

Friends of Raymond

Registered Charity no: 1059614



Patron: Tim Coghlan

Summer 2012



The Raymond & Nutfield News

EDITORIAL

We are very proud to show off the newly painted “Nutfield” in all its glory on our cover page at last – congratulations to all those involved.

This edition of the Raymond & Nutfield News is filled to the gunwales with articles and information – we have tales of the boats on their travels, details about how you can get more involved, all the usual reports and diary dates and a very interesting article about the sub contracting practices of old - so I'm going to keep my comments short and sweet and hand you straight over to Steve, our Chairman, to get down to business ...

Jenny Freeman

E-NEWSLETTER PROGRESS

I'm sure you all read my piece in the last newsletter about our need to switch to an electronic newsletter? I'm pleased to say that a number of members have already opted for this choice, with their renewals for this year, so we are making progress!

But I'm sure you've also seen the recent swinging increases in postal charges? My father would have kittens if he could see – over ten bob to post a letter! You will have realised how much this also impacts upon the cost of sending our newsletters out – although our esteemed treasurer had the foresight to lay in good stock of suitable stamps in advance, these won't last for ever!

So, following further discussion among the trustees, we need to press ahead with the change to an e-newsletter. From the beginning of 2013, we will be sending ALL newsletters out by electronic means, UNLESS YOU ASK US NOT TO! I know this sounds a bit cheeky, but I'm sure you all understand how important this cost-saving is for the trust.

So please, if you really do NOT want to receive your newsletter over the internet, let us know! If you are happy to come with us on this, please make sure we have a current email address for you, to make sure we can get the newsletter to you. You can, if you will, send that information to our membership secretary:

membership@friendsofraymond.org.uk

Thank you for your understanding!

Steve Miles
Chairman of Trustees



oliomedia



Grateful Thanks To Our Patron & Sponsors For Their Support

VOLUNTEERING WITHIN THE FRIENDS OF RAYMOND

Like most charities, FoR depends very much on those members who have the time (and the inclination!) to volunteer their help for the activities in which we become involved. For the most part, this means turning out to crew the boats to and from the waterway events we attend, manning the sales stand and hosting visitors on board the Raymond for our 'show-rounds', which usually earn us no mean sums in donations.

We are aiming to move to a more formalised approach to such volunteering, in the near future – so far, it has been done on a very 'ad-hoc' basis, with people turning up almost randomly, sometimes even when we didn't know they were coming! And understandably, sometimes being upset to be told that we don't have a job for them. Equally, sometimes we are short of support, so that those volunteers who have turned up end up working all day, and never get a break!

From the beginning of next year, Roger and Diana Golder will be co-ordinating all of the volunteers who are crazy enough to stick their heads over the parapet and offer to join us at our events. And then, those volunteers will be kept informed of just what they are in for, in terms of times and schedules of boat movements and/or what times and duties they are booked for at events. The idea is that everyone will then know in advance just what they are supposed to be doing, and when.

I have a list of people who are prepared to volunteer such help, which I will pass on to them – if you would like to help, be it with boating, sales, show-rounds, or even getting your hands dirty on restoration and maintenance of the boats, and you do not currently receive the events lists I send around by email, please let me or the Membership Secretary know! With an email address if that is possible. Then, you will get the list as it is sent out – and after that it is up to you! Tell Roger and Diana if you are able to help with any of the events, what day or days you can offer, even if it is a couple of hours in a day, and they will let you know what is happening from there on. Don't be despondent if your offer is sometimes turned down – we do sometimes get more people volunteering than we can handle! You can always come along still, of course – it's always good to see any members at an event – but there might not be a job for you. That said, show your face and you might equally find yourself dragged in to fill an unexpected gap.....

One thing we cannot offer in the usual way is any transport. Boat movements often require crews to arrive at one place and get off again somewhere else – mostly, I find that car-shuffles and lifts can be arranged among the individuals involved, but you will understand that FoR are not in a position to arrange these things for you. We might make suggestions, depending upon who else is on that particular trip, but arranging things is up to you!

I hope this summary of how we make use of our many volunteers has been useful to you, and maybe inspired you to even join us, one day.....?

Steve Miles

TREASURER'S REPORT

During the winter both Steve and Chris gave talks to a variety of groups, promoting interest in Raymond and raising welcome funds during a time when we usually see more bills than income. The events season started with the BCBM show in March. Soon we heard that the Wendover Trust had cancelled their event at Boxmoor and then there came a steady downpour. The River Nene went into flood and IWA Northampton's annual rally was postponed until August. Not a very good start for us. Fortunately, despite quite average weather, we then achieved record takings at Rickmansworth, Stoke Bruerne Gala and the Braunston Historic Boat Rally.

The planned works to Nutfield are now complete and came in just under budget, with some items costing less but others rather more than expected. We were particularly delighted to recently receive significant donations from both Braunston Marina and BCBM Boat Share Ltd. We have been told that our Grant payment from the National Historic Ships is approved and, as I write this, we are just waiting for it to arrive in our bank account.

Thank you to everyone who has told us they prefer an email notification to download their newsletter in future. With the sharp increase in postage costs this year, you will definitely help us save money for other uses. If you are still deciding please do not feel uncomfortable about asking to continue with a printed newsletter, but you must let us know. A fair proportion of members have never given us an email address and we expect that there will still be a number of printed newsletters produced going forward. We are deliberately not seeking a higher basic membership donation for a printed newsletter though some members have kindly added a little to their subscription. Please write or send your preference to :-
membership@friendsofraymond.org.uk.

Marty Seymour

MEMBERSHIP REPORT

Membership is currently at 78 and a very warm welcome to several new members. Thanks, too, to everyone who renewed recently – we really do appreciate your support. The second batch of renewal invitations will be issued in October, as usual.

If, like me, you don't much like the new postal rates, remember you can always pay your subscription via standing order. Just drop a note to membership@friendsofraymond.org.uk (or write care of Braunston Marina), and I will happily send you a form.

Marty Seymour

HONORARY MEMBERSHIP

Francis Stapleton is a former Chairman and Sponsor of The Friends of Raymond. For many years he regularly displayed his street organ at events all over the country and donated the proceeds to the Charity. During his time as Chairman Francis project managed the vital work to keep Nutfield afloat. Sadly, personal circumstances mean that Francis is unable to continue for the time being, but he retains a keen interest in the boats and we hope to see him and his collecting tin back before too long.

In recognition of this at a recent Trustees meeting a decision was made :-

That Francis Stapleton should be made an Honorary Member of The Friends of Raymond with all the benefits hereto.

Francis was delighted to accept our offer and is now an Honorary Member.

Marty Seymour

UPCOMING TRIPS AND EVENTS

The following are our scheduled trips and events for the rest of this year. Anyone is welcome to come out and see the boats as we travel, even hitch a ride for a while, or make contact at our overnight stops. And of course you are more than welcome to come and see us at the events themselves! I'm not sure exactly when you'll receive this newsletter, so if one or two trips have already happened, I hope you'll forgive me.

Buckingham Canal Society Rally, Cosgrove:

The boats will depart from Braunston Marina at 9.00am on Thursday July 19th, arriving at Bugbrooke around 4.00pm that afternoon. They will set off again at 9.00am the following day, arriving at Cosgrove around 3.00pm.

The event is open all day Saturday and Sunday; the boats will then remain at Cosgrove for the following week.

Linslade Waterside Festival:

The boats will depart from Cosgrove at 9.00am on Friday July 27th, arriving at Linslade around 5.00pm. The Festival takes place on the Saturday ONLY.

The boats will depart from Linslade at 9.00 am on Sunday July 29th, arriving at the Black Horse, Great Linford at around 4.00pm. They will set off again at 9.00am the following day, and arrive at Blisworth around 3.30pm.

Blisworth Canal Festival:

The Blisworth Festival takes place over the weekend of August 11th & 12th. Afterwards, the boats will remain there until they depart for Northampton.

Northampton IWA Rally:

Alvecote Historic Boat Gathering

The Northampton Rally was cancelled just as the printed version of the newsletter went to press. Instead, Raymond and Nutfield will attend the Alvecote Historic Boat Gathering over the same August Bank Holiday weekend. Details of the trips to and from will be posted to the website as soon as possible. The Alvecote Gathering is open on the Saturday, Sunday and Monday, August 25th to 27th.

Stoke Bruerne Village at War:

The boats will depart from Braunston at 9.00am on Friday September 28th, arriving at Stoke Bruerne around 6.00pm. The event takes place over the weekend.

The boats will depart from Stoke Bruerne at 9.00am on Monday October 1st, arriving at Braunston around 6.00pm.

Jam 'Ole Run

We're also invited to take part in this year's re-run of the last Jam 'Ole Trip, and as its Blue Line's 50th anniversary I think its important that we do so. The only snag is that I don't know the dates yet! I'll be asking for crew volunteers as soon as I find out, so be warned!

If you are thinking of coming out to see us, or catch up with us at one of the stops, please bear in mind that unforeseen circumstances might change our plans! These schedules do allow for some delays (or even a pint at lunchtime) but things can still go wrong – if we aren't where you expect us, please accept my apologies!

Steve Miles - Captain

Some More Dates for your Diary :-

5-8 October	Raymond's docking
22 September	Raymond Trustees Meeting, 3 pm in the Executive Suite, Braunston Marina
25 November	Raymond Trustees Meeting, 2pm in the Executive Suite, Braunston Marina

HOW WE RUN THE FRIENDS OF RAYMOND

It occurred to me recently that maybe many of you, our esteemed members, are not that clearly aware of just how we, the trustees, go about running this charity that you generously send your money to every year! I had put the following statement together a little while ago, for the trustees and officers of the charity, and perhaps it would be useful for those of you who are interested in such things to see just how the trust is set up administratively.

We are currently looking into the possibility of changing the present status with the Charity Commissioners to become a Charitable Limited Company, which offers certain benefits over the simpler arrangement we have at present. This would make little or no difference to how the trust is actually run, or to how you, as members, perceive the Friends of Raymond. We are hoping to be able to purchase the company name 'Blue Line Canal Carriers Ltd', which could then become the 'parent company' of FoR – watch this space!

The Friends of Raymond

A Statement of the Administrative Structure of the Charity :-

The Friends of Raymond is a charitable trust, registered as such with the Charity Commissioners of the UK.

It is administered in due democratic fashion by a Board of Trustees (minimum number three) who are also registered as such with the Charity Commissioners, and are appointed by a democratic vote of the existing board of trustees. The trustees elect a chairman from their number at the first meeting in each calendar year – this is usually held in Braunston, in January.

- 1 All decision-making power regarding the administration and operation of the charity is vested in the Board of Trustees, except in so far as any executive power has been delegated to any individual trustee or officer of the Charity by a democratic vote of the Board of Trustees.

- 2 The Board of Trustees is supported in its activities by other officers of the Charity who are not trustees. Such officers may include a Secretary, Treasurer, Captain, Membership Secretary, Webmaster, Newsletter Editor, Sales Officer and any other such posts as may be instituted by the Board of Trustees. The only officer who is required to be also a trustee is the Chairman of the Board of Trustees.
- 3 Such other officers are servants of the Charity and of the Board of Trustees. They have no right of decision-making or vote except as defined above under (3).
- 4 All non-trustee officers of the Charity are expected to respond to all and any decisions of the Board of Trustees which may require their attention; they are further expected to follow any instruction given to them by the Board of Trustees, and to provide any relevant information which they may hold on behalf of the Trust to any trustee who may request it.
- 5 No individual, trustee or officer, has any right of veto regarding any of the above provisions.
- 6 The use of information held by the Charity (eg names and addresses of the members, etc, all archive material and so on) must be within the requirements of the Data Protection Act 1998, and any subsequent provisions thereof which may be instituted by Parliament. This requirement is incumbent upon any trustee or officer who has access to such information. The dissemination of such information within the charity (eg to trustees upon request) is not affected by this Act.
- 7 It is expected that all trustees and officers of the Trust will endeavour at all times to work together in a spirit of co-operation in such a way as to further the ends of the Trust as stated as the 'aims' in the Trust documents.

Steve Miles

ARTICLES ABOUT BLUE LINE

Some of you will probably have seen it already, but there is a fascinating article in the latest issue of *Narrowboat*, the superb quarterly magazine produced by Waterways World. Reproduced on pages 26-30 is an article written in 1970 by Michael Streat, owner of Blue Line Cruisers who took over the surviving boats and traffics of the Samuel Barlow Coal Company Ltd when they gave up the canals as a viable means of transport. It was first published in *Motor Boat & Yachting*, and is reprinted here with a superb selection of suitable photographs.

And you might also like to know that the same magazine, *Narrowboat*, carried a feature about the last traffics of Blue Line Canal Carriers Ltd, as Michael Streat called the carrying arm of his business, in the Winter 2010/11 issue. This was comprised of a number of excellent colour photographs, five of them showing 'our' pair. A full range of back issues are available from the publishers – take a look at www.narrowboatmagazine.com. The current issue should be obtainable until September, when the next will be published.

Steve Miles

NUTFIELD AND RAYMOND ON TOUR

The first event in the year that "Nutfield" and "Raymond" usually travel to is the IWA Northampton Branch Boat Rally which is held over the early May Bank holiday weekend. We were already booked in to attend this event this year but due to flooding on the River Nene the navigation was closed and the event was postponed.

Following on from the return of "Nutfield" from being painted at Wyvern the boats were moored at Cosgrove.

The boats left Cosgrove on Wednesday 16th May on their way to Rickmansworth. I joined the boats at Wolverton on route. The crew on this journey were Richard Scarff, Merv Brookes, Tim Wakelin and Robin Bishop. We reached Slapton on Wednesday.

Carla Wakelin joined us for the day before we moved off on Thursday morning. We got as far as Boxmoor on Thursday where Tim and Carla Wakelin left us to go home.

We finally arrived at Rickmansworth mid afternoon on Friday. There were lots of other boats that had already arrived there for the Rickmansworth Canal Festival that was taking place over the coming weekend.

We wound the boats in the winding hole just before Tesco's then reversed them to Raymond's mooring position alongside the towpath. "Nutfield" was shortly afterwards moved up into Chess lock to be moored next to "Roger". This position gave us the opportunity to show off Nutfield looking resplendent in her shiny new paint job.

Richard and I then started to get them ready for the Festival by polishing all the brassware. The Sales Stand was set up inside the hull of "Raymond" and operated from here.

There was a continuous stream of the general public and visitors to the event itself passing by our boats along the towpath. Many people showed an interest in "Raymond" and quite a lot of them came on board to see inside her cabin.

There were many ex-working boats present at this event as usual. These included "President" and "Kildare".

Many side stalls and a fun fair were set up in the nearby Aquadrome in their normal locations. Together with all the boats attending the Festival there was plenty to see and do.

Following on from this event the next move was to start the return journey from Rickmansworth and travel North heading for Stoke Bruerne. The crew on this trip were Steve Miles, Richard Scarff, Merv Brookes and Robin Bishop. We left Rickmansworth at 7.45am on Monday 21st May and reached Berkhamsted by the end of the day.

On Tuesday we picked up on route Alan Mills at lock 52 and Mike Bowley at Lock 51. They spent the day with us, and helped us through the locks, and they left us later at Grove Lock to return home. Soulbury was reached by Tuesday evening.

The final destination was arrived at on Wednesday. The boats were left moored up in the Stoke Bruerne long pound in readiness to attend the Stoke Bruerne Gala Weekend and Canal Festival which was being held over the weekend of 9th and 10th June.

Following on from the Stoke Bruerne event "Nutfield" and "Raymond" were then moved back "home" to Braunston marina the journey starting out early on the Monday morning.

The Braunston Historic Boat Rally was the next event in the calendar. This was held on 23rd -24th June at our "home" ground Braunston Marina. Our boats were moored underneath the canopy on the arm and the Sales stand was out and located alongside the arm in its usual spot. We did extremely well with takings on the Saturday but not so good on the Sunday. This was all due to the changes in the uncertain weather.

Robin Bishop

BRAUNSTON HISTORIC BOAT RALLY, JUNE 2012

This year Raymond was asked to lead the Opening Ceremony. Sadly, Gayle Hunnicutt was unable to attend but Tony Hales, Chairman of British Waterways (not C&RT until July) proved a very worthy – if slightly less glamorous – substitute and made an appropriate, suitably brief, speech as Raymond hovered under the entrance bridge.

Water shortages and lock restrictions earlier in the year, coupled with a competing event in Northwich, meant that far fewer historic boats attended this year's show. This had the advantage that the boat parade was more spread out and less of a traffic jam, and gave our crews the best chance yet of taking the turn at the ladder bridge in one go. I hear there was still a good level of chaos – amongst some of the other participants – at the double-arched bridge turning point. Our practice sessions and use of crew who know the route really seem to have paid off and all our boat skippers and crews deserve congratulations for putting on the best boat-handling display yet in the parades.

We don't usually have much time to show visitors round Raymond at this particular show but, with the boat parades being much quicker, we were able to make use of the static time to entice members of the public to step aboard.

Business was brisk at our sales stand, set up in the usual place with the gazebo, courtesy of IWA Middlesex and our Secretary, Robin Bishop. In fact, we even topped last years' record takings. This was partly due to the large selection of second hand books we were able to offer and we must thank our longstanding supporters, Irene Reeves and Annie Rogers, for thinking of Raymond when they decided to clear out their bookshelves. Please remember we always welcome donations of books about transport for our sales stand at the Braunston based shows as well as lace plates, boaty bits and brass items.

Gold stars are due to everyone who helped with set up, boat cleaning, during the show and afterwards – including the synchronised Land Rover rescue of a bogged down motorhome from the parking field. We all eagerly await Roger's photographic record of the event.

Marty Seymour

Turn over the page to see some pictures of this event.....



1



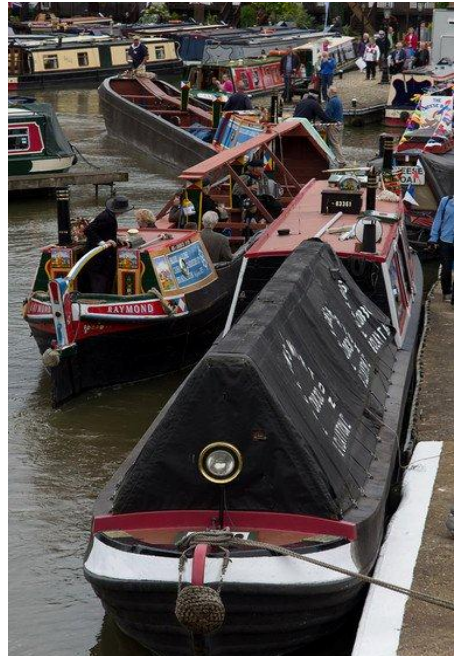
2

Photo courtesy of David Jowett

3



4



**Some Friends of Raymond at the
Braunston Historic Narrowboat Rally:-**

1 Tony Hales presenting the cheque to
FoR – Neil, Edward & our Patron, Tim
Coghlan

2 BW Chairman, Tony Hales, opening
the event (these pictures courtesy of
Tim Coghlan)

Pictures 3 & 4 –
The Boats on Parade

(Pics 3 & 4 courtesy of Tim Lewis. You
can see online pictures of some of the
other boats on parade at:-
timlewis.smugmug.com)

SURREY WOULD BE PROUD!

And I hope you all will be too. You'll remember my bit in the last R&N News about Nutfield? Well, things have moved on over the last few months.

We duly delivered the boat to Pete Boyce at Tess Wharf (all the way to the far end of Braunston), where it seemed that our volunteers enjoyed a brief return to childhood, wielding prybars and large hammers to remove (should I say destroy?) the very rotten old gunwales. A second team set to on the cabin, taking a little more time and care to take off the old handrail cants, the covering strip over the join between steel engine-hole and wooden cabin, and then the rotten plywood cabinside skins.

One reason for the ongoing 'internal rain' was revealed – the cover strips joining steel to timber turned out not, in fact, to be over the join... They were nailed to the wooden cabinsides and roof, up to but not covering the gap. Needless to say, the new ones fitted by Pete are a bit better placed! Over the following weeks, while I was enjoying a trip 'downunder' to visit friends and relatives, our volunteers applied several coats of primer and undercoat to the bared steel of the gunwales around the hold, and black bitumen to the exposed inner planking of the cabinsides. They were working alongside Pete as he cut and fitted new oak gunwales from the engine-hole forward, a new deck-beam at the front of the hold, and cut and painted new cross-beams to fit at the back-end and the central and rear stands.

Returning to the UK, I found our motor boat looking suddenly very sound, with a tidy primer-painted cabin and delightfully finished, cuprinol-protected gunwales. At this point, our carefully-prepared schedule went out of the window – I had a call from James Griffin, saying that they could take the boat in for its repaint rather sooner than we'd expected! Needless to say, we grabbed the chance, and delivered the boat to Linslade on April 13th – Friday the Thirteenth, which seemed somehow appropriate... Two weeks later, the job was done, including fresh signwriting by Colin Dundas – nicely in time for the Northampton Rally.

Which would have been fine, except that in the middle of such a severe drought, the Rally had been postponed because of excessive water in the River Nene..... We collected the boat from Linslade, to free up Wyvern's dock, and then a few days later took it up to Gayton Junction where we'd left the Raymond, ready for the trip down the Arm to Northampton – and took them back south to Cosgrove, where we left them for a couple of weeks, before travelling south again to Rickmansworth. But that's another story.....

Everyone involved in the work on the motor has done a superb job for us – Roger Farrington's steelwork, Pete Boyce's efforts on the woodwork, James and his fellows on the paintwork, and Colin's signwriting – and each and every one of them has done it at a very generous price for us! And Craftmaster supplied all the paint we needed, at a fraction of the true cost. The result is that we now have a motor boat we can be proud of, and that within the tight strictures of our very limited budget. My thanks, and those of the other trustees, also go to all of those who got stuck in as volunteers at different stages of the job – you not only did a superb job yourselves, but saved us a considerable amount of money by your labours! Forgive me if I don't even try to list all your names here – a lot of water has passed under my personal bridge since January, and I would hate to miss a name out because my memory has slipped. You know who you are – please apply a very large pat on your back from me and the trustees!

Steve Miles



**Gunwale Destruction
Crew at Work!**
Crew – Robin, Nick & Neil

**Denuding the
Cabinside**
Denuders(!) - Richard & Brian



**James Griffin & Steve
'on the dock'**

These + front & back cover photographs courtesy of Steve Miles

AND WHAT ABOUT RAYMOND?

In this issue of our newsletter, we seem to be talking an awful lot about the Nutfield. And we've spent a lot of money on our motor boat, too! Are some of you wondering, if this is the Friends of Raymond, how this comes about? Perhaps I should explain!

The trust was set up back in 1996 to restore, maintain and exhibit the Raymond, the last wooden working boat built in Great Britain. At that time, the Nutfield, the last motor to work with the Raymond, was in private hands. When the Nutfield became available in 2003, the trust approached Charity Commissioners about its possible purchase, and we were told that it was in order for us to own the boat, and to spend charitably-raised funds on its restoration and maintenance, as long as it was kept in the same condition and appearance as when it worked with the Raymond. This, as you will no doubt have realised, is exactly what we are trying to do!

There is still more work to do on the Nutfield – the cabin interior has to be restored, the hold needs to be stripped of paint and refinished, we need a new mast, and the counter deck ought in time to be returned to the oak-planked surface it had in Ernie Kendall's day. And there is a little more welding to do on the hull, as demanded by our surveyor last October – this will be tackled when it is docked in 2013.

So – what about the Raymond? Now we have a motor boat that we can all, at last, be proud of as it travels the canals, the trustees are turning their attention to the Raymond. And there is work we have to do! The timbers of the butty are now twelve years old – half way through their lifetime as defined by Barlows! But we don't intend to be rebuilding the boat again in 2025 – not if we can help it.

But if we are to keep the boat we've got, some serious maintenance is now in order. We have been 'keeping up appearances' for some years, touching up the paintwork every other year when we are on the dock, but that is no longer enough. The time has come when we will have to delve deeper, to strip back a lot of the paintwork and investigate what we know to be incipient rot that is creeping into the wood underneath. The cabin, after its rebuild in 2006, is quite sound, so that's one job we can avoid – but we intend now to strip back the paint on the entire fore-end, and around the stern of the boat, to investigate and repair any 'bad bits' we find, and then to begin a complete repaint of these areas.

Raymond is on the dock in Braunston in October, from Friday 5th to Monday 8th. In this time, we will concentrate on stripping the old paint off and repairing what we find, using hot-air paint strippers which will serve to dry out the timber as we go – the wood has to be dry for us to repair and then apply a good coat of new primer, which is as far as we expect to get in the time available. So, dear member, if you have a hot-air paint stripper gathering dust in your garage, we would be grateful for its loan! And if you wanted to come and apply it yourself... We have a loyal band of volunteers who seem to delight in getting very mucky every October, but we are always happy to see new faces – just let me know you're coming!

What happens then is open to debate at present – depending upon the available funds, we might look for a professional paint job again, as we did with the Nutfield. This way, we would achieve the best possible ‘match’ between the two boats, and get a top-class appearance in the shortest possible time. Or it could be done by our own volunteers – the problem then is finding dry conditions in which to do the job! In the worst case, the boat might have to make its public appearances for next year in a fetching colour of grey – but we feel that saving its structure is more important than worrying about a pretty paint job! I’m sure you will all agree?

Steve Miles - Chairman

BCBM SHARED BOAT SHOW – MARCH 2012

The second shared boat show at Braunston Marina started with a logistical problem - Nutfield was away having her cabin repaired,. So how could we get Raymond from the far end of the marina round into the arm for the show weekend? Fortunately, marina staff were able to help us with a tow – and Steve blagged another tow back afterwards from one of the shared boat owners.

Once again, we were given a nice big space in the marquee and there was room to put out our selection of plates and secondhand books as well as the usual items.

Outside, interested visitors were able to board Raymond under the shelter of the canopy, though it seemed a bit strange to me that Nutfield was not alongside.

While it must be good for prospective boatshare owners to be able to view a selection of different boats at various share prices, so far we tend to find this new show is less of a general family day out than many of the other events we attend.

Marty Seymour

STOKE BRUERNE GALA

This was called the second string event as the usual culprits were working elsewhere – they claimed! Jean and I arrived mid-morning to find the crew all set up & trading well in relatively fine weather – Ray, Nick, Merv & various others selling, showing round, chatting up the locals, etc. Sunday was very similar with a slight change of helpers – and a steady stream of bodies prepared to be parted from their money.

The moorings all the way to the tunnel were occupied and when “President” & “Kildare” arrived fresh back from their Jubilee Thames trip Trevor Maggs had to move “Corona” from his spot in front of us to breast up further along to make room. They proved that it is impossible to pass a breasted pair between 2 pairs of breasted boats! Having cast off the butt it was left floating in the middle of the cut while “President” tied off and the tunnel trip boat returned to the museum. “Kildare” was rescued and reattached. Having stolen some of our thunder, “President” did attract viewers & increased the opportunity to lift more coppers. The end of the weekend saw the arrival of a floating pirate island with coloured smoke, fireworks & bangs –male & female pirates swashing their buckles and threatening the terrified landlubbers to part with even more coins of the realm into the charity buckets!

On Monday the boats returned to Braunston. A bold statement! John and I arrived in the pouring rain at 8.10 to find butty experts, Tim & Tim's mum, together with Ray & others sheltering in a remaining marquee. Engine fired up and we were away – the second team working as one picked up the butty perfectly (was David Blagrove watching?) checked headlight, into the tunnel – warmer and drier than outside. Just after the "new bit" of Blisworth tunnel sudden darkness. Emergency light found – battery flat. A very slow moving pair emerged into the summer rain and John Blay spent the long pound in the engine 'ole trying the fuses. Whilton bottom lock found us buying fuses and John a new tunnel lamp for his caravan – which was tested through Braunston tunnel (the lamp, not the caravan!).

As a reward(?) John brought the pair down Braunston locks whilst the rest of us swam down the towpath – in places it was overflowing into the cut – and so to the Marina. My thanks to all who helped with the weekend and boating moving, nameless and named. If you enjoyed it half as much as I did I'm happy – ain't boating fun?

Neil Hankin

THE USE OF SUB-CONTRACTING IN CANAL TRANSPORT

For many years some have dismissed canal boats as an anachronism when compared to railways, and later road transport, but if boats were so outdated how come they lasted so long in commercial trade?

Part of the answer was the long established practice of sub-contracting. Carriers were under pressure to get cargoes loaded and delivered promptly, and this essentially meant that a carrier who did not have enough boats available to shift a particular cargo, sub-contracted the work out to other carriers who did, and so that cargo could be delivered without delay. This enabled canal boats, irrespective of ownership, to be fully utilised in the carrying trade and kept boaters fully employed. In contrast, railway coal wagons for example were usually returned empty to collieries and so were less efficiently used.

At first glance there appears to be something of a contradiction here as canal carriers were in competition with each other when tendering for carrying contracts, yet they sub-contracted work to other rival carriers which benefitted the latter as well. But there were reasons for this.

Carriers with a large fleet might well have enough boats to carry all the cargoes they could find, but it did not mean all those boats were on hand when needed. Even if they were empty and awaiting a load they may well be many miles away or at the other end of the canal system from where they were required. It would have been more economic to keep them where they were and find a load nearer than them travel a great distance empty not earning any money.

Some traders required a certain amount of coal to be delivered per month to maintain their fuel stocks, so if a carrier was not able to fulfil their obligation they would have to employ others to do it for them. In some cases a certain amount of coal was bought at a lower price, which had to be loaded and taken away from the colliery before the end of the month, otherwise any subsequent price increase would also apply to any uncollected coal, and the trader would not be happy to bear any extra cost as a result.

And if a cargo was being transhipped from railway wagons or lighters, a certain amount of time was allowed for loading, but once passed, demurrage, which was essentially a fine, was charged for delaying them. One trader charged demurrage if a railway wagon was delayed more than 24

hours, whilst a more expensive fine was levied if a boat was delayed more than 48 hours. If a carrier chartered a boatman contractor like an owner-boatman to do the work and he was delayed, he might well submit a demurrage charge for wasting his time too.

This shows a carrier could not afford any delays and so it was the custom on the waterways for most of their history, that when necessary work was sub-contracted to other carriers.

One traffic which was often sub-contracted was grain from the Port of London to the Midlands. Say Fellows, Morton & Clayton had a 400 ton grain consignment in several lighters being towed upstream to Brentford, which transhipped into horse drawn narrow boats would fill seven pairs. But FMC might only have three pairs available to load with others on the way, but by the time they reached Brentford the delay would mean demurrage on the lighters was due. So FMC would sub-contract the remainder of the cargo to other carriers if they were available. John Griffiths might have a pair available, Emanuel Smith two pairs, and an owner-boatman one pair. So the cargo was loaded without delay and demurrage avoided, and if those other carriers like Griffiths or Smith found themselves in similar circumstances they might sub-contract their cargoes to FMC if they had boats available.

Over the course of time all carriers benefitted from sub-contracting as their rivals also sub-contracted their work out too, so in effect all carriers large and small were being employed by each other from time to time.

During the late 1950's and early 60's, the British Waterways fleet was regularly engaged in carrying coal to the Apsley, Nash and Croxley paper mills, owned by John Dickinson & Co. Ltd. To assist them, boats from the Samuel Barlow Coal Co. Ltd., and Willow Wren fleets were sub-contracted to do this work too, and records show some of this traffic.

Listed below are both Samuel Barlow and Michael Streat entries, confirming that the latter took over the remaining Barlow contracts in October 1961. Most collieries shown had their own canal wharves with rail connections, but Coventry (or Keresley) colliery used road transport to deliver its coal to a loading stage at Longford. Photos of this structure appear on pages 24 and 25 in "A Canal People – The Photographs of Robert Longden" by Sonia Rolt.

The North Warwick collieries were an amalgamation of Pooley Hall, Alvecote and Amington Collieries in 1951, which closed in 1965. The weights shown are those weighed at the colliery and not canal gauged weights, as by then it was the colliery weights that was accepted for the payment of tolls.

From left to right: Date, boat owner or steerer, boat names, colliery to destination, and colliery invoiced, weight in tons and hundredweights. In a contemporary source it was shown that the type of coal carried was called "beans" except Newdigate Colliery to Nash Mills which was three quarter inch slack, and Measham Colliery to Croxley Mills with slack

02.09.1959	G Bryer	"Hyperion & Princess"	Newdigate to Nash	49 tons 13 cwt
14.09.1959	W Hunt	"Beatty & Irene"	N.Warwick to Croxley	50 tons 8 cwt
18.09.1959	S Barlow Coal	"Ian & Iona"	Newdigate to Nash	50 tons
21.09.1959	S Barlow Coal	"Hawk & Warwick"	Newdigate to Nash	48 tons 19cwt
24.09.1959	S Barlow Coal	"Kent & Hazel"	Newdigate to Nash	50 tons 17cwt
25.09.1959	S Barlow Coal	"Hardy & Ironside"	Measham to Croxley	49 tons 6 cwt
25.09.1959	G Bryer	"Hyperion & Princess"	Measham to Croxley	45 tons 13 cwt
25.09.1959	S McDonald	"Kenelm & Matilda"	Coventry to Apsley	47 tons 12 cwt
28.09.1959	S Barlow Coal	"Ian & Iona"	Newdigate to Nash	50 tons 8 cwt
29.09.1959	S Barlow Coal	"Beatty & Irene"	Newdigate to Croxley	49 tons 7 cwt

30.09.1959 S Barlow Coal Co. "Malta & Grace" Measham to Croxley 50 tons 6 cwts
 06.10.1959 S Barlow Coal "Neptune & Lucy" Coventry to Apsley 48 tons 18 cwts
 07.10.1959 S Barlow Coal "Hardy & Ironside" Coventry to Croxley 48 tons 2 cwts
 07.10.1959 S Barlow Coal "Alec & Hazel" Coventry to Croxley 48 tons 2 cwts
 08.10.1959 S Barlow Coal "Roger & Raymond" Coventry to Croxley 50 tons 6 cwts
 09.10.1959 S Barlow Coal "Malta & Grace" Newdigate to Croxley 50 tons 8 cwts
 14.10.1959 S Barlow Coal "Hawk & Warwick" Newdigate to Nash 47 tons 3 cwts
 19.10.1959 S Barlow Coal Co. "Neptune & Lucy" Newdigate to Nash 49 tons 12 cwts
 22.10.1959 S Barlow Coal "Hyperion & Princess" Coventry to Croxley 49 tons 11 cwts
 23.10.1959 S Barlow Coal "Roger & Raymond" Coventry to Croxley 50 tons 7 cwts
 26.10.1959 S Barlow Coal "Hood & Gertrude" Coventry to Croxley 45 tons 12 cwts
 28.10.1959 S Barlow Coal "Hardy & Ironside" N.Warwick to Croxley 48 tons 17 cwts
 29.10.1959 S Barlow Coal "Beatty & Irene" Coventry to Apsley 50 tons 5 cwts
 30.10.1959 S Barlow Coal "Ian & Iona" Coventry to Apsley 50 tons 8 cwts
 04.11.1959 E Barrett "Kenelm & Uranus" Coventry to Apsley 47 tons 16 cwts
 11.11.1959 S Barlow Coal "Roger & Raymond" Newdigate to Croxley 49 tons 17 cwts
 11.11.1959 S Barlow Coal "Benbow & Matilda" Coventry to Croxley 50 tons 9 cwts
 12.11.1959 S Barlow Coal "Beatty & Irene" Newdigate to Nash 51 tons 1 cwt
 13.11.1959 S Barlow Coal "Hardy & Ironside" N.Warwick to Croxley 51 tons 3 cwts
 16.11.1959 S Barlow Coal Co. "Malta & Grace" Newdigate to Croxley 51 tons
 17.11.1959 S Barlow Coal Co. "Hyperion & Princess" Coventry to Croxley 49 tons 8 cwts
 17.11.1959 S Barlow Coal Co. "Ian & Iona" Coventry to Croxley 50 tons 2 cwts
 24.11.1959 S Barlow Coal "Hood & Gertrude" Coventry to Croxley 47 tons 6 cwts
 25.11.1959 S Barlow Coal Co. "Malta & Grace" Newdigate to Nash 53 tons 17 cwts
 25.11.1959 S Barlow Coal Co. "Neptune & Lucy" Coventry to Croxley 49 tons 18 cwts
 26.11.1959 S Barlow Coal Co. "Beatty & Irene" Newdigate to Nash 51 tons 3 cwts
 01.12.1959 S Barlow Coal "Roger & Raymond" Newdigate to Nash 52 tons 13 cwts
 02.12.1959 S Barlow Coal "Benbow & Matilda" Coventry to Croxley 50 tons 5 cwts
 04.12.1959 S Barlow Coal "Ian & Iona" Coventry to Apsley 50 tons
 15.12.1959 S Barlow Coal "Kent & Hazel" Newdigate to Nash 49 tons 7 cwts
 22.12.1959 S Barlow Coal Co. "Neptune & Lucy" Newdigate to Nash 48 tons 15 cwts
 28.12.1959 S Barlow Coal Co. "Alec & Grace" Newdigate to Nash 49 tons 18 cwts
 10.02.1960 S Barlow Coal "Tiger & Irene" N.Warwick to Croxley 45 tons 5 cwts
 12.02.1960 S Barlow Coal "Hood & Gertrude" Measham to Apsley 44 tons 3 cwts
 25.02.1960 A Bray "Roger & Raymond" Measham to Apsley 50 tons 1 cwts
 02.03.1960 S Barlow Coal "Ian & Iona" Coventry to Croxley 50 tons 10 cwts
 04.03.1960 S Barlow Coal "Hardy & Ironside" Measham to Apsley 46 tons 6 cwts
 10.03.1960 S Barlow Coal "Neptune & Lucy" Newdigate to Croxley 45 tons 10 cwts
 18.01.1961 S Barlow Coal "Hood & Iona" Coventry to Apsley 51 tons 1 cwts
 18.01.1961 S Barlow Coal "Neptune & Lucy" Coventry to Croxley 43 tons 2 cwts
 19.07.1961 S Barlow Coal Co. "Roger & Raymond" N.Warwick to Croxley 50 tons 16 cwts
 04.08.1961 S Barlow Coal "Roger & Raymond" Newdigate to Nash 51 tons 16 cwts
 04.08.1961 S Barlow Coal "Ian & Iona" Coventry to Apsley 51 tons 9 cwts
 01.09.1961 S Barlow Coal "Ian & Iona" N.Warwick to Croxley 51 tons 18 cwts
 08.09.1961 S Barlow Coal "Ian & Iona" N.Warwick to Croxley 50 tons 13 cwts
 29.09.1961 A Bray "Roger & Raymond" Coventry to Croxley 50 tons 2 cwts
 20.10.1961 M Street (sic) "Ian & Iona" Coventry to Croxley 56 tons 3 cwts
 02.11.1961 M Street "Roger & Raymond" Coventry to Apsley 50 tons 14 cwts
 06.11.1961 M Street "Kent & Hazel" Coventry to Apsley 49 tons 14 cwts
 17.11.1961 M Street "Ian & Iona" Coventry to Apsley 50 tons
 23.11.1961 M Street "Ian & Iona" N.Warwick to Croxley 50 tons 3 cwts
 29.11.1961 M Street "Roger & Raymond" N.Warwick to Croxley 50 tons 5 cwts

It was not always the case that British Waterways sub-contracted to Barlow's though. Below are entries where Barlow's sub-contracted to BW.

From left to right: Date, boat steerer, BW fleet number, colliery to destination, colliery invoiced weight in tons and hundredweights, and who the trip was for, which was indicated as Kearley & Tonge Ltd.

03.11.1959 S.Brooks. 170 Coventry to Southall (K. & T.) 51 tons 11 cwt for S. Barlow Coal Co.
01.01.1960 L.Morris. 105 Coventry to Southall K. & T 50.9 tons for S. Barlow Coal Co.
10.03.1960 A Meredith. 112 Coventry to Southall 45.5 tons for S.Barlow Coal Co.

In a BW fleet list dated 15.02.1960 the following fleet numbers are:

Fleet Number 170 was "Slough" & "Bayswater" steerer S.Brooks

Fleet number 105 was shown as "Aynho" with no steerer. L .Morris was in command of "Bicester" & Moon" number 117

Fleet number 112 was "Battersea" & "Tiverton" steerer A. Meredith.

These entries provide welcome evidence that RAYMOND towed by ROGER, under the command of Arthur and Rose Bray, delivered coal to Apsley, Nash and Croxley mills with an average tonnage of almost 50 tons 14 cwt the pair.

Christopher M Jones

Copyright 08.05.2012

Thanks to Jeremy we
now have new name
badges for our
volunteers to wear at
events.



When you come
please ask for your
badge & put it back
in the box at the end
of the day.

If you still have one of the old style badges please bring it back as we can re-use them.

TO CONTACT US :-

Address: The Friends of Raymond, c/o Braunston Marina, Braunston , NN11 7JH

Chairman: Steve Miles – treasurer@friendsofraymond.org.uk or 01908 604337

Secretary: Robin Bishop – secretary@friendsofraymond.org.uk

Treasurer, Membership & Braunston Events:

Marty Seymour – treasurer@friendsofraymond.org.uk

– membership@friendsofraymond.org.uk

WEBSITE: www.friendsofraymond.org.uk



Nutfield on the way to Tess Wharf

Raymond and Nutfield back together again!

