

Friends of Raymond

Registered Charity no: 1059614



Patron: Tim Coghlan

Spring 2012



The Raymond and Nutfield News

Editorial

The Friends of Raymond can sail on into Spring 2012 with a very productive winter behind us. Much serious restoration work has been accomplished on Nutfield – and its still happening. In this edition you can find full descriptions of what's been happening in Steve's report. Thanks to the hard work of several of our members you can count on it that Raymond and Nutfield are going to look very smart on parade at the Braunston Historic Boat Show in June.

While on the subject of historic boats, we have in this edition a very illuminating article about some of the historic cargo carried by the familiar family firm of Samuel Barlow. Here we learn that this Company transported more than coal and, in this age of The Kindle, can find out about the paper-making materials used in times long past. Like me, you may find yourself looking up what Esparto and rosin are.....

Ironically, this could be pertinent to another item included herein – “The Electronic Newsletter”. In order to save on ever mounting costs, the FoR Committee are considering following in the footsteps of several small societies & charities by producing an online newsletter. All members will be given a choice in this so please read Steve's article for full details and let the committee know how you feel about it.

So please read on and dependent on how everyone feels, its possible that this could turn out to be quite a historic newsletter too.....

Jenny Freeman

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Peter Andrews



Grateful thanks to our Patron and Sponsors for their support

CHAIRMAN'S REPORT

Taken overall, 2011 would seem to have been a good if unspectacular year for the Friends of Raymond. As usual, we attended a good number of canalside events through the season, and it seems generally did as well or better than in previous years in terms of public interest and generated income. Sales were helped by the availability of some new, exclusive lines, and the continuing popularity of some items we already had, notably the Jam and Marmalade!

Donations from our 'usual' sponsors remained as generous as ever, and we gained our first 'figurehead' Patron in Tim Coghlan, owner of Braunston Marina. A well-known figure around the waterways, Tim's name will certainly add a level of credibility to our cause, and the ongoing support of the Marina is well known to us all, and very deeply appreciated.

The Nutfield was docked in rotation in October, and passed its insurance survey with nothing but minor queries, none of which put any restriction upon our intended use of the boat. A lot of very mucky work was done by the happy band of volunteers who turned up, and Barrie Morse handled the survey with his usual good humour.

Looking forward, 2012 is the fiftieth anniversary of the takeover of the remaining Barlows boats and contracts by Michael Streat's Blue Line Cruisers. Tim Coghlan is intending to make full use of this anniversary to promote the Braunston Historic Boat Gathering, and we will be very much centre stage for this event – details are to be discussed yet! And we are hoping to be able to re-enact the last carrying contract, the famous 'Jam 'Ole Trip', in proper fashion during the year, with the boats loaded. Again, we are still working on this idea – watch this space!

And the Nutfield is finally being treated to the first part of a proper restoration of her engine room and cabin. Roger Farrington of Ivy Bridge Marine has completed the repairs to the steelwork of the engine room, and the boat is to go to Peter Boyce at Braunston Turn to have the wooden cabin re-skinned and new oak gunwales fitted. A complete professional repaint by Wyvern Shipping during May will have the boat looking pristine in time for Braunston! This has been partly funded by a grant from National Historic Ships. Much more will be needed as time goes by – the cabin will need refitting internally, and it would be good to see the planked counter deck restored to its original form.

I am looking forward to 2012, and seeing the Friends go forth into the future with renewed vigour, and I hope you will all join me!

Steve Miles

TREASURER'S REPORT

All members will find a sheet with our Accounts 2011 enclosed with this newsletter.

We had a very good year and are showing another useful surplus. Income from sales was higher than ever before, though it is worth noting that we did not restock for 2012 last year. Previously, with VAT increases looming, we had restocked early.

Looking at expenses, based on advice from our surveyor the insured values of the boats were adjusted, resulting in a reduced premium cost. Our biggest regular boat expense is diesel fuel for Nutfield, which cost us 20% more in 2011. Last year also saw Nutfield's insurance survey and subsequent blacking expenses.

Higher general costs include printing the new membership flyer plus the necessary purchase of display boxes to fit the new flyer size. We also included the number of newsletters to three a year, with more colour photographs included.

Marty Seymour

MEMBERSHIP REPORT

Membership remains steady at just over 70, which is pleasing, but we would still like more. Personal introduction (or persuasion) is often a good approach. Perhaps you know someone who is interested in boats and canal history that you can suggest? When you are helping with the boats and at events, please do ask interested visitors if they would like to support us by becoming a Friend.

Renewal invitations are issued in two batches each year, some in April and the rest in October, depending on when you join, to everyone who does not pay by standing order. If your renewal is due in April you will find an invitation to renew enclosed with this newsletter. Please continue if you can – your support is vital.

Ever since 1996, when The Friends of Raymond was formed, we have asked for a minimum membership donation of just £10.00 to become 'a friend'. We are fortunate and grateful that many of our friends do give a bit more than this as all donations are always very welcome and put to good use. There is never a good time to put prices up but over the years many of our costs have increased significantly. The Trustees have, therefore, decided to retain the minimum donation of £10.00 for an individual and introduce a new joint (couple) category at £15.00 from this year.

Marty Seymour

AN ELECTRONIC NEWSLETTER?

In recent times, the Friends of Raymond have settled into producing a newsletter for our members three times a year. It is my view, and that of the trustees, that this is really the minimum that we can expect you to accept – but it comes at a cost! Not just the actual production, but the price of postage now is becoming truly prohibitive. We have reached the point where much of the income generated from your annual subscription is taken up in sending you the newsletter.

As you will understand, the trust depends entirely upon what income we can generate, from subs, sales and donations. Without the generous support of our sponsors we could no longer exist! So the trustees have decided that the time has come to think about cutting costs. If we were able to send your newsletter by electronic means, it would save the treasurer hundreds of pounds every year, money which could then be spent upon the necessary maintenance of our two boats and perhaps enable us to be present at more events every year than we can manage currently.

So, Dear Supporter – can we send you your newsletter by email? The idea would be that the newsletter itself would be downloadable via the internet, and the editor would inform you by email when the next edition was available to read and provide the link to take you there. This is something we would very much like you to opt for – but if you are unable to accept this, we will continue to send you your newsletter in the usual way.

Please give this matter some serious thought – and if you can handle reading your newsletter in this way, please let the Treasurer know as soon as possible:

treasurer@friendsofryamond.org.uk

Thank you very much!

Steve Miles, Chairman of Trustees

HONORARY MEMBERSHIP

Barbara Ripley, a former Chairman of Friends of Raymond, owns the Kearley and Tonge brand name. She is also still paying annually for the retention of the name on our behalf. This in turn allows us to still make the jam and marmalade and to place this name on the jars. In recognition of this at a recent Trustees meeting a decision was made :-

That Barbara Ripley should be made an Honorary Member of the Friends of Raymond with all the benefits hereto.

Barbara has gratefully accepted this offer.

RESTORING A SMALL TOWN IN SURREY

I thought that would get your attention! Nutfield is a small town near Reigate, for those who hadn't thought to check. 'Our' Nutfield is, as I write, is well on the way to looking a whole lot better. We have, since 2003, spent a lot of money on our motor boat, but it has almost entirely gone on making it safe and structurally sound, not to say canal-worthy. Money well spent – the survey last October confirmed that we have only some very minor welding work to be done on the hull, and that with no great urgency.

Since then, the trustees have decided to go ahead with a major part of the proper restoration of the boat. You will all, I am sure, know how embarrassingly scruffy it has looked for a long time now – not any more! First step was to get the steel panels of the engine room sorted out – Mike Freeman, Richard Scarff and I took the boat to Ivy Bridge Marine (all the way to Braunston Bottom Lock...) where we removed the engine-ole roof. While Roger Farrington attacked the corroded steel of the sides and bulkheads on the boat, various volunteer workers dealt with the rust on the roof, and repainted it inside and out – my thanks to Neil Hankin, John Blay, Roger and Diana Golder, Graham Swallow, and anyone I've forgotten!

With the steelwork done, Nick Scarcliffe, Pete Copeland, Neil, Richard and myself set about refitting the roof. That entailed drilling about 90 holes, through the new top edges of the cabin sides! The roof of these engine rooms were bolted on, so that access could be gained to lift out the engine, should that be needed – we know that Nutfield has had at least three engines in its life so far. A second day's work saw that job completed, so as I write we have a nice solid engine room again, finished in a fetching shade of grey primer.



Hopefully by the time you read this, the boat will be at Peter Boyce's yard by Braunston Turn, where we will again be setting to as volunteers, this time removing the sidecloths and old gunwales, and stripping off the existing skins of the cabin sides. Peter will then re-skin the cabin, covering it with an outer layer of fibreglass resin to ensure it is watertight – a huge relief to anyone who has had to sleep in there recently! He will also fit all new gunwales, and replace the crossbeams which have been rather suspect for a long time, as well as fitting new handrails to the cabin and engine room. More volunteer work then, to give the new cabin a good coat or two of primer.



All pictures in this article courtesy of Steve Miles

Finally, after we go to the IWA rally in Northampton, the motor will go straight to Wyvern Shipping in Linslade, where they are going to give it a complete repaint from stem to stern, in the correct livery – so we should be looking really grand in time for the rest of the season! During the winter, Pete Copeland, our in-house expert in decorative paintwork, has been tackling the deckboard and stands, so everything should be looking smart and in keeping for the foreseeable future.

All that remains then is to get the cabin interior restored, the planked counterdeck replaced along with wooden stern cants, the hull shot-blasted inside and out and repainted, a new mast made, and the many missing items of cabin furniture found. Oh - and that little bit of welding done...

Steve Miles

THE BOATS ON THE MOVE





Pictures taken by Chris R Jones

THE CARRIAGE OF PAPER MAKING MATERIALS BY SAMUEL BARLOW OF GLASCOTE

The firm of Samuel Barlow is synonymous with coal carrying, but some of their earliest recorded traffics show other less well known cargoes. One of these was paper making materials, which actually comprised several different types of goods.

By the early 1890's Samuel Barlow, who by then was based at John Street, Glascote, carried these materials along various canals for Fisher and Co., paper manufacturers of Kettlebrook Mills near Glascote; near to the Coventry canal. They had agents who brought and sent these materials to convenient wharves and arranged the traffic, with Barlow chartered to transport them. Samuel Barlow then made enquiries to different canal companies about toll rates for these materials over various canal routes, including the Oxford Canal Company (OCC), which included transhipment from the Midland railway onto the Oxford canal at Rugby Wharf. Paper making materials mainly consisted of rags, waste paper, Esparto grass, rosin and wood pulp. Because Barlow did not know what any individual consignment consisted of they were usually recorded as "paper making materials" on the declarations carried by his boatmen, which were handed to the toll clerks so the cargo could be charged to his toll credit account.

Samuel Barlow obtained credit accounts on several canals. He was granted a monthly account with the OCC on the 16th December 1878, when trading as a boatman based at Bulkington Lane, Bedworth. It was very unusual for a boatman to obtain such an account as merchants and carrying firms usually had to provide evidence of a bank account from which their creditworthiness could be judged, and so a boatman would have had to have been highly regarded and trusted by the OCC to achieve such status.

Some of these materials were brought upriver from London Docks and several of Barlow's boats were duly registered at the Thames Watermans' Hall. On the 7th March 1888, his boats EMMA and PERSEVERANCE were recorded, followed by JACK on the 30th August that same year. The business was taken over by Thomas Barlow, but continued to trade as Samuel Barlow. Their entries in the Watermans' Hall was updated in November 1893, with four boats EMMA, MARY JANE, PERSEVERANCE and GLASCOTE. A fee was required to be registered there, but like so many small carriers based in the provinces they refused to pay up and a note was added: "Won't pay fees."

The crew of EMMA fell foul of the Brentford canal boat inspector in April 1896, when the boat was found to be overcrowded. Barlow was given a fortnight to remedy the complaint. In the 1890's, EMMA was steered by Thomas Pilsbury, PERSEVERANCE was steered by John Wyatt, and JACK by William Compton; who was Barlow's brother-in-law. MARY JANE was steered by Henry Wright, and GLASCOTE by one of the Barlow family.

The amount paid in tolls on this London traffic put pressure on Samuel Barlow as he was trying to keep it from being lost to the railways, and he asked the Grand Junction Canal Company for a reduction. The canal company obviously valued this traffic and in May 1893 the OCC also agreed to lower their tolls too.

Because these materials were brought into Glascote it made an ideal backload for outward bound traffic. During the first week in March 1893, Samuel Barlow sent a load of drain pipes from Tamworth to Reading via the Oxford canal, most likely from Gibbs and Canning of Glascote. They made glazed stoneware sewage pipes, which would have been loaded at Glascote Basin as it was connected to their works by rail. He intended to bring back a load of old rags to Tamworth and made enquiries to the OCC for a toll rate.

When Samuel Barlow had no boats of his own available he subcontracted work out to boatmen contractors. In November 1893, owner-boatman William Lamsden of Oxford carried old rags to Glascote for Barlow. He operated two boats at the time named PROVIDENCE and STAFF OF LIFE, and was regularly employed carrying coal to the Huntley and Palmers biscuit factory at Reading, and so was ideally placed to bring down old rags from there providing a welcome extra income.

Also in 1893, but on the Grand Junction canal, owner-boatmen Edward King, with his boats SHAKESPEARE and BOULANGER; and also his son Harry with his own pair, carried rags and waste paper for Barlow from Paddington. Harry did one later trip in 1897 with his boats HANNAH and FOUR BROTHERS.

The nearest landing for Fisher's paper mills was Kettlebrook Wharf, not far from Glascote bottom lock. This was against Kettlebrook Road, along which was situated their mill a short distance away.

In earlier times, old rags were the principal raw material for paper making but increased world-wide demand outstripped supply. Manufacturers started to look for alternative sources of raw materials, which became mainly wood-pulp and Esparto, also known as Spanish grass, both imported through London Docks. Imported rags mainly came from Italy and Germany and were packed in bags weighing about four hundredweights. Rags from the home market were probably packed the same way, and were preferred as they were known to be cleaner than many foreign imports.

Wood pulp was imported by sea as a deck cargo aboard steam ships, the bales stacked up almost as high as the bridge at times. It was a light load but its weight could vary depending on how much it was saturated with sea water if imported during heavy weather.

Another imported material was rosin, a refined tree resin used for paper sizing. Barlow's were carrying occasional boat loads of rosin down from London via Brentford

in the late 1890's in varying amounts, and could be loaded with other cargoes such as timber.

How long this rosin traffic continued has yet to be established. Lock No.100 at Brentford was demolished after severe floods in 1898 and was rebuilt into the double lock that stands there today, although any traffic would have been diverted through Limehouse onto the Regent's canal.

In the 20th century Fisher's mainly used wood pulp for paper making, and it was the canal carrier, John Griffiths of Bedworth, who regularly obtained the transport contract. He did not have it all his own way and had to compete against the railways and other canal carriers, such as Emanuel Smith of Brentford, who carried a lot of wood pulp on the Thames. But by this time Barlow's mainly concentrated on the coal trade for which it became most well known.

Christopher M Jones

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NUTFIELD AND RAYMOND ON TOUR

This report follows on from those given in previous newsletters which covered the events that the boats attended earlier in the year.

The first event took place over the end of May Bank Holiday weekend. This was the Boxmoor Canal Festival organised by the Wendover Arm Trust. Our mooring was beside the Festival site entrance and a trip boat was operating from right in front of us. The Sales Counter was set up and operated here from inside RAYMOND and her back cabin was open for people to come on board and see. Our previous luck of good takings continued at this event and we hit a new record thanks to super saleswoman Diana Golder; when a customer made a silly mistake and admitted his name was Raymond Diana's reply was that "we have an item that every Raymond should have – his very own personal shopping bag with his name on". As a result of further banter he bought 4 FoR shopping bags, the largest number so far as a single sale! The Harbourmaster has offered us the same mooring location for next year.

We left Boxmoor late Monday afternoon, this time heading for Stoke Bruerne. We reached Berkhamsted on Monday and Linslade on Tuesday. The crew here were Robin Bishop, Richard Scarff, Merv Brookes, Les Houghton and Roger Golder. On Wednesday we picked up Mike Bowley en route at Soulbury Top Lock and reached our final destination late afternoon on Wednesday. The boats were left moored up in the Stoke Bruerne long pound ready to attend the Stoke Bruerne Gala Weekend and Canal Festival which was being held over the weekend of 11th and 12th June.

Following on from Stoke Bruerne our boats were then moved "home" to Braunston Marina, the journey starting out early on Monday morning. While attending these events our boats had been away from their home mooring for nearly 7 weeks. They got good exposure and helped us raise a lot of money as well.

The Braunston FMC Boat Rally, held on 25th-26th June, was the next event in the calendar. Our boats were moored outside the marina on the main line and the Sales Stand was out and located alongside the arm in its usual spot. Takings were good – a record number of 113 boats attended this event.

We left Braunston Marina on Thursday 21st July to travel south for the Buckingham Canal Society Lock Ransom at Cosgrove over the weekend of 23rd-24th July. The crew on this journey were Steve Miles, Roger Golder, Robin Bishop and Nick Scarcliffe. The boats stayed at Cosgrove for a few days afterwards until Friday 29th July when they were moved onwards from Cosgrove to Linslade to attend the canal festival there on the Saturday. On Sunday the boats headed back to Blisworth arriving on Monday 1st August ready for the Blisworth Canal Festival the following weekend. Once again this event was both well organised and supported and after a weekend of good weather it was time to move the boats “home” to Braunston on Monday.

Our next event was the Lichfield and Hatherton Boat Gathering at Huddlesford on the Coventry Canal on 17th September. The crew were Steve Miles, Merv Brookes and Robin Bishop. At Hillmorton Locks we found a queue of boats – due to only one set of locks in use to conserve water. This resulted in a long wait and not reaching our planned destination of Atherstone top lock on our first day – instead we made Hartshill. Ray Robinson met us at Atherstone top lock the next morning to assist us down the flight – later on the flight we were joined by two Chris Jones’s. We arrived at Huddlesford later that afternoon and discovered our mooring location was quite a way along the towpath from the main festival area – we made it clear we were not happy with this. A bridge across the canal led onto the main festival site where most of the trader’s stalls and activities were taking place and a large number of trade & private boats were moored along the towpath. Fortunately quite a lot of people walked along the towpath past our boats – aided by our additional signs – and at the end of the day takings were very acceptable indeed.

Atherstone locks had time restrictions to conserve water and for our return trip we had to arrive by noon at the bottom lock. To achieve this we set off after packing up on Saturday to see how far we could get that same day. We reached Glascote. Neil Hankin joined us for this return trip. On Sunday the two Chris’s joined us at Polesworth and Ray Robinson was already there to meet us when we arrived at Atherstone. We reached Hawkesbury on Sunday & Braunston on Monday.

Our final event of the year was the Stoke Bruerne “Village at War” weekend on 1st-2nd October. We left Braunston on Friday 30th September crewed by Graham Swallow, Steve Miles, Duncan Oxley, Robin Bishop and Nick Scarcliffe. Jeremy Cooper also came along to do some more filming.

Each year we have attended this event we have winded the boats ready for the return trip differently and this year was going to be no exception! Just before entering Blisworth Tunnel Captain Steve came to tell us this year’s plan:- When we exited the tunnel we pulled over to the towpath and dropped off RAYMOND. We then turned NUTFIELD in the winding hole and then back up to the nose of RAYMOND. After attaching a rope we then reversed NUTFIELD to our mooring, towing RAYMOND.

Early on Monday morning following the Stoke Bruerne event the journey began to move our boats back "home" to Braunston Marina. Before moving off the crew, Robin, Graham, Duncan & Nick, discussed the plan – as NUTFIELD was facing the right way and RAYMOND wasn't. We kept the boats breasted up and headed off, dropping off RAYMOND in the winding hole where Graham and Robin wined her with the aid of a long pole at fore and aft respectively. Nick then steered NUTFIELD alongside and picked up the cross straps and we sailed off into the tunnel singled out. We all agreed it had worked like a dream and it was a pity Jeremy was not there this time to record it.

Robin Bishop

HAVE WE MET?

I am still a youngster as far as The Friends of Raymond is concerned and, as far as much of the membership goes, we have not met as yet. I felt that some form of focused social events could help deal with this shortcoming. I shared the idea with a few others and found a level of support. So in July last year the first event was organised.

This took the form of a trip to Whitehall Farm (near Weedon) to visit the long-term archaeological excavation of a Roman Villa. One of the finest selling points of the villa was that it overlooked the Grand Union Canal – or would have done if the canal had been built in the 3rd century AD! You can see the site clearly from the canal.

Intriguingly, the medium-sized villa had two bath houses, one after the other, and both were far too big for the villa. Why two? Well they built the first one just below the spring line and eventually they gave up trying to keep it dry – ironically for a bath house. The second one was a bit higher up the hill. And why over-sized? That's a mystery, but indicates that the bath houses served more people than just those at the villa. Perhaps they came to the site from all around for a special purpose, such as hare hunting (a sacred Roman pastime) – many hare bones have been found at Whitehall.

These and other complexities of the site were interpreted for the group by Jeremy Cooper. His wife is a supervisor on the site and he does all the site photography. There is a website you can visit – www.whitehallvilla.co.uk

The event was enjoyed by those who took part, despite the rain and the adjacent pub being closed for refurbishment, and the feeling was that it would be good to have further outings. Should you be interested in taking part in future events and/or have any suggestions please get in touch via The Secretary. At present there is not a social events organiser - acceptance of the role by a member would be very welcome.

Suggestions for future visits have been :-

Breweries

Living Museums

Nature Reserves

Canal Restoration Sites

Another suggestion has been to hold a Barn Dance. FoR have done this in the past with some success and it could be a chance to raise funds as well as socialise.

Mike Freeman

IMPORTANT NOTICE !!!

Raymond's Freezer seeks New Home!

The fruits we use for our popular preserves, especially marmalade oranges, are seasonal. The Jam 'Ole Jam and Traditional Marmalade are made as required to provide fresh supplies for the events we attend but we must obtain the fruit when it is available. We therefore prepare and store it in a freezer until needed. Until recently, this freezer lived in the kitchen of one of our longstanding members. This member is happy for Raymond to continue to borrow her spare freezer but, having redesigned the kitchen, no longer has room for it. At the moment the freezer, which is a standard size to fit under a worktop, is camping out in Marty's garage – but this is not ideal. If you live near Braunston or Nether Heyford and can offer the freezer a better home please get in touch.

DATES FOR YOUR DIARY :-

March 24-25 th	BCBM Show at Braunston
May 5-6 th	IWA Northampton Rally
May 19-20 th	Rickmansworth Festival
June 3-5 th	WAT Boxmoor Festival
June 8-10 th	Stoke Bruerne Gala
June 23-24 th	Braunston Historic Boat Show
July 21-22 nd	BCS Cosgrove
July 28 th	Linslade Festival
August 11-12 th	Blisworth Festival
September 29-30 th	Stoke Bruerne Village at War
October 5 th -8 th	Raymond Docking weekend in Braunston



The Barlow Stables (picture from FoR Archive)

Front Cover Picture of Mike Harlock steering RAYMOND by Peter Andrews

Back Cover Picture by Chris R Jones

