



The **R**o **e** **C**ana
& Northern Devon
Waterways Society

SOCIETY NEWS and VIEWS

SPRING ISSUE 2013

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COMMENTS FROM THE CHAIR:

On April 14th the RC&NDWS held its AGM in RHS Rosemoor, which was well supported, and followed by a fascinating talk by Peter Williams on the restoration of the Wilts & Berks Canal. Since many members were unable to attend this meeting I thought that it would be useful to publish my report to the AGM in this issue of the newsletter. However there is a matter arising from the last issue that I must first address!

Thanks and apologies!

It is always nice to receive feedback from members of the society about its activities and presentations. Positive comments are always very acceptable but so are those of constructive criticism. A letter recently received from Mrs Audrey Wheatley expressed her enjoyment of reading the RCS newsletters but the last publication was tempered by her difficulty in deciphering the very small print. This was very much a mistake on my part, resulting from the method by which I had set out that particular issue. I won't bore you with the technicalities of desk-top-publishing but suffice it to say, I got it wrong! I apologise to all those of you who found it a bit of a struggle to read (which includes me!). It won't happen again! Thanks to Audrey for her letter. I was pleased to receive it, despite the slapped wrist!

CHAIRMAN'S REPORT TO THE AGM,

April 14th 2013

It seems extraordinary now that it was ten years ago when a number of similarly minded individuals got together to inaugurate a society to promote the forgotten canal of Lord Rolle. Today that society, the **Rolle Canal & Northern Devon**

Waterways Society not only still exists but continues to grow from strength to strength and exerts a major influence on the environment of the canal.

The past year has seen a tremendous leap forward in the promotion of Lord Rolle's Canal resulting from Heritage Lottery Funding secured through the combined inputs of the ND Biosphere, **RC&NDWS** and various other contributors. The grant has brought about a number of important benefits in terms of vastly increased publicity in the printed and electronic media, the provision of interpretation boards with particular reference to Lord Rolle's Canal at key points along the Tarka Trail, a viewing platform, improved public access and the creation of permissive footpaths. Our society has been central and pivotal to all these improvements.

At this point I would like to offer special thanks to members of the committee, who work incredibly hard, usually unrecognised behind the scenes but increasingly often, with shirts off, literally and metaphorically getting their hands dirty.

A huge amount of work to create a permissive footpath, which is nearly ready to be officially opened through land belonging to Clinton Devon Estates, has been undertaken by volunteers from the **RC&NDWS**. Tony Barnes has a major role in organising and supervising this activity and deserves considerable praise for what has been achieved here.

Chris Hassall, as well as helping with the path creation, is responsible for leading many groups of people on guided walks along stretches of the canal and the Braunton Marshes. These walks continue to be very popular with members and non-members alike. Chris' has an extensive knowledge of local flora

and fauna which he freely shares with those on his walks, enriching their experiences.

The **RC&NDWS** has taken Lord Rolle's Canal to the 21st Century. It now has a Facebook page which Mike Harper oversees and regularly posts articles and images in to it. Gaylena Humphries has created an animated superimposition of the famous print of the aqueduct over a present day image of the bridge, which is on Facebook. Not only is this very cleverly done, it gives a great impression of how things were and have changed. Well done to both of them. The **RC&NDWS** also has a dedicated page on my website: www.therollecanal.co.uk which Mike keeps up to date with forth-coming events and items of interest to members.

Work at Sea Lock has progressed dramatically on several fronts. One full-sized replica trailing tub-boat is virtually finished and a lead boat is well under way. Both of these constructions are mostly thanks to the hard work of Barry Hughes who has spent an enormous amount of time in not only physically constructing the boats but puzzling out the means of construction. It is hoped that both boats will be launched later this year. There will be some form of public ceremony for this occasion.

Wearing multiple hats, ranging from chief electrician to head tea boy, is the person who spends almost as much time at the Sea Lock site as I do and is an invaluable help to me. Between the two of us, Trevor Fordham and I manage to get a great many tasks completed and problems solved.

Norman Richards is prevented from being involved as much as he would like because of distances he has to travel but his help

in solving mechanical problems, excavator operation and many other jobs is also highly appreciated.

Mike Chambers and Bob Renton, who have put considerable effort into making the lock chamber and loading basin watertight and mud free, must also be thanked for their time and support.

Donations of building stone from **Beam Quarry** by Brian & Peter Setchell, along with contributions from the **Inland Waterways Association** (West Country Branch committee) and the **RC&NDWS** have enabled re-construction at Sea Lock to progress considerably although poor weather has often slowed this down. All this can be seen from the new viewing platform on the Tarka Trail but on the next Open Day (date yet to be fixed) people will be able to get a close-up look of what has been achieved so far.

All the committee work hard in various different roles and all deserve mention and praise but similarly our membership deserves credit for its support over the lifetime of the society. It is reassuring that each year around this time previous members rejoin and new members sign up for the first time. In a moment we will be receiving a brief report from the Membership Secretary who certainly deserves praise for her work in this role but mostly for putting up with my temper tantrums and grumbling when I'm under stress which seems to be increasingly frequent, and for all the support she gives me, as my wife.

A final word of thanks has to be given to the administrators of RHS Rosemoor for their kind permission in hosting our AGM and allowing us to take advantage of the brilliant facilities of this site once again.

Adrian Wills

TREASURER'S REPORT 2012 / 2013

ACCOUNT 1 Balance as at 2nd April 2012 £579.36

Income	Subscriptions	649.00	
	Donations	120.90	
	Walks / talks	153.70	
	Sales	16.30	
	Grants	750.00	note 1
	Life's journey	<u>157.59</u>	note 2
	Total	<u>£1847.49</u>	

Expenditure

Secretariat	80.00	
Printing	168.78	
IWA membership	52.00	
Insurance	265.00	
IWA Engineer	92.00	
Volunteer exp.	135.20	
Equipment	144.34	note 3
Event costs	102.30	
Stationery	72.18	
Web page	60.00	
Grant access charge	<u>43.35</u>	
Total	<u>£1215.15</u>	

Balance at 2nd April 2013	£1211.70
Petty cash 2 April 2012	8.43
Sale of Green's book	<u>5.00</u>
Total	<u>13.43</u>

Small stationery items	1.49
Petty cash at 2 nd April 2013	11.94

Note 1 £500 from the SW branch of IWA for the purchase of stone for wall repair at the Sea Lock.

£250 from the Bideford Bridge Trust

Note 2 Reimbursement of consumables used by volunteers at the Furzebeam site.

Note 3 Purchase of additional display boards and structural components at Furzebeam

ACCOUNT 2 (Project account)

Balance at 2nd April 2012	1530.37
Interest	<u>0.67</u>
Balance at 2 nd April 2013	1531.04

Stock at cost

1. Books

James Green, Canal Engineer	3 copies	£3.24 ea
Westcountrymen	6 copies	£2.44 ea

2. Sweat shirts in Chelsea blue		
With Society logo	2 off	£14.40 ea

Assets	(At written down values)	
	Tools	£30
	Display Boards	£240

Treasurer: A Barnes 3rd April 2013

The accounts this year show a significant drop in income from the previous year.

Income from subscriptions and donations is up but that from organised events is down.

This may well be due to the bad weather.

The Society was pleased to be granted a sum of £500 from IWA South West towards the cost of stone for rebuilding of the sea lock walls, and were able to add another £250 to this. This sum will probably be taken up in this new financial year.

Plans for further volunteer working will lead to the opening of the permissive path along the towpath at Furzebeam, and clearing the area at the top of the inclined plane. Costs involved with this will be largely reimbursed by the Life's Journey project, funded by Devon CC, but the Society will need to spend the money first.

The Society would like to thank Bideford Bridge Trust for their grant of £250 towards the Society's operating costs.

A. Barnes 6th April 2013

WEARE GIFFORD SHIPBUILDING

The final phase (part 1)

Before I start the 'final phase', I have a stop press! When looking up my notes on the *Sedwell Jane*, I found that the *Alice* (subject of the previous article) had in fact been lengthened by Thomas Waters, shipbuilder at East-the Water, Bideford, supposedly on the foreshore.

Also before starting on the history of the *Sedwell Jane* proper, I would like to mention some unsolved queries and a 'mistake'. First; just who was *Sedwell Jane*? Was this a combination of the names of two people, perhaps a surname 'Sedwell' and a Christian name 'Jane', does any reader know? Also it was mentioned in the launch report of the *John Blackwell*, in 1862, by the North Devon Journal that another new, but larger vessel of 300 tons was to be laid down. Was this a pipe dream at the time or was the *Sedwell Jane* laid down and abandoned for several years before finally being completed in 186?. As stated in the last article, a check of the Lloyds survey report would give the answer. These reports give the dates of all surveys undertaken during her build and should indicate the time it took to build her. Other information given includes the builder, owners and the name of the first masters, her rig and number of mast, The forms then work down through details of sizes of the frames, planking, keel, and types of timber used, indeed enough information for a skilled shipwright (if he had the half model) to construct a replica; the names and number of sails carried, anchor weights and numbers, amount of ships, boats and general comments on the construction.

Some reports give the size of the cargo hatches and some contain a scale drawing of the mid-ship section. Unfortunately as you must by now realise I have not seen the report of the *Sedwell Jane*. This was not really a mistake, but shows just how things change over time. The *Sedwell Jane* was recorded as being rigged as a 3-mast schooner, but all illustrations show her as a barquentine. She was never re-rigged and there is in fact no real mystery. The truth is that in 1868 the barquentine rig did not exist. It was not named as such until the 1880's, prior to then the rig was identified according to the whim of the surveyor and was usually identified as either a 3-mast brigantine or a 3-mast schooner. Probably the 3-mast brigantine was technically more correct as the conventional brigantine was a 2-mast vessel, square rigged on the foremast and fore and aft rigged on the main, the barquentine was this plus a third (or more) fore and aft rigged mast. These two definitions of rig would also place the *Sedwell Jane* as a square rigged vessel. However, for a port such as Bideford which was predominantly a fore and aft port it would be advantageous for the *Sedwell Jane* to be called a schooner, the reason being that a master with a fore and aft ticket could not be in charge of a square rigged vessel and this would of course limit the owners choice of local captains to command the vessel. Perhaps the Lloyds surveyor was 'leaned' on.

Incidentally, the earliest 3-mast brigantine/schooner/ barquentine known to have been built at Bideford was the *Cazique* of Dartmouth and launched by John Johnson at East the Water in 1863, a photo showing her ready for launching is held by the North Devon Maritime Museum. She was classed as a 3-mast brigantine all her working life.

THE SEDWELL JANE

On a Wednesday afternoon, in mid-September 1868, a large crowd of people from Torrington and Bideford assembled at Sea lock to witness the launch of a new vessel built by Messrs. Leonard and Pickard for the Rolle Canal Company. At about 5 o'clock the *Sidwell and Jane* (as the newspaper report named her) slid effortlessly into the water. The bare hull was then towed down to Bideford and moored at Binneys slip, just outside of Tantons hotel. After being safely moored the men involved in her construction were taken into Tantons for a celebration supper. The shipwright Leonard's Christian name was John, but who was Pickard; without a Christian name he is impossible to trace, but he could be William Pickard from Appledore who built at New Quay, Appledore from 1863 until 1880 and who significantly did not build anything from 1867 until 1872. Whoever he was his name never appeared again after the launch report.

The owners of the *Sedwell Jane*, namely the Rolle Canal Company, take credit as her builders in all official documents including Lloyds Register of Shipping. Due to her size; 115.1 feet long, 22.2 feet wide and 12.5 feet depth in the hold, construction work on the site was kept to a minimum, with nothing whatever fitted above her deck level. Which arch did she come through? My notes, all dating from the 1930's give three possibilities by three different people; first the nearest arch to Tanton's, second, the forth arch from East the Water and third, the forth arch the Bideford end. A man named John Hawkins wrote to the Bideford Gazette and said he was one of a large crowd that watched her go through the bridge and was adamant that it was the fourth arch from the Bideford end.

However, whatever arch she came through, the preparations were as follows; all projections such as shield and bulwarks were removed from the bridge and the middle of the arch cleared of sand, mud and any accumulated rubbish. Then when the tide was dropping she was pulled through and lay on the sands until the next tide where she was then brought against the quay. Mr Hawkins also recalled that she was then moored against Bideford quay where she was rigged and fitted out, he believes by Mr John Johnson's workmen from East the Water.



Courtesy of the North Devon Maritime Museum, Appledore.

When completed, the *Sedwell Jane* went to Cardiff to load her first cargo. This was in January 1869, four months after her launch. Most of the original crew were local men, although without the crew list (which possibly still exists) I can only identify and name two of them. They were her master, William

Jewell of Clovelly and John Steer, the ships carpenter of Appledore, but having been born at Bucks Mills. After loading her cargo of coal she sailed to an island off Portugal that was in use as a coaling station. As a gift, the merchant for whom the cargo was destined; gave the crew a box of tomatoes, this being the first time some of the crew had ever seen this fruit. After discharging the cargo and cleaning the vessel down, a cargo of bay salt was loaded and carried to Rio de Janeiro, Brazil. From Rio, she went to Hamburg with coffee and it was on this leg of the voyage that she was nearly lost. During a gale in the English channel the *Sedwell Jane* lost all her sails from the foremast head, which had to be cut away and she limped into Ramsgate with only two masts still standing.



Extract of a painting depicting the *Sedwell Jane* during the gale in September 12th, 1869 , off Beachy Head in the English Channel.

Courtesy of the North Devon Maritime Museum.

There she was repaired and later continued her voyage from Hamburg, with general cargo, from where she proceeded to Port-au-Prince in the West Indies. Unfortunate for them, when they arrived, a revolution was in progress and the merchant for whom the cargo was intended, could not be found. This small problem was however resolved when gangs of local natives took it on themselves to unload the cargo and helped themselves to the casks of spirits and wine on board. They became, as the crew put it 'seriously drunk'. The crew, for their own safety, did nothing, as they watched the revolutionaries capture 'King Coffee' the disposed king and took him away to be shot. In fact, they all climbed the foremast in order to get a better view of the proceedings!

Later they moved to another island, where they loaded a cargo of cotton, dunnage wood and cocoa beans for Dunkirk, France, and then home to Clovelly roads. From here orders were received for Cardiff for another cargo of coal and it was here that the remaining local men left her leaving only her captain, William Jewell, of her original crew. It was just over a year since she commenced her maiden voyage and this is as far as my notes go. However, a book published in 1928 called 'The man before the mast', recording life at sea by a young sailor named George Sorrell, gives a less than a flattering picture of William Jewell. Young Sorrell joined the *Sedwell Jane* at Cardiff in 1871 where she loaded coal (again) for Pernambuco, then to Rio Grande and then, Bristol. Sorrell described the *Sedwell Jane* as not quite a deep water ship, yet not quite a coaster, commanded by a captain, who had no deep water rules and although a big man in stature, he had no idea how to correspond with the crew. He also described the captain as one of that breed of upstart who never forgets to show that

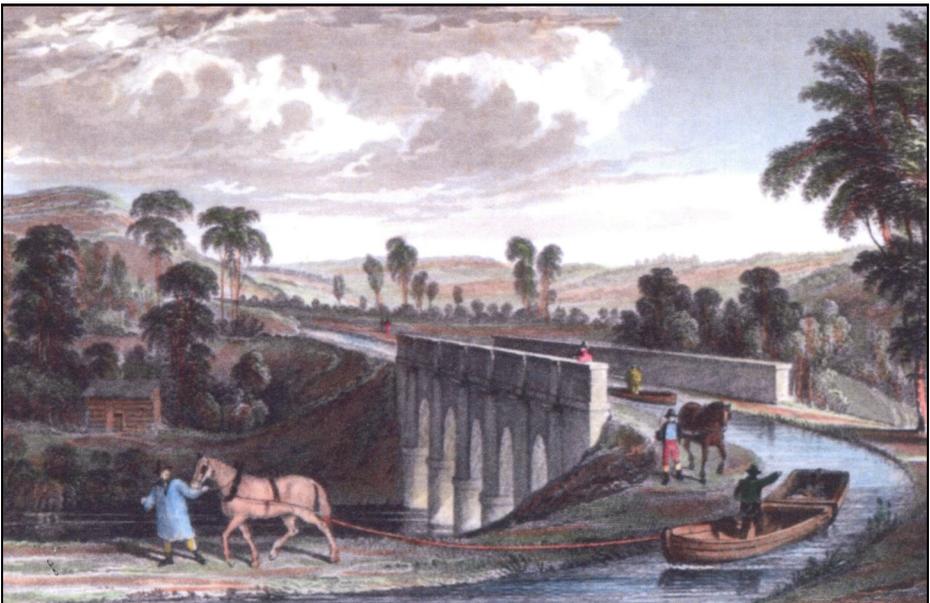
he is in charge and later called him a big blustering fellow. He fell out with the captain on many occasions and was more than thankful when he was discharged at Bristol in February 1872.

Michael Guegan

The second and final part of Michael's fascinating account of the history of the **Sedwell Jane** will be published in the August issue of the RC&NDWS newsletter.

OVER and UNDER

Many canal enthusiasts will be familiar with this iconic print (below) of tub boats passing over Beam Aqueduct on Lord Rolle's Canal. Many others will be familiar with Beam Viaduct but not aware of the fact that the two are the same and today is carrying a different style of vehicle than those for which it was originally designed.



There are a number of different bridges along the course of the canal and in the following article **Chris Hassall** indicates their location, style and function.

A Directory of Bridges

The short stretch of canal from the Sea Lock to the Lime Kilns was a highly industrialised area during, and for some years after, the lifetime of the canal. There were shipyards, potteries, and brick kilns in addition to the lime kilns, and the area was linked to the Annery House and Barton up on the hill to the west by two lanes which probably pre-dated the canal. Some old maps show an accommodation bridge or footbridge near the southern end of the canal basin, and it is likely that an existing bridge to maintain access over the canal to the lime kilns was enlarged to carry the new road to Weare Giffard when Halfpenny Bridge was built across the Torridge in 1835.

Neither of these bridges are in existence today as there is a culverted crossing by the basin and the canal is filled in and absorbed into private gardens where the hump backed road bridge once was.

Ridd is the site of the Inclined Plane which raised the canal level 43 ft up the valley side from the valley bottom to the summit pound. The building of the railway, when the canal closed, destroyed the incline and the upper canal bed, along with the two bridges giving access from Annery House and the new turnpike road to the Ridd cottages, lime kilns and Hunters Inn. One of these bridges crossed over the canal south of the upper basin to serve the now ruined Inn and cottages and give access to the top of the lime kilns. The eastern abutment of this is still detectable alongside the Tarka trail. The other lane,

leading to the Ridd cottages, the base of the kilns and a river wharf, passed under the slope of the inclined plane in what must have amounted to a short stone-lined tunnel, the eastern arch of which is still visible in a surviving stone wall while the tunnel itself has been cut away in the building of the railway. Some old maps also show an accommodation bridge linking meadows either side of the canal north of the lower canal basin, although nothing remains of that structure and it is not known whether it was a footbridge, swing bridge or stone arch, or indeed whether it was ever actually built.

Only a some three hundred yards upstream from Ridd is the site of the furthest inland lime kiln served by navigation on the river Torridge, that being the highest point accessible by river barges on a high tide. It could only have been viable due to the high value of lime for agriculture, and was accessed by farms in the Monkleigh area via a lane over Rendles Down. This lane also required a bridge over the canal but, while the lane remains as a public footpath terminating at a lay-by on the main road, no sign of the canal crossing or even the kiln itself can be detected today.

Yeo farm is situated between the canal and the river Torridge mid way between Ridd and Beam House. The driveway from the Turnpike road, now the A386, to Yeo farm sloped down fairly steeply as the farm, now just a pair of cottages, was in the valley bottom, while the canal was up close to road level. The canal bed is relatively intact beside the road for a few hundred yards at this point, but the drive now cuts through it giving no indication of how the crossing was effected when the canal was in operation. It is assumed it would have been a stone archway, but it must have been

severely humped to give headroom below, and it is possible there might have been a swing or lift bridge at this point.

Chris Hassall

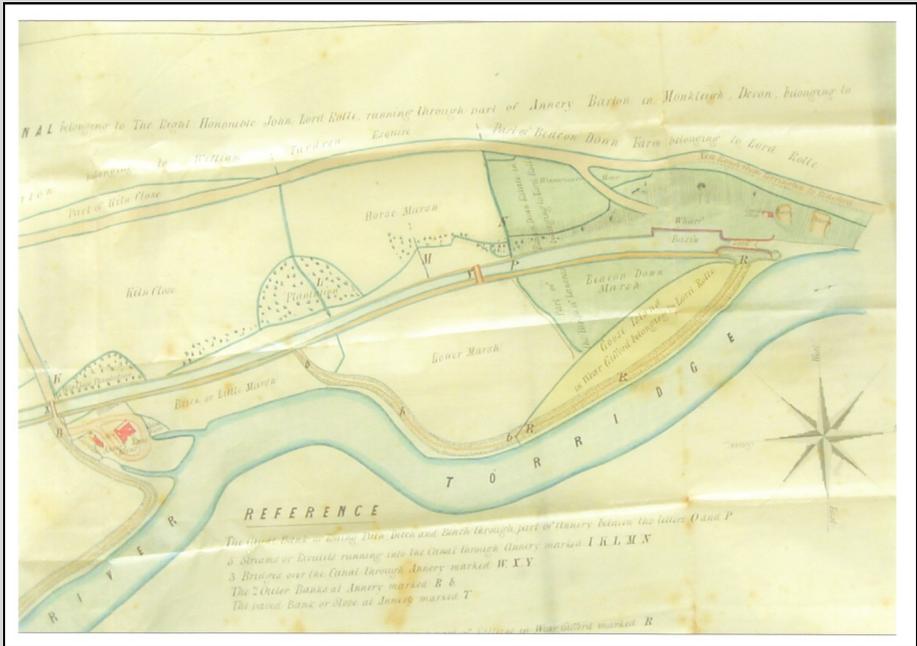
This article describing the bridge and their location on Lord Rolle' Canal continues in the next Issue of the RC&NDWS newsletter in August.



This very early stereoscopic photograph of the top basin of the inclined plane, looking upstream, shows the cottages at Ridd and the bridge crossing the canal on the mid left-hand-side, leading to the turn pike road.

A LOOK BACK AT THE HAMLET OF ANNERY KILN

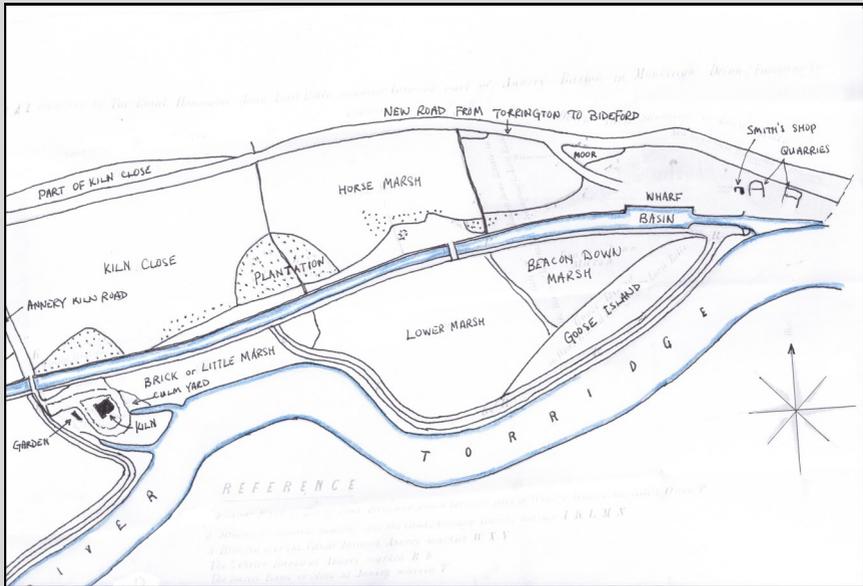
This section of map, is entitled, “A map of that part of the Torridge Canal belonging to the Right Honourable John Lord Rolle running through part of Annery Barton in Monkleigh, Devon, belonging to William Tardrew Esquire and is signed ‘Mapped by John Mallet, Torrington 1826’.



The lighter green area is “part of Annery Barton belonging to William Tardrew Esquire – the dark green is “part of Beacon Down Farm belonging to Lord Rolle”.

There are a number of interesting features shown on this map which no longer exist. The two bridges crossing Lord Rolle’s Canal between Sea Lock and Annery Kiln, described in the previous article by Chris Hassall, have disappeared as have the two ‘guts’ leading from the River Torridge on either side of

the kiln. The gut to the left-hand side of the kiln was the site of the original shipyard at Annery but was filled in when the road to Weare Giffard from New Road (Bideford to Torrington) was built and Halfpenny Bridge built, in 1835, to cross the river at this point.



Whilst Annery Kiln is obvious on this map many of the older other houses of the modern-day hamlet are not shown or even existed at the time of this map's creation. The red block to the left of the Kiln may be the cottages that are today numbered 8 to 10 Annery Kiln but numbers 1 to 5 (a terrace of 3 storey residences) are not shown nor are the two semi-detached numbers 6 and 7. These properties do however appear on the 'Tithe map of Annery Kiln Houses, Kilns and Yards' surveyed by Charles Cooper in 1840.

Advertisements placed in the Bideford Weekly Gazette of 1859 and 1860 read, "to be let for a term of 3,5 or 7 years, the

well accustomed Lime Kiln & Coal Cellar, situate on the River Torridge at Annery, in the parish of Monkleigh; also 3 good cottages (today jointly numbers 6 & 7 Annery Kiln), corn loft and Gardens , situate near and adjoining the said limekilns & Coal Cellar”. Probably the Coal Cellar is today the row of properties numbered 1 to 5 Annery Kiln.

When Annery Kiln was first constructed may have been recorded in archives held by Lord Clinton or Devon County Council but it predates the canal quite considerably. The kiln has, at some time, been enlarged from a single pot to triple pots

to cope with the increasing demand for burned lime.



This aerial photo', taken in the 1970's shows the hamlet of Annery, (mid -picture) as well as the course of the in-filled canal, running (centre bottom) southwards from the Sea Lock, through Annery towards the inclined plane (centre right) where it has been overtaken by the railway, at this time still operating.

Halfpenny Bridge and its accompanying toll house (since demolished) is clearly visible (centre picture) and the village of Weare Giffard in the background. Kiln Close, Horse Marsh, Brick or Little Marsh, Lower Marsh, Beacon Down Marsh and Goose Island are virtually unchanged.

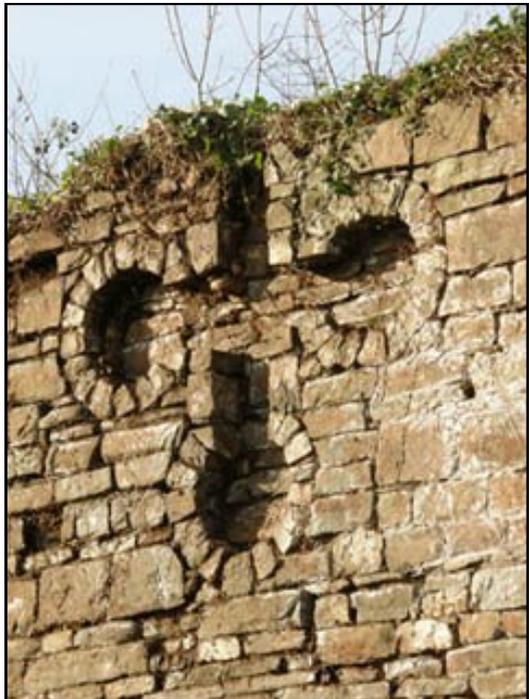
Annery Kiln (centre) with Coal Cellars(?) to the left, in 1971.
Lord Rolle's Canal ran through the garden in the foreground.



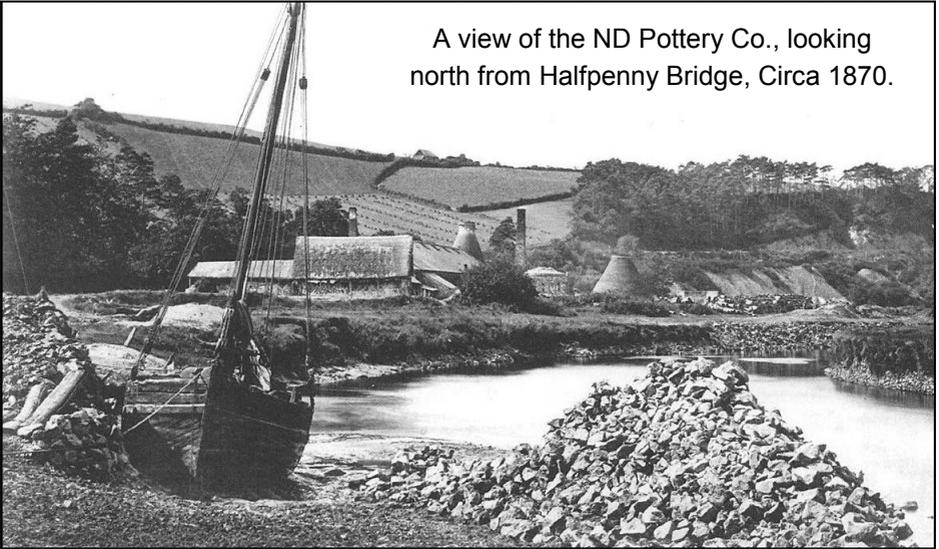
Annery Kiln displays
some intriguing
architectural features.

The tops of the
surrounding walls were
originally crenelated
(now heavily
damaged). Two wall
faces have blank,
mock Gothic arches
built into them and to
either side above are
two ornate quatrefoils.

Decoration, for
decoration's sake!



A view of the ND Pottery Co., looking north from Halfpenny Bridge, Circa 1870.

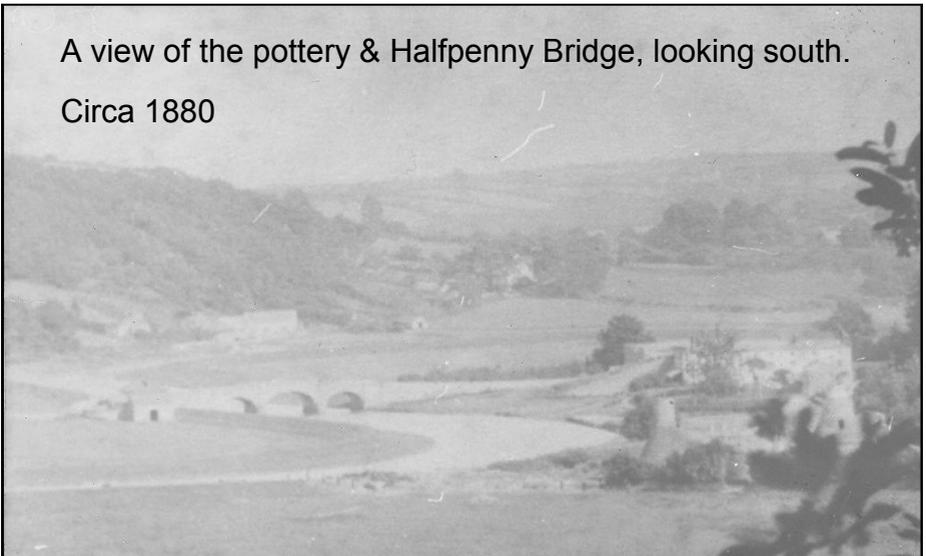


Of the North Devon Pottery Company , built at some time after 1826, in Brick or Little Marsh, nothing structural remains although shards of broken pottery, clay pipes and bits of kiln furniture are sometimes unearthed.

“The times, they are a’ changing”.

Adrian Wills

A view of the pottery & Halfpenny Bridge, looking south.
Circa 1880



DOWN THE CUT

DATES FOR YOUR DIARY

The new seasons' programme of Sunday afternoon walks starts on 26th May with a visit to the site of the inclined plane at Ridd. This is the place where the Rolle Canal was raised up about 43 feet from the valley floor near Weare Giffard to a level in the side of the valley that could be maintained all the way inland to the head weir at Rosemoor.

Many people will have seen this site on previous walks but this year there have been developments over the winter that will make it well worth a repeat visit. The Heritage Lottery funded 'Life's Journey' has produced a new pathway from the Tarka Trail down to the bottom of the inclined plane where two illustrated interpretation boards have been installed to describe the saltmarsh habitat by the Torridge

and the workings and purpose of the Rolle Canal. It is now possible to gain a far better understanding of the layout and workings of the inclined plane boat lift than was previously the case. The upper basin has been cleared of scrub sufficiently to enable the outline of its banks to be clearly seen, and the way the railway cut through the northern end, destroying the top of the incline. This canal basin now supports an increasing population of Early Purple Orchids and Twayblades (a green flowered orchid) which depending on the weather may well be in flower at the time of the walk.

The start of the walk is at Annery Kiln, on the Weare Giffard road by Halfpenny Bridge, at 2.30 pm on Sunday May 26th. The distance, a little over a mile but with plenty to look at and discuss, is likely to take a couple of hours.

A donation is asked of £2 per person to the R&NDWS funds for each guided walk which helps the society to keep volunteer work going to promote and maintain features of the canal.

For further details, contact **Chris Hassall**

Email: hassallc@ymail.com

Tel: 01237 42535



Other Walks

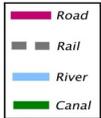
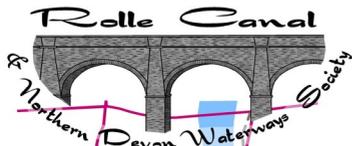
June 16th **Loxdown Ford** - an easy walk, taking in pack horse trails, turn pikes and historic river crossings.

July 28th **Furzebeam Hill** - a walk along the newly created permissive footpath, looking at Beam Aqueduct, a roving bridge and stopboard slots.

August 18th **Rosemoor** - following the leat to the head of the canal, looking at the remains of tucking mills and lime kilns.

Full details of all the above walks to be published later.

It is recommended that stout footwear is worn for all RC&NDWS walks



BIDEFORD

Iron Bridge

Landcross

Railway Tunnel

SEA LOCK

Annery Kiln

INCLINED PLANE

Weare Giffard

BEAM AQUEDUCT

Beam House Weir

GREAT TORRINGTON

Taddipport

Town Mills

Rosemoor

Darkham Weir

The **RC&NDWS** welcomes anyone who is prepared to help run society activities.

Many of these tasks do not require long term commitment or massive physical ability but are all equally important to the successful running of the society. If you feel you can help in any way then please do not hesitate to make contact with the committee through the address below:

Our archives Officer, **Norman Richards**, is always looking for material, maps, text or pictures, relating to the Rolle family, estate and canal. If you have anything which may be of interest please contact him by email at norm@fhsinternet.com or at the address given below:-

Adrian Wills tel. 01237 477705

info@therollecanal.co.uk

'Vale Cottage', 7, Annery Kiln,
Weare Giffard,

Devon, EX39 5JE

www.TheRolleCanal.co.uk

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