

Friends of Raymond

Registered Charity no: 1059614



Patron: Tim Coghlan

Autumn 2014



The Raymond and Nutfield News

Editorial

Its Autumn already and everyone involved with Raymond and Nutfield can rest now and look back on another busy and successful season. The boats have again traversed our wonderful canal system and, as well as the usual “runs” have paid their first visit to Banbury. Reports and photographs can be found inside. The boats themselves can now have a little rest too, having just completed a short spell “in the dock” receiving some routine maintenance (ie. ‘tender loving care’) by some of our dedicated volunteers.

As well as reports and pictures you can also learn a new skill in this edition. Chris M Jones has written for us a fully illustrated instruction document about bowhauling - skills perfected after doing some boating with Alice and Tom Lapworth. So I look forward to seeing some pictures of all you budding bowhaulers in the spring!

Jenny Freeman

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Grateful thanks to our Patron and Sponsors for their support

MEMBERSHIP

Autumn going on winter. It's the time of the year when you spend more time at home - thinking about ("Jamie's") comfort foods and cleaning/putting away your summer things. Even Raymond and Nutfield are having a clean and tidy after their long summer of outings.

And I'm doing a little housekeeping on the membership file.

So here's an **UPDATE**:

Our current membership stands at 95 members, including 5 Honorary Members.

We have been joined by 13 new members this year. Welcome to all of you!

How members paid:

- 35 members used the PayPal online facility this year. So I think I can safely say that this has proved to be a good move in making payments easier for some.
- 27 members pay by Standing Order.
- 23 members paid using cheques.
- 5 members paid with cash.

OTHER NEWS

I was very pleased to be able to pass on so many lovely comments about the **YouTube** video of Alice and Tom Lapworth in conversation with Steve Miles. For those of you not on email, if you do have a chance to pop into your local library or get access to a computer the web address for this is:

<https://www.youtube.com/watch?v=w9kdange5v4>

or go to http://friendsofraymond.org.uk/?page_id=189

where you will find this video and others of Raymond and Nutfield.

I promised not to inundate you with emails, but based on your responses to this video, if there is anything you would like me to send out to the membership then do let me know.

Also, if you do have a **Facebook** account, then the Friends of Raymond Facebook group is very active with lots of lovely pictures of the boats at events and on their way up and down the canals. The group is called **Narrowboats Raymond and Nutfield**

NEXT YEAR'S MEMBERSHIP

Just to let you know I'll start sending out reminder paper notices with the Spring 2015 Newsletter. Those of you who receive emails will receive your reminders in March 2015.

If it's not too early - may I wish you all a
Happy Christmas and a Healthy New Year.

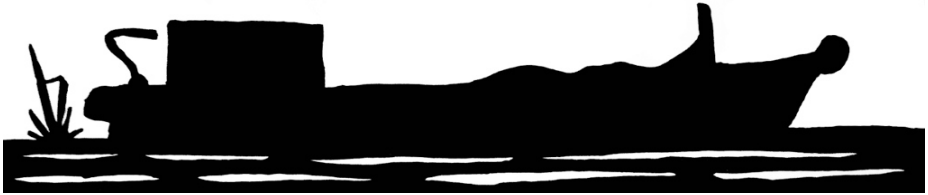
Barbara Evans Rees
Membership Secretary

Treasurer's Report

The Friends of Raymond have had a good year at all the shows attended the last one being Banbury canal day, just one day but what a day, lots of people and a good return for the effort that was put in to get the boats there.

We are now preparing for the winter and looking at what money needs to be spent at the docking end of October we continue to be financially OK but need to purchase covers for the boats.

Pete Copeland



JAM TOMORROW?

Well that's it folks. We have received the last batches of our Jam-'Ole Jam and Marmalade from the admirable lady who has been making it for us for the last fifteen years. With no-one coming forward to take over the production, it looks as if we will not have any supply for the foreseeable future; and this is a real shame not only because both jam and marmalade are truly delicious, but because they are really good sellers at every event we take the boats to throughout the year.

I have no idea how much money these products have made for the trust over those years, but even the most pessimistic estimates say that it has been in the thousands of pounds. It is a great pity that we have to lose this excellent part of our fund-raising armory, particularly as we are trying to increase the number of 'FoR-exclusive' items that we have to sell. Both jam and marmalade were also a link with the history of our boats - products originating with the factory to which they carried the coal for the furnaces at the end of canal carrying in the 1960s. The jam recipe dated from the First World War (another reason why it is a shame to give up on it at this particular time) when apples and plums were donated by everyone from farmers and small-holders to private citizens to be made into jam for the troops fighting abroad; the 1928 marmalade recipe was one of Kearley & Tonge's popular products of the period, just as it has been for us today.

As chairman of the trustees, I would like to offer a huge vote of thanks to Irene Reeves for all her years of literally slaving over a hot stove on our behalf. As a mark of our gratitude the trustees voted at our October meeting to offer honorary life membership to Irene and Phil Reeves. Irene has said she will offer help and advice as well as the recipes to anyone who is prepared to take over - so please give it a thought? And get in touch with me or Brian Seymour if you would like to consider helping the Friends of Raymond with our fund-raising in this way.

Steve Miles

NUTFIELD AND RAYMOND ON TOUR

The report in the previous newsletter covered the events that the boats attended in the first half of the year. This report covers the second half of this year.

The boats left Braunston marina on Sunday 6th July heading down South towards Cosgrove. They reached Blisworth by the end of the day. The boats then left Blisworth on Sunday 13th July to travel on down to Cosgrove. The crew on both of these journeys was Nick Scarcliffe, Mac McManus plus Caroline and Chloe Brudenell. This was in readiness to attend the Buckingham Canal Society Cosgrove Canal Festival which was taking place over the weekend of 19th-20th July. We were in our usual mooring spot which is a short distance along from below the lock. The boats stayed at Cosgrove for a few days after this event.

Neil Hankin, Robin Bishop, Ed Parrott and Alan Mills were the crew when the boats were moved onwards from Cosgrove to Linslade on Friday 25th July to attend the canal Festival there on the Saturday. The boats headed back to Stoke Bruerne on Sunday where they arrived later on the same day and were moored up in the long pound. The crew on this occasion were Neil Hankin, Robin Bishop, Peter Copeland and Christine Thompson.

The boats were moved from Stoke Bruerne to Blisworth on Sunday 3rd August. The crew were captained by Nick Scarcliffe. This was to get them ready in position for being present at the Blisworth Canal Festival on 9th-10th August.

To get the boats ready for the Festival I returned to them on Friday 8th. Once again this event was well organised and as on previous occasions on their own website it is advertised in advance. The event is supported by several groups in the village and in different locations around the village there were many activities taking place. A good number of private boats were moored all along the towpath together with trading boats as well. From the same two points as previously boat trips operated. The weather was very wet on the Sunday so we were unable to open up our sales stand although Raymond was open for show-rounds. Our boats were then moved back "home" to Braunston marina following on from this event on the Monday the crew being Steve Miles, Robin Bishop, Alan Mills and Mike Bowley on this occasion.

The Alvecote Historic Boat Gathering at Alvecote Marina on the Coventry Canal was the next event attended on 23rd-25th August. Alice Lapworth and her brother-in-law Tom Lapworth had requested that they be allowed to take our boats there this year. This was agreed so they were the crew this time. However, due to their age, they had requested assistance with the locks on the trip. They left Braunston marina on Thursday 21st and by the end of the day made it as far as Sutton Stop. Neil Hankin, Steve Miles and Nick Lake helped them down the Hillmorton locks.

Steve Miles, Nick Lake and Diana & Roger Golder joined them at Atherstone top lock to assist them down the Atherstone flight of locks. They arrived at Alvecote later that afternoon and found their mooring location. There were again a large number of historic boats in attendance but there was a lack of members of the public attending. Over the weekend Steve Miles, Nick Scarcliffe and Chris R Jones attended this event to man our boats.

Alice and Tom on the return journey were joined by Chris R Jones, Chris M Jones, Nick Lake, Tom Jones and his friend Jake at Atherstone bottom lock to assist them up the Atherstone locks. They reached Hawkesbury by Tuesday evening. Neil Hankin, Steve Miles and Nick Lake met them again at the bottom of Hillmorton locks to help them up the flight. They made it back to Braunston on Wednesday.



Top of Atherstone – Alice tossing the rope to Roger Golder

The next event that we attended was the Stoke Bruerne “Village at War” weekend on 13th-14th September. The boats left Braunston marina on Friday 12th September. The crew on this journey were Steve Miles, Martin Sachs, Peter Copeland and Nick Lake. On the Monday following the Stoke Bruerne event the journey started early in the morning to move our boats back “home” to Braunston marina. On this journey Steve Miles, Iain Dunkley, Caroline Brudenell, Mike Bowley and Alan Mills were the crew.

The final event of the year that we attended was one we had not been to previously and that was the Banbury Canal Day on the Oxford Canal on Sunday 5th October. We departed from Braunston marina on Friday 3rd October. On this trip the crew were Peter Copeland, Steve Miles, Robin Bishop, Nick Lake and Will Hewitt. We were joined by Jeremy Cooper and Mike Bowley at Napton bottom lock to assist us up the Napton and Marston Doles locks.

There was a constant stream of members of the public passing by our boats all day long at this event. The towpath was packed for most of the day. This was a well supported event with lots of things to see and do and our takings were very good indeed. The crew on the return trip were

Peter Copeland, Robin Bishop, Nick Lake, Diana & Roger Golder. Chris M and Chris R Jones joined us at Fenny Compton before we moved off the next morning to assist us down the Marston Doles and Napton flights of locks.

The Sales Counter was set up at all these events and operated from inside *Raymond* with the exception of at Linslade. Due to the height of the towpath at Linslade, in relation to our boats, we set up our sales counter on the towpath alongside the boats. At all of the events *Raymond's* back cabin was open for people to come on board to see inside her and see how the working families used to live.

Our takings at the events that we have attended this year have been up at some and down at others compared with our previous records. One example of this being Crick which was extremely wet this year.

Robin Bishop



Outside the Dock - Robin & Chloe – our two best dressed volunteers!

IN THE DOCK

On the first weekend in November the usual suspects were gathered once more in Braunston. Not, as you might assume from the title, arraigned in the local assizes, but rather in the large dry-dock of Braunston Marina where we had three days (shades of Time Team) to get a fair bit of work done on the Raymond.

Brian Seymour and I had got one step ahead by bringing the boats around from our mooring to the arm on the Thursday afternoon, and then first thing on Friday 'the lads' let us into the dock and stanked it off with the planks. A spin of the big handwheel and the water was draining out - a clever piece of aged technology! The water drains through a culvert under the dock, then under the canal itself to run into the brook in the fields below. The boat settled onto the timber baulks on the dock floor, and Roger Golder set to with the pressure-washer to get two years worth of mud and weed off the hull.

In point of fact the workload this time was rather lighter than we've experienced in the past: the caulking had survived remarkably well this time, so that we had to rake out and recaulk less than ten percent of the total - quite a relief when you think that there are five seams on each side of the boat, each one seventy feet long... It would have been finished sooner had we not run out of oakum, mind you - completed on Sunday morning thanks to a 'loan' from Peter Boyce of Phobox Ltd who had also come around to examine some suspect timber.

There were plenty of other jobs to be done though - the cabin paintwork to be gently rubbed down and revarnished, vital on a regular basis now that we have them painted in the original Blue Line style which has plenty of oak graining on the roofs and cabin borders that will suffer badly if left untouched for too long. All of the running gear (top planks, beams, stands, uprights, deckboard and A-frame) got a fresh coat of red oxide, laid out in the sunshine over Friday and Saturday and tackled single-handedly by Chloe Brudenell. With most of the caulking finished early, the blacking of the hull got rather more careful attention than has been usual in the past; all of the shuts in the hold were lifted, removed and treated with Cuprinol to preserve the timber; the boat's bottom got properly cleaned out and doused in Jeyes Fluid to kill the bugs that can damage the wood.

And 'little' jobs were tackled too - the strings that tie down the sidecloths when they are rolled up were all fettled, refurbished or replaced, as were the sidecloth strings that hold them in their raised position. The fancy white ropework on the rudder was thoroughly scrubbed - not easy when the boat is floating as we have no crew-members who can walk on water - and a new stern fender fitted to the rudder.

The Nutfield received some attention too - the grained cabin roof was revarnished like Raymond's, and some damaged paintwork touched up. The big news here is that we now have a proper cabin stove in Nutfield for the first time in years! Courtesy of Nick Scarcliffe who has let us have it on a semi-permanent loan (because he's tired of being cold sleeping in the cabin!) The flue has yet to be connected up but that will be done in the next few weeks. And the long-needed rewiring of the electrics is finally in hand - Richard Hyde of the Cosgrove Narrowboat Co who is a qualified electrician has had a look at the job and given us a favorable quote (once he'd stopped laughing), so the boat will go to Cosgrove for him to work on it in the next little while.

Monday morning, and the dock was rewatered - Nick 'collected' the butty by reversing Nutfield down the arm and they were returned to their mooring where we clothed over Raymond's hold to keep the winter's rain and detritus out. A rather scruffy job it has to be said, as the new

deckboard has gone to Pete Copeland to be properly decorated, and the top cloths we have are not exactly a good fit! But they are only used for this winter-time 'cover-up'.

A big vote of thanks must go to all our members who turned out to get wet and mucky - in no particular order: Roger and Diana Golder, Robin Bishop, Caroline and Chloe Brudenell, Pete Copeland, Nick Lake, Chris (R) Jones, Chris (M) Jones, Brian Seymour, Steve Tuckwell, Neil Hankin - and not forgetting the man in charge, Nick Scarcliffe! And of course our thanks also to Braunston Marina, to Libby Hart and 'the lads' (especially Dave), for the generous use of the dry dock, and to our patron Tim Coghlan who popped in occasionally to keep an eye on us...

Steve Miles



Members hard at work in the Dock





RAYMOND & NUTFIELD





ON THE MOVE



QUO VADEMUS? Latin - where are we going?

As you will know, a major part of our charitable commitment requires us to attend canalside events as a 'floating museum'. Over the last two years, Norman Prior has done a great job of organizing our attendance at the variety of places we've been to, but he would like to retire in order to spend more time with his real job... Unfortunately (for us, not for him!) his work takes him all over the world on a regular basis, which makes looking after our event applications a bit of a struggle - so we need someone to take this job over.

It's not a great time-consumer - nor does it take you away from home! The decision as to what events we attend lies with the trustees, but what we need is someone to deal with the event organizers. This mostly means getting the necessary forms and filling them in, sending them off with any other paperwork that might be needed - something that can be done at home in spare moments for the most part. Sometimes it is necessary to contact the people involved to make sure we have a suitable mooring - we have to have secure public access to the boats to fulfill our commitments as a charity - but our 'regular' venues all know this already so they are prepared for us!

So if you feel that maybe you could help to support the trust in this small but very important job, please get in touch with me. I have done this in the past, and will happily provide support and advice along the way. Thank you!

Steve Miles

THE CHANGING OF THE GUARD

For the coming year, there will be a few changes in the team who run the Friends of Raymond. Our AGM will be at the end of January as usual - on Sunday January 25th 2015, at 2pm in the executive suite at Braunston Marina, if you'd like to come along - and there may be more news after then, but what I can tell you all now is this:

From the AGM, our new treasurer will be Nick Lake, a member of two years standing who owns his own boat and runs his own businesses, and so has plenty of experience of keeping finances in order! And from then also, Pete Copeland, who has done sterling (!) service as treasurer in recent years, is going to take over the job of overseeing our volunteering.

We are always in need of more people to come forward as volunteers to support our efforts every year as we take the boats around the shows. It is our primary commitment as a charity to make the boats available to the public as a kind of floating museum, to show them what the canals were built for and how the carrying trade was done - so we have to have people to move them around, and to man our sales stand and show people over the boats and talk to them about the Brays, the work our pair were involved in and the heyday of the canals in general. And we are happy to provide information and tuition, whether that is about the history or showing you how we handle a pair of old boats around the system. So if you have some free time in the year to come... I need say no more!

Steve Miles

BOWHAULING TECHNIQUES

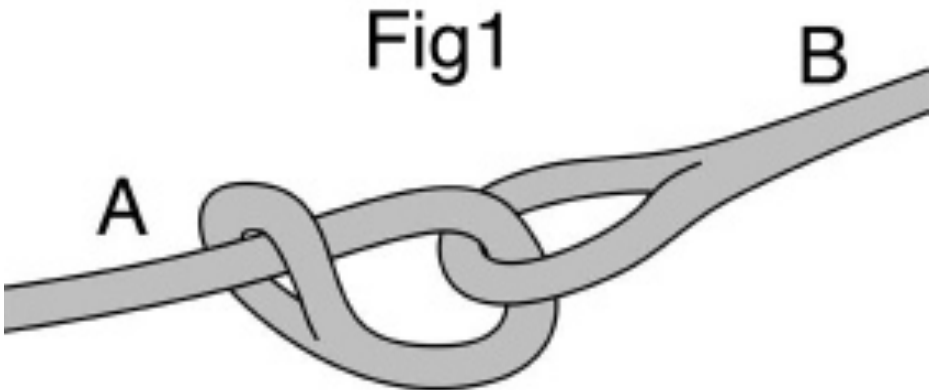
On the 26th August this year Nick Lake, Chris R. Jones, his son Tom and friend Jake and myself met at Atherstone locks to assist Tom and Alice Lapworth bring back NUTFIELD and RAYMOND from Alvecote rally. It was a good opportunity to learn from Tom and Alice's commercial boating experiences, especially regarding the labour intensive exercise of bowhauling RAYMOND up the flight.

Both Chris R. and myself have done this many times before on the return trip from Alvecote and it was quite obvious to both of us that there was much scope for improvement, which hopefully would make things easier for ourselves and less wear and tear on RAYMOND.

After discussing matters with Alice who freely gave us lots of advice, we set off with Alice at the helm. The following notes are some of the techniques we tried as we progressed up the locks, which were quite busy.

One problem I've mentioned to others many times before is that RAYMOND's towline is too short for bowhauling. This often results in her running close to, or along the bank, making it very difficult for the steerer who sometimes has to row the helm furiously to get her out into the middle of the cut and line her up to enter each lock. Alice agreed and advised that we extend the towline by attaching the bow mooring line.

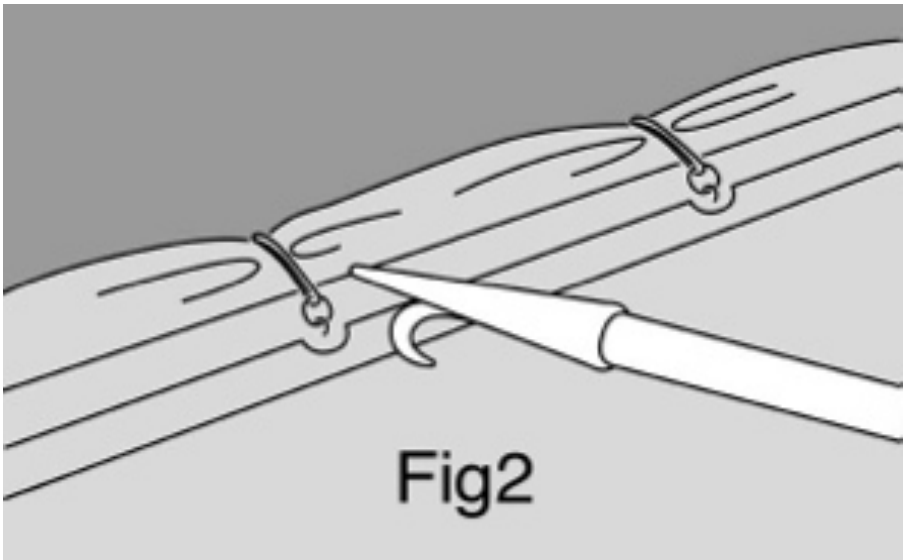
This was done quite simply as shown in Fig1. Take the bow mooring line (A) and thread it through the loop of towline (B), then pass the full length of the mooring line through the loop of (A). This simple connection extends the towline a valuable extra few yards.



Once the crew has got RAYMOND moving the next stage is to make sure she stays out in the middle of the cut giving her steerer ample time to line her up for the next lock. This is best done by steering her from the bank with a shaft held by a crew member walking alongside the boat. Alice pointed out this practice was used in the days of commercial carrying, often by the butty steerer as there was no need for them to be aboard. I have witnessed this myself when

observing 'Caggy' Stevens taking one of his rubbish boats single handed down the Old Thirteen at Farmer's Bridge in the 1970's. His horse 'Mac' obeyed his verbal commands to stop or start towing in an instant and without hesitation. Caggy steered his boat from the bank with a long shaft to line her up for the next lock, although not always accurately, resulting in a teeth grinding crunch! as she bounced off the iron guards fixed at each lock entrance.

With RAYMOND the object is to keep her away from the bank which is done by placing the shaft hook against the gunwale with the point resting on the top shown in Fig2.



Its important to have the shaft at right angles to RAYMOND otherwise there is a danger that the shaft might slide off. Also the crew member must stay safely on the towpath and not be tempted to push RAYMOND away by walking up to and along the towpath edge. One slip and you'll be in the drink!

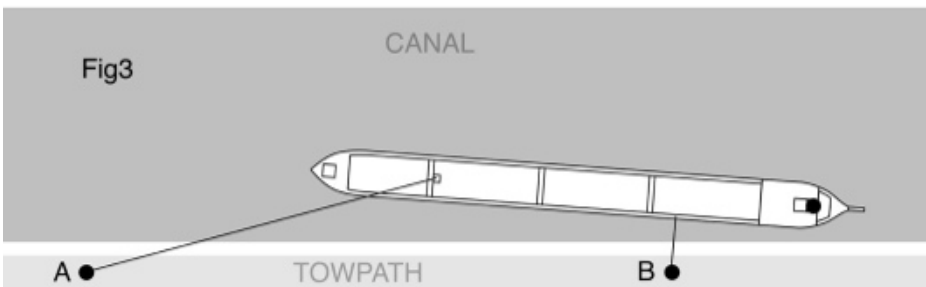
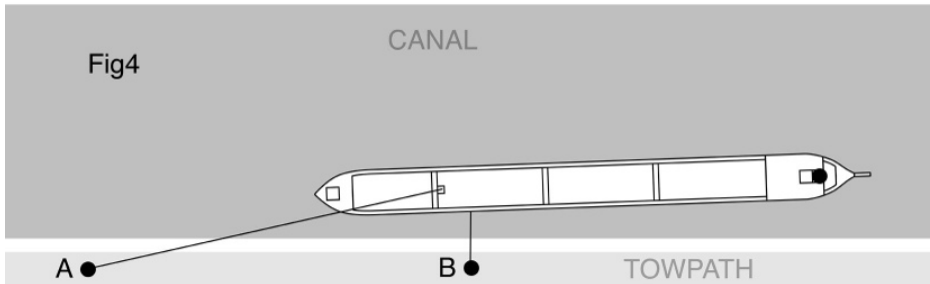
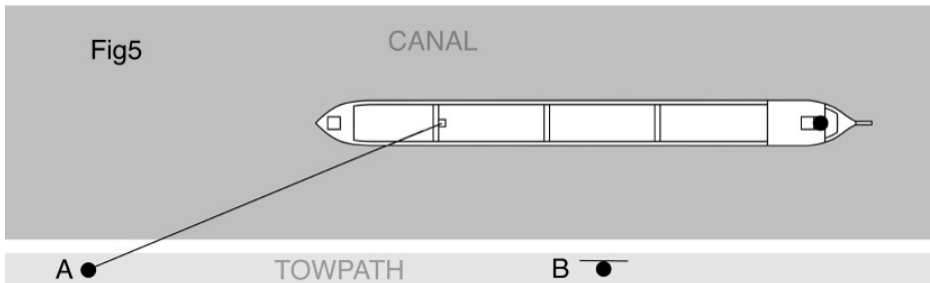


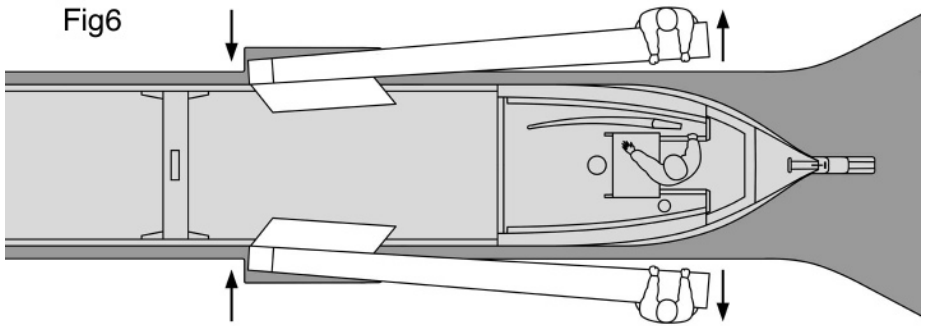
Fig3 shows the boat starting away bowhauled by (A) but there is a tendency for RAYMOND to keep against the bank so crew member (B) with the end of the shaft placed on the gunwale, firmly pushes her away as they walk forward with the shaft positioned towards the back end of the hold.



If RAYMOND should start to approach the bank again, crew member (B) can correct this by using the shaft towards the fore end of the hold as shown in Fig4. Ideally RAYMOND should be out in the main channel parallel to the bank as in Fig5 with (B) holding his shaft ready in case it is needed.



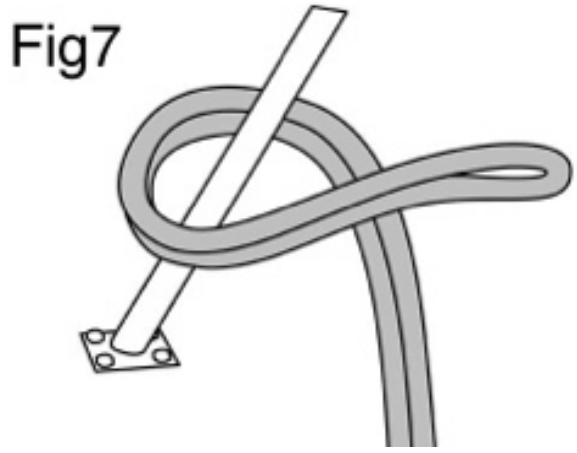
If all goes well and the next lock is made ready, RAYMOND's steerer should be able to line her up and enter safely without any trouble. The next problem is stopping her before she runs up into the cill. This is done by two ways. Firstly, as shown in Fig6, when RAYMOND's forward cabin bulkhead is nearly up to the gate, a crew member starts to to close the gate against RAYMOND's hull, ideally from both sides if there is another member of the crew available. This acts as a brake slowing her down and by adjusting the pressure against her hull and with some experience and judgement can slow her down enough so she can drift the last few feet into the lock under her own inertia. Applying too much pressure will bring RAYMOND to a premature stop and everyone has to heave a bit more on the towline to get her in. That's surely one reason why wooden horse boats and butties were often fitted with an iron rubbing guard at the bottom of the top strake extending from the stern post to just forward of their cabin bulkhead.



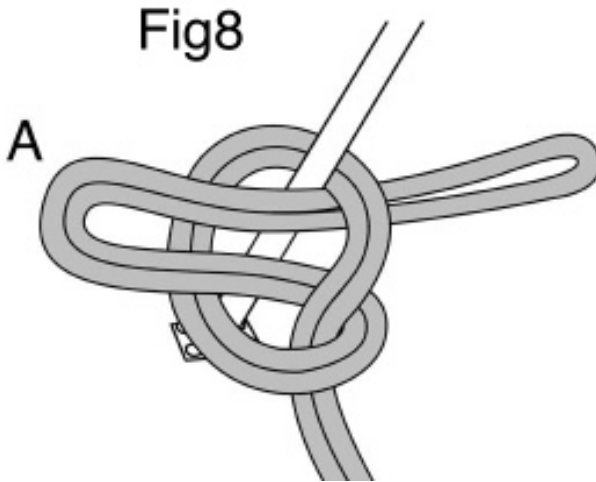
Those members who have a copy of E. Temple-Thurston's book 'The Flower of Gloster' should see an excellent photo of this technique taken at Cropredy Lock, (on page 44 in the Alan Sutton reprint).

Secondly as RAYMOND approaches the cill the bowhauler should wind up the paddle a couple of turns to help bring her to a stop against the gate, as opposed to a plate jangling crunch! This action also helps the crew at the other end of the lock to close the gates. The obvious thing to say is why not have a bow fender but as Alice pointed out it can get fouled on the gate or caught under the handrail.

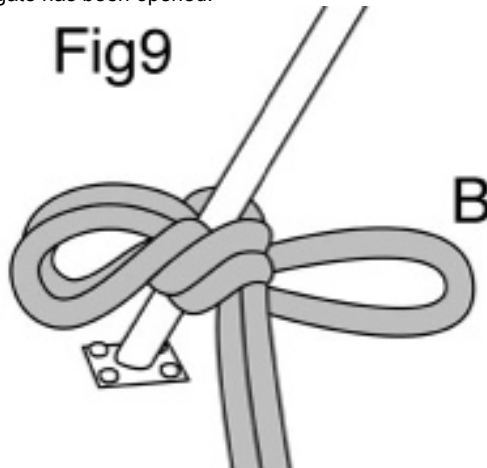
Once there its important to make sure she doesn't drift back into the gates and risk damaging her vulnerable helm, and the best way of doing that is to tie her up with her stem against the gate. One method is to use the towline and attach it to the metal gate handrail as shown in Fig7. With RAYMOND's stem against the gate, take the towline and double it up then wrap it around the metal rail.



Then pass a loop through it as in Fig8 and pull on loop (A) to tighten the knot.



Keep an eye of RAYMOND as she ascends the lock and adjust the line as necessary. To release the knot just pull on loop (B) in Fig9, and the knot will just fall apart ready for the bowhauler to continue once the top gate has been opened.



Once all the locks have successfully been negotiated don't forget to undo the mooring line from the towline and place one loop of it over the fore-end T stud ready for use when tying up later, and the towline coiled up and placed on the mast beam or even tied with a string and hung from the mast.

That day with Tom, Alice, Chris R. Tom, Jake and Nick was most enjoyable and the knowledge and practice gained all helps to keep a first class pair of historic ex-working craft on the go. Its

important that not only are the boats kept in top condition but their crews can show other boaters something of how they should be worked. Its all part of the boating heritage that we must preserve.

Readers may well have heard of or practised techniques of their own which can add to this account and if so perhaps they could pass on some of their experience and knowledge in a paragraph or two in the next Newsletter.

© Christopher M Jones 26.10.2014.

And Finally.....

Watch our new video of Tom and Alice Lapworth taking Nutfield and Raymond through the Atherstone Locks, and talking to Steve Miles at Alvecote.



In August 2014 Tom Lapworth and his sister-in-law Alice brought narrowboats Nutfield and Raymond from Braunston to Alvecote for the Historic Boat Gathering. Tom and Alice were both born on working narrowboats and crewed them towards the end of the canal trade. Here you can watch them navigating the Atherstone Locks and talking to Steve Miles at Alvecote.

You can access this through our website: <http://www.friendsofraymond.org.uk>

Also, Alice's autobiographical book, "A Horse, A Boat and You", is available from SGM Publishing – sgmpublishing.co.uk

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It's **really easy** to get started (it's not called easyfundraising for nothing!)

1. Click on 'Find a cause' (at the bottom of the screen) and select **The Friends of Raymond**
2. Fill out the quick form to register your details.
3. Find the retailer you want to shop with.
4. Click to visit the retailer, then shop as you normally would.
5. Your donation will be shown in your easyfundraising account within 30 days.

When you've registered use the new Easyfundraising Find & Remind tool to remind you to log in to easyfundraising whenever you start to shop, making sure FoR never misses out on a donation, no matter where you are on the web! Plus, we get 50p donation for each supporter that installs it!

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Look for the link on our website (<http://www.friendsofraymond.org.uk>) or use the details below (and add them to your Favourites):

Register with easyfundraising at:-

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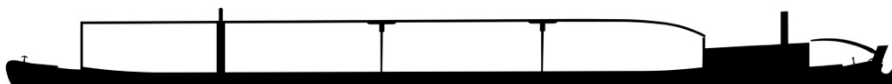
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Top: Tom Lapworth showing how its done

Below: Raymond in the Dock again!

