off and unsympathetic alterations are made. I have already heard that people are buying up lock cottages and then put in planning applications to extend them into 4-bed houses."

Do you share these concerns? Have you a local problem? Tell us at [info@civicvoice.org.uk](mailto:info@civicvoice.org.uk) and we will see if there is enough interest to help set up a campaign network on this issue.

Our Chairman contacted Nigel Crowe - Head of Heritage at BW - and received the reply below:

Hartshill Yard comprises a range of residential, former operational property and wharf area, sits in a conservation area and is considered a valuable heritage example of its type by both BW and the Local Planning Authority (North Warwickshire Borough Council). Until June 2008, the yard was actively used by BW operational staff as an operational base for both open storage and an office base. These staff were relocated at that time to accommodation closer to the Fazeley base.

A private company has occupied space within the yard for use as offices since 2006. At the time that BW vacated the yard in 2008 the company approached us to see if they could take a lease of the yard to use for the storage of materials – a use similar to that which BW had previously made of it. This was agreed to.

In parallel with this, additional office space was also requested and a scheme was put together in conjunction with BW's Heritage Advisor and her opposite number at North Warwickshire Borough Council. The scheme had regard to the heritage value of the buildings and looked to preserve the former Blacksmith's shop in its current unspoilt state and make no alterations externally so as to preserve the roof lines of the property in their original form. Recently these plans have been put on hold and no further actions have taken place. There has never been a proposal to sell the buildings at Hartshill Yard and BW will continue to retain a small operational presence here including use of the wharf area.

*No mention is made of the Lock Keeper at Atherstone or his departure. Ed*





## MYSTERY PICTURES

Weaver Collection 3534



Well now, the top one is a complete mystery - I'm hoping one of you will know.

The lower one, I do know about it as I took the pic; just testing you!! The questions are: what lock? what canal? and which well known boat is penning up on the right?





## IWA NATIONAL FESTIVAL - BEALE PARK

Mike Harrison reports:



*Cyprus, Skylark, Renfrew, Columbia, Fazeley, Clover, Kangaroo & Australia* are tied in a raft outside the Heritage Wharf

Photo: Tim Lewis

The IWA National made a return to Beale Park this year mainly because it is a good site from the IWA fund raising point of view, and being a pleasant and popular Thames side location. When the event was last here in 2006, a floating pontoon was installed in the lake for the historic narrow boats, but this time it was decided to create an 'historic wharf'. This was very effective and extremely well done, but the attendance of the historic boats was a little disappointing, there being 18 craft in all:



The opening ceremony was held at the Heritage Wharf, which had been nicely constructed for the festival

Photo: Mike Harrison

***Aldgate, Archimedes & Ara, Bream, Clover & Fazeley, Columbia, Cyprus, Fulbourne, Kangaroo & Australia, Kew, Panther, Renfrew, Sagitta, Sextans, Skylark and Victoria.***

However, there were three loaded pairs in attendance, ***Archimedes & Ara, Clover & Fazeley*** and ***Kangaroo & Australia***. They were all carrying a good load of pre-packed solid fuel and together made a fine sight. Apart from being contenders for the Alfred Richie Cockerel (awarded to the best turned out working boat) and won this year by ***Kangaroo & Australia***, I think they should perhaps have entered for the Most Meritorious Voyage to the rally. This particularly would have applied to ***Archimedes & Ara*** who had intended to bring their full load via the Oxford Canal. However, despite great efforts they could not get ***Ara*** into the second lock up Napton. (I hadn't heard of this lock being particularly narrow before - maybe a candidate for the Club to investigate). Determined to get to the rally, Tom Hill and his crew were then forced to turn round and approach via the GU instead. They came with the loaded pair from Napton to Brentford in two days!



More historic boats were moored together adjacent to the 'Heritage Wharf'  
**Fulbourne, Victoria, Severn Enterprise, Bream, Archimedes & Ara**



Photos: Mike Harrison

The Club stand was sited near The Wharf and the historic boats and despite the weather and wind (which was somewhat wearing), Clair and the team of helpers were able to make a good addition to the Club funds. Clair and Iain have taken the Club shop in hand and increased the stock and takings considerably. The Club Christmas cards, again designed and produced by Val, were selling well, as were the newly published books which Clair had sourced and the Clegg time maps, which are regularly updated.

Over 400 boats of a wide variety of types were present, together with a similar number of caravans



**Laurence Williams  
 receives the  
 Alfred Ritchie Cockerel**

**Matt, Cas and Laurence stand beside the  
 Alfred Ritchie Cockerel on board the  
 prize winning pair *Kangaroo & Australia***

and tents. The entertainment was enjoyable and well organised, as was the separate beer tent and altogether a very pleasant and convivial event.

Next year sees the National Rally return to Burton on Trent, with the date changed to the end of July.



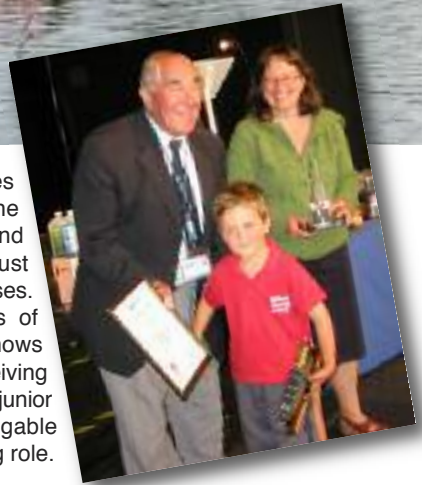




Photos: Mike Harrison

Some of our historic boats took part in the parades and general posing exercises on the lake. The picture above shows ***Clover & Fazeley*** and ***Kangaroo & Australia*** rafted up four abreast, just prior to doing a few pirouettes to entertain the masses.

The boats were not the only winners of awards at this event. The picture on the right shows one of our younger members, Peter Smedley, receiving the Penny Briscoe award for the best drawing by a junior crew member. Proud Mum Alison, our indefatigable secretary, can be seen on the right in a supporting role.



## Navigation issues

On the web site there is a section on pinch points, many of these have come across from the old web site and some of them I feel should be deleted and others should be added. We would like to build up a full and better picture of the real pinch points across the waterways. We all know that there are many locks and bridges that are tight and some historic (and new boats) have more problems than others. There are locks like Hurlleston 3 and 4 on the Llangollen, Stret and Morse on the Chesterfield, Awbridge on the Staffs and Worcs, bridge 58 and lock 44 on the Southern Stratford, many of the near side locks on the Trent and Mersey that many historic boats have problems with.

If we could build up a better and clearer picture that members could view on the web site and the Club could monitor, we will take the matter up with BW if we see structures are clearly deteriorating. What is particularly important is if your boat has been through a structure in the past and it is clearly more of a struggle now and in some cases now not possible.

There is a form on the web site. Please do take the time to complete this and help us improve the information for you. We would not pass your details on to BW. We really want to know just how many boats have problems in the different areas, it is numbers that make a difference.

We have had some recent successes, some spot dredging on the Wyrley and Essington and the Staffs and Worcs. Next year, on the way to the Easter gathering at Ellesmere Port we would like as many boats as possible to attempt Hurlleston bottom lock. We have the support of the BW management and they are willing to assist us.

I look forward to seeing your pinch point forms.

Sue Cawson





Tim Coghlan continues his narration of the extraordinary life of Olga Kevelos

**OLGA'S BOAT SONG**  
Part 2







## CORNWALL AND THE SALVATION ARMY.

Colin Scrivener writes:

**Cornwall** was built by Lees & Atkins of Polesworth for Fellows Morton & Clayton as a horse drawn or butty boat in 1931, registered BCN 1707, and worked in their fleet until about 1945. Bought by Ron North, she was converted with a cabin over the full length of the hold by Spencer Abbot & Co. Ltd. at their Salford Bridge dock.

The interior work and the engine installation was done by Ron and his friends. The engine, a 17hp petrol unit, came from a 1932 Morris Commercial lorry, and

was mounted in the middle of the boat. The original gearbox, propeller shaft and worm drive back axle were used, the latter having the axle shafts shortened to drive the two home built cone units fitted each side of a central gangway through the rear sleeping cabin. By using this system the **Cornwall** floated level and only drew about 16 inches, very useful in shallow canals, and had less trouble with weeds and rubbish than a conventional propeller. As petrol was strictly rationed the carburettor had been modified so that the engine would run on Tractor Vaporising Oil that was more easily available, being off ration.

By modern standards the interior was fairly basic. A large saloon at the front had two bunks each side and a central table. Cooking in the small galley was done on a three burner Valor paraffin stove with a portable oven that could be placed over one burner and the main lighting was by pressure paraffin lanterns. A double bedded cabin separated the galley from the bathroom which had a chemical toilet, a wash basin and a cast iron bath that was raised from the floor so that it could be heated by a Primus stove and the water would drain overside without a pump. Two 30 gallon water tanks in the engine room were mounted high enough to supply the galley sink and washbasin by gravity. Behind the engine room there was a cabin with a bunk bed each side over the cone units and finally the original boat cabin that was used for extra accommodation.

The boat was cruised extensively and took part in several pioneering events such as leading an IWA cruise on the northern Stratford canal necessitating the lifting of Tunnel Lane bridge. This was when I first became acquainted with the boat. In 1949 I went on a summer cruise on the Shropshire Union canal while in 1950, having spent several weeks helping maintain and repaint the boat, I went with her to the first IWA Festival of Boats & Arts at Market Harborough. The boat usually cruised with about ten people as crew, and as the North family believed in introducing as many people as possible to the canals, this number was sometimes augmented by others sleeping on the floor.

In September 1950 Ron North came to the sad decision that due to business pressures he would have to sell **Cornwall**. She was bought by the Salvation Army and was taken over by Major Fred Fielding and his wife and daughter to become the mission boat for the canal boat people.



*Cornwall* at Cut End on the Shroppie en route to be taken over by the Salvation Army in 1950 and re-named *Salvo*





## Cutting from a National Newspaper in 1951



### The Mariner Major

Major and Mrs Fred Fielding, of the Salvation Army, are taking the 70ft barge the Salvo, equipped with lecture hall and cinema apparatus, along 2,700 miles of England's rivers and canals. Here is Mrs Dale of Bletchley, going aboard with daughters Sarah, Gillian and Sheila.

*I am wondering if Mrs Dale is a boatwoman from the **Bletchley** or is from the town of Bletchley. Val)*

### Canal Boat is their Floating Church

For nearly three years Major Fred Fielding and his wife Ivy, both of the Salvation Army, have made their home aboard a 72ft long canal boat so that they can get to know the men and women who spend their lives aboard the gaily painted boats that ply the canal network. They arrived as strangers among a community that has little to do with the world 'ashore'. Now the Fieldings have become the intimate friends of hundreds of canal folk and their children.

All through the winter their narrow boat, the Salvo, is moored on the canal side at Sutton Stop, a depot not far from Coventry. The sign painted along the side of the boat proclaims: Salvation Army - Inland Waterways Campaign. In fact, Mr & Mrs Fielding *are* the campaign for they are the only Salvation Army workers on the whole of the British canal network. It was because the canal people seemed to be 'left out of things' that the Fieldings - with over 20 years of Salvation Army work behind them in practically every part of the country - were sent on their mission.

For Mrs Fielding that meant giving up a normal home ashore at Carlisle and moving into the Salvo - converted into a houseboat with a line of cabins and compartments, none more than 5 feet wide. Her new home consists of a tiny kitchen 'for'ard' a bedroom and bathroom in tandem amidships and a postage stamp size living room aft.

After 3 years she is 'just about getting used to it'. The change also meant something else - it meant winning the trust of a naturally conservative group of people. "For 12 months there was one family who didn't say a word to us" said Maj. Fielding. "Now we are the best of friends". The canal folk are not easy to get to know, but once the ice is broken they are your friends for life.



Sutton Stop, where Maj. and Mrs Fielding live and work in a converted canal boat



Mrs Fielding



### Films on Board

A tiny compartment in the bows becomes a club room for the children of the canal families in the summer.

“Quite a lot of them can’t read or write” said Maj. Fielding. “So we give them bible lessons with the aid of religious films. There were 32 children here for a meeting one summer evening. In fact they are here practically every evening in the summer when their parents have moored the boats for the night.”

Some distance down the towpath a small wooden hut which used to be the Canal Company’s office before the waterways were nationalised has been converted into a Sunday school and club house which is usually filled. “We help the grown ups as well.” said Maj. Fielding. “Many of those are unable to read or write, so we write letters for them and fill up forms. And then there is visiting of people in hospital, to say nothing of a number of confinements my wife has attended.

After Easter the Salvo will chug east for an overhaul. Then will come a summer tour of the midland canals. New places, new faces, for the most unusual mission in the country.

I was invited to help move the boat to its new mooring at Coventry and I joined her at Kings Norton to go through the Stratford Canal thus, rather sadly, reversing the original trip.

The boat was renamed **Salvo** and initially went on a mission cruise down the Grand Union Canal to Cosgrove and Bletchley but in 1951 was moved to Sutton’s Stop where she tied in the first length down the Coventry arm which became their permanent base. They also took over the old toll office which was used as a meeting room. In the next few years I visited Major and Mrs. Fielding several times on board the **Salvo** at their base at Sutton’s Stop where they did so much good work helping the canal folk.

Major Fielding never seemed to be happy with the Morris Commercial engine so in 1954, when the D&IWE were pruning all the old Fellows Morton boats from the southern fleet, he was given the **Aster**, a wooden motor boat with 15HP Bolinder engine that had been built at Uxbridge dock. I helped Bert Dunkley bring the **Aster** from Uxbridge to Coventry. I think the Major also had trouble mastering the Bolinder. I am not sure if the engine was taken out of **Salvo**.

The Salvation Army closed the canal mission in 1963 once most of the trading boats had finished. Brigadier Fielding, as he had become by then, retired and went to live in the old toll house at Norton junction where he died in the 1990’s I believe. I have never found what happened to **Cornwall-Salvo** but I last saw **Aster** as a converted residential boat on the Kennet and Avon canal near Dundas on 15th May 2003.

Colin Scrivener

### MAN AND WIFE RUN A UNIQUE MISSION FOR THOSE WHO LIVE ON THE WATERWAYS

Birmingham Gazette  
Tuesday March 17th  
1953



Maj. Fielding (left) talks to a canal family near his boat, the Salvo. Left to right: Miss Laura Carter, Mr and Mrs Whitlock and their children, Michael (4) and Joan (8)



The Fieldings were even featured in the 'Ruggles' cartoon in the Daily Mirror. The following examples were supplied by Colin, who suggests they probably date from 1952.



Now I hate to admit this, but I can remember the 'Ruggles'.....Val.

### Maesbury Marsh

Clair Butler sends a brief report from the rally at Maesbury where she and Iain had the Club stand. Five historic boats attended: **Baildon**, **Buckingham**, **Plover**, **Saturn** and **Swan**. **Saturn** proceeded horsedrawn along the newly restored section of the Montgomery Canal from Gronwen to Redwith Bridge.



## HNBOC Easter Rally 1969

Richard Booth has found this article in a 1969 issue of the IWA Bulletin. Interesting to note all the buildings which were around the basin then.



### Narrow Boat Owners' Easter Rally

*About 20 boats arrived at Bishop Street Basin for a campaign rally. View above gives an idea of how attractive a feature of the City the Basin could be. But plans are afoot — see page 51. The Lord Mayor (right), talking to Bert Dawkley of the Corentry Canal Society, strongly supports proposals. Also there was veteran boatman Joe Skinner (below).*





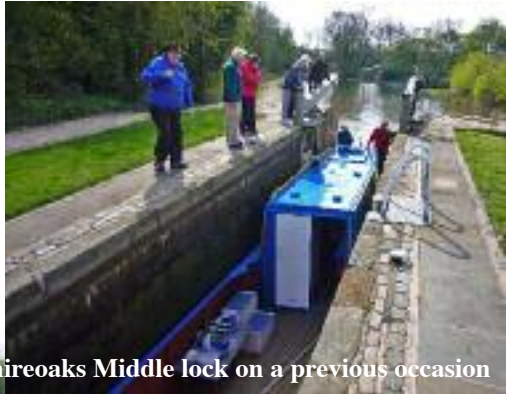


## Taking *Python* from Shireoaks to Ranby on the Chesterfield Canal 13th July 2010

Pete Ramsell writes of the difficulties encountered:

After giving BW maintenance staff 2 weeks notice, the day started with *Python* exiting Shireoaks Marina at 10am getting through the Shireoaks top lock with only a slight amount of scraping the sides. We then had to wait in the lock until given the nod by BW that we could enter the middle lock, meanwhile BW had inserted stop boards in the bottom lock bywash and raised the pound by about a foot. We then emptied the middle lock which still left *Python* in mid air approx 2 inches above water level. We had to be flushed out by opening both top gate paddles at the same time creating a large wave and full throttle we were out clear of Middle lock, and this was the easier of the two problem locks, by the time we had got through all 3 Shireoaks locks it was 11.15am.

Whilst we cruised down to Stret lock, BW who had been raising the Morse Lock Pound since 8.30am then proceeded to set things in motion for getting through Stret. It takes about 4 hours to raise this pound which is just over a quarter of a mile long and while BW are doing this no boats are allowed to travel up through Morse Lock. When we arrived above Stret at 12.15 they were ready for us, it took 3 flushings to get us through, after which we decided it was



**Python struggles up through Shireoaks Middle lock on a previous occasion**



Photos: Rob Auton

time for a well earned drink and bite to eat at The Lock Keeper pub alongside Deep lock, the one before Stret. At about 2pm we set off with no further trouble arriving at Ranby around 6pm.

The planning and time involved for getting *Python* through this stretch is getting to be a real bind for us and especially BW. An example of this is that on the 23rd of August we need to go to West Stockwith to fetch some

compound fencing back to Shireoaks Marina so the *New Dawn* group can get on with the build of our replica Cuckoo boat which incidentally will be towed everywhere by *Python*. I could only give BW 6 days notice and at the time of writing this piece I still don't know whether or not they have the staff to get us through. If we don't go on 23rd I will not have enough manpower to crew *Python* until October putting yet another delay on *New Dawn's* build. Most of September the *Seth Ellis* trip boat is booked up and we use some of their crew to man *Python*.

I do however have to praise BW's maintenance men for all their time and patience dealing with this problem, but let's hope something can be done about the state of these locks in the near future. While I was at the Trustee meeting on Monday our treasurer brought up a comment that someone had been in touch with him asking if we could get our Work Party to assist WRG in a temporary repair job on one of these locks next March. BW I believe are organising a stoppage in March 2011, it would be nice if Stret and maybe others were partly remedied before our Retford Gathering in September 2011 allowing historic boats to get up to the summit level and through to the Norwood tunnel portal.





## More on Chesterfield Problems

On 12th July Phil and Ros Prettyman and Mike Harrison met Sean McGinley, Waterway Manager, BW - East Midlands, at Stret Lock, and he followed up with this email: I have made some notes of our discussions concerning lock widths on the Chesterfield Canal;

1. BW will de-water Stret Lock in the first week in March 2011 (or thereabouts) and carry out measurements to determine the maximum size of vessel that can pass through the lock at the published maximum length and draught. Our current advice on maximum craft dimensions is 72' x 6' 10.5" x 2' 6" and we need to know if this is available.

2. At the same time we may take some cores to determine the make up of the existing fabric which could allow the design of remedial works. Depending on the scale of the problem the design of any remedial works could extend from grinding away the surface to stripping away layers of brickwork and re-skinning the lock. We may also install measuring studs to determine what movement is occurring. (Although the lock is not listed, we will still need to approach the works in a sympathetic manner, so some of the mentioned options may not be approved).

3. We believe the lock walls are moving in, so a long term solution would need to include the installation of new anchors to replace the presumed rotten timber ones.

4. We will investigate if raising the downstream weir is practical as a temporary solution or if such an approach could be a bookable activity. We will also investigate if the installation of stanks at the bridge below the lock may be a temporary/moveable solution.

5. You could possibly assist by carrying out a physical survey by asking boats to attend a trial in the summer of 2011. If planned correctly we could arrange for a BW member of staff to assist in the trial on site. You will ensure that anyone involved in the trial knows they may get stuck!

6. Please find attached a copy of table 10.1, part 2 of section 10 of the 1968 Transport Act which gives the dimensions (I believe) we should be working to (i.e. a maximum craft dimension of 6' 11") but please note this only covers the canal up to the tail of Morse Lock. Stret Lock is technically remainder and so is not covered by these dimensions.

Mike Harrison replied:

Thank you for your email and for meeting Phil, Ros and myself at Stret Lock. This had been a productive meeting and we look forward to seeing the lock dewatered in March.

The problem of some boats being unable to pass through certain locks on the restored section of the Chesterfield Canal is something which this Club is very concerned about. We also appreciate that this is a situation which you have inherited as waterway manager and will be very pleased to assist in any way that we can to help resolve the problem.

At the moment this part of the Chesterfield Canal is regarded as a no go area by many boaters, which is a great pity as it is arguably the most pleasant stretch of canal in the East Midlands. As we discussed at Worksop and you mention above, since it is thought to be the lower part of the chamber which is too narrow, would it be worth raising the weir at Morse Lock to raise the level of the pound up to Stret Lock to relieve the problem, at least on a temporary basis?

I anticipate that many Club members will be attending the event at Retford next September and we will be encouraging as many historic boats as possible to make the trip to the summit. Thank you again for your time and for your helpful approach to this matter.

**For Sale:** Water Can and Hand Bowl, good condition. Traditionally painted by D C Robinson at Norbury Junction in 1965. Also set of 4 matching brass bed knobs.

Further details and offers to: Reg Jelfs. Tel. 01981 500450  
Mr R Jelfs, Pengrove, Staunton - on - Wye, Herefordshire. HR4 7NF



## HISTORIC BOAT GATHERING - CHESTERFIELD CANAL - RETFORD 10th and 11th September 2011

As you know there are width problems on the newly restored section of the Chesterfield Canal. The Chesterfield Canal Trust would like our support in their efforts to rectify these tight spots. The Chesterfield Locks are wide (14ft) from the River Trent as far as Retford. The problems begin above here, with Morse lock being a bit tight and Stret lock tighter and precluding passage of many historic craft. So the plan is, while attending this rally for as many boats as possible to test passage of Stret Lock. When/if you achieve this there are other tight locks further on.

This gathering will be in conjunction with National Heritage Days and is free to boaters and public. The Trust think September will be best for bringing boats up the Chesterfield as the weed problem has gone by this time of year. If needs be they will be offering an assisted passage service down the tidal Trent and at West Stockwith Lock.

To book in to the event contact Harbourmaster Mick Cheshire:

Tel: 07900 676573 or e-mail: nbphoenix55@hotmail.co.uk

For other enquiries contact Pete Ramsell:

Tel: 01246 280660 or e-mail vicki\_and\_pete@dsl.pipex.com

Pete Ramsell will be organising the boating side of things and liaising with The Civic Society and the Beer Festival at The Rum Runner which is by Town Lock

The Chesterfield Canal Trust's trip boat *Seth Ellis* will be doing public trips both days up and down passing the historic boats. It would help the Trust if you would indicate your intention to attend, so that they have an idea of how many will need to be accommodated in the wide and deep area above Retford Town Lock.

### *Hyades* Returns from Exile



Photo: Richard Booth

Richard Booth advises:

On 26th July, *Hyades* was brought by road from Tiverton, Devon, where it had been used as a horse-drawn trip boat on the Grand Western Canal since about 1977, to Brinklow Boat Services. On the following day it was craned onto the wharf, where the trip boat top was quickly removed, and has now been partially re-bottomed. It will be returning to the water shortly, pending further work. It is planned to restore it to original condition in due course.



Browsing through some old copies of Navigation, the IWA Midlands Branch Newsletter, I found the following which I thought may interest you, in the July 1965 issue by an unknown author:

### Braunston to Stoke Bruerne Boat Trip - 20th June 1965

Braunston Tunnel  
South Portal



This enjoyable outing was organised by the Dudley Canal Tunnel Preservation Society, on the Willow Wren narrow boat **Water Ouzel** from Braunston at 9.30 am to Stoke Bruerne at 5.30pm. Passengers then returned to Braunston by coach. The 21 miles of the return journey took threequarters of an hour. The highlights of the trip (if one can call moving through a pitch dark tunnel a

'highlight') were the Braunston and Blisworth tunnels. The day was bright and warm, midsummer day being only 4 days away, and the stringency of the licensing restrictions was ameliorated by being able to visit the galley at any time while the boat was moving. It is surprising how being surrounded by water always creates thirst!

The scenery on this part of the canal is unusually pleasant. The canal widens out in places, and with the turns, trees on both sides, and absence of other distractions, in places it was reminiscent of the Thames. A few feet of water between one and the land immediately brings isolation from worldly care. This impression is heightened, it must be admitted, by the, in places, neglected state of the banks and the overgrown towpath, and to some extent by the absence of traffic, but traffic is not the same problem as it is on land. In the first place, all traffic proceeds at about 4 - 5 mph. If there is a boat ahead, there is little question of overtaking it, still less of **suddenly** overtaking it. It will be seen again at the next lock, either waiting to go through or going through, or just having gone through. Priority depends on an early start, rather than superiority of engine power, or the man at the wheel. Then, if there is a boat coming the other way, it is not considered a possible source of danger, but is welcomed as a fellow voyager. A head on collision between two narrow boats is unthinkable. [Hmm! Ed.] One or two of our party thought we were going to achieve this in the Blisworth tunnel, but it appeared, in due time, that they were seeing a ghost. What appeared to be the headlight of an oncoming boat turned out to be the bright sunlight at the tunnel's end.

The Blisworth tunnel is an impressive engineering feat, even now. The quality of the brickwork is first class. When we are daily being reminded of jerry-building, and as one who has, in his day, pointed bricks, is pointing bricks and unhappily looks likely to be continuing to point bricks, I affirm that it is first class. But it was a relief to get back out into the sunlight.

**Water Ouzel** is propelled by a twin cylinder diesel engine. the inventor, I believe, did not have much success during his life, but he is being posthumously honoured, and the apex of his success has not yet been reached. It is an efficient engine, but I wish he had invented an equally efficient silencer to go with it.

The state of repair of the banks was very patchy, on the whole, adequate for present navigation, but they must be something of a headache for the proprietors of the canal. In places they had almost disappeared and were overgrown with bushes, in others there was nothing but silt and stones, and numerous stretches had been riveted with iron plates on concrete baulks, and at one point with sandbags. We were followed throughout the journey by a stern wave, washing into the breaches and sucking at the stones. It is obvious that what is good enough for horsedrawn boats, is not good enough for engine propelled boats. The proprietors must be in a dilemma, the more traffic, the more revenue, but the more damage; less traffic, less damage, but less revenue.

We were accompanied part of the way by a narrow boat fully laden, and managed alone by one boy, I suppose I should say young man. He was brown as a berry and a skilled boatman. It was fascinating to watch him in the locks. He would go forward with a length of rope, tie it round the guard rail in a way known only to himself, go back, jump down via the funnel, and at the exact moment reverse his engine, when the boat would pull the lock gate back, suddenly uncoil itself as though it were alive, and as the boat went out would fall along the side in readiness for the next lock. The guard rail looked as though it were used to this treatment, being in fact



Buckby Top Lock 1956

Photo: 316 Weaver Collection

slightly bent, but there was no waste of time throughout the trip. It is somewhat startling after chugging pleasantly through a long reach (I prefer the word 'reach' to the more technical and correct 'pound' - let no one think I don't know, although on all other matters I am happy to confess complete ignorance) at about 4 - 5 miles per hour, when one has a tendency, lulled by the peace and quiet, and the hot sun and so on, to sleep, to find out how little time is wasted at the locks. Someone goes ahead, the boat slides in, the gates are closed, the water first bubbles, then cascades in (or out) the other gates open, and the boat is through. There is no fuss, no visible hurry, no shouting, no demands for passengers to disembark or lend a hand. This is not mere efficiency, it is rather an artistic use of time. I am lost in admiration. Indeed, notwithstanding the fact that it was Sunday, I did not hear an oath all day. What happened to the celebrated bargee's language? Has that vanished also, or has it gone onto the roads?

The museum at Stoke Bruerne is well worth the visit. Museums do not tell one what life is like, but only what it has been like. The difficulty with so called 'industrial' museums is that, being relatively contemporary, they cannot decide what is significant and what is not. However, this is only a beginning. I am unable to say whether or not it pays its way, it was well patronised that Sunday, but it was summer, and there are 51 other weeks in the year. It is to be hoped that it will not become a 'dead' museum, merely a storage house for objects which have escaped destruction in the past, but that there will be some encouragement, by reason of public attraction, to expand it.

*I have included a couple of pictures from the Weaver Collection, to give an idea what the canal was like around the time that the article was written* Ed.





## Who is Protecting Our Heritage?

Izzie Turner sends these two pics of the tasteful (!) restoration of the bridge at the entrance to the Sheet Stores Basin on the Erewash Canal in Long Eaton:

The stone wing wall had been in a state of collapse for some years and a good job has been made of repairing this.

But who on earth has sanctioned the restoration of the footbridge?

The red brick patching and the awful stepped wall. And as for the railings and the crash barrier.....words fail me! What a contrast with the beautiful original lines of the bridge.



Photo: Isobel Turner

I sent these 2 photos to Tom Woodcock MSc CHE - BW Heritage Advisor for the East Mids & Central Shires South, who replied:

Thank you for your enquiry and the attached photos of the recent works at the entrance to Sheet Stores Basin.

The replacement of the existing flat decked bridge with a new, strengthened bridge was completed by Network Rail who own the structure.



Photo: Isobel Turner

The photos provided make it difficult to see, but there are actually two structures (previously two bridges) attached and adjacent to one another. The stone entrance walls once carried a footbridge or towpath bridge, which was removed many decades ago (the brick sections behind although bonded in are part of Network Rail's 20th century bridge).

British Waterways do own the stone sections of wall fronting onto the canal, but it no longer has a bridge over; BW's boundary falls approximately where the grass verge meets the tarmac.



Photo: British Waterways





Although not on BW property, the works were of course in close proximity to BW owned assets, and we should have been consulted but we weren't. BW only became aware of the scheme towards the very end of the project. Had we been consulted however, we would only have been able to offer our opinions as the structure is not listed or within a conservation area. (BW has no



Photo: British Waterways



The wing wall had been nicely repaired by BW

Photo: British Waterways

formal powers over structures outside of our ownership unless a planning application is raised, navigation is likely to be affected or there's a potential breach of heritage protection legislation etc).

The design in my opinion could have been improved, but the remaining historic sections of the basin entrance were preserved, and only the relatively modern parts of the previous bridge were altered. The iron railings are stark but would be greatly improved if painted and are not unusual features of the waterways. The use of vehicle crash barriers are the most intrusive component but in this case BW have little control over the use of a feature Network Rail deem necessary for the bridge's safe use.

I attach some additional photos including the rebuilding carried out by British Waterways in 2005; if I can be of further assistance please don't hesitate to ask.

### Terminology!

I picked up this temporary stoppage notice concerning the Oxford Canal:

During our emergency stoppage we found that the Babbie had been seriously damaged at Slat Mill Lock and needs to be replaced as a matter of urgency. This work will commence at 9am on Thursday 5th August by closing the lock for a period of 1 hour to remove the old Babbie. We will then re-open to complete the works to the Babbie on the bank side, then reclose again for an hour to install the replacement. Each closure is expected to last one hour.

Now Babbie, to me is a Black County word for a young infant and I was puzzled. Apparently so were others and BW must have been besieged with enquiries as shortly after they issued the following stoppage notice:

UPDATE : For further information the 'Babbie' timber is a piece of oak about 9" thick which protects the solid part of the lock cill.

Aha! so now we know!



## Responses to Mystery Pics

First in was this from Malcolm Edge - *Minnow*:

Hi Val, It's Blossom here. Re the mystery pictures shown on page 9 of newsletter 2010/2.

The upper photo is a scene that is familiar to me but I just can't put my finger on it at the moment, I have a feeling it is of the 3rd or 4th pound down on the old Bentley locks. I can't be sure.

The lower photo brings back many boyhood memories for I walked over this bridge 'ole every day on my way to infants and junior school and in fact a friend of mine, Brian Fulford drowned in the canal at this bridge returning from school in about 1960 whilst crossing the canal on a steel pipe the other side of this bridge. The pub has been rightly named as the 'Old Port Hotel' and the bridge is the Old Port Bridge. The wharf on the right of the canal immediately this side of the bridge 'ole was E W Reid of Tipton and the boat moored aside that wharf is the 'ampton boat number 2369. The joey boat sunk in the right foreground was named **James**. A bricked, one up one down style as used under bridge 'oles, sloped pathway leads from the tow-path up between the further side of this bridge and the pub, which led to an opening in the front of the Old Port Hotel. This led to a courtyard stables which I have always presumed was for boat 'ossiz. The factory visible behind the right hand side of the bridge was Carlton Stampings who made hot forged stamping for the motor industry. So where is it - it's the Old Main Line at Dudley Port, Tipton. This bridge carries the main West Bromwich to Dudley road. The picture shows the new bridge which replaced a much more 'humped back' bridge which used to cause cars to 'fly' if taken too fast. On closer examination, I think this photo was taken at the time when the old bridge was just being replaced from the building works and piling visible in the far approach to the bridge which would put it in the late 1950's. Hope that's nailed it down well enough and if my thoughts clarify on the upper photo I will re-mail you Cheers, and don't bang 'em about.

Nick Wolfe rang to advise the lower pic is:

Dudley Port Bridge on the OML looking towards Oldbury. He'd been stuck there recently

Sean Neill emailed and referred to the upper picture:

I can't identify the location, but the picture contains two egg-ended boilers - splendidly dangerous devices which were used by Grazebrook's Ironworks in Netherton until the 1950s. They would have been suspended on the furnace side walls by the cast-iron lugs visible high on the sides of the right-hand one; because the underside got the full heat of the fire and the top was cold, uneven expansion led to seams ripping; the ends could fly 200 yards in opposite directions. There is a small one near the steam hammer at the Black Country Museum - fortunately quite safe as it has a large hole in it. Between the egg-ends is a haystack boiler - the Museum's Newcomen engine has a lead version, but this is obviously iron.

Bob May relayed a message from Dennis Fellowes, former blacksmith at the BCLM:

He believes the upper pic. to be at the top of the Crow, beyond the maltings and the works on the left are the Langley Stampings.

The lower pic is Dudley Port Bridge which carries the main road from Burnt Tree island, Dudley, to Great Bridge. The joeys on the right are all Hampton Boats, which were eventually raised and taken to the Black Country Museum.

Chris Clegg emailed:

May be too late, but I think that Weaver Collection photo No. 151 is of Dudley Port Bridge, Old Main Line. No idea where the other one is, though.

*Well well, it seems I've beaten you at last, no one has confirmed Dennis Fellowes' suggestion! However, I've had some good info sent on Dudley Port Bridge*

Val

## MEMBERSHIP SECRETARY'S NOTES

Responding to a concern on confidentiality raised by a member, may I remind you that I do have the means to exclude individual members' particulars from the lists issued to members every year but, I do need any such request in writing.

We know that our members have a wide range of skills and knowledge, alongside the obvious ones directly related to their boating interests. We would like to compile a list of such 'knowledge base', strictly with members' consent and not with a view to publication. We certainly do not intend this to circumvent due payment for any professional services rendered, the Club will always be happy to pay for such, but it might help us just to know of someone's involvement in, for instance, accountancy, planning or health and safety. I will be including a query for such information on membership renewal forms in future, it is, of course, entirely optional whether you add anything to this field or not.

Most members whose renewal falls on the 1st of July have now sent in their subscription, thank you for your co-operation, but there a few who have yet to do so. If you see a red asterisk on the envelope this Newsletter came in, you should respond NOW lest this regrettably be the last one you will receive, and we don't want to lose you.



by David Daines

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### Goodness, What's all this?

Bernard Hales sent me this Phunny Pic. To which I replied:



Thank you for this Bernard.

Sorry, I'm not understanding.....

What's the story behind the tyres?

Had they been put in the cut and someone has apprehended them and tied them to the bank until the string rots and they become a blockage or what?

That's code for, will you send me a nice long explanatory caption to go with it please?



Bernard then sent another pic and commented: Ahha! Your Midland rep. needs to be consulted!

This is at the temporary major diversion, at Selly Oak on the Worcs & Brum, where a new superstore etc. is being constructed.

A single track diversion has been made since last autumn between the original line and the railway 20 yds to the



west, allowing an access road tunnel to be constructed. The tyres seem to be the reinforcement to the transition of the old and temp lines and only leave a single boat gauge free. We tested it last autumn before the diversion happened and stuck nicely in the middle of the tyres underneath the contractors lift bridge, that caused them some consternation but we made our usual comments and eventually squeezed through squashing them down a bit.

The pic on the previous page was **Enterprise** negotiating the wiggle in!

*So now we know....Ed*

**YARWOODS  
BASIN**

*Moorings Available  
For Narrowboats*

**TEL: 07831-184495**





## Letters

Report of an alarming incident from Sandra Green - *Lynx*:

I was travelling back to my mooring with *Lynx* on Sunday from the City Mill Lock opening event in the olympic area. I was on the Regents Canal, it was a nice day and the towpath was packed with pedestrians and cyclists. I was just about to enter a bridgehole, an old style bridge. I noticed there were about 3 cyclists riding through the bridgehole. None of them had dismounted. I wasn't going fast but I was faster than tickover. Then one of the cyclists braked, lost balance and fell into the canal RIGHT IN FRONT OF LYNX in the bridgehole!!! I moved the tiller over to the side and put it in hard reverse, and missed hitting her by a foot. Can you imagine if I had hit her, I feel fairly sure that she would have been very seriously injured, crushed or gone under the boat.

I have reported the incident to BW by phone because the online form is unusable as it has no validation on the submit button, so, if there is an issue, it tells you to go back and clears the form and you have to start again. (I'm surprised that anyone ever submits any incidents online) I gave up in the end and called customer services. Anyway, they are sending someone out to make sure that there are signs to dismount at these bridge holes. I didn't take her name or details and I wish I had, but its only last night and today I started to think about what could have happened.

I don't know how you could fix this? Railings under the bridge holes are a hazard for boaters trying to hop off at the bridge hole. Cyclists in London are getting worse and I wonder if there are any other ideas for stopping them cycling through these small spaces? Seriously, I think she is lucky to be alive.

David Lowe asks:

A colleague says he has been asked to assist with refurbishment of a narrow boat called *Zodiac* which is or has been on display at Aston Manor transport museum. It sounds as though it ought to be a GU boat, but have a suspicion someone said it isn't or at least isn't *Zodiac*! I believe young people are to be involved with the project.

Mike Harrison replied:

The boat named *Zodiac* at the Aston Manor transport museum is a GUCCCo Middle Northwich motor boat, recognisable by the rounded chines, but is not *Zodiac*! Eight pairs of Middle Northwich boats were built. Of the eight motors, all of which survive, *Sextans*, *Sickle*, *Theophilus* and *Tycho* were shortened and made into icebreakers quite early on. The other four, *Radiant*, *Taygeta*, *Tucana* and *Zodiac* are still full length. *Radiant* is paired with *Regulus* and moors at Ellesmere Port. *Taygeta* is, I think, still with BW in the North West. *Zodiac* is converted and moors at Braunston. This boat is certainly *Zodiac* because the original back cabin showing clearly where the brass letters of the fleet number 100 were fixed is still intact. So therefore the boat at Aston, which was based at Gloucester and BW have called *Zodiac* for many years, is in fact *Tucana*. Having said all that, these boats were mixed up at Gloucester and maybe some of the names cannot be 100% guaranteed accurate!

Richard Booth adds:

I agree, the former Gloucester & Sharpness bunkering boat B10, now at Aston Manor Road Transport Museum and carrying the name *Zodiac* is most likely *Tucana*. There is some doubt about the original identities of some of these boats because BW at some stage removed the name plates from them and placed them in store. Some years later they put the name plates back on the boats but apparently in random order. Thus: *Deimos* became *Slough*, *Tucana* became *Zodiac* and *Zodiac* became *Deimos*.

Liam Hewlett and Beryl McDowall both advise that:

*Taygeta* is no longer in the BW North West fleet, having been sold into private hands recently.



**The Following Items are offered For Sale**  
 Values are estimated only. Sensible offers sought.

**Kelvin No 1 Cabin Stove:** 15" x 13", black top, mottled grey case. Very sound: £225.00  
**Armstrong-Siddeley AS3** engine only, complete other than starter motor and exhaust manifold. Turns over well, ex. crane. Adaptable for marine. Sell for spares as is. £250.00  
**National 2** cylinder engine block. Good condition £750.00  
**National/Brunton** gearbox. Seems very good condition. £950.00  
**Pair Thos. Clayton** motor cabin doors. 20" x 35 1/2" Painted Fred Winnet, made at Oldbury Dock and never fitted - offers  
**Caledonian Dover** butty range. 31" x 21" top. Complete vgc £600.00  
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**Rubbing guards.** Approx. half ton iron and steel guards. Varying condition, up to 3". Hollow back and feather edge, some undrilled - offers  
 Offers please (7 1/2 % to HNBOC funds). Viewing by appointment only.  
 contact: Malcolm Braine,  
 Wharf House, Saltworks Lane, Weston, Staffs. ST18 0JE. Tel: 01889 270172.

**AUDLEM FESTIVAL OF TRANSPORT - 31 July 2011**  
 Bring your historic boat!

If you aren't going to the IWA National Festival at Burton upon Trent in 2011, you and your historic boat will be made very welcome at the Audlem Festival of Transport on the Shropshire Union main line on Sunday 31st July.

It may be a smaller event, but it's a really enjoyable day - and it's free!

During the afternoon, there will be about 300 old cars, lorries and motorcycles on the village playing field near the canal, and a collection of historic boats by the wharf. The event attracts hundreds of people, and there's no charge to attend. Crews of the historic boats are invited to a barbecue on the Saturday evening courtesy of Peter and Chris Silvester at Audlem Mill, right by the wharf.

Although there is no charge to participate, you do need to confirm your intention to be at the event, for catering and mooring (and of course BW risk assessment!) purposes.  
 Please ring Peter or Chris at Audlem Mill on 01270 811059 or email [info@audlemmill.co.uk](mailto:info@audlemmill.co.uk)



# STERN-END

## COMMITTEE MEETINGS

Members are reminded that all are welcome to attend committee meetings as observers. Please phone secretary to confirm date and venue as these meetings are projected a long way in advance

**Next meetings are:**

**Members' Meeting at Braunston Village Hall Sat 20th November commencing 2.30 pm**

This to be preceded by committee meeting in the library at 10.00 am

Saturday 8th Jan 2011 to be held at 9 Chandler's Drive, Tamworth. 11.00 am

**AGM 5TH MARCH AT BRAUNSTON VILLAGE HALL**

**Press date for 2010/4 is 24th November and for 2011/1 is 9th February**



## ADVERTISEMENTS

Members' private Sales and Wanted ads. are inserted here, free of charge.

Trade Advertisements, particularly from our own Members offering appropriate services, are welcome at the following rates which will be set against the cost of production.

This currently runs to 600 copies per issue:

Members Trade, (up to 10 lines), 4 issues:	£5.00
Bona fide trade, (up to 10 lines), 1 issue:	£5.00
All, half page display, with/without artwork, 1 issue:	£15.00

Please remit cheques payable to HNBC with your copy to the Editor. Thank you.

**For Sale: Darley & Alperon.** Pair of Grand Union town class boats. (Motor & butty)  
Both boats have been re-bottomed. Price: £77,000. ono. Tel: 01538 722162. Evenings

**Superb on line mooring** for rent on the lower Grand Union near Watford. Ideally we want another vintage or classic boat up to 60ft. All facilities on site with reasonable fees and possibility of residential use.  
All enquiries to macdonaldcassio@yahoo.co.uk or phone 07 860 613 449.

**For Sale:** 5 off Lister Freedom - FR2 cylinder heads. One is new, three are in good condition, one is cracked but all have varying amounts of valve gear and change over valves. Make me an offer or swap for a Gardner 2LW head or any other LW bits.  
macdonaldmarine@yahoo.co.uk or phone 07 860 613 449.

**For Sale:** the middle section of **Starling**. Bow and stern added in 1960s. Three year old steel cabin.  
BMC 1.5 engine. £6,500 ono. Contact Richard Booth who will put you in touch with the owner.

### Morris Lubricants have kindly offered a 10% discount on their various products to Club members

Go to the Publications and Shop page of the Club website and click on the banner illustrated below  
This will give access to full details of Morris' products and prices.  
The discount code is shown on the banner



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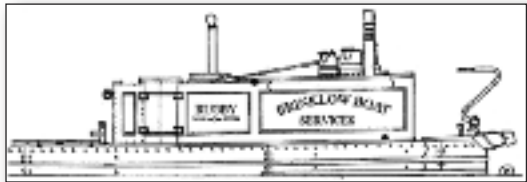
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# THE CLUB SHOP



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## A Range of Clothing with the Club Logo

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Orders and enquiries for the above items should be directed to

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Cheque with order please payable to **"Historic Narrow Boat Owners Club"**

## AIMS of the HISTORIC NARROW BOAT OWNERS CLUB

To encourage the preservation, restoration and use of working and ex-working narrow boats.

To represent the interests of the users of such boats in their dealings with all waterway authorities.

To promote the maintenance of the waterways system to a standard suitable to facilitate the navigation of such boats throughout the year.

To campaign for the retention and/or reinstatement of appropriate traditional and historical waterway furniture and features.

To establish and maintain a narrow boat archive.

In furtherance of these aims the Club has membership of:



Patron  
of the  
Anderton  
Boat Lift



Associate Member  
**PWG**  
Parliamentary  
Waterways Group



Views expressed in this publication are not necessarily those of the HNBOC, its Chairman or Committee. Publication is encouraged to raise points of interest and to invite comment

