

Friends of Raymond

Registered Charity no: 1059614



Raymond

Nutfield

Patron: Tim Coghlan

Summer 2014



The Raymond and Nutfield News

EDITORIAL

This has been another busy summer for Raymond and Nutfield – and its not over yet by any means. Its also been another successful season, with the boats winning a prize for the best turned-out boats at the IWA rally in May. Well done to everyone involved.

The season started at “home” in Braunston at the BCBM Boatshare; then they had to travel all the way across the Marina for the IWA Northampton Rally – which was also held in Braunston this year! After this they had to travel considerably further afield to attend the Rickmansworth Canal Festival, the Crick Boat Show and the Foxton Locks Festival before heading back “home” for the Braunston Historic Boat Rally. There are still several events to come so if anyone reading this would like to volunteer for crewing at any time please just get in touch – the contact addresses are all below.

Sadly, this newsletter is a slightly shorter one than we aim to produce - unfortunately this is a time of year when most of our contributors are too busy manning the boats! To try and fit in with all these activities, next year we will produce just 2 newsletters per year instead of the 3 we aimed for. However, these will inevitably be fuller and will contain just as much information.

As well as our movement reports this edition of the newsletter has another fascinating article by Chris M Jones on “War Names”. You will be aware that this year we are commemorating the start of World War 1 – Chris has done some very in depth research into the naming of many of our historic narrow boats and how they relate to wartime incidents. If you feel you would like to write an article or have some interesting pictures please feel free to send them in at any time – all contributions are always welcome.

Jenny Freeman

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MEMBERSHIP

A big Thank You to everyone who has renewed their membership this year.

And a big Welcome to all our new members!

Your memberships are a vital regular and ongoing contribution to keeping the boats afloat.

NEWS

We now have a new category of membership - **Junior Membership**.

This is for any young person up to the age of 18.

The benefits are:

- Newsletters via email
- An opportunity to volunteer with The Friends of Raymond when under appropriate adult supervision agreed with the parent/guardian.
Please note: The supervising adult must be a member of Friends of Raymond.

All for £5 a year!

So if you have any children/grandchildren/nieces/nephews etc who are interested in historic boats, then this may be an ideal present.

You can purchase Junior Membership

- via PayPal through the website - just choose the Junior Member category from the pull-down menu. Just pay for it with your name and email and I will contact you for the name of the Junior Member (or you can drop me an email at membership@friendsofraymond.org.uk and let me know that way).
- or complete a membership application form downloadable from the website/or at one of our events and post it to me with a cheque.

Pirates and "Jess Carter" fans are all accepted (with an accompanying Friends of Raymond adult member of course).

Other news

We are very pleased to welcome 2 new Honorary Members: Alice and Tom Lapworth.

Both Alice and Tom were boat-people earning their living by working narrowboats.

I've read Alice's story, "A Horse, A Boat and You" so I feel I know her already. It's an honour to have them as Friends.

Barbara Evans Rees
Membership Secretary



oliomedia



Grateful thanks to our Patron and Sponsors for their support

NUTFIELD AND RAYMOND ON TOUR

The BCBM Boat Share weekend is usually the first event in the year that *Nutfield* and *Raymond* attend. This year it was held on 12th-13th April. We didn't have very far to travel as it was held at our "home" ground Braunston Marina. We simply had to move the boats from their mooring at one end of the marina to under the canopy at the other. There was a slight change this year as BCBM joined forces with 3 other boat share companies - Carefree Cruising, ABC Leisure and OwnAShare. Each of these had their own marquee and boats present.

The IWA Northampton Branch Boat Rally, which is held over the early May Bank holiday weekend, is usually held in Northampton. However, this year there was a change of venue as it was also held at our "home" ground Braunston Marina. So we had the same short distance to travel to attend this event as the previous one.

The boats left Braunston Marina on Tuesday 13th May from where we started off on their way to Rickmansworth. Brian Seymour joined us to assist us lockwheeling up Braunston locks and also down Buckby Locks. Steve Miles and Diana & Roger Golder met us on Wednesday at Fenny Stratford Lock and Roger joined us for the day. The crew on this journey were Neil Hankin, Robin Bishop and Roger Golder. We reached Stoke Bruerne on Tuesday, Grove Lock on Wednesday and Boxmoor on Thursday.

Roger Golder joined us for the day at Seagrove Lock 35 on Thursday to assist us with lockwheeling. Mike Bowley joined us at Marsworth lock and left us at Winkwell lock 59 later. Roger joined us at Nash Mills lock 68 on Friday. We finally arrived at Rickmansworth mid-afternoon on Friday. Many other boats were gathering 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 then reversed them to their mooring position alongside the towpath. Roger joined us on Saturday and started to get the boats ready for the Festival by polishing all the brassware.

The Sales Stand was set up in its usual spot inside the hull of *Raymond* and operated from here. There was the usual continuous stream of the general public and visitors to the event itself passing by our boats alongside the towpath. A large number of them showed an interest in *Raymond* and came on board to see inside her cabin.

As usual at this event there were many ex-working boats present. In the nearby Aquadrome there were lots of side stalls in various locations and there was also a fun fair erected. There was plenty to see and do together with all the boats attending the Festival.

During our travels down from Braunston to Rickmansworth Diana used to drop Roger off each morning at a pre-determined location then collect Roger in the evening at our final destination that day. Diana noticed at the end of this trip that she had clocked up over 200 miles in her car just providing this very valuable taxi service for Roger. Neil and I were also very grateful indeed for the extra crew member during the days. Thank you Diana!!

Following on from this event the next move was to start the return journey from Rickmansworth and travel North heading for the Crick Boat Show. The crew on this trip were Neil Hankin, Robin Bishop, Roger Golder and Nick Scarcliffe. We left Rickmansworth at 6.15pm on Sunday and went to Cassio Bridge. On Monday 19th May Mike Bowley joined us at Cassiobury Park lock 76, left us

at Winkwell lock 59, re-joined us at Bottom Side Lock 57 then left us again at Dudswell lock 48. We finally reached Cowroast by the end of the day.

On Tuesday Steve Miles and Jeremy Cooper were dropped off by Barbara Evans Rees in her car at Bulbourne to assist us down the Marsworth Locks. Soulbury Locks were reached by the end of the day. Steve stayed on board with Robin. Early on Wednesday morning we were joined by Peter Copeland before we moved off. We met Roger and Diana Golder at Fenny Stratford lock 22 and Roger joined us. We later met Nick Scarcliffe at Stoke Bruerne lock 20 to assist us up the lock flight. Stoke Bruerne was our overnight stop on Wednesday.

Diana and Roger travelled from home to Ricky on both days of the show. Diana also continued to operate the taxi service to drop Roger off at the boats each morning on this return trip towards Crick up as far as Stoke Bruerne. Diana then further noticed that her mileage had now gone up to over 400 miles for these trips!!!

Nick Scarcliffe joined us before we moved off on Thursday morning. We met Peter Oates and Laura Sturrock and Laura joined us. Peter Oates drove on to Buckby Locks to meet us there to help us up the flight. The final destination of Crick Marina was reached at the end of the day.

We spent the end of May Bank Holiday at the Crick Boat Show. Our boats were moored next to each other either side of the same pontoon that we had in 2013. The sales stand was set up in one of the large marquees. There were many visitors to see inside the cabin of *Raymond* over all 3 days of this show.

Following on from this event the next move was to start a further journey but this time it was a very short trip indeed to just outside Crick Marina and to moor the boats up on the main line. This was in readiness for their next move to travel north heading for Foxton Locks. The crew on this journey were Nick Scarcliffe, Peter Copeland and Robin Bishop. We then left the marina and went home separately.

Neil Hankin was going to move the boats at some point from outside Crick Marina up to Foxton Locks in readiness for the Foxton Locks Festival on 21st-22nd June. He had also arranged a short boat trip one day for some schoolchildren from Husbands Bosworth. Neil has reported that the children were "blown away" with their trip on *Raymond*..

We next attended the Foxton Locks Festival. After this festival the return to our base started. We travelled from Foxton Locks to Crick on Monday 23rd. The crew were Steve Miles, Robin Bishop and Roger Golder. Next it was Crick to Braunston on Tuesday 24th. Chris M and Chris R Jones joined us before we moved off. Jeremy Cooper and Neil & Jean Hankin joined us at the top of Watford Locks to assist us down them. Later in the day Jeremy re-joined us at the top of Braunston Locks to assist us down them.

The Braunston Historic Boat Rally and Festival was the next event in the calendar. This was held on 28th-29th June at our "home" ground Braunston Marina. Our boats were moored in their position under the canopy. The Sales stand was out and located alongside the arm in its usual spot. We didn't do so well with takings on the Saturday due to the bad weather and also on Sunday due to the lack of visitors.

Robin Bishop

THE BIT BETWEEN

Following on from the Crick show over the weekend of the 24 - 26 May there seemed little point in returning the boats to Braunston as they were to go to the Foxton Festival to take place on 21 - 22 June. Local members took it upon themselves to move the boats along the Leicestershire summit in stages to placate the C & RT & their mooring restrictions.

The Crick stalwarts had moved the boats out of the marina, but had caused a bit of an obstruction at the exit taking the only space available. When the 'locals' arrived the boats had already been moved back out of the way of the marina exit. John Blay, Melvyn Forman, Jean & I left in somewhat better conditions than those enjoyed(?) over the holiday and moved on to moor on rings beyond Bridge 27. This is a very quiet mooring with the covert on the offside being owned by Woodland Trust. It has a very nice circular walk, with wild damson and apple trees in addition to sweet chestnuts & sloes.

Some years ago the Old Union Canal Society installed moorings all across the Top Pound and onward into Leicester, usually identified with a bench and with 3 mooring rings 50' apart. Jean and I have used these on many occasions over the years, but unfortunately many of the benches have rotted away.

Later in the month John, Melvyn and I moved the boats to the embankment over the infant 'Stratford' Avon aqueduct, again on rings. In doing so we passed the site of the old 'halfway bridge' now long gone, and into Leicestershire. The boats were left here for over a week - our local boaters keeping an eye on them. Finally on the 17th they were moved to Kilworth Bridge, opposite the marina, with the soon to be new marina just the other side of the towpath.

Arrangements had been made for the top year of the Husbands Bosworth Primary School to visit the boats and this took place on 19th before finally taking the boats to Foxton. The Headmistress, Ms. Louisa Morris, her assistant Miss Wilks, and 8 children accompanied by John & Jean walked down from the school, were shown over the boats and were then taken on a trip through Husbands Bosworth tunnel to Bridge 47 to walk back to school. After lunch John, Melvyn & I took the boats on the final length of the 'top' to Foxton where we wended at the Incline Plane Arm & slotted into our appointed place. The crew enjoyed the various trips, but thanks are really due to Steph Blay & to Melvyn for the ferrying of bits & bodies.

Neil Hankin

NOTES FROM THE LOG: HARECASTLE ACCIDENTS

Reading about the tragic death in the tunnel earlier this year reminded me of a similar happening, though fortunately a happier ending. We were descending the Stoke flight & caught up to a boat also going south at lock 37, just before Stoke Railway Station. This lock is almost directly under the very wide rail bridge, and as a result, the tail of the lock runs for some distance before the canal widens out. Being ever helpful, my son in law & I drew the bottom gate paddles to assist the steerer, who was being assisted by a white-haired gentleman on the towpath. He explained that he was helping the steerer, who was working on his own.

If one draws the paddles quickly on that lock the surge of water runs down to the bottom lock, rebounds and returns to come into the lock tail like the Severn Bore just as the gates open! So it was on this occasion and the boat rose up as it started out of the lock, causing the steerer to look very startled!!

As he left I noted that there appeared to be a woman in the back of the boat, so I was surprised when I met the white-haired man returning from the bottom lock as I walked down the flight. On questioning, he told me that he had been helping as the lady was rather poorly. It appeared that the steerer had arranged with his wife that they would stop and make a cup of coffee on leaving the tunnel. As they exited, the steerer complained to the tunnel keeper about the continual horn sounding from the boat behind him. He then shouted to his wife to jump ashore with a line for the coffee stop. No wife! She had fallen in and had somehow missed the blades, popped up behind the boat and had been seen by the following boat - hence the horn!! No wonder she wasn't feeling up to working the locks!! I assume they are still boating.....

Neil Hankin

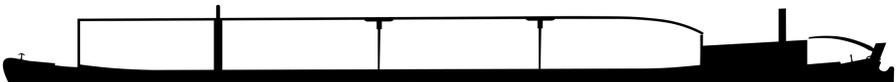
AN EXTRA TRIP!

Following the Braunston Show this year, we received an invitation via the Historic Narrow Boat Club to the Banbury Canal Day in October. This is an established event, and we have been invited before but it always clashed with the Village at War weekend at Stoke Bruerne which has been one of our 'traditional' events; but since the Stoke event has been moved now to mid-September, the October date was free.

I circulated our crews, and the response was quite enthusiastic despite the prospect of hard work with 21 narrow locks to pass each way, there and back! And with a majority of the trustees in favour, it seems we will be going to Banbury for Sunday October the 5th. As always, any members are very welcome to come along, not only to the event but on the journey - we will be travelling over two days, the Friday and Saturday before the show and then back on the Monday and Tuesday.

There is an argument for changing the events we attend from time to time, because we see a new 'audience'. The bigger events like Crick and Rickmansworth are always worth the effort because they attract big crowds, many of whom are 'new customers', but as we've seen the smaller ones like Stoke Bruerne and Cosgrove tend to see a falling off of interest as it's often the same people who go there year after year. Any new event is always a risk, we can't know what the response will be - some work out, other don't, but if we don't try we will never know.

Steve Miles



Pictures of some of these events can be seen on the front cover and centre page spread - these were taken by Steve Miles.

The back cover pictures were taken by Chris Jones.



Motor Crew – Nick, Tom Lapworth & Chloe



Butty Crew – Alice Lapworth and Roger

CELEBRITY CREW!

Anyone watching our boats circulating at this year's Braunston Historic Boat Show might have been surprised to see unfamiliar faces at the tillers part of the time!

It was the alternate 'Braunston and Grand Union' year, so it was our privilege to lead the opening parade on the Saturday. This took a slightly different form this time - there was no opening speech as such, the show being declared open by Nutfield and Raymond passing into the Marina under the Iron Bridge without actually stopping - in the hands (very capable ones too) of our guest crew: On the motor was retired ex-boatman Tom Lapworth, a man who was born on the boats and worked on the canal throughout his life, moving on to maintenance work after the carrying trade finished. On the butty, his sister-in-law Alice.

Alice was born Alice Wain, in the back cabin of a horse-drawn boat on the Trent & Mersey Canal; when her father's employers, Mersey Weaver, packed up after the war they moved south, George getting work with British Waterways; Alice met and married Tom's brother Les. Her own daughter was born on the boats, but they left the canal when BW ceased carrying after the freeze of 1963; sadly, Les died in 2004. Her story is told in the book 'A Horse, A Boat and You' which I was delighted to publish recently.

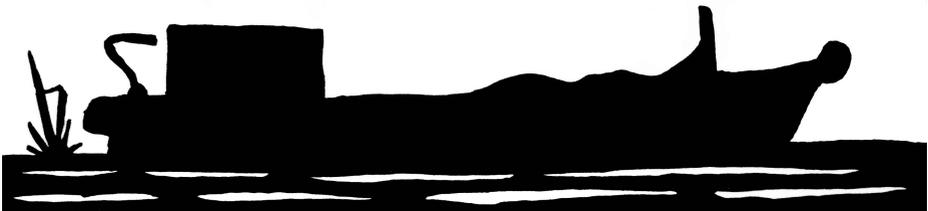
It was a grand feeling to see our boats being handled by two 'real' boaters! We do our best, of course, but all of our normal crews are 'newcomers' and while we try to do things 'properly' I'm not sure we succeed all the time. I include myself in that, of course!

And then on the Sunday afternoon, I was myself puzzled to see a strange body on the back of the Nutfield - it was only as they returned once again under the Iron Bridge that I realised who it was. John Boswell too was born on the boats, his parents working for Willow Wren in the 1950s and 60s - he's better known at Braunston as one of the regular harbourmasters for the rally. Nick Scarcliffe, it seems, had persuaded him to take a turn on our motor - he was heard to remark afterwards that it was the first time he'd steered a pair of boats for fifty years!

The pictures show Tom, Alice and John (hopefully) enjoying themselves with our boats - Tom and Alice will be steering them again this year, taking them to the Festival at Alvecote over the August Bank Holiday. We need lock-wheelers to turn out and help them with the locks at Hillmorton, Suttons and Atherstone, so if anyone wants to be there to watch real professionals at work with a pair of boats, let me know!

Steve Miles

The pictures for this event can be seen on pages 8-9



WAR NAMES

During the commemorations of World War One this year we will hear many familiar names often associated with the war, such as names of famous battles that left so many men dead or injured, or famous military figures and heroes. Some of these names later appeared on canal boats, no doubt out of a sense of patriotism by their owners.

Applying names associated with warfare and battles onto boats was not new, and throughout the previous hundred years to 1914 a number of boats carried such names. Perhaps one of the earliest figures from British history that appears is BOADICEA which harks back to the days of the Roman Empire. From the Middle Ages comes the Welsh hero OWEN GLYNDWR, sometimes written as GLENDOWER.

One obvious and popular name that appears is NELSON, HORATIO NELSON, LORD NELSON or BRAVE NELSON, Britain's most famous military hero. One diversion from this was HERO OF THE NILE, a reference to one of Nelson's victories against the French in August 1798.

Famous 19th century battles also appear on boats such as TRAFALGAR and WATERLOO, but one of the most prolific was ALMA, or on one occasion HEROES OF ALMA, which was the first major engagement of the Crimean War on 20th September 1854. This war was fought between 1853 and 1856 and other Crimean War battles that appear on boats are BALACLAVA, MALAKOFF, MAMELON, SEBASTOPOL and INKERMAN. Even the name of the British commander in Crimea, LORD RAGLAN found its way onto boats.

Another Crimean War hero was Sir. William Fenwick Williams, but it was his nick name which owner boatman James Chater gave his boat, HERO OF KARS, after Williams command of the Turkish forces in defence of the garrison at Kars against the Russians.

One great 19th century heroic figure that appeared as a boat name was GARIBALDI who is considered the father of modern Italy. William Bird of Bowbridge on the Thames & Severn Canal had one such craft, as did Matthew Hicks, coal and salt merchant of Lechlade on the Upper Thames, both in the 1870's.

Even the American Civil War makes an appearance in the names of the ironclad warships. Coal merchant George Cave of Banbury had a boat called MERRIMAC named after the ship built by the Confederates using a salvaged warship and converted into a floating armoured tank. She fought a battle against the Union ironclad MONITOR in 1862 which also later appeared as a canal boat name owned by another Banbury owner William Chard.

Battles from the second Boer War (1899 to 1902) also appeared, most notably LADYSMITH, MAFEKING and PRETORIA, and famous military figures from that conflict LORD BADEN-POWELL, GENERAL BULLER and GENERAL ROBERTS or LORD ROBERTS also feature as boat names. The Moira Colliery Company had a succession of craft named LADYSMITH, MAFEKING and PRETORIA, the latter two was purchased by Samuel Barlow Coal Company Limited in 1941 and continued to carry their names in the Barlow fleet.

It wasn't only the wars in Europe that attracted attention but also in the far east. Greaves, Bull and Lakin Limited, cement manufacturers of Stockton and Wilmcote, named two of their boats after famous military figures from Japan such as GENERAL KUROKI, the head of the Japanese First Army during the Russo-Japanese War in 1904. The other was ADMIRAL TOGO, another hero of the Russo-Japanese War dubbed 'The Nelson of the East' as Commander in Chief of the

Japanese Imperial Navy.

However it was World War One which produced a glut of war related names, but first it was boats being renamed which was a priority. Fellows, Morton and Clayton Limited's boat GERMANY was quickly renamed ENGLAND at the outbreak of war, just the same as The Anderton Company's boat of the same name. But the company which embraced patriotic naming of their boats the most was the Shropshire Union Railways and Canal Company (SUR&CC).

Initially the names of military figures appeared such as SIR JOHN FRENCH, who commanded the British Expeditionary Force into Europe during the opening days of World War One in August 1914. Another was GENERAL JOFFRE, named after Joseph Joffre, the French Commander in Chief who halted the German advance at the First Battle of the Marne early in September 1914. The controversial SIR DOUGLAS HAIG was another name which appeared on a SUR&CC boat, who replaced Sir John French as Commander in Chief of the British Expeditionary Force on 10th December 1915. An open boat in the SUR&CC fleet was named SIR ARCHIBALD MURRAY after the commander of the Egyptian Expeditionary Force from January 1916.

There were several more early in 1916 such as the Commander-in-Chief of the Mediterranean Expeditionary Force who ordered the evacuation of troops from Gallipoli SIR CHARLES MONRO, chief of the Imperial General Staff SIR WILLIAM ROBERTSON, Commander of an Expeditionary Force in Mesopotamia SIR JOHN NIXON and the man who went on to be the Commander of the British Fleet at the Battle of Jutland SIR JOHN JELLICOE.

Other boat names reflecting the war appeared too such as ARTILLERY, BATTALION, PLATOON, GRENADE, MUNITION, TORPEDO, ZEPPELIN and WARFARE, as did European towns and countries that were involved in the conflict.

Some of these names were of famous military engagements including LA BASSEE, ARRAS, MONS, SOMME and YPRES, apparently pronounced "Wipers" by British soldiers.

Battleships were named too although those that had a tragic demise. H.M.S. ABOUKIR and H.M.S. CRESSY were sunk by the German submarine U9 early in September 1914. The following year the SUR&CC named two of their boats after these ships, the most famous being CRESSY, which eventually came into the ownership of Tom Rolt later in its life and has become an icon of the waterways restoration movement.

Its inevitable that a name like KITCHENER would eventually make an appearance on a boat at some point and A. Brockhurst, a Birmingham coal factor had a boat weighed on the B.C.N. in March 1916 of that name, whilst Samuel Barlow had a second hand joey boat LORD KITCHENER the following July.

Owner boatman William Grantham renamed his boat YPRES in 1917 after the third battle at that place. The name was retained when it was bought by the Warwickshire Canal Carrying Company in 1918.

As the war dragged on and the news reaching back home was less than victorious, the appetite for patriotic names or any names connected with the war dissipated. A. Brockhurst had a boat named PEACE in April 1916 and from November 1916 the SUR&CC were naming boats joining their fleet with ordinary if mediocre names, the only exception being KUT in March 1917 after two battles at that place in 1916. The only names worthy of painting on boats towards the end of the war were those of heroic figures who gave their lives in the line of duty.

Harry King who owned and steered FORGET ME NOT and NAUTILUS during the war carrying coal to the paper mills of Apsley, Nash and Home Park for John Dickinson and Company Limited, renamed NAUTILUS as DAVID out of respect to his son who died at the battle of Passchendaele in 1917, whilst serving with the 1st Hertfordshire Regiment.

Another was coal carriers R. A. Bloxham Limited of Water Eaton on the Grand Junction Canal, who renamed two of their second hand boats after sailors who earned the Victoria Cross posthumously, named SEAMAN J.H. CARLESS V.C. and BOY CORNWALL V.C. The former refers to John Henry Carless, ordinary seaman who on the 17th November 1917 aboard HMS CALEDON during the Battle of Heligoland, Germany, was mortally wounded but continued his duties and helped casualties until he collapsed and died. The latter was named after John Travers Cornwall, boy first class of HMS CHESTER who, aged just 16, was mortally wounded at the battle of Jutland on 31st May 1916, but stood at his post alone until the end of the action surrounded by his fellow gun crew either dead or wounded. Boy Cornwall died two days later back in England.

Still with a WW1 theme, W. H. Keys Limited, oil, grease, chemical and colour manufacturers of West Bromwich had a fleet of ten day boats on the B.C.N., several of which were named after First World War cemeteries located in France and Belgium. LORETTE was named after Notre-Dame de Lorette cemetery, France, and LE TOUQUET after the Railway Crossing Cemetery in Belgium. BELLENGLISE after La Baraque British Cemetery in Bellenglise, France, NOULETTE after Cemetery Aix-Noulette in Pas de Calais, France, and LE VESEE after the Le Vesee Memorial, France.

However the naming of boats after great military figures continued to the end of canal carrying. S. E. Barlow named many of his long distance craft after great admirals and explorers, such as HOOD, CUNNINGHAM, RALEIGH, RODNEY and NELSON, amongst others. Some craft were named after famous World War Two warships such as AJAX and ARK ROYAL.

British Waterways during the 1950's named some of their North Western Division Southern carrying fleet craft after famous Admirals with butties named JELLICOE, KEPPEL, FROBISHER, HOWARD and motors MOUNTBATTEN, LINDSAY, COLLINGWOOD, EFFINGHAM and ANSON.

Samuel Barlow Coal Company Limited adopted names of World War Two aircraft such as HALIFAX, STIRLING, TYPHOON and MOSQUITO in 1943, as well as names of military figures such as WINSTON, BEATTY and MONTGOMERY.

Even Blue Line had a famous admiral in its fleet albeit very briefly. The motor HARDY built in 1940 for Samuel Barlow passed into Michael Streat's hands before being sold off in 1962.

Today some might be uncomfortable seeing boats named in this way and feel it is far too patriotic or even jingoistic for today's sensibilities and taste. I've yet to see boats named after ships, battles and military figures involved in the Falklands War, The Gulf War or the invasion of Afghanistan. However naming boats after great battles can serve to remind us of all those that gave so much and never returned, and those that did who bore the scars of their experiences mentally and physically for the rest of their lives.

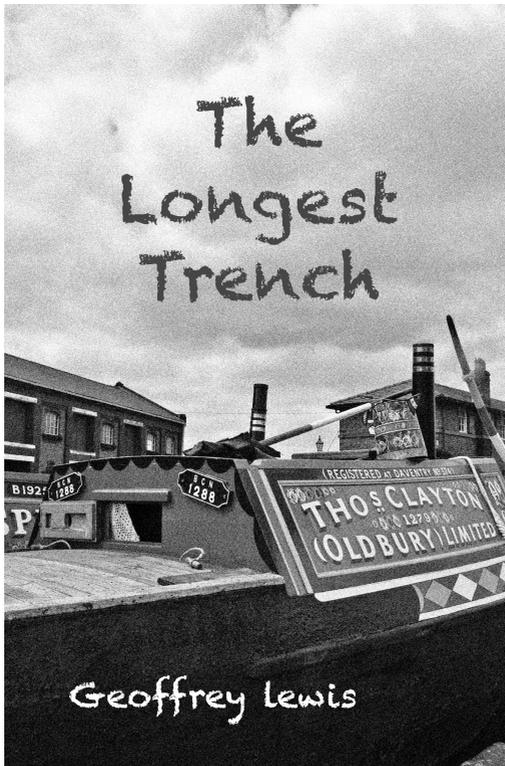
Christopher M Jones © 13.07.2014

AN UNASHAMED PLUG!

Many of you will know that I am a writer of fictional stories, many of them set on the canals in the days of the trade. This year I have jumped on the bandwagon of the First World War, and my tale of life on the canals between 1914 and 1918 is published on August 4th, the centenary of Britain's declaration of war. The title is 'The Longest Trench' (after all, some people refer to the canals as muddy ditches!), and it follows two families of boaters through the years of conflict - I have tried to show how the war affected their lives and their work, and how important the canal trade was to the war effort, something that has been largely ignored elsewhere.

The book is available from my website at www.sgmpublishing.co.uk or from many of the canalside shops, chandleries and so on - for any that are ordered on the website by FoR members I will donate £1 from the price to the trust's funds, so just add a note to your paypal payment that you are an FoR member! The book costs £7.99 - the ISBN is 978-1-909551-43-5, and it is published over my pen-name of Geoffrey Lewis; it will be available as an ebook in due course but the conversion will take a little while yet.

Steve Miles



HELP! MONEY MAN (OR WOMAN) NEEDED!

Our treasurer is retiring at the end of this year. Pete Copeland stepped in when we needed him a couple of years ago and he's done a sterling job for us, but he feels the time has come to step aside into another vital job for the trust, so we need someone to replace him. Keeping our finances in order is not that onerous a job, simply involving keeping the books up to date and reporting to the trustees at our occasional meetings - you don't even have to come, just send a report to me and the secretary (Robin) before the meeting!

So please, if you have any skills at all with book-keeping and finance, give it some thought. The treasurer is vital to the ongoing strength and success of the trust, so we need someone to volunteer take this on before the AGM next January. If you want to talk to someone about it, get in touch with me or with Pete and we'll tell you more about what's involved. We're a friendly bunch, and you would be making a big difference in achieving our aims to keep our boats in good order and show them to as many people as possible each year.

Steve Miles
Chairman

Don't forget – Volunteers are always needed ...





Let us know if you'd like to join in and help out with some boat moving ...