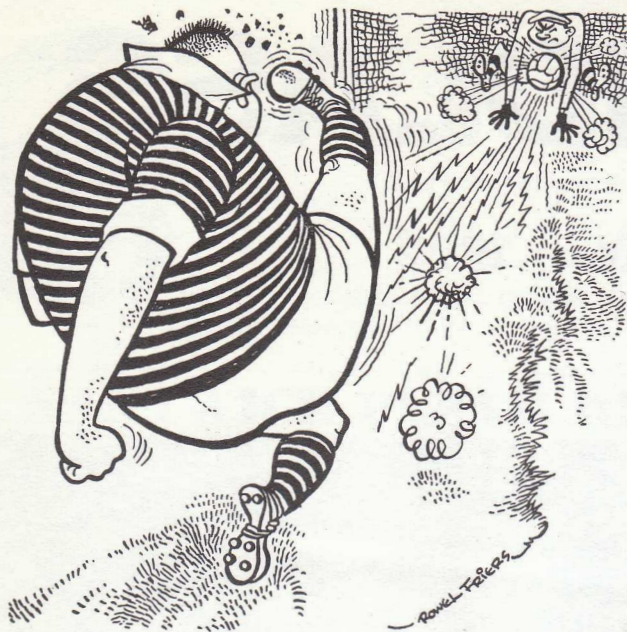


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The Narrow Boat Trust needs your help with stocks for its White Elephant Stall at our rally. If you have anything suitable (but not old clothes) please contact Claire Johnstone, Willow Cottage, Timsway, Staines.' (79 54090).

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'Fun on the Waterways' is a new holiday project and activity book for children published by Penwork (Leeds) Ltd. Costing 45p, it helps to teach the canal story and includes a competition which can be completed in the Waterways Museum at Stoke Bruerne.

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As part of a project to clean up the London Borough of Hounslow, BWW will be asked to clear and brighten up the banks of the Grand Union Canal in Brentford.

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'An enlarged Grand Union would look pretty silly administered by a sewage authority: but do not the queues of lorries on bridges over empty canals look even sillier?' (excerpt from letter by Nigel Stevens in Evening Standard)

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Camden Borough Council is hoping to organise rowing boat hire on the Regent's Canal and an adventure playground on the site by St Pancras basin this summer. It has also proposed to establish council mooring sites along the length of the canal within the Borough.

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Our congratulations to four pupils of South Hackney School who have entered the 'Better Britain' competition with a scheme to improve the  $\frac{1}{4}$  miles of the Hertford Union Canal. We have offered the boys, Russel Dean (12), Desmond McGetrick (13), Simon Spelman (13) and David Cairns (12), our assistance with their project. The 'Better Britain' campaign is sponsored by the Nature Conservancy, Civic Trust and Shell.

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#### BOAT AFLOAT SHOW

There will again be restrictions on the passage of craft along the Regent's Canal at the time of the BWW's Boat Afloat Show in Little Venice, May 23rd - June 3rd.

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Budds Farmhouse, Highwood,  
Chelmsford, Essex.

Dear Mr Isaacson,

I was surprised to read Teddy Edwards' gloomy and pessimistic letter in "Windlass" about East Anglian Waterways. Firstly, because the East Anglian Waterways Association, of which he is the Hon. Secretary, has always advocated the restoration of the River Lark and the other former navigations in the area. Secondly, because I understand that his Association is represented on the Eastern Sports Council which prepared the report, which I was merely reviewing in the December issue. Admittedly the report referred to restoration on the Lark initially to Mildenhall but it also referred to extending it to Barton Mills "and eventually to Bury St Edmunds".

Mr Edwards also goes out of his way to pour cold water on the proposal to link the Fens with the Broads also strongly suggested by the Eastern Sports Council - which I described as "quite revolutionary". The Sports Council refers to the construction of a new channel across the summit between the Little Ouse and the Waverney which they say would be only about 1 or 2 miles in length. They admit that restoration to navigation of both rivers concerned is necessary and this is referred to in my precis.

I quite agree that such proposals must be regarded as long term, although I personally regard the year 2000 (28 years away) the year mentioned by Mr Edwards, as far too distant bearing in mind the approaching pressures to improve recreational outlets and the increasing tempo of waterway restoration. What is an advance - of a major nature - is the fact that the suggestions are put forward by a government sponsored body which means that the Report is of a semi-official nature. For this reason the suggestions need every support by Waterway enthusiasts and I hope that both the EAWA and our Branch will support strongly the restoration proposals contained in the report. Readers may be interested to know that the Fens-Broads link is already being bitterly opposed by certain non-boating recreational interests.

Finally, may I plead guilty to Mr Edwards charge of inspecting the River Lark by car! To atone for this action I am quite happy to organise a cruise of canoes down the river next summer on the understanding that Mr Edwards paddles down with me! Such an event would help to promote canoeing on this river as he suggests.

John Marriage.

I do not propose going into the pros and cons of the main functions of the RWA. Although greeted with joy when first announced they are now being questioned as the lack of democratic control is realised. Apparently they will be answerable to no one either at local government level or directly at national level. Water supply sewage disposal and pollution - yes. Ownership of all water from the raindrop to the sea - why? Recreation and amenity-well yes, perhaps.

It makes sense for the owner of a reservoir to control the amenity use of that reservoir as a side effect of supplying water from it but it also makes sense for a separate body, concerned with amenity, to provide amenity and recreation on it. I understand that RWA 6 (Thames and Lee Valleys including London) will have about 15 members of whom one will be charged with the responsibility for recreation - all recreation!

The Association's policy is for a national navigation authority and I propose showing how this can be justified and brought about in the present situation. Historically, inland navigation has always been prevented from expanding by the parochialism of the individual canal companies and the public objections to a private monopoly. This was realised and too late - the Grand Union amalgamations should have taken place in the 1830's and not the 1930's. The Aire and Calder network came under single ownership in the 19th century and developed into a far more efficient carrying network. The railway takeovers also had a centralising effect. After the last war the main navigation system was nationalised and drawn closer together although still lumped together with other transport industries.

In 1963 the British Transport Commission was disbanded and canals were at last given a corporate identity. The 1968 Transport Act followed and gave them a role to play as well. I think most people will agree that with all its faults the present set-up has shown far more positive and forward thinking than any of its predecessors.

There are three points to be considered when considering navigation and I will deal with each of these separately; Commercial use, canals and rivers.

Commercial Carrying: A national body is essential if commercial traffic is going to be attracted. By no stretch of the imagination can I see an RWA wanting commercial traffic. Why should it? - an entirely extraneous matter to its proper functions. With the extra trade that will be engendered by the Common Market the eastern waterways may be in for a second canal boom. There will be a large increase in trade both ways, much of which will be containerised. Now is the time to ensure that this traffic penetrates as far into England as possible before being loaded onto lorries. But to obtain this there must be enthusiastic management, backed up by a 'commercial body' that believes in its objectives and wants to expand, to go after the new trade. This must be done now not wait until the trade is there and established on other routes.

It is probably essential that the navigation authority should run its own freight services so that it can show its beliefs and also so that it knows its customers problems. This could also be done by a freight body separate from the navigation body (RWA) but as it is offering linear services as opposed to running a dock it would be better to keep the two functions together in the same body.

Canals As mentioned earlier the canals have at last been placed in a cohesive body only to be summarily dismembered into arbitrary divisions bearing no relationship to canal topography, solely on the ground that they are an essential part of the hydrological cycle. The question then is - is this in fact so or is the whole argument spacious? If the canals are part of the water cycle why are not the Bridgewater Canal and the lower Stratford Canal (although this is a special case being owned by the National Trust) being taken over - even though the Manchester Ship Canal it must draw its water from the Pennines. Are these navigations magically not involved in drainage?

Canals grew up entirely separately from public water supply, they built their own reservoirs to supply their own needs. They are involved in surface drainage, where the cut water runs off the land into them. In towns local authorities now use them for storm water drainage but almost invariably they only take water where they interrupt the flow - water is not pumped into them.

industry grew up alongside the canals took its cooling water from the canal and so used the canal for disposing its waste water. Over 75% of water drawn from the canals and rivers under the ownership of the RWA is returned to them as clean water. Any factory discharges should either be treated or cleaned to the same standard as the canal. This can be done by giving the navigation authority the same powers as preventing pollution as will be given to the RWA. Again this is usually water that is being returned to the canal, not 'water company' water. Canals provide a very small outlet for sewage effluent but this is very minor in regard to the total canal mileage. This should be cleaned by the RWA before being fed into the canal and the RWA should have to pay for using the canal in this way.

It is also argued that canals will play an increasingly important role in water transfer schemes. This does not seem unlikely. At present there are two such schemes involving canals - the Llangollen bringing water from the Dee and the Fosdyke transferring water from the Trent to the Midlands. The British Waterworks Association have stated that the canals are of no great interest to the water supply industry. Bearing in mind that the predominant flow would have to be North west/ south east and considering the amount of pumping involved together with the small cross section and speed of movement this would seem unlikely. Where canals could contribute to water supply would be if the Contour Canal were built.

The canal system brings little water into the river system where it joins it. There are places where a river acts as a constant flow regulator for a canal (River Cherwell at Aynho on the Oxford Canal) but this is exceptional and agreement should be possible between the navigation authority and the RWA. From this it would appear that the canals do not fit into the general water structure and their exclusion from the RWA would not affect that body at all.

Rivers These pose a different problem from the canals. They are involved in the hydrological system and I do not think anyone would suggest that merely because a river is navigable it should be kept separate from other rivers. At present on many rivers navigation is controlled by one body and water resources, pollution and drainage functions by another. This appears to work on the surface but there must be conflict and duplication between the two, partly because the conservation functions grew up piece meal in isolation after the navigation authority had been formed. In any re-organisation both functions will be defined together, each having regard to the other.

To try and separate these functions now is the hardest part of the argument. The answer appears to lie in circular 92/71 - agency. Private water companies will remain (only local authority ones such as the Metropolitan Water Board being taken over by the RWA) and these will act as agents for the RWA when supplying water. Following this, the navigation rights should be vested in the national authority giving the user the right of navigation.

The RWA then controls the river and does all the work necessary either for navigation or drainage but where work is solely for navigation such as a lock or on a lock cut then the navigation authority pays. Other items would be apportioned between the two bodies. Dredging is the other main item but often the drainage authority requires a deeper channel for flood control. Once navigation is established, apart from maintaining fixed works, it costs little extra then general water control. This can be seen from the River Board accounts: very little is shown as having been spent on navigation. As the navigation authority would have no plant or workforce on the river there would only be duplication of inspection.

Cont'd next issue

## ASHTAC '72

An impressively successful 'working party' of nearly 1,000 cleared almost 2 miles of the Ashton Canal over the weekend before Easter. In 2 days, the canal was cleaned of all kinds of solid rubbish which could not be reached by machinery because of the built-up nature of the area. (tons of silt were also removed on the clothes and bodies of the volunteers.)

There were snags - the hired plant was not always able to cope with the volume of material cleared by hand, and some of the

accommodation (fondly known as 'the gas chambers') left a little to be desired. BWB declared themselves delighted with the result and everyone who attended can feel proud to wear their Ashtac 72 'campaign medal'. I only wish that it had gained rather more of the publicity it deserved.

Colin Isaacson

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NEXT WORKING PARTY MAY 13-14  
Details in 'Navvies Notebook'  
or from Graham Palmer(01-346 4949)

# WHAT'S ON - WHAT'S GONE

## JUNE 10/11 BRANCH RALLY

Entry forms for the Branch Rally at Little Venice are enclosed with this issue. Please fill them in and return as soon as possible.

Many delights are in store at this water festival. A play about canals will be performed on Saturday evening, followed by a concert including Handel's Water Music and Fireworks Music - to the accompaniment of fireworks, in addition to the usual entertainments. Sunday will be devoted to youth, with various water-based competitions and games. Please advertise this event to everybody in the London area. Entrance is 15p for adults and 8p for children.

May 14 - Towpath ramble along the Slough Arm, followed by Tramp's supper at Iver Boatyard. Meet at Slough Station at 2.30 p.m.

July 4/7 IWA National Rally, Bridgewater Canal

July 1/2. Bristol Water Festival '72. Details from the Hon. Sec. Mrs Helen Lane 93 Lees Hill, Kingswood, Bristol.

## Branch Slide Competition, March 16th.

Winners of the slide competition were:

1st. Mr O Turner, London N W 1.

2nd. Mr C E Greening, North Harrow.

3rd. Mr C F Stephens, Ilford.

Winner by popular vote - Mr H Potter, Oxford.

Quiz winner - Mr R A Moules.

Our thanks to Tony Davis for organising the competition.

Peter Stevenson hopes to start a Commercial Group within the Branch. One of its first tasks will be to ascertain the potential transport to companies sited on the Regent Canal. Would all interested contact him at 33 Ivinghoe House, Dalmeny Avenue, Holloway, London N 7.

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## AROUND THE WATERWAYS

### PADDINGTON BASIN

A public enquiry has been agreed by the Minister for the Environment about the future of Paddington Basin. At present we do not know the date it will be held.

### GRAND UNION CANAL

The Association of London Borough Planning Officers, concerned at the slow progress over plans to modernise the lower Grand Union, has called for canal commercial developments to be considered in the same way of road improvements. This is of course a point which we should be pressing at every opportunity as part of IWA policy.

The GLC has also recommended that a further study of the scheme would be desirable.

Rumours that part of the City Road Basin is to be filled in have been denied by BWB and the London Electricity Board.

### RIVER WEY

Triggs Lock will be closed from May 8th to 14th for the fitting of new lower gates. Levels of the Wey will be lowered from St Catherine's to Cattershall Lock on May 9th/10th to flush out certain shallow areas.

The Thames Conservancy floating dredger will be working up to St Catherine's until Whitsun and all craft should proceed with caution.

### SLOUGH ARM

The first boats to qualify for a plaque under the Slough Canal Group's new scheme were presented to a group of boats, who made their way to Stoke Wharf, by the Mayor of Slough (Ald. Mrs Betty Denman) on March 11th.

Among the vessels was 'William', with Dennis Jewiss making one of his last trips before he left Beauchamp Lodge (but not his connection with the waterways).

BWB have recently dredged under all the bridges and at some wharves, along the full length of the arm.

### BASINGSTOKE CANAL

New recruits to the Surrey & Hants Canal Society are a number of vice-presidents, including the MPs for Woking (Mr Cranley Onslow), Aldershot (Mr Julian Critchley) and Basingstoke (Mr David Mitchell) and also Lady Redgrave, Paul Vine and Sir John Verney. The society is obviously planning to throw itself wholeheartedly into the restoration of the navigation which should become possible when the county councils complete its purchase.

The Surrey County Council is to look in to the condition of the canal and locks, and ascertain the amount of support from the Army and voluntary labour. It is unlikely that any work will begin for at least a year.

### LEE AND STORT NAVIGATION

The Lee & Stort Development Committee, concerned at the "continuing deterioration of the navigation and in the qualify of fishing", has published a report covering a number of items concerned with maintenance.

The points covered included lack of reasonable navigation depth, areas of excessive weed, low water levels, bank erosion, condition of bridges, pollution, locks and general maintenance. The report recognised that financial stringency was a restriction but considered that improvements could be made. Among suggestions made were that greater co-operation should be established between BWB and local authorities, and that river users could assist in minor maintenance work.

### KENNET AND AVON

On Saturday May 20th Lord Methuen, President of the Kennet & Avon Canal Trust, will perform the ceremony at Hamstead Marshall Lock to open a further 2½ miles up to Kintbury. Work is due to start in the summer on the Kintbury-Hungerford stretch containing Kintbury, Brumsden, Wire and Dunns Mill locks.

East of Newbury, work should also start on restoring Tyle Mill Lock, which will allow boats to reach Sulhamstead from the Thames.

### SURREY CANAL

Southwark Borough Council have appointed a landscape architect to prepare plans for filling in the Surrey Canal between Rye Lane and the North Camberwell Open Space to provide a 'linear parkway' at an estimated cost of £70,640.

### OXFORD CANAL

Significant improvements are noticeable on the Southern Oxford following considerable dredging operations. Over 16,000 tons of silt were removed in 1971 and it is anticipated that another 20,000 tons will be dredged this year. It has been reported that a commercial undertaking is seriously planning a marina at Banbury.

From Hugh Compton—

The Oxford Section is going to arrange working parties to cut trees and tidy up the towpath along Duke's Cut, and subsequently other parts of the canal. An investigation is to be made into the possibility of restoring the navigation of Chil Brook up to the Talbot Inn at Eynsham.

Juxton Street Wharf has been taken over by Eagle Ironworks. Private moorings are available at Nelson Street Wharf.

### CHELMER & BLACKWATER NAVIGATION

The report in last month's issue of "Windlass" about rumours circulating in Chelmsford on the uncertainty of barge traffic on the Canal was taken up by the two local newspapers

It was reported in both newspapers that international companies were now introducing a new method of shipping timber in packages which are between one and one and a half tons.

For Browns, the problem is that packaged timber, unlike loose timber, cannot be stacked to completely fill the canal barges and therefore much space is wasted.

### Constable's Barges

The River Stour Trust have raised one of the 14 barges sunk in 1918 in a disused canal next to the River Stour at Sudbury. These barges are of the type made famous in the paintings of John Constable.

Although it is capable of floating, the century-old barge is in need of some restoration, in order to finance repairs, the Trust has inaugurated the Constable's Barge Restoration Fund. Contributions can be made to Midland Bank Ltd, Norwich Road, Ipswich, Suffolk.

John Marriage.

### BROADS

At the end of this year, by-laws will be introduced which will prohibit the passing of raw sewage effluent directly into the Broadland rivers. There have been objections that facilities for sewage collection provided by local authorities are not adequate.

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Thorne Marina, Hatfield Road, Thorne, Nr. Doncaster, Yorks. Tel: Thorne 812316

Braunston Marina, Braunston, Nr. Rugby, Warks. Tel: Braunston 325 and 216.

Hanbury Marina, Hanbury Road, Droitwich, Worcs. Tel: Droitwich 3002.

Mountsorrel Marine Centre, 14-20 Loughborough Road, Mountsorrel, Nr. Loughborough Leics.  
Tel: Rothley 2144

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Nor' West, Marina, Canal Wharf, Galgate, Nr. Lancaster, Tel: Galgate 368

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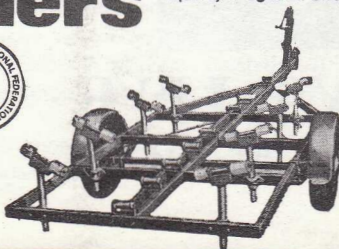
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**WATERWAYS CRISIS**

**A personal message from the Chairman**

As a number of you may know, Mr. Eldon Griffiths, at the Water Space Conference on February 28th, announced that the Government had asked me to be their official advisor on Waterways. This followed my delivering to the Conference what the Times called 'one of the most trenchantly critical speeches of the Conference'.

This recent turn of events was both unexpected — and unprecedented. What the significance of it will be, remains to be seen. It could mean a very great deal for the future of our Waterways. We are all supporters of the principle, proposed by the Government, of the increased use of all our water space — including the canals — for navigation, recreation and commerce, amenity and improved environment. It is I believe in the methods whereby these ends are to be achieved that our differences of opinion lie. Whether we can bridge these differences only time will tell.

One personal regret which I do have is that I feel it is right for me to stand down — at least temporarily — from the Chairmanship of the Association. The fact that I am giving advice in Whitehall must not be allowed to fetter or impede the Association's campaign in any way. I have discussed this matter at some length with my fellow Council Members and particularly with John Heap our Vice Chairman. He would be the natural person to take over the Chair for

the next few months, while I am advising the Government on the present proposals and on the ensuing legislation. However, John has pointed out that he is already Vice Chairman of the Association, Treasurer of the Association, Chairman of the North West Branch, Chairman of the National Rally Committee at Lymm and the IWA representative on the Ashton Canal Restoration Committee of local authorities. Added to this, he is resident in the Manchester area and he does not feel that in all these circumstances he should take on the National Chairmanship at a time when we are running a national campaign based on London.

I am sure he is absolutely right to take this decision and I have accordingly approached Lionel Munk, who you may remember led the Association through the great campaign of 1965 to 1968. Lionel is not only past Chairman of the Association, but he is our only Vice President on the Council. Although he has very many other problems to contend with at the moment, he has unselfishly agreed to resume the Chair on an interim basis while we see how the present situation develops. In doing this he is rendering yet another service to the Association which already owes him so much for all that he has done in the past. At the Council Meeting on March 18th your Council unanimously expressed their appreciation and approval. Therefore, from the 31st March, I shall stand down from the Chair and Captain Munk will take over. I shall remain on the Council of the Association so long as my fellow Council Members wish me to do so and, what is perhaps more important, the campaign will proceed as planned.

And now a few words about the campaign.

The first phase was to publish our statement of policy and to

get this adopted by as many independent amenity and environmental Associations as possible. This we achieved and it is surprising how many bodies of widely differing political views have written to the Government supporting our case. The second stage was to apply Parliamentary pressure so that Members of Parliament knew what we were talking about and accepted our ideas sympathetically. This stage has also gone very well indeed. The membership have responded magnificently and have extracted some very interesting replies from those in authority!

We now come to the third and very important phase which is to use the Spring and Summer for gathering public support behind us. This is the season of rallies. Every rally, every gathering of boats, must be a major public relations exercise, as it was last year. Here I would ask you all to give your Branch and Rally Committees every possible support that you can. Now is the time to build up massive public interest in the field. Last year we had 250,000 people through our Rally sites; this year we must double or treble that figure. Members of Parliament, Town Councillors, local Press and Radio and local citizens must all be encouraged to come and see the waterways which so often lie unobserved and unappreciated right on their doorstep. I am certain that it is this policy which has contributed so much to the great successes of 1972 — the Bridgewater, the Ashton and Peak Forest, the Caldon, the Dudley and the Basingstoke. These waterways are now all the active scene of imminent restoration and this is because people have come to understand and to appreciate them.

You will find your Council Members everywhere in the field during the coming months. I shall be there too.

John Humphries.  
30th March, 1972

**THE INLAND WATERWAYS ASSOCIATION LIMITED**  
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**Good Budget News!**

**Special Message to Some of our Members**

The Chancellor announced in his Budget that gifts to charities (such as the I.W.A.) would no longer make the donor liable to capital gains tax; neither would legacies to charities count as part of a person's assets for estate duty. These concessions are effective from March 21st, 1972.

There is only one problem — legacies over £50,000 will still be liable to estate duty — but I do not think that will bother many of us!

Seriously, though, please do consider whether you could take advantage of the new concessions and help the inland waterways. I am sure you do not need reminding of the great use to which a donation or legacy can be put. Our National Waterways Restoration Fund particularly needs much more money if it is to meet all the calls made on it. Apart from that, the Association itself needs money.

Please do think whether you can help. After all, there is no point in the Chancellor giving concessions if nobody takes advantage of them!

John Dodwell  
General Secretary

22nd March, 1972