

Friends of Raymond

Registered Charity no: 1059614



Raymond

Nutfield

Patron: Tim Coghlan

Spring 2015



The Raymond & Nutfield News

“The Friends” Needs You!

As we start another boating season, I am looking to have a list of members who can assist with crewing, or show around or sales stand.....do you have time to come along and join us? We have fun and crewing the boats is great experience.

Our first outing is on 25/26 April for the Braunston Boatshares Ownership show. The boats will be moved around to the arm and we need people for show-arounds and to give Robin and Brian a break in the sales stand. From then on Ricky on 16/17 May, Crick Boat Show 23-25 May, Foxton Festival 20/21 June, Braunston Historic Boat Show 27/28 June, Linslade Canal Festival 25 July, Blisworth 8/9 August, Netherton 12/13 September (tbc) and finally Banbury on 4 October.

There may well be others in between these dates. Boats need to be moved to these venues, as well as assisting over the period of the event. If you have not already been in touch with your availability dates, please contact me via email on copeland854@btinternet.com or by phone 01327 437251.

Everyone, regardless of experience, is very welcome.

Peter Copeland

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Front Cover Picture by Christopher Jones

Friends of Raymond – Events Planned 2015

Boatshare Show, Braunston	April 25/26 th
Rickmansworth Festival	May 16/17 th
Crick Boat Show	May 23-25 th
Foxton Festival	June 20/21 st
Braunston Historic Boat Show	June 27/28 th
Linslade Festival	July 25 th
Blisworth Festival	August 8/9 th
Black Country Boating Festival, Windmill End	September 11-13 th
Banbury Canal Day	October 4 th

We are looking at other possibilities, especially for later in the year: We may go to the Alvecote Festival again for the August Bank Holiday as the costs of attending the IWA rally in Northampton appear to be prohibitive. Other options are the Lichfield & Hatherton event at Huddlesford, and other West Midlands/Black Country Festivals in the autumn. Changes will be posted on the website and our Facebook page, so keep checking!

Friends of Raymond AGM Jan 2015 Chairman's Report

Taken overall, I think 2014 was another successful year for the Friends of Raymond. We attended a good number of events, some new to us, some of them old friends; the results were a little variable but on the whole we showed a good level of income from both sales and donations. We began with the new, improved Boatshare Show in Braunston; then found ourselves very popular with the people who attended the revised IWA Northampton Branch rally, also here in the Marina, even taking away a trophy! Rickmansworth was as successful for us as always, although for once I was unable to attend myself; Crick saw a lot of problems – the attempt to run a charities marquee was a mild disaster, accepted as such by the organisers after the event, and the weather was appalling, leading to a great reduction in visitor numbers. But even so, and after having this time to pay for our marquee space, we still showed a decent profit on the weekend.

From Crick the boats went to Foxton, incorporating a visit from the staff and children of Husband's Bosworth school on the way – both events were well received – then it was back home to Braunston for the Historic Boat Show which was its usual enjoyable self despite a strange shortage of visitors. Our two days at Cosgrove for the Buckingham Canal Society's weekend were a considerable disappointment, with very poor attendance and takings; but the

Linslade Festival the following Saturday was as good as ever. The Blisworth Festival in August goes from strength to strength; and then one of the high spots of the year for me was to see out boats in the hands of two ‘real’ boaters – Tom Lapworth and his sister-in-law Alice, both of them members of one-time boating families who were born and grew up on the boats. They took the pair to Alvecote for the working-boat festival there – not a hugely profitable event for us, but worth the trouble perhaps in PR and credibility for the trust.

Events at Stoke Bruerne seem to be becoming less and less successful, for us as well as for others, and the 40s weekend in September was no exception - a profit, but debatable in view of the effort needed to be there. Our final trip out was to the Banbury Canal Day in October – a great success, and a very enjoyable trip for those involved on waters we haven’t travelled in many years.

The docking in October saw a lot of useful work done on both boats, with Raymond out of the water and Nutfield in the adjacent arm; and since then the motor has acquired a cabin stove, new wiring (not before time) and now a new cabin-slide.

2015 looks like being another good year, if all goes to plan. We have some of the same events to go to – the Boatshare Show is our first, in late April; there is no Mayday IWA rally this time as they are instead hosting a national rally on the River Nene in August. Then Rickie, and Crick; on again to Foxton, with maybe another school trip along the way, then home again for Braunston Historic. We’ve decided to skip Cosgrove this year, as the effort involved is not justified by the results, but we will go to Linslade and Blisworth. We’re thinking about trying to take in two or three Midland events around the Birmingham area in September instead of the Stoke Bruerne weekend; and then we’ll go to Banbury again if all is well.

I would like to offer my thanks to everyone who works to make what we do such a success – to my fellow trustees, the officers of the trust, and all the volunteers who turn out to help with moving the boats, attending the shows or getting very grubby maintaining the boats! And also to our armchair members – you are all important too, adding credibility to the trust by your very existence and helping us all to believe that what we are doing is worthwhile, and should be continued for future generations.

Steve Miles
January 2015



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Grateful thanks to our Patron and Sponsors for their support

Destination Braunston - Part One

Looking back to the days of commercial carrying, Braunston can just be seen as a place where boats stopped to pay their tolls, or perhaps might stay overnight, or to replenish supplies before continuation of their journey. For most boats this was certainly the case, but for some Braunston was the destination for their cargoes, destined for a number of local traders in the village. In addition the Grand Junction Canal Company (GJC) had a steam pumping engine for back-pumping water at Braunston locks, and maintaining water levels at their reservoirs which required a regular coal supply, as did their steam powered tunnel tugs.

For most of the local traders using canal transport their cargoes were delivered on or near Braunston wharf, because that is where the majority of the warehouses were situated. The canal there with its dry dock and basin was part of the old meandering course of the Oxford canal (OC), situated between the canal junction with the GJC and the Braunston to Daventry trunk road called London Road, now better known as the A45. Even the GJC grain warehouse was only just a few yards away from the wharf against a narrow canal arm leading from the junction, which skirted around the southern perimeter of the reservoir between the wharf and the footpath from Butcher's Bridge.

There were two main OC warehouse complexes. One was facing the OC towpath opposite the basin and dry dock, which is now demolished. It was split into 3 upstairs rooms of 23 ft. by 18 ft. above a row of stables. The second complex against the canal was L shaped, but only one part of it survives now and is used partly as a store for F.O.R. equipment, toilets, meeting room, etc. Attached to this was a now demolished portion set at right angles facing the London Road which had cellars underneath and several cottages in front. On top of the canal bridge itself under which the now filled in Oxford canal once passed were steps leading up to a canal company cottage, to the back of which was attached a stable facing onto London Road.

Just as at many other locations it was quite common that traders had a range of occupations and many were farmers, fuel and builders merchants, brick and tile makers, dealers and factors of agricultural produce, publicans and boat builders; some being a combination of these.

One of these was John Boyes who was a farmer and shopkeeper at Braunston in the 1850's, but by the mid-1860's was a coal dealer. He was given a toll credit account by the OC in January 1867 to bring in his coal without the need to pay cash to his boatman for tolls at Hawkesbury Junction toll stop.

In the early 1860's Joseph Higham was a publican of the 'Old Ship Inn', and also a timber, coal and salt merchant. The Ship was on the north side of the London Road standing a few yards into what is now the entrance of Brindley Quays road. He had left by the early 1870's, and was working as a carrier in Daventry.

Later William Howell took over at the Ship and was also a coal merchant at the wharf and was given a toll credit account with the OC in August 1876. He was born in Braunston in the early 1840's and by the time the Canal Boats Act of 1877 came into force he had three boats, MARIA, ALFRED and PROVIDENCE. He was also known to hire boats when needed, sometimes off the OC. He left Braunston in the late 1880's and moved to Paddington, the

Ship being taken over by landlord Thomas Hall.

Another trader working at the wharf during the late 1890's and early 1900's was William Dymsey Jackson, dealing in coal, bran, pollard and meal; and also a carman at the wharf carting goods around the local area.

Near to the wharf was the 'Champion Inn' on the south side of London Road, where a row of houses still remain. William Nurser ran the pub in the mid-1870's, and in the 1880's and 90's it was William Boyes who was landlord. He had a boat named WHY NOT TRY by late 1889.

Not all the local traders were based at the wharf. Members of the Boswell family used canal transport over several generations at Braunston. In the 1850's William Boswell snr., and his wife Hannah were brick and tile makers there, and three of their sons Daniel, Philip and William jnr., all followed them into the family business. After William snr's death Hannah took over with Philip and William jnr., as brick and tile makers whilst Daniel became a coal merchant. In 1860 Daniel was granted for a toll credit account on the OC as he employed two youths on his boat and didn't want to trust them with money for tolls, a common enough reason for such a request.

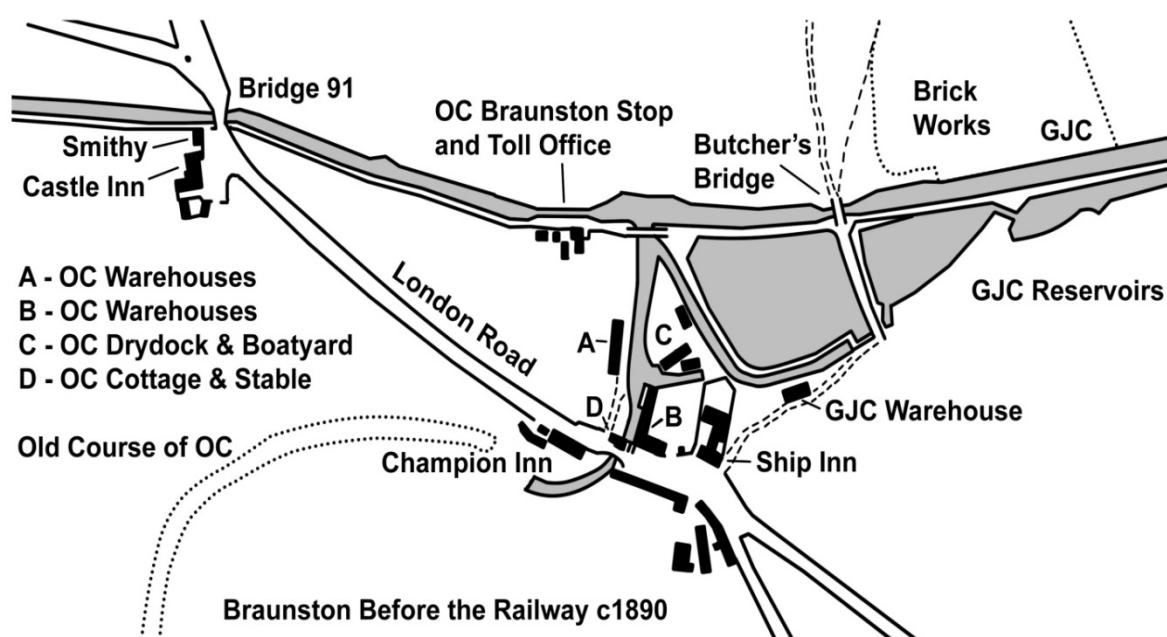
William jnr., gave up the brick trade and became a farmer, butcher and publican at the 'Anchor Inn' at Braunston Top Lock with his wife and family. He traded in hay, straw, maize, oats, etc., and rented a warehouse over the OC stables at Braunston Wharf to store it. By the early 1870's he was said to supply most of the hunting stables round about the district, and some of the hay and straw was purchased from enterprising Oxford canal boatmen who bought it from farmers along the route back to the Warwickshire colliery district. But by the 1890's this trade was dying off as the hunting gentry started growing their own horse feed. William jnr., owned a boat named ALBERT in the early 1880's.

Two other members of the Boswell family at Braunston were recorded as using the canal. Philip Boswell was still working as a brick and tile maker until the early 1900's, having taken over from his mother Hannah. Daniel Boswell jnr., grandson of William snr., had his own coal merchant's business at Braunston up until the turn of the 20th century, then turned to agriculture for his living. In the 1880's canal carrier Thomas Lapworth of Tusses Bridge regularly transported coal for both Philip and Daniel Boswell, and other firms around that area. At the time he owned six boats mainly loading coal, bricks, sand and roadstone. He was born at Hartshill around 1835, and had been trading independently on the cut since the late 1850's.

One well known carrier was Emanuel Smith snr., who was an owner-boatman and coal retailer at the wharf. Its easy to think of these independent contractors as simply boatmen who worked under contract for carriers, and most were; but this combination of carrier and merchant was quite common in the 19th century. Collieries normally only sold coal in bulk to agents and factors, who then sold the coal on to various merchants in small amounts, but some pits also accepted ready cash for coal from these boatmen at their colliery offices. Merchants often bought coal at reduced summer prices and stored it speculatively, hoping for a harsh winter when it could be sold at a good profit. In the winter of 1870 the coal supplies around Braunston were so low as to force local traders to buy it from Crick Station to the disadvantage of the canal trade, so the OC encouraged these boatmen / coal merchants to keep trade on the water.

Emanuel Smith snr., was born at Brinklow about 1826 and by the late 1870's was both boatman and coal merchant with four boats, GOOD INTENT, FAITHFUL, HARRY and DEFIANCE. Before 1870 he lived in a OC cottage at Braunston Wharf but was ordered to move out to make way for an OC employee, so moved to Cross Lane. By 1881 the family had moved back to a cottage on London Road, and whilst he was out boating his wife Eliza worked as a coal merchant and cared for their large family. Emanuel and Eliza had several sons including William, John Henry and Emanuel jnr., all of whom became independent boatmen contractors in time.

In 1894 it was recorded that Emanuel Smith also carried for two coal merchants based at Rugby, the firm of Beasley and Hands and Mrs. Mary Ann Jeayes. Both these firms had boats of their own and its likely either Emanuel snr., or his sons steered at least one of them.



At one time in the 19th century the OC's Braunston warehouse was let out to tenants in one room lots due to the thriving corn trade. One of those tenants was John Masters, a landowner, farmer, corn factor and dealer at Braunston; he died on the 2nd October 1876.

Afterwards Emanuel Smith snr., rented the top and bottom floor of the warehouse about the late 1880's, the latter to store his coal. When he died on the 28th November 1900 it was let to his son, boatman William Smith, who lived in a house in the High Street at Braunston, and ran his own boats to Dickinson's Croxley mills. William later gave up the top floor as his hay loft due to its rotten state, and sub-let the bottom floor warehouse space out to William Nurser and his successors until about March 1918.

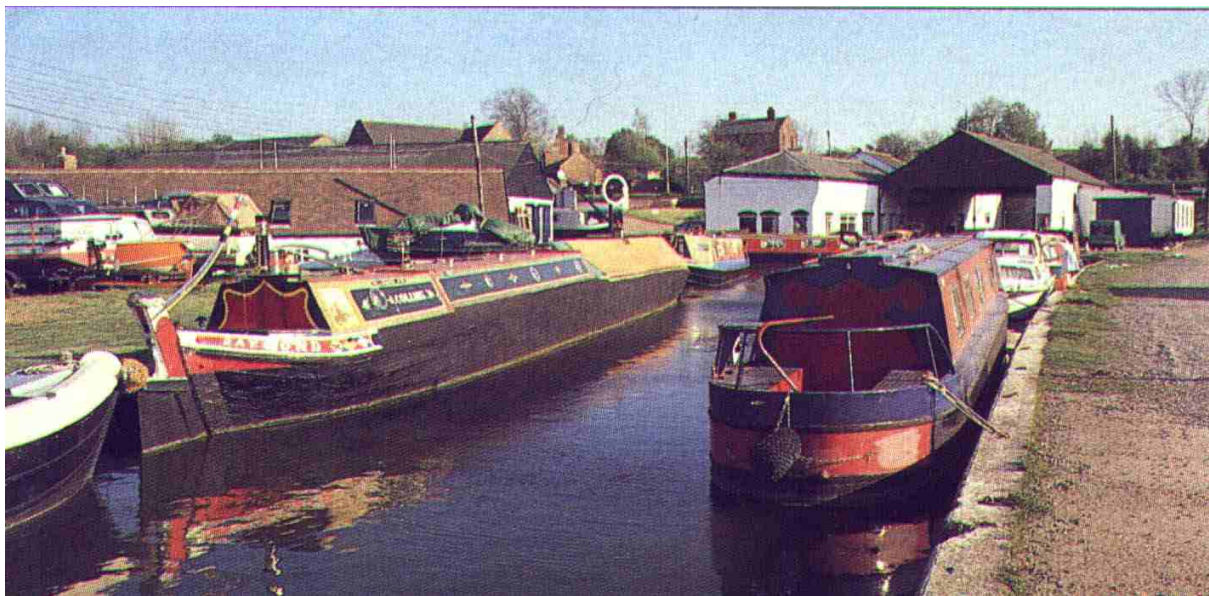
Over the course of time others rented space in the OC warehouse. A local baker was one tenant who kept bran and offal there, but gave it up when supplies stopped during the Great War.

.../10



Photographer unknown

Pictures from the FoR Archives



Photographer unknown

These are all very old pictures taken in and around Braunston – although unfortunately we can't find any that go quite as far back in time as Chris's article!



Photographer unknown

.../7 Another trader based at Braunston in the 1850's was coal merchant, Samuel Mason who had a toll credit account with the OC from August 1853. In addition he later retailed beer and became a farmer, and in the 1860's was based at the "Nelson Inn". For the most part it seems Mason used contractors to carry his coal. One of these was Philip Mellor of Weedon who traded as a boatman contractor and coal merchant at Weedon Wharf. In the early 1880's Mason was described as a farmer of 140 acres at the 2nd lock at Braunston, publican of the "Nelson Inn" and traded as a coal dealer. He died on the 8th November 1906 and his son Henry Collins Mason took over the "Nelson", the farm and coal business. He was still having coal deliveries by water at the end of the Great War.

Thomas Henry Reynolds and his family was based at Whilton Wharf and Daventry Railway Station for many years as merchants retailing coal, lime, manure, seed and cattle cake; and was also a farmer and corn factor. He died on the 6th December 1903 with his estate going to Thomas Reynolds amongst others. Thomas obtained a toll credit account with the OC in January 1904 to operate his own boat named HARRY. After an apparent family dispute about the spring of 1905 the business carried on as a partnership trading as Thomas and Henry Reynolds, the latter being Thomas's son. The HARRY was sold to boatman Philip Mellor later that year and their coal to Whilton was brought up by Samuel Barlow of Glascote.

By the latter half of the Edwardian era one of the family, Alfred Edward Reynolds, was living at Braunston trading as a corn, cake, coal, coke, lime, granite, gravel and sand merchant, with deliveries being made at the wharf. The business was later run by his wife Mrs. Maud Eliza Reynolds who was living at Venture Lodge, Little Braunston. She was born in Sydney, Australia and married Alfred in 1906. In early 1914 she was selling most of her coal in Daventry at the family's coal depot brought in by rail. Her coal brought to Braunston wharf was by Samuel Barlow, about three pairs a month. However her business was in difficulties and was declared bankrupt in the spring of 1914.

Alfred Knight was born in Braunston and was trading as a coal merchant and general carter by 1855 and spent all his working life there supplying fuel to the local inhabitants, and for most of that time he was at Braunston Wharf. By May 1907 he was bringing regular quantities of coal from Polesworth Colliery by boat to the wharf and also retailing firewood, and to facilitate the traffic better he applied for and was granted a toll credit account with the OC. Polesworth was more correctly titled Birch Coppice Colliery at Polesworth, owned by Morris and Shaw Limited. By then Knight was having two or three boat loads of coal delivered to Braunston Wharf per month, whilst Samuel Mason only had one or two deliveries per month. Both Knight and Mason seem to have used boatmen contractors to carry their coal along with Samuel Barlow of Glascote and their successors Samuel Barlow (Tamworth) Limited. S. E. Barlow also carried coal to Braunston for Alfred Knight, sometimes subcontracting the work to boatmen contractors.

After 1919 the OC fenced off a portion of the wharf next to FMC's transhipment shed so Knight could keep his coal secure due to alleged theft. Alfred Knight died on the 16th February 1924 and his business was carried on by his son and manager Albert Howard Knight.

Boat builder William Stephenson of the Grand Junction Dock at Braunston Bottom Lock and Braunston Wharf, rented the Grand Junction warehouse for the storage of grain. This was vacated at the end of 1878 prior to him moving away to Oxford. His successor at the

wharf was William Nurser and as well as his boat building activities, Nurser also traded as a builders merchant retailing bricks, tiles, pipes, lime and cement, brought to the wharf by boat.

In the latter half of the 19th and early 20th centuries, most of the coal for Braunston Pumping Station and Braunston tunnel tug was transported by William Woodward, and then by his widow Annie Woodward of Stoke Bruerne. They ran the Boat Inn just above the top of Stoke locks. The GJC used coal for their tugs as coke used by FMC and others for their steamers was considered unsuitable. Most of the coal for the tug came from Digby and Shipley collieries in Nottinghamshire and Derbyshire respectively, although Wyken Colliery on the northern Oxford canal was used on occasion. Up until the early 1860's most of the coal was drawn from the Warwickshire pits but the GJC turned to supplies from Derbyshire due to the high tolls on the Oxford canal. Coal for the pumping station came from Pooley Hall and Wyken as well as from Shipley and Digby pits. Annie Woodward gave up carrying in 1913, then up until the summer of 1914 several contractors did the deliveries, after which FMC took it over using their own boats or boatmen contractors regularly employed by them. In the late 1920's some of the coal was carried by Samuel Barlow (Tamworth) Limited.

Acknowledgement must go to Canal Boat Families Historian, Lorna York, for assistance with some of the genealogical information.

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In part two next issue - The building of the railways - The rise and fall of FMC's transshipment depot - A45 road reconstruction - And the decline of local trade.

JAM TOMORROW !! (and Marmalade too)

Following Steve's article in the Autumn Newsletter, quite a few people came forward with suggestions/ideas about a new jam and marmalade supplier. Many thanks to you all. Jenny Copeland gave us details of a lady who had supplied Plum & Apple Jam to a First World War event in Weedon, so worth checking out.

I arranged a meeting with the lady, who lives in Northampton. Not only was she prepared to produce jam and marmalade for us, but also use our recipes. Her prices were reasonable, so she seemed the ideal person to be our new supplier.

The Trustees agreed with my proposal so "Jam 'Ole" jam and marmalade will continue to be a feature of our sales stand. The only changes will be in the jar size and some new eye-catching labels designed by Jeremy Cooper.

Our new supplier, Nikki, has been producing jams, etc. for over 25 years. She attends several craft fairs as 'Hedgerow Preserves' and has an extensive range. (When I visited, she had just made a batch of Pumpkin & Hot Chilli Chutney and I am currently enjoying a jar of her Four Fruit Marmalade.) Do support Nikki if you come across her stand at an event.

And, of course, come and buy "Jam 'Ole" at the events we'll be at this year.

Brian Seymour – Sales Officer

Practical Techniques: Rolling the Side Cloths

Of our boats, only the Raymond has traditional cloths for covering the cargo. For those who may be wondering, this is because when they were in use with Blue Line, the Nutfield never had any cloths; the cargo (coal) did not need to be kept covered in transit, and when the motor was refitted in 1968 no cloths were provided, the high hull sides of the Town Class boats being high enough to keep the canal where it was supposed to be. The butty, on the other hand, had lower hull sides, and had been in use previously for other cargoes which did need to be covered, and so still had cloths in place. Photographs of the pair working with the Brays show the motor left open, but the butty with the side cloths drawn up – no top cloths, though.

So we have side cloths still fitted on the Raymond – even if we (so far) don't load the boat or draw them up except for protection during the winter. But when they are out and about, on show to the public, the cloths should be rolled and stowed in the correct manner, not only because it looks neater but because it also keeps rainwater out of the cloths and so reduces the risk of them rotting or initiating rot in the gunwales underneath. So what follows is a description of how to roll and stow them in the traditional fashion:

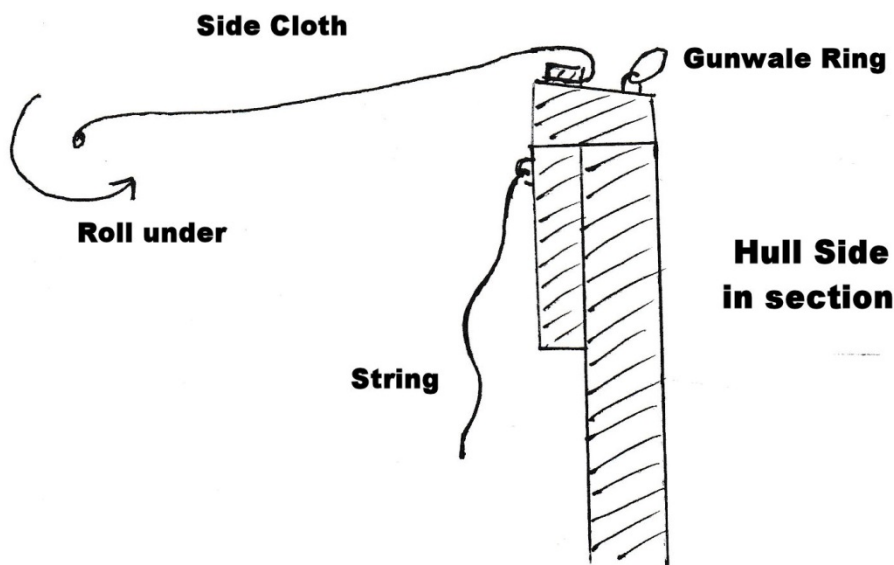


Diagram 1

Starting with the cloths unrolled and laid inside the hull – beginning at one end (it doesn't matter too much which end, but I tend to start at the front) pull the cloth out flat, and keeping it under as much tension as possible, roll it UNDERHAND to the gunwale. Rolling it under leaves a smooth surface on the outside which keeps water from collecting within the rolled cloth – see the diagram. You can't roll the whole length in one go, so don't even try – do

enough so that you can begin to tie the retaining strings over, and work your way along the boat a few feet at a time. The strings are fixed below the gunwale, on the inside – pull each one over the rolled cloth, take the end through the corresponding ring on the outside of the gunwale and pull it back, keeping it tight, and then just push a loop of the free end under the first part of the string. That should be sufficient to hold everything in place – and it allows the string to be pulled free quickly and easily by just snatching the free end out again. DON'T do any fancy knots, or even take the free end right through under the tight string – that just makes life more difficult when you want to undo them again.

**String drawn over
rolled sidecloth,
then back through
the ring**

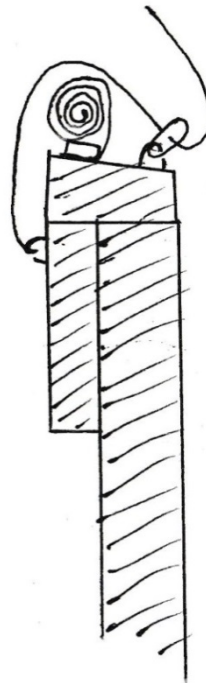
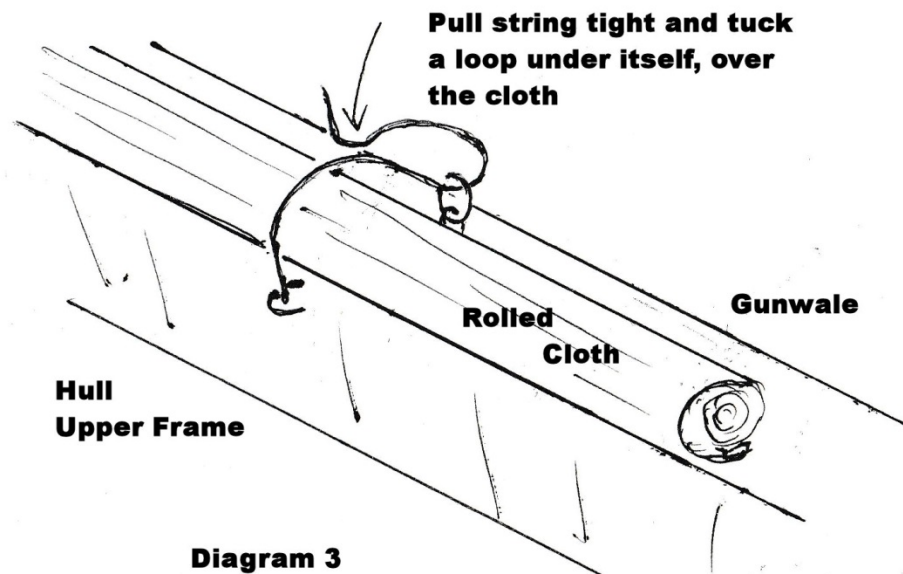


Diagram 2

All this is simple enough with one of the cloths, which has no attached strings – but one side has the strings spliced into its edge which are used to draw the cloths over the top planks when in use. There are two schools of thought about how to deal with these when rolling the cloths: I was taught to run them along the edge of the cloth and roll them into it – keeps them dry and protected, but very fiddly to do, keeping them in place as you roll the cloth itself. The other scheme says to leave them trailing out from the rolled cloth, and then tie them separately so that they hang just inside the gunwale, clear of the shuts (or any cargo). This is probably the easier, but takes a little longer to do.



I hope this all makes sense! It's a small thing, maybe, but it does make a difference, and doing things 'the right way' makes us look as if we know what we're doing...

Steve Miles

Rolle Canal, Anyone?

This long lost canal, which also goes under the name of The Torrington Canal, was just 6 miles long and was a tug boat canal which opened in 1827. A North Devon landowner, Denys Rolle having been inspired by the proposal of a Bude Canal a few years previously thought up the idea of supplying the many farms in the area with sea sand for manure, together with coal & limestone brought in by sea on the river Torridge.

It was, however, Denys's son, Baron Rolle who oversaw the building using the same engineer, James Green who had completed the Bude Canal. Limestone was the principle cargo, produced in the Rolle's kilns with farm produce being taken on return loads to Bideford. The canal works included a sea lock, although on a smaller scale to that at Bude, an inclined plane and an aqueduct. In 1871 Baron Rolle's son sold out to the South Western Railway who wanted a part of it to build a branch of their railway to Torrington. In turn, of course, the railway closed and now forms the Tarka Trail.

A portion of the canal towpath has now been exposed and can be followed from the Trail a quarter of a mile or so north west of Torrington Station, which is now a cycle hire outlet on the A386 at Rothern Bridge. The towpath passes a narrows where there are stop plank grooves, and continues hugging the hillside to a roving bridge and then winds away past an S bend in the river. Eventually the canal continued to an inclined plane at Weare Gifford and joined the river near Landcross.

The canal had its terminus in a basin at Town Mill just to the south of Great Torrington Just beyond the end of the exposed towpath the Tarka Trail passes under the original stone aqueduct which is part of the drive to Beam House. It could be said of the many walkers and cyclists using the Trail 'not a lot of people know that'

Neil Hankin

Membership annual renewal

It's that time of year again!

The end of The Friends of Raymond membership year was 6th April. So a huge thank you to all of you who have renewed your membership already. For those of you who haven't renewed yet, it would be grand if you would renew your memberships for another year.

The current membership costs are:

Sole membership is £10

Joint membership is £15

Junior membership is £5

There are two ways you can renew:

1. **On the FoR website** www.friendsofraymond.org.uk

Click on the **Join Us** link

You may pay for your membership here via PayPal, using a credit/debit card or your own PayPal account. *Please note: you **don't** have to have a PayPal account to use this method.*

If you are buying a **Joint Membership**, we need to know both your names: so please look for the prompt during the process

"NAME OF SECOND MEMBER: add" and put the second member's name in here.

2. **Through the post**

If you would like to renew by post with a cheque you can:

- download a membership form (as a pdf) from the website www.friendsofraymond.org.uk
Click on the **Join Us** link and at the bottom of the page you'll see **Click Here for a Membership Form** (this will open in another window).
- or let me know and I will post a membership form to you.

Standing Orders

If you would like to set up a Standing Order, so that you never need remember to pay for your membership ever again, then please contact me and I'll send you a form to complete.

I do hope that you will choose to renew your membership!

*We currently have 98 members of the Friends of Raymond. Could we top the **100** mark in 2015?*

If you have any queries, please don't hesitate to email me or write to me - I'm happy to help.

Wishing you a Happy Spring and a Glorious Boating Summer.

Barbara

Barbara Evans Rees, Membership Secretary
37 Victoria Street, Wolverton, Milton Keynes MK12 5HG



Picture by Nick Scarcliffe

Something must be cooking – the stove's lit!