

195 - Issue 43 - Spring 2007

Editorial - Keith Rogers

Usually the editorial is written whilst the days are getting shorter. Just for a 'one off' change it is being written as they get noticeably longer. Happily, this is an encouraging prelude to a good season with 'President'.

Last year was a great disappointment of course, especially as so much work had been carried out on Kildare ready for the second half of the boating programme. I had felt quite virtuous having been over to the museum a couple of times to make my own small contribution to Kildare's overhaul – with a paint brush!. One looked across at the 'lifeless' 'President' thinking how wonderful it is when a steam propelled boat or vehicle is lit up, steam raised, and is away on it's journey. Alas, the journey was all too short. For me there was the added disappointment because the return part of the journey, from the National Rally at Beale Park, was tied in with the National Heritage Weekend, which involved me in considerable organisation.

All was not lost however, for Dave Stott said it's a shame to cancel all the plans put in place and maybe another boat could stand-in for 'President'. Eventually, with time running out, the Coventry Canal Society's ex-FMC boat Panther came to the rescue. Included in this edition is a brief report on the weekend together with some photographs.

'President's' boiler is now repaired, tested and re-installed.

So we now have our two boats in tip-top condition and with a great boating programme beckoning in 'new' waters. Looking forward, President's centenary is just over the horizon and already the committee is out-lining some ideas to celebrate it in 2009.

However, they would like all members to get their imaginations into top gear for this very special occasion and submit their own ideas.

Keith Rogers

Trip Reports

Middlewich Folk and Boat Festival

Dates: Saturday 17th June & Sunday 18th June 2006

Crew: Ron & Judy Spencer, David Speer, Babs Parkin, Corinne Henman and David Moore

Journey: At the Middlewich Folk and Boat Festival

- President, ably supported by Hazel Valley, had arrived at Middlewich on Friday 16th June. We arrived early on Saturday morning to join the 'delivery crew' – great to meet up with old 'shipmates' we hadn't seen for a while. Dave Powell, Nick Haynes

and Richard Burke set off for pastures south, comfortable beds and clean clothes leaving the pristine new 'boys' in place.

- The Middlewich Festival is always a very friendly event to visit with the boats and 2006 was no exception. The mooring was at Kings Lock, opposite the Pub and across the road from the Fish & Chip shop – what more could you ask for?
- We spent the weekend, in sunshine and extreme heat, chatting to passers by about the history of President and Kildare, selling raffle tickets and horse brasses, recruiting members and receiving donations. We certainly had a lot of visitors aboard President. One 91 year old was particularly delighted to be allowed in the engine 'ole. Ron was interviewed by Granada TV for 'Locks and Quays' - to be broadcast early in 2007. David Moore and Corinne developed a wonderful technique for selling raffle tickets. By the end of the weekend we had almost £155 in the tin as a result!
- Spotted in the Festival Programme.....a 'Tidiest Engine Room Competition'. Babs and Dave Speer were determined to have a go at that and President was duly entered and much effort put into achieving a sparkling engine 'ole. I'm not sure how many actual entries there were for the competition, but President was unquestionably the winner! Now there's a first. I can't tell you what the prize was either! We left on Sunday evening, when I handed the Captaincy over to Dave Speer for the trip to Ellesmere Boat Museum, and at that point their prize hadn't been presented. If they drank it on the way to Ellesmere Port I hope it wasn't engine oil!!
- It was great to be part of the team again – if briefly. Many thanks to Dave Speer for the use of Hazel Valley as a crew boat - and many thanks to the crew for such a superb weekend.
- Ron Spencer – Captain
-

Only one F in Foot. by Roger Prior.

Dates: 25th to 30th June 2006

Captain: Dave Stott; **Driver:** Dave Speer; **Crew:** Richard Prince, Babs

Crew: Parkin, Roger Prior, Bob Crompton and other visitors. Various Gifford personnel. Sue Day and "Queenie".

Journey: Ellesmere Port to BCLM

- *The Prologue.*
- The Canal Entre Deux Mers is a lovely place to be; just ask Rik Stein. It runs from Bordeaux on the French Atlantic coast to the Mediterranean near Agde, and across the Camargue to Marseilles. Having previously cruised the Canal du Midi section (Toulouse – Beziers), we spent two glorious weeks in the summer of the year five enjoying the good life on the Canal Lateral de La Garonne and the river Baise to Condom. Titter ye not, this lovely mill town in the Gers region has, with typical Gallic pragmatism, become the international centre for research into HIV/AIDS.
- A penichette is also a good place to be crippled; I developed an extremely painful instep and narrow gangways and plenty of handrails made the Long John Silver routine at least possible. When I could no longer put foot to floor I crawled to a taxi at the Locaboat base in Agen and visited the local hospital. I was examined, given a prescription for a heavy dose of Prednisolone, had it made up at a pharmacie, (or rather the taxi driver did) and was back on the boat before the rest of the family had

finished their supermarket trip. Now, I'm not saying this couldn't happen here.....

- The steroids worked like a switch. Back home, the specialist couldn't make a definitive diagnosis – “come back if it flares up and is swollen and we'll draw some fluid...”. It didn't.
-
- *Sunday 25th June 2006*
- My wife Edie and daughter Charlotte ferried me to Ellesmere Port, picking up Dave Stott en route. We arrived at the North Western Museum of Inland Navigation in time for lunch at the very swish, very new and expensively appointed café. After meeting the rest of the crew I explored the site. It was thronged with people enjoying the IWA celebration rally, with brass bands, exhibits and lots of stuff going on in the smart buildings which have appeared since I last visited in 1977. Most of the boats however were a sorry sight, having simply deteriorated in the interim. Obviously it's easier to get funding for fast food than slow boats.
- I was casting around for a pub nearby to watch the World Cup footy. The lady at the café information point didn't know of one but eyeing up my cool FOP fancy dress asked “Are you with the IWA party?”. I mentioned *President, Gifford*, and didn't actually lie. “OK then go to the Tom Rolt Centre, but don't tell anyone, or they'll all turn up.” Another fine building, a smart, staffed but deserted bar, and in the next room someone setting-up a TV, projector and screen. Four of us watched England's finest fumble their way to a 1-0 annihilation of mighty Ecuador. Nobody had blabbed.
- By now the bar was full of the *President's* men and woman, discussing the cruise. *Kildare* being rebottomed, Dave Speer and Babs Parkin had kindly brought Dave's boat *Hazel Valley* as crew/support boat, so we didn't have to sleep on the coal and eat firewood.
- In place of *Kildare*, *President* had an 80 year old Thomas Clayton tar-boat to tow. *Gifford* is kept at Ellesmere Port and beautifully cared for by the Boat Museum Society. From the same fleet as *Usk*, on which I was taught boating by ex “number one” Len Wilson, she carried gas oil from the Shell refinery at Stanlow on the MSC to Clayton's depot at Langley Green near the top of “the Crow” locks near Oldbury. (My first visit to Ellesmere Port had been from Walsall with Len and Waterways Activity Group as a recreation of his working run on the horse-boats.)
- *Gifford* was due to attend the 40th anniversary of Clayton's boatyard closing, held at the BCN Society's rally at Titford Pumphouse. We were to tow her to Nantwich, Sue Day from the Horse-boating Society would take her to BCLM with “Queenie” hauling, and *Stour* would complete the journey to Titford in a re-run of a pairing from 1955.
- *Monday 26 June.*



-
- President towing Gifford away from the Boat Museum
- Alarm 6am, watered up and let go by 7 with whistles and waves; *President* towing *Gifford* in clouds of steam under lowering skies. I followed steering *Hazel Valley*, being confined to light duties with a sprung rib (it's been one of those years). After half a mile *President* was firmly aground under bridge 143. I brought *Hazel Valley* gingerly past to tow, and with much snatching and poling we were off by 8 in a trio. *President* was cast off at 144, promptly aground at 143, towed to 142, and we processed in this stately fashion until at 138, after covering 3 miles in as many hours, we hit the blanket weed which stopped *Hazy* in her tracks, prop spinning ineffectually in a glutinous green soup.
- *President's* huge screw fared better so we continued with *President* towing *Gifford* towing *Hazel Valley*; very slow. When the bottom more nearly approached the top, which was often, progress was barely perceptible. By 11.45 at bridge 134 we'd covered 4 1/4 miles. The towpath was nicely maintained though. Weary crews were revived by Babs' bacon, tomato and mushroom butties, and despite the level being 4" down we managed 2mph at times, *Hazy* running solo once more.
- It couldn't last; and it didn't.
-
- On the turn before Chester bottom lock at Tower Wharf *President* stuck fast and no amount of rocking and poling would release her. BW were called to help and in the meantime Babs and I would take *Hazy* up through Northgate staircase (3), and buy supplies. It was 2.40.



-
- President & Gifford In Northgate staircase at Chester
- At 4.15 *President* and *Gifford* appeared, we had lunch(!) and set off through the middle of Chester in the rain, past new apartments, warehouse conversions and the

splendid old (Lion?) lead works where the shot tower still stands. Liquids in free fall (e.g. rain) do not form a teardrop shape; they are perfectly spherical, so molten lead drops were released from the top of the tower to cool into perfect shot by the bottom.

- Chester has plenty to offer the visitor, from high-end retail therapy to walking the city walls, but we had other plans; five wide slow-filling locks and good water through the suburbs before tying up at Christleton for the “Cheshire Cat” at 7.15
- 11 miles 8 locks 12 hours.
- *Tuesday 27 June:*
- We set off at 7.30 in rain, through the Cheshire Plain; flat, lush and green, with herds of cows grazing while gazing with curiosity at the snorting fire-breathing monster passing by. Usually cattle shy away from *President* (whereas horses seem attracted and often run alongside) but these were unfazed. Perhaps with all the footballers and their WAGs scorching around hereabouts in their supercars it takes a little more than a mere steamboat to disturb their ruminations.
- We were still on the old Chester Canal; built to barge dimensions with gentle curves, wide bridge-holes and wide locks, which all helped us keep the immaculately painted *Gifford* unmarked. At Beeston Iron Lock we had to penn through singly, however. It was built of cast-iron flanged plates because of the running sand below, and the walls have bowed inwards. BW men supervised, between bouts of paint-chipping, as one lower gate is also out of kilter, and we were all finally through by midday.
- We continued onward and upward with the main-line railway for company to Bunbury Staircase(2), the last of the wide locks. After the excitement(?) of yesterday, steady uneventful progress was a boon; passing Barbridge (Middlewich) and Hurleston (Llangollen) junctions and safely negotiating the endless linear moorings and the tight turn before the aqueduct at Nantwich.
- At 5.50, just south of the town, we said goodbye to our friends on *Gifford*; they to await Sue Day and her horse, we to catch an appointment at Audlem.
- We tied up at the “Shroppie Fly” at 8.15, rushed our ablutions, grabbed a bench, and attacked the Landlord. The bar staff were friendly and Timothy Taylor’s brew slipped down nicely. We dined en plein air thanks to Babs’ wizardry in *Hazy*’s galley after a day of coaling and boiler and engine tending; what a star! Pudding was red wine.
- 22 miles 11 locks 12 ¾ hours.
- *Wednesday 28 June.*
- Up at six for the ascent of Audlem locks, ominous familiar ache in left foot.
- When we let go at 7.30 a strange phenomenon occurred; seemingly sleeping crews suddenly sprang into life on hearing our approach. In a frenzy of activity, engines were raced, mooring pins left forgotten or slung in a heap of tangled rope on cabin tops, and half-dressed steerers rushed to push off ahead of us. There followed the delicious irony of our having to help them through so they didn’t hold us up too much. Apart from these slowcoaches and a by-wash scour at the foot of #2 which needed a big flush to get us over, the climb was very pleasant, the crews meshing well; just like with *Kildare* but without the bow-hauling. We broke fast at the top at 9.30 under lightening skies and were only slightly peeved when *President* came to a sudden stop under bridge73; dead centre of the channel. Once again, the usefulness of a motorised “butty” proved itself; after only 35 minutes of snatching, poling and rocking we were off. Perhaps we should routinely cruise in convoy with a tug. Whilst we were having such fun a BW mud-hopper was being unloaded 300 yards away.
- Shortly after, midway up Adderley locks(5), we we met a hire-boater who owns the only steam-powered sawmill in New Zealand.

- Market Drayton was busy, busy, and Tyrley locks provided entertainment with vicious overflows flinging the unwary into the offside trees; even *President* had to be aimed a full boat width right of the chamber and powered in. After lunch at the top we were in proper Shropshire territory; the intimate other-worldliness of Woodeaves cutting, green upon green like slipping through a rain-forest, followed after Cadbury's wharf at Knighton by the long views from Shebdon embankment over to the Wrekin in glorious sunshine.
- Steering *President* solo is different; quite dead and heavy, without the help from the butty steerer, but at least there were no cross-straps to worry about, always falling off *Kildare*'s stem at the most critical moments. By 6.20 when we tied up at the "Anchor" at High Offley, responses had got more than sluggish. We then spent 'til 9 extracting a large quantity of clothes, bags and plastic wire from the prop; all the time being gently mocked by a song-thrush singing his repertoire (including curlew imitations) from the top of the tallest tree.
- We slaked our thirsts with a few drops brought from the cellar in a foaming jug; the "Anchor" is a rare gem among pubs. Refreshed, we fell on Babs' chicken veg rice and garlic bread like locusts, dozed through a Fred Dibnah dvd, and so to bed.
- 16 miles 22 locks 11 hours.
- *Thursday 29 June. Fine, dry sunny.*



- Moored at Norbury Junction
- The song-thrush was at it again, and continuing in the holiday spirit, we slept in and let go at 8.30. We crept through the green tunnel of Grub Street cutting with its famous bridge-borne telegraph pole, and saw several kingfishers. We even treated ourselves to an hour and a half for breakfast at the Norbury Junction café, before taking to the sky on the great Shelmore embankment which gave Telford so much grief in its construction. The sun shone strongly and even bridge 37, which had caused trouble on the journey north, let us off lightly.
- We were temporarily inconvenienced when the steam injector valve threw a thread and tried to spoil the party, but Capt. Stotty had its measure; cannibalising bits from the steam whistle valve, a few dilithium crystals, and before you could say "firebars".....
-
- The schedule was so relaxed that we also took another 90 minutes for lunch, moored outside the "Hartley Arms", before joining a queue of two for Wheaton Aston lock, then crossing over the A5 on Stretton Aqueduct to tie up at bridge 14 for the "Bridge Inn" at Brewood.



-
- President in a beautiful wooded setting
- We then did something silly. While we were cleaning *President's* cabin top the Buckby can found its way into the cut. Out came the Sea-searcher magnet and a growing crowd on the bridge watched a new pastime; Can-Upping. There isn't a great density of steel in a Buckby can and we retrieved all sorts of rubbish before finally finding it and gingerly easing it to the surface, half an hour later. I gave my worsening foot an icing by dangling it in the canal for a while, before we repaired to the pub for a memorable meal.
- 13 miles 1 lock 5 ½ hours.
- Friday 30th June. Overcast/sun warm
- After a fitful night I woke in a muck sweat, the foot now exquisitely tender. An hour later I'd finally got my boot on; it was obvious I was to play no more useful part in this trip. Two hours' cruising brought us to Cut-End and I transferred to *President's* cabin top, and we said goodbye to Babs and Dave who were taking a well-deserved break down the Staffs and Worcs hoping to see Wombourn Pumping House in steam. *Hazel Valley* had been *President's* support boat since 13th June as tug, galley and dormitory. Dave's boat and time made the cruises possible and Babs was a powerhouse; coaling stoking driving, and spoiling us rotten with victuals. Thank you both so much.
- We had bankside help up the "21" and made good time apart from an enforced wait halfway for some new fire-bars. We took the opportunity for a bacon butty breakfast and I 'phoned home for a lift. At 12.30 I hopped off and left the able-bodied to take *President* home.
- To Wolverhampton Top lock: 8 miles 22 locks 5 hours.
- *Postscript:*
- Gout is great fun if you haven't got it.
- Apparently Port is not the culprit; that was poisoning due to it being stored in lead flasks, and red wine is no worse than anything else. The main disposition is genetic but yeasts can be a trigger, e.g. real ales and blue cheese.
- In France Charlotte and I had been polishing off a packet of Roquefort every lunchtime before my first attack, and there was a lot left after her birthday bash just before the cruise, and I do so abhor waste!.....
- So that's that then; nothing to do with beer.
- Roger Prior>
- **Gifford and Queenie 4th -7th July 2006.**

- Foot fully restored with the right drugs, I sought to make amends for my pathetic showing on the Ellesmere – BCLM run by getting some pix of *Gifford* on the horse-boating part of her journey to the Thomas Clayton reunion.
- By now summer had returned with a will and I found her moored north of Wheaton Aston with Sue Day swimming in the canal to cool off and Queenie grazing in the shade.



-
- Gifford crossing Stretton Aqueduct over the A5
-
- Getting a shot of horse and boat crossing over the A5 on Stretton aqueduct was a lot easier said than done, apart from the risk of being run over.



-
- Negotiating the moored boats
-
- At Brewood I turned gongoozler on Can-Upping bridge, watching the horse-boaters negotiating the moored boats, including one with an 8' TV antenna on the roof. The owners were away, of course.
- The Horse Boating society members and Gifforders turned out in force for the "21". Queenies duties were done at the BCLM and *Stour took Gifford* to Titford Pumphouse for the BCN Society's Clayton reunion at the week-end.
- Roger Prior.



- Queenie in all her tackle



- Queenie heading (?) for the Bridge Inn pub at Brewwood
-

Parkhead Boat Gathering 2006 by Roger Prior.

Dates: 22-24 September 2006

Kildare; David Powell, Josh Powell, Bob Crompton, Richard Prince, Nick

Crew: Haynes, Roger Prior.

Stour; Dave Newell and friends.

Journey: Parkhead Boat Gathering

- What a strange cruising season. We've had President without Kildare and now due to the split boiler tube we were to have Kildare without President, instead towed by Stour, an ex Clayton tar-boat, powered by a Bollinder semi-diesel. Like President she is owned by BCLM and maintained and operated by a group of enthusiasts/nutters.
- The Parkhead Boat Gathering is a biennial event held in a natural bowl between the top of the three Parkhead locks and the southern portal of Dudley tunnel. We did consider stripping the planks and cloths to clear the gauge and simply legging through the tunnel, a matter of yards from the museum, but not for long. For a start the crud from the roof would have ruined Kildare's new stainless steel galley/operating theatre.

- After various fettlings we left BCLM at 12.45 (without fish and chips – such will-power).
- Netherton tunnel gave a short respite from heavy rain and amplified the Bollinder’s exhaust note; quite a harsh bark compared to the hollow burble I remembered from Harry H. Corbett’s film “The Bargee”. The non-firing strokes produced a fascinating unpredictable rhythm; now cha cha cha, now bossa nova, now Bedlam. Bollinders are wonderfully evocative on someone else’s boat, I just couldn’t live with one full-time. Dave Newell gave a good tow, using a 30’ line, shortened as circumstances dictated. This gives the butty steerer much more autonomy than cross-straps; and responsibility – scope for hitting bridges with either end or even going the wrong side of toll islands. Fortunately we didn’t embarrass ourselves and arrived on site at 5.00 without incident.
- “Look at those lunatics.” A broad-gauge GWR viaduct crosses the canal and its two branches (Grazebrook and Pensnett) and some figures were dangling from the top. Closer inspection showed them to be official; in full abseiling gear fixing a welcome banner to the masonry. This viaduct is slated to carry a new Midland Metro line and will need to be virtually rebuilt, at a cost of some £15m.
- Parkhead is a real Black Country get-together. Apart from all the working boats, other boats and radio-controlled model boats (local RNLI), there were vintage motor-cycles, lorries and cars, a no-expense-spared restored 1929 Fowler steam roller (complete with rubbered treads) on its first outing, and a line of stalls selling all sorts - some of it even canal related. I don’t know if Josh Powell is old enough to be a stall-holder, but he did a sterling job selling raffle tickets and stock from our gazebo. An enterprising lady was doing a roaring trade, in period dress with baby in pram, selling fresh pork scratchings in brown paper bags from a wicker basket.
- Some of our number entered the “boatmen’s games”; walking the plank/gunwhale, throwing ropes, lock-wheeling with an old bicycle. Tailor-made for President’s men; how magnanimous to let the Sea Scouts win.
- Other boys’ toys included a collection of stationary engines with lighting-sets and water-pumps, wafting the wonderful aroma of Castrol R (memories of ‘60’s motorcycling), a large 3 cylinder Gardner 2-stroke boat engine in the back of a truck, and a tank engine (sans tank) on a trailer. This beast is a supercharged 12 cylinder 2 stroke (British!) multifuel; it will run on anything that can be persuaded to vaporise. It also has 18” stub exhausts. What it doesn’t have is silencers. At advertised times it was fired-up and run up to speed; at 10 feet the noise was physically painful, even louder than the Who live at Leeds.
- There was more melodic noise too, live music in the Beer Tent (with a totally over-the-top mixing desk) and the BCN Society ran a BBQ.
- Sunday morning dawned with a thunderstorm reverberating around the site. Undaunted, we took breakfast under the gazebo and coaxed-out the sun. By 9.30 steam was rising from the boat cloths, and we spent the morning cleaning and clearing and saying our goodbyes; to boaters and stall-holders, to the Irish Wolfhound Rescue lady and her three huge beasts, and the crew of the GWR day-boat from BCLM which had been demonstrating horse-boating skills up and down the locks all week-end. We were borrowing their horse to haul Kildare down the locks and at 12.30 we waited in top lock for “Prince” who was kept out of the way while the tank-engine did its stuff. “Prince” is rather large for a boat-horse but this gentle giant deftly picked his way down the slopes and through the crowds to deliver us to Blower’s Green junction. Stour followed, picked up the tow, and took us home.

- Many thanks to Dave Newell and the crew of Stour, and to the organisers of the Gathering. I'm already looking forward to the next one in 2008. Highly recommended.
- Roger Prior.

Miscellaneous

Engineering report - Winter 2006/7

- by David Stott

Since the last report there have been no significant changes to the steam plant. We attempted to reduce the bark of the exhaust by increasing the diameter of the exhaust pipe into the funnel, this has only produced a very minimal affect on the noise. An additional lubricator was fitted to increase the flow of oil to the bottom end. The important addition was the installation of the Windermere kettle, which came in very handy when President was running solo. Steam tea has its own very special flavour, don't ask why, but it does.

The big disappointment was the failure of a tube just as we were leaving the museum for the trip south for the National Festival.

For the benefit of our members who are puzzled by this problem, there are 72 x 2" dia tubes through which the hot gases pass from the back of the boiler to the front smoke box. these tubes are surrounded by water which takes the heat and produce the steam. These tubes are now 16 years old; i.e. the original tubes fitted by Cochrane's when the boiler was new in 1990.

The fact that one tube split is a clear indication that all the tubes are in need of replacement.

The boiler has now been disconnected from all the pipe work, the forward bulkheads have been removed and the boiler has been slid into the hold.

Bradlee Boilers of Lye have been contracted to re-tube, at the same it has been decided to bring forward the scheduled work of testing the welds of the pressure plates and the barrel from 2008 to coincide with the re-tubing, the 5 year cycle will start as of this year therefore the next time the boiler has to come out will be 2011.

Whilst the boiler is away we plan to de- gunge the engine hole and repaint the cabin walls.

A couple of years ago I had a wonderful trip on Gondolier the famous steam boat on Coniston. I spent nearly all the trip talking to the crew and admiring the immaculate steam plant. What impressed me was the exhaust expansion box. Since then I have pondered as to whether one could be fitted to President. After some further enquiries I was put in touch with Roger Mallinson(a man of great knowledge and experience in the world of steam, who had designed the box on Gondolier). He very kindly explained the principle of the box and suggested dimensions. As a result a design has been made and we are now looking at getting it costed and hopefully installed. What the blazes is it and what will it do? It is a lagged vertical cylinder 12" dia 48" high sealed at the bottom and the top, the exhaust steam is fed

into the box approx half way up at an angle so the steam will swirl round, as it does so the water and oil which currently discharges up the funnel with the exhaust steam, will collect at the base of the box where it is discharged from the bottom via a valve into the bilge. The exhaust steam leaves the top of the box through a pipe which extends into the box by approx 6"; this pipe is drilled with holes which equal the diameter of the pipe which takes the steam to the funnel. The result will be a quieter exhaust beat and a major reduction in the soot, oil and water which is the bane of all crew members who have spent hours lovingly cleaning and polishing the cabin.

That is the theory watch this space.

David Stott

. President & Kildare in the Media

Publication	Issue	Description & Link
Waterways World	December 2009	Listed as attending the historic working boat gathering at the Black Country Living Museum after the centenary tour.
Historic Narrow Boat Owners Club newsletter	2009/4	1. Listed amongst the historic boats attending the IWA National at Redhill. 2. Listed as attending the historic working boat gathering at the Black Country Living Museum.
Journal of the Railway & Canal Historical Society	November 2009	Review of the President book.
Vintage Spirit	November 2009	1. 5 page article by Malcolm Braine about his involvement and restoration. Same article as Waterways World 2. Half page review of the President book.
Canal & Rivers	November 2009	1. On the Contents page there is a photo looking along the length of the breasted pair on the Manchester Ship Canal. 2. Part 4 of Tim Coghlan's memories of his involvement with FoP. 7 pages concluding his trip on the Manchester Ship Canal. 3. Inside rear cover - half page photo of the pair used as background for next month's contents.

Publication	Issue	Description & Link
Waterways World	November 2009	President was described as 'the star boating attraction' by Harry Arnold in a report of the Huddlesford Boat Gathering.
NarrowBoat	Autumn 2009	Kildare is mentioned as one of the boats bombed during the war at Saltley in an article about Lily Flowers life on the canals.
Canals & Rivers	October 2009	3rd part of Tim Coghlan's personal memories of his involvement with President.
Canal Boat	October 2009	1. Photo of the fore-ends of President & Kildare in a report of the IWA National at Redhill. 2. Photo of Simon Nuttall and Nick Haynes on the back of President in the Events section, accompanying a short piece on the Working Boat Gathering at the Black Country Living Museum.
Towpath Talk	September 2009	Photo of President leaving the northern portal of Blisworth Tunnel at the event marking the 25th anniversary of the re-opening of the tunnel.
The Portal (Friends of the Cromford Canal journal)	Summer 2009	In an article about the IWA National President & Kildare are in a photo taken at the Burton National.
Old Glory	September 2009	Picture of President and Kildare in Penton Lock on the River Thames.
Towpath Talk	August 2009	Mention of President & Kildare attending the National.
HNBOC newsletter	2009/3	1. President & Kildare listed as two of the record 84 boats attending the Braunston Boat Show, President also mentioned as the boat that the opening ceremony was performed from. 2. President & Kildare attended the Thames Traditional Boat Rally, where President won the 'Best Presented Engine', 'Best Working Boat' and also 'Best Boat in the Show' awards.
Canal Boat	September 2009	1. News section - Mention of President winning the 'Best Boat' award at the Thames Traditional Boat

Publication	Issue	Description & Link
Canals & Rivers	September 2009	<p>Rally at Henley, along with 2 photos.</p> <p>2. Feature on the Braunston Historic Boat Rally. President mentioned twice and features in two of the photos.</p> <p>1. Photo of Ron Spencer and Tim Coghlan on the stern of President.</p> <p>2. News section - mention of President at the Braunston show, with a photo of the receiving of a cheque for £2,000.</p> <p>3. 8 page article. Part 2 of Tim Coghlan's involvement with President.</p>
Waterways World	September 2009	<p>1. News section - mention of Friends of President receiving £2,000 from the proceeds of the Braunston show.</p> <p>2. President book reviewed, ends with "...this is a very worthy publication for a centenarian."</p>
Canal Boat	August 2009	<p>1. Review of the President book. Ends with "A fascinating story of a unique boat."</p> <p>2. In the IWA Festival Preview there is a photo of President & Kildare at the last National, and it describes President as "Probably the most well-known boat attending..."</p>
Canals & Rivers	August 2009	<p>1. Front cover - Photo of President's cabin with Bob Crompton and Eddie Oades.</p> <p>2. 8 page article by Tim Coghlan about his involvement with President, this is part 1.</p> <p>3. Crick Show report - photo of the sales stand volunteers and brief written description.</p>
Waterways World	August 2009	<p>On the events round-up page, President is quoted as creating a big attraction at the Etruria Canals Festival.</p>
Waterways World	July 2009	<p>1. Mentioned on the front cover "Happy Birthday Mr President, 100 years of the best-loved boat".</p> <p>2. Photo on contents page of President and fore cabin of Kildare,</p> <p>3. Report on Presidents centenary party at the BCLM in the Towpath Telegraph section, with two photos.</p>

Publication	Issue	Description & Link
Canals & Rivers	July 2009	<p>4. Five page article by Malcolm Braine telling the early story, with photos.</p> <p>5. Two page article by David Powell about after the restoration, with photos, including centenary tour 2009 details.</p> <p>1. Mentioned in full page advert for FMC Rally & Canal Festival at Braunston.</p> <p>2. Photo of stern end of President & Kildare, at previous Braunston show, on the Diary Dates page.</p> <p>On the events round-up page, President is quoted as creating a big attraction at the Etruria Canals Festival. June 2009</p>
Waterways World e-newsletter	June 2009	<p>"We're feeling a bit nostalgic. This weekend was rather momentous for Waterways World's sister magazine, NarrowBoat, as it was the magazine's first solo outing at a boat show. In glorious sunshine (a little too hot for some), NarrowBoat stood in the company of many fine examples of historic boats. This has led us to feel rather nostalgic and we've been thinking about our memories of boat shows past - many with a lot more rain than this one! Of course, June also sees the 100th birthday of the most famous carrying craft of all, President, and if any boat deserves a telegram from the Queen, it's this one. There is a special feature on the ex-Fellows, Morton & Clayton 'steamer' in the July issue of Waterways World - the first time the story of President's rescue from dereliction has been told."</p>
Old Glory	June 2009	<p>News & events section - report on party at BCLM and picture of cake occupying bottom quarter of one page, and two photos (old Buckby photo and Dave Powell and John Hughes on back of President) occupying bottom quarter of facing page. Review section</p>

Publication	Issue	Description & Link
		- review of Steam Narrow Boat President book in bottom quarter of page. It ends with "...recommended to all marine and canal enthusiasts." President is also mentioned in an advert for the Black Country Living Museum Steam Weekend June 20th & 21st.
IWA Head Office Bulletin	June 2009	Mention of President celebrating the centenary.
Towpath Talk	issue 44 - 21st May 2009	Just over half a page on President's 100th birthday party at the Black Country Living Museum. Mostly taken up with photo of Dave Powell and John Hughes (chairman of BCLM), and smaller picture of boat shaped cake.
Canals & Rivers	May 2009	A two page preview of the Braunston Historic Narrowboat Rally & Canal Festival. It says the highlight of the Rally will be the 100th birthday party for President. Very brief build details are given, and the fact that it will arrive after a fly run from Birmingham.
Canal Boat	May 2009	Richard Thomas features on the last page in the Twenty Questions series. In an article about boatman Joe Safe, he is photo'd standing in front of Empress, but President & Kildare are in the background. There is also mention of Joe being on President in her working days. Kildare is also shown in the photo of boats that were bombed during the war.
Canals & Rivers	March 2009	In an article of someone's opinion of IWA Nationals there is a photo of President & Kildare. In the same issue, in an article on cruising the Grand Union there is a photo of President's name panel and a sighting at Bugbrooke is mentioned.
Canals & Rivers	February 2009	
Canals & Rivers	December 2008	A photo of the dignitaries standing on and by the rear of President at the Netherton Tunnel celebrations.

Publication	Issue	Description & Link
Canals & Rivers	November 2008	In a profile of Village Needlecraft, there is a photo and mention of the cross stitch kit that features President & Kildare.
Birmingham Express & Star	Sat 23rd August 2008	In an article about the National Festival, there are two photos, one of George Hopkins and the engine (although they have named him Geoff), and the other of Kildare being horse drawn on the 21. Both boats get a mention in the write up.
Towpath Talk	Issue 36, 18th September 2008. (Page 6)	Photo of President with 6 civic dignitaries and 'ghosts' posing for photo at the Netherton Tunnel 150 event. http://www.towpathtalk.co.uk/
Waterways World	October 2008	In the News section, an article about Kildare being towed by horse down the Wolverhampton 21 and from the top lock back to the museum. Photo of Sue Day and 'Buddy' with Kildare in the background. In the background of a picture of the Stoke-on-Trent IWA team you can see part of our stand
Canal Boat	October 2008	In the IWA National Festival feature by Martin Ludgate there is a quarter page photo of President and Kildare tied up, and a mention as the most well known visiting historic craft.
Towpath Talk	Issue 35, 14th Aug 2008	An appeal by Keith Rogers for information on FMC steam lorries to coincide with the centenary celebrations next year. (Keith can be contacted via Friends of President) http://www.towpathtalk.co.uk/
Waterways World	Sept 2008	Photo of cabin of President with Bob Crompton steering, in a news item about the Bedford River Festival.
Canal Boat	Sept 2008	4 page article about boating with President, written by Martin Ludgate, who joined us for a 24 hour period during our trip through the Middle Level.
Canal Boat	August 2008	News section, small photo of the bows of President and Kildare, with the site of the inclined plane at Foxton behind.

Publication	Issue	Description & Link
Canal Boat	July 2008	News section, President hits the Fens. Few lines about the Fenland tour.
Wisbech Citizen	2nd July 2008	Report on President's visit to Upwell
Canal Boat	May 2008	An article about cruising the tidal Thames, the main picture shows P & K along with other boats, with Tower Bridge in the background. Unfortunately, the picture takes up more than the width of the page and President is right on the join. There is also a smaller version of the picture on the contents page. http://www.canalboatmag.co.uk/
Canals & Rivers	December 2007	small photo of P & K at the opening of the Braunston Boat Show in an advert for The London Boat Show in January.
Winding Point - Leighton Buzzard Canal Society.	No 57 - Autumn 2007	3 mentions - P & K attending the Braunston rally - P & K stranded at Stoke Bruerne due to floods - and mentioned in list of boats attending at Shackerstone.
Canals & Rivers	November 2007	4 pictures in the Braunston Historic Rally report. First one is the boats about to go under the bridge to open the event, second is Tim Coghlan and Sonia Rolt presenting a cheque to David Powell, third is Sonia Rolt on President with David Powell trying to hide behind her, and the fourth is band Braunston Pickle and guests in the hold of President.
Canals & Rivers	October 2007	two page advert for Earls Court Boat Show in December with photos of P & K doing the opening at Braunston.
Spout - Ashby Canal Assoc. newsletter	September 2007	- Picture of President on the front cover and another of the bows of P & K in the report on the festival inside along with a mention that they were a major attraction.
A new book by Hugh Potter, 'The Last Number		It tells the story of Joe & Rose Skinner and Friendship, with two pictures of President; one is with Kildare at the opening of a Braunston

Publication	Issue	Description & Link
Ones'		Show, and the other is with Northwich in Cassiobury Park, Watford.
Canal Boat	October issue	Small picture of P & K waiting to enter the Thames, and brief mention of P, at the end of an article about FMC.
Towpath Talk	issue 24, September	Small photo of Nigel Wood leaning on the cabin slide of Kildare, above an advert for postcards from Doug Blane, in the Canalia section of the classified ads.
Waterways World	Sept 07	Short para in 'The Way We Were' page under Sept 1982, about President for sale in Christie's auction.
Canal Boat	Sept 07	Short para about P & K not attending National in the News section.
Towpath Talk	9th August	Turning for home - Photo of P & K passing Blisworth on way back to museum. Short para about National trip being cancelled. http://www.towpathstalk.co.uk/
Towpath Talk	July, issue 22.	Third of a page article and photos of boats at Braunston. http://www.towpathstalk.co.uk/
BBC Midlands Today	Friday 13th July 2007	Featured in the weather report, with a section showing boat on Farmers locks. BBC Midlands Today
Northampton Chronicle and Echo	29th June 2007	Floating museum stranded by floods; The picture was actually taken at Cosgrove. website link
Canals & Rivers	July 2007	A preview of the Braunston rally. Half page photo of P & K opening the 2005 show, with Bob Crompton and Zita Sattar on P, Tim Coghlan and Andre Layzell (?) on the front of K and Nigel Wood on stern. P & K get a mention in the article.
Leighton Buzzard Canal Society - Winding Point	No 58 - May/June 2007	P & K get a mention in a short report about one of the members visiting the BCLM, Says that both boats have been painted and looked superb, and P has had boiler re-tubed.
Canal Boat	July - 07	Waterways news section -'Steaming ahead to St Ives', a few lines about President & Kildare going to the National.

Publication	Issue	Description & Link
Canals & Rivers	April 2007	Short piece on FoP Website !!
Towpath Talk	15th Feb '07	2 page colour spread on President and Kildares refits. http://www.towpathtalk.co.uk
HNBOC Newsletter	2007/1	Cover picture is of President towing Gifford approaching Christleton; and inside article about FMC Rally. http://www.hnboc.org.uk/
Canal Boat	December '06 Issue	In the Waterways News section a correction about it being 'Panther' and not 'Adamant' that stood in for 'President' at the Coventry event.
Towpath Talk	26th October 06	A great gathering at Parkhead Locks. Kildare gets a mention as attending Panther to the rescue. Report of Panther taking President's place at the Coventry weekend event. http://www.towpathtalk.co.uk/
Towpath Talk	5th October 06	Parkhead Biennial news item. Stern end of Kildare visible in distance and part of our sales stand. Back view of Nick Haynes watching the horse boating demonstration.
Waterways World	November 2006	Gifford at Eighty article. Report of the problems towing Gifford from Ellesmere Port to Nantwich. Photo towing Gifford approaching Christleton, unable to make out the steerer.
Canal Boat Magazine	November 2006	News section. Quarter page article on why President didn't get to Beale Parke with accompanying photo of Nick Haynes and Keith Rogers with Lady Godiva on Adamant at Coventry. http://www.canalboatmag.co.uk/

- If you spot news of President or Kildare in the media - please let us have the details
- **President & Kildare in the media (2006) by Neil Ratcliffe**

- 16 identifiable members have featured in the main waterway's magazines and papers this year. Bob Crompton can claim the prize for first place (whatever it is) by appearing 4 times. Dave Speer, Andre Layzell, Tim Coghlan and Nigel Wood make three appearances each.
- Listed below are all the mentions that I can find in this year's editions.

- **Canals & Rivers**

- **March** – Canals In Colour section. Photo across the centre pages of the scene on the Grand Union during the parade at the Braunston Rally. President's funnel can be seen in the distance with the back view of Nigel Wood.
- **April** – News section under heading of 'Full Steam Ahead For Braunston Historic Rally'. News of this year's rally with a picture of Zita Satar and Bob Crompton on the stern of President and Andre Layzell and Tim Coghlan on the fore cabin of Kildare opening the 2005 event.
- **June** – Society News and Views section. A report from David Powell about the need to spend £40,000 on Kildare in the next two years, and a picture of the sterns of President & Kildare breasted, with Bob Crompton steering and Nigel Wood standing in the hatches of Kildare.
- **July** – Contents pages – Photo across two pages, front end of Kildare and stern of President. Nigel Wood steering President, with Maurice Parker looking out of the engine room, and Ann Parker sitting on Kildare's forecabin, as the boats travel through Braunston Marina on one of the parades.
- Braunston Historic Narrowboat Rally Preview – Main picture is a larger version of the one that appeared in the April issue. Also a smaller picture of just the front end of Kildare with Andre and Tim on the forecabin. In the accompanying article is a history of the first rally to celebrate the re-restoration of President and subsequent rallies. (All these pictures with the articles but President didn't attend this year).
- **Canal Boat**
- **May** – Front cover, President & Kildare breasted, passing the London Eye. Kildare in foreground, President behind. David Powell steering President and Eddie Oades is in the hatches of Kildare.
- **August** – 100 Best Pubs article. Pub No 3 is The Boat Inn at Stoke Bruerne, with a picture of President & Kildare about to rise in Stoke Bruerne top lock. Sorry, can't identify crew.
- Restoration News section – Focus On The Friends of President full page article. Main picture – P & K breasted and tied up, all 3 chimneys smoking, George Hopkins and Eddie Oades visible. Three smaller pictures of the engine, boiler about to be or just lifted and Neil Ratcliffe and George Hopkins cleaning the boats at Crick.
- **October** – News section. Article about Parkhead Boat Gathering and picture of P & K. Can only identify Bob Crompton.
- **November** – News section. Quarter page article on why President didn't get to Beale Parke with accompanying photo of Nick Haynes and Keith Rogers with Lady Godiva on Adamant at Coventry.
- **Waterways World**
- **November** – Parkhead Biennial news item. Stern end of Kildare visible in distance and part of our sales stand. Back view of Nick Haynes watching the horse boating demonstration.
- Gifford at Eighty article. Report of the problems towing Gifford from Ellesmere Port to Nantwich. Photo towing Gifford approaching Christleton, unable to make out the steerer.
- **Towpath Talk**

- **February** – Kildare needs the doctor. Article about the appeal for funds for the repair of Kildare. Photo with article is Robin & Kildare after being bombed in 1940.
- **1st April** – Front page. Presidential tour begins. President's trip to Middlewich etc, and start of repairs to Kildare. Photo of P & K on T & M last year with Dave Speer steering, with Simon Nuttall, Pat Empsall and Roger Prior (I think) on Kildare.
- **1st June** – Photo Competition – Catch President on the move on the Middlewich – Ellesmere Port – BCLM journey. Photo of pair with Dave Speer steering.
- **17th July** – Report on IWA Chester Branch 20th anniversary at Ellesmere Port. Two photos, President tied up with no crew visible, and another of Dave Speer looking out of engine room doors.
- **5th October** – Panther to the rescue. Report of Panther taking President's place at the Coventry weekend event.
- **26th October** – A great gathering at Parkhead Locks. Kildare gets a mention as attending.

• **National Heritage Weekend - Coventry**

September 2006

- At the committee meeting early last year, when the seasons boating was being prepared, the proposal was made that President should visit Coventry, having not done so for about fifteen years. The journey back from Beale park would fit in very nicely with the National Heritage Week-end in Coventry when the canal basin warehouses would be open to the general public. From this the 'grand plan', was formulated and all arrangements made.
- The National Heritage Week-end is an annual event when historic buildings not normally available to the public are opened for a couple of days. Over the last few years this has grown to include other buildings such as churches, where guides are present to provide historical information. In essence the grand plan involved four historic sites, a token cargo of real ale, and being linked together by a horse drawn dray, a steam boat – President, and a steam lorry – Mt Peach's Sentinel S4 (9192 circa 1935). Added to this a Royal Daimler – from Coventry transport Museum, the city's lady Godiva, a brass band and members of the Coventry Watch Museum Project.
- It was a great relief when the Coventry Canal Society offered Panther to take the place of the failed President. And then, a day before the ale was due to be loaded at Braunston, Hook Norton Brewery telephoned to say they were pulling out of the exercise – a message left on my answer phone picked up in the evening. A telephone call back elicited the fact that this was not due to our steamer being unable to participate, but their concern that the ale would arrive at it's final destination in good order. I told them about all the plans in place, and in the circumstances the real ale could go by road and the water born cargo could just be water in a beer barrel. Well it didn't come to such devious tactics. After contacting the public house the ale was consigned for they were back to me in twenty minutes and everything was back on. I was just about a nervous wreck. On top of this I was on a twenty four deadline to completely clear a house and workshop. One day on and the story gets really good, happy, and the sun shone.
- Hook Norton Brewery in Oxfordshire is a Victorian tower brewery dating back to 1849. The machinery in the brewery is still powered by a steam engine:-
Engine details from " A country Brewery, Hook Norton 1849-1999 by David Eddershaw, published by Hook Norton Brewery:

25 h.p. single horizontal cylinder, 10" diameter, 22" stroke, working pressure 80 p.s.i. Inlet valves, Thornley drop, exhaust valves: Corliss.

Built by Buxton and Thornley at Burton on Trent, and delivered 18th October 1899, cost £175. It is believed to be the last steam engine in the country still in daily use for its original purpose.

- Friday 8th Sept. dawned bright and sunny so an early start was made for Braunston – the second historic site on the journey. Already there was Panther being cleaned, polished and prepared for a cargo of ale by the crew from Coventry Canal Society; Tony Mann, skipper; Eddie Jones; Steve Kingham & Tony Villiers. It was essential to keep the cargo cool so wet material would be maintained over the ale casks during the passage.
- After an hour or so the Hook Norton lorry and trailer arrived. In the lorry – two magnificent horses, major and Consul and on the trailer, their dray. Another hour passed whilst the horses were groomed. Really super groomed – even their hooves being given a clean. Their patience was rewarded with a bottle of ale. The whole process of being groomed, harnessed and connected to the dray was fascinating and when all was done we were treated to one of the most memorable scenes from the whole exercise.
- Lot's of photographs of course including the cask of ale being transferred from the dray the Panther. And then, mid-afternoon, the narrow boat set off and, having watched the horses and dray being prepared for the journey back to Hook Norton, we set off to Daventry for some sausage, egg and chips and a mug of tea. All the staff from Hook Norton were brilliant – they did us proud.
- Saturday 9th September also dawned bright and sunny, and one was up with the lark. Firstly flowers to be purchased for lady Godiva, then off to the canal basin to help with erecting the F.o.P gazebo. Nick and Sue Haynes, Neil Ratcliffe, Dave and Angie Stott were in attendance and looked very smart too, in their FoP outfits. A little while later a steamy hissing sound at the road entrance to the basin took me by surprise – then turning round I saw Mr Peacher's Sentinel S4 blowing off after it's journey from Balall Common. He chugged into the basin and positioned the steam lorry by the vintage crane with the old warehouses as a back-drop. A really evocative scene of yesteryear. There had been some concern over the scene setting because the sun was from the wrong direction. For this reason the ale transfer was retimed to mid-day. In the event it turned out photographically well.
- Next, Nick set off to the Coventry Transport Museum for a date with Lady Godiva and the Royal Daimler. The Coventry festival Brass Band were by now set-up and their music added a super dimension to the overall ambience. I doubt whether an F.o.P member will arrive anywhere else ever again, in such style as our Nick. Once King George VI and his Queen had sat in the semi-open vehicle, now Nick and Lady Godiva, in all her finery. Time for speeches and then, on a pre-arranged signal Panther made it's entrance with the cargo of ale. The band played "Hail the Conquering Hero Comes", - apologies to our Scottish members – but it was along time ago – and as the ale was transferred from boat to Steam Lorry, "Roll Out the Barrel." Lady Godiva did a truly great job and spent much time talking to many of the visitors to the basin. When the time came for her to leave, she made her departure on a steam boat.
- Not all the friends of President are members of F.o.P. but when the news Presidents' failure got around the canal tow-path telegraph the owner and crew of Adamant said

“you shall have a steam boat for the week-end, and we did. They deserve a great thank you for this.

- Well, the ale was moving forward to final stage of it’s journey, three historic sites now linked, the one final one remaining. There were three great watch making centres in England. Coventry, Prescott near Liverpool and Clerkenwell, London. A considerable amount of Coventry’s old watch making district survives and it was to a public house here in Coventry the ale was consigned. The Nursery Tavern in Lord Street Chapelfields. Up to now the modes of transport had been slow. As the steam lorry made to leave the basin I jumped into Derek Billings motor car and we roared off determined to beat the lorry to Lord Street – and we did.
The Nursery Tavern was all prepared for the arrival of the ale, there had been publicity in the pub for a couple of weeks, and members of the Coventry Watch Museum were present in their watchmakers outfits.
- Now you can empty a pub by shouting FIRE, or “I’ve got chicken flu”, but to achieve the most rapid result shout “The Steam Lorry’s coming”. I think for all those of us who had followed the ale's journey the sight of the Sentinel S4 coming down Lord Street was the other most memorable scene This was winding the clock back many a long year, and all in Technicolor and real time. A really good crowd of transport enthusiasts had turned up so there was lots of photography before the ale was unloaded and rolled into the cellar to settle. And then we all trooped inside the Nursery tavern for a free pint of PANTHERS PRIDE – yes, one cask did go by road.
- Just one thing remained – a surprise for Dave Stott. But that’s another story.....
- Derek Billings, a top photographer, submitted the story of our weekend, together with lots of good pictures to a number of journals and John Toy came from “Old Glory” So, there was a fair amount of publicity. I particularly liked the two page spread in “Old Glory”. And the report in “Towpath Talk”. President is usually the star of the show. On this occasion the boat would have had to share equal billing with the two horses, and steam lorry. Particular thanks have to go to Sarah Upstore and Elizabeth Holmes of Hook Norton Brewery. Without their understanding and kindness the great plan would have fallen to pieces. And of course to the Coventry Canal Society for coming to the rescue. Friends, indeed.
- Thanks to Coventry Transport Museum. It was a great motor car they provided, alas, the Mandslay built the same year as President was “off the road”.
And to Sue Poretta, who gave her time freely and enthusiastically in her Lady Godiva role. And to Andy Littlewood, the senior Coventry Canal ranger, who went out of his way to help everyone at the basin. He said if we planned to include Coventry in President’s centenary year, to let him know our plans and, if he is still around, he would carry out all we requested. However, before then Coventry Canal Society has a very special birthday. We may care to return a favour.
- Keith Rogers



- Sentinel S4 (9192 circa 1935)



- The FoP crew Angie Stott, Sue Haynes, Keith Rogers, Neil Ratcliffe



-
- Keith Rogers clearly wishes he could drive



-
- The city's "Lady Godiva" and Nick Haynes in the Royal Daimler – from Coventry transport Museum,
-

Training Notes: 3 - Kildare & wide locks

by Neil Ratcliffe

The last two articles have been about being towed on cross straps and getting Kildare through narrow locks, so this one should complete the series and cover wide locks.

If members of the crew have got off the boats and gone ahead to get the lock ready, then when the boats arrive the gates should be open. President's steerer will decide which side of the lock that President is going to go and then unhook the appropriate cross strap, and then indicate to the steerer of Kildare that the strap has been removed and which side of the lock to take. The removal of the cross strap will make the bows of Kildare move to the correct side anyway so you will know if the steerer forgets to indicate.

Once you know which side of the lock that you are going into, make sure that the breast strap (the one attached to the shackle on the side) is actually on the right side to pass to the steerer of President when needed.

At some point as you are approaching the lock (it varies depending on the steerer of President), the remaining cross strap will be unhooked. You should then receive another signal to show that this has happened. You are now on your own and your aim is to get Kildare neatly into the lock along side President.

As you come alongside the stern of President, hand the checking strap to the steerer so that they can slow down your forward momentum in relation to President. 'President's steerer may ask you to attach the breasting strap, that is threaded through the shackle on President, by looping both ends over the hook on the side of Kildare.'

Hopefully this will happen before you reach the far end of the lock. You then remove the tiller from the rudder stock and place it on the cabin roof, and pull the rudder round to the same side that President is on and secure. If you are able, you can then get off the boat and help with the lock operation.

If this is a single lock or the last one of the flight then you should be back in position before the boats are separated. Leave the rudder pulled round until you are sure that Kildare will not drift back to the end of the lock. When ready, loosen off the rudder and then replace the tiller in the rudder stock and be ready to steer to the side to pick up the remaining crew.

Whilst the boats are in the lock they are under the control of the driver but he is not always in the best position to see what is happening, so it is up to all crew to be aware of possible problems, like drifting back on to the cill if going downhill, or anything catching on the gates if going uphill.

One thing to be aware of, when the boats are breasted up and going down in a lock, is the line joining the T studs at the front of the boats. If this line is too slack it will allow the bows of the boats to slide too far along the gates and there is a risk of it catching on the pointed part of the mitre. This point is removed on a lot of gates, but please be aware of this risk.

It is a joy to watch a well handled pair negotiate a wide lock, but mistakes will inevitably happen. As long as things are not attempted too quickly then you have more time to try and rectify these mistakes, and if you can't then the bumps are not as severe.

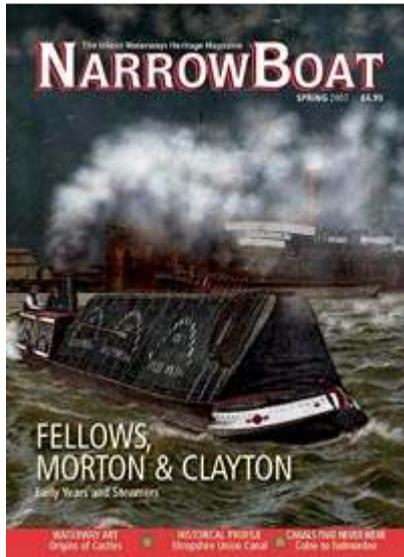
Neil Ratcliffe

•

History

**FROM THE ARCHIVES..... Winter
2006/7**

by Richard Thomas



Narrowboat magazine front cover

The Archive Desk had five articles in last year's 195, so it is galling to report that there is little or no new "old" news.

What I can do is tell you about a splendid new magazine. I suspect some of you will have already seen it but it is worth telling all of you about NarrowBoat to make sure no one misses it.

It is published quarterly by Waterways World and is crafted by WW's former editor, Hugh Potter. The three editions which have appeared so far have contained a treasure trove of waterways heritage and history. It is printed on high quality glossy paper, which adds an extra dimension to all the illustrations.

In each issue, Alan Faulkner has provided a detailed history of a carrying company including fleet lists, covering Claytons of Oldbury, Severn & Canal Carrying Co, Samuel Barlow and Midland & Coast so far. In the March edition (just out) and continued in June 2007 he will cover our very own Fellows, Morton and Clayton. The first instalment will take their history up to the end of the steamer era and then continue in the next edition with the story up to their end in 1949. President will appear in both articles.

Apart from this regular feature, the journal contains a fascinating selection of other articles, including a detailed history of a different canal in each issue.

The covers of NarrowBoat are worth preserving in their own right. They each carry a scene specially drawn by Christopher M Jones, featuring the canal company whose story is told inside.

I can recommend this publication not only for the content but also for the presentation and layout and (by no means least) the fact that there are no advertisements, so every page is a pleasure.

I have one complaint. When it appears through the letterbox, I make a cup of coffee and settle down to read it through. My complaint? By the time I reach the back cover, my cup of coffee is still untouched, cold and wasted!

Richard Thomas

magazine website:

<http://www.narrowboatmagazine.com/> cover photo above reproduced by kind permission of Hugh Potter

• Steamer Pictures

- I have now added all the narrowboat steamer images I have come across in my research to the www.steamershistorical.co.uk website. A new picture has just been added to the collection. Here's how it came about....
- A very good friend, Dennis Ashby, visits many postcard fairs, particularly those held in central London. The dealers there are very aware of the cards they sell and the potential value of certain images. An ordinary canal card posted in the early twentieth century (say between about 1905 and 1925) will fetch around £7-£10. One showing a narrowboat will cost about £15 and if you are lucky enough to find one with a steamer, it will set you back over £25.



- The card
- So it was with a certain amount of glee that he found this card of Batchworth Lock on sale at £8. It is unusual to find a card illustrating so well the layout of the locks here and particularly the detail of the River Chess going off to the left. Normally views of this area concentrate on the canal lock.
- When we scanned and enlarged the card, it became clear that the butty was identifiable as *ALEXANDRA*, with some good action poses among the four crew setting the lock. There are two women on the left, one walking up the steps with a rope and the other waiting to close the gate. Of the two men on the right, one is closing the gate and the other lifting a paddle at the top end. But it was when we turned our attention to the boat already in the chamber that we realised what a bargain he had found.
-



-
- The magnified image
- The drift of smoke we originally took to be a smoky cabin fire wasn't that at all – it was a cloud of steam which almost obscured the funnel of a steamer. If further proof were needed, a bit more enlargement revealed the driver leaning out of the engine 'ole doors with a mug of tea in his hand. Nothing changes!
- It's more difficult to pin down the identity of the boat. The postmark tells us that it was sent from Rickmansworth by the 4 pm post on 19th August 1909. The card was published by Valentine with their serial number of 43188. An analysis of serial numbers and posting dates on other cards from Valentine in Dennis's collection indicated that it was probably produced between 1905 and no later than 1907.
- Is it FMC? The butty perhaps doesn't look quite right but then FMC bought their butties from other companies and boatyards as well as building their own. The layout of the lettering on the cabin side also doesn't look quite right for FMC. And, did FMC have mixed crews as early as 1907? But the biggest barrier to an FMC identity is the water barrel visible just in front of the cabin chimney. There is no photograph of an FMC steamer with one of those.
- So could it be one of the other steamer operators? Although FMC had a horse boat *ALEXANDRA*, so did Charles Nelson. There are surviving records of the three Nelson steamers, *JANUS*, *JUPITER* and *JASON*. Two images have come down to us; *JANUS* just prior to her launching at Polesworth and one of *JASON* in the traditional steamer "pose", tied back to the top gate of a lock.



-
- Jason
- Comparing this photo with the Batchworth image above, you can see how well the company name panel agrees, that there is a family crew on board – and, if you look just forward of the cabin chimney you will see the water barrel! But the Batchworth boat could still be one of the other Nelson steamers.
-Until we look at the inspection records and find that Jason was inspected at Braunston on 12th February 1907 and her butty is recorded as *ALEXANDRA*! We even know that the captain's name was Kendall – perhaps he is one of the men on the lockside.

- This sort of detective work is impossible without the help of others; my thanks to Alan Brown for his instinctive doubt that it was an FMC pair and to Pete Harrison for information from his vast database of working boats which provided the ownership details for the butty.
- Richard Thomas



-
- A modern day image of President & Kildare at Batchworth Lock -June 2005.