

WINDLASS



**SOUTH EAST REGION
INLAND WATERWAYS ASSOCIATION**



Photo—Clive Durlay

The Surrey and Hampshire Canal Society and the IWA celebrating their respective 20th and 40th anniversaries with a Rally at Ash Lock, Basingstoke Canal on 8 June 1986. Crowds watching from the bankside as members of the Basingstoke Canoe Club give a demonstration.

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JOURNAL OF THE SOUTH EAST REGION



Inland Waterways
Association

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Editorial

The South-East Region has enjoyed a fine start to its Fortieth Anniversary celebrations with boating events at Little Venice for London's Canalway Cavalcade, on the Grand Union at Berkhamsted and Wendover, and on the Medway at Tonbridge; and by the time *Windlass* reaches you there will have been cruises on the Arun and Adur and gatherings of boats at Guildford and on the Basingstoke Canal. Congratulations to everyone who has put so much hard work into flying the flag for waterways.

The big event in the South-East is going to be watching Ron Bingham and Joe Busby get 150 boats from Little Venice down 12 locks to Limehouse on 16 August and then locking them out of Limehouse in the early hours of the following morning for the London Ring Cruise. Just look upon it as a warm-up for the National Rally at Brentford. To those coming South for the National Rally, the South-East Region extends a warm welcome and we hope it will be a memorable occasion for boaters and visitors alike. Should either the National or the London Ring Cruise produce any incidents worthy of an additional verse to the notorious '*Single Bolinder Song*' the Editor would be delighted to hear about them.

My favourite National Rally tale must be the visitor from Cheshire who attended the Lee Valley National. After locking out of Limehouse Basin with a cheery wave and "Ah well, back up to the North-West", he turned left into the Thames instead of right. In the gathering dusk he was last seen following another rally boat, passing Erith, on his way down to North Kent and the open sea.

Three new Branch Chairmen take over duties in the South-East Region, Bert Pettit at Oxford, Brian Percy at Guildford and Reading and Molly Beard at Chelmsford. We wish them success in the tasks they have taken on, and record our thanks to the respective outgoing Chairmen, John Wheatland-Clinch, Geoff Bailey and Betty Adams, and also thank all outgoing members of Branch Committees.

WINDLASS DATES FOR 1986

Issue 179, Copy by 20 October.

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Will include round up of the season's events together with details of Spring events and AGMs.

All contributions to be sent to The Editor, Richard Hugh Perks, Weald Cottage, Eastling, Faversham, Kent ME12 0BA
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Changes of address should be reported to Head Office and not to the Editor.

Windlass Advertising

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Distribution. Branch Secretaries can obtain additional copies of 'Windlass' from Dennis Cozens, 260 Boundary Road, Wood Green, N22. Telephone: 01-888 4646.

PUBLICITY—Will publicity officers dealing with both branch affairs and events please ensure that copy is sent to *Windlass* well in advance of copy dates. Immediately after an event has taken place a write-up should be sent to *Windlass*, preferably with a good black and white photograph.

HIGHLIGHTS

Waterway Events in the South-East Region

- 10 AUGUST** Kent and East Sussex Branch. Visit to Chilham Water Mill on the Kentish Stour. Details from John Morgan.
- 16-17 AUGUST** London Ring Cruise from Little Venice to Limehouse on 16th and then from Limehouse to Brentford on the 17th. Entries restricted to National Rally entrants. Contact Ron Bingham for details.
- 23, 24 and 24 AUGUST** IWA National Rally of Boats, Boston Manor Park. Brentford. Entry forms from Brian Percy, 21 New Road, Marlow Bottom, Bucks.
- 10 AUGUST** Swale Smack and Sailing Barge Match, Faversham. Classes for traditional sailing craft in what is always one of the best races of the season. Class for historic powered vessels always attracts a good entry from IWA London based vessels. Details from the Editor.
- 13 SEPTEMBER** Oxford and South Bucks Branch coach trip to Black Country Museum at Dudley, with boat trip into the Tunnel and the 'singing cavern'. Tickets £7.50 from Pam Pugh.
- 21 SEPTEMBER** London Branch visit to the Kennet and Avon, stopping at Devizes Wharf, Dundas Aqueduct, Claverton Pump House, Crofton and Hungerford and any other pubs. Details from A. Farrand Radley. Telephone: 01-603 6062.
- 27 SEPTEMBER** Oxford and South Bucks Branch Bar-B-Q at the Waterways Art Gallery, Nell Bridge House Farm, (A41 crossing of the Oxford Canal). Details from Pat Brown on Brackley 702097. Admission by ticket only, cost £2.50.
- 18 OCTOBER** Surrey and Hants Canal Society. 20th Anniversary Jazz Evening, Bisley Village Hall. Tickets £9.50 from Mrs R. Millett, 14 Dinorben Close, Fleet, Hants.

Inland Shipping Committee

Right from the beginnings of our association 40 years ago, one of our aims has been the encouragement of the use of inland waterways for the movement of freight. To this end we formed the Inland Shipping Group and each region is also charged with raising an Inland Shipping Committee. The ISC for our region has been defunct for some time although Alan Brown still keeps an eye on freight operations in the region and represents us on ISG. It is my intention to re-form an ISC, therefore I am looking for a few members, whose interests lie in this aspect of our campaign, to fill the places on that committee.

In the early days of our association it was narrowboat carrying that we were trying to encourage but clearly in today's terms this is not economic. But we do have running right through our region the River Thames, and we are as close as any region to Europe where inland waterways are treated in a very different way as far as freight is concerned. It is the encouragement of the low profile coaster and short sea route shipping, capable of using the river, that we are seeking.

Obviously this is a highly commercial environment and to be successful we must do our homework, our arguments must make sound commercial sense, so we do need people of a very high calibre to present our case. If you have the enthusiasm but feel you lack the technical knowledge, there is still a role you can play. So please don't be put off and think that this is only for experts, you will have the resources of the ISG behind you. Enthusiasm counts for a great deal.

I need six as a minimum to form a committee, including someone who is prepared to take minutes, type and distribute them. Names to me, please. I hope to hold the first meeting around October/November, probably in London.

David Moore, SE Region Chairman, 12 Rectory Road, Stanford-le-Hope, Essex SS17 0DL.
Telephone: (0375) 677729.

BACKCHAT—by the Editor

HISTORIC SHIPS—This year's Kent Branch dinner was held afloat on the Inner Dowsing Light vessel moored, not on station at sea, but in the comfort of the Medway Marina. The vessel is of particular interest as being one of the few remaining examples of 150 year old craftsmanship. Built at Blackwall for Trinity House in 1840 of 7" teak planking on 8" x 8" oak frames with a 5" lining, she is massively constructed. Known as Light vessel No 16, she served on the Inner Dowsing station off the Lincolnshire coast from 1873 to 1945 before becoming the Club House for Benfleet Yacht Club. Her present owner, John Oram, purchased the vessel in 1983 and after refurbishing her, she was towed across to the Medway, grounding on the Grain Edge on the way. She now operates as a Private Members Club and home of the Medway Bridge Motor Cruising School.

REGENT'S CANAL WALKS—Tenth Anniversary of IWA guided walks along the Regent's Canal by Dr. Michael Essex-Lopresti.

In 1986 we start our tenth year of walks which started as an experiment in 1977 to see whether a scheme to introduce the public to the Regent's Canal, with emphasis on its history and commercial use, was viable. As a pilot, two walks were arranged from Camden to Paddington and two from Camden to Islington. One walk in each direction took place on Sunday afternoons and the other on Tuesday evenings during the summer. Since then we have held 96 walks on which we have been accompanied by 2590 people; a good proportion of these were people who returned for the walk in the opposite direction. From the outset, walkers were given a leaflet including a map, a brief history and an address where more information on the canals may be obtained and they were invited to make a contribution to IWA funds. The only expenses incurred in organising the walks has been the printing of the leaflets and of posters and handbills each year, plus postage. All the guides gave their services and did not even claim expenses. As a result, a sum in excess of £1350 has been passed to the Association since the walks began.

In 1986 the pattern established over the years will be repeated. The walks will take place on the first Sunday afternoon of each month from February to November (it gets dark too early in December and January) and on the third Tuesday evening of June, July and August. All the walks start at Camden Town Underground Station at 2.30pm on Sundays and at 6.15pm on Tuesdays, and they alternate between Paddington and Islington. Walkers pay £1.50 towards IWA funds.

Future dates are: Sunday at 2.30, 3 August, Islington; Tuesday at 6.15, 10 August, Paddington; Sunday at 2.30, 7 September, Paddington; Sunday at 2.30, 5 October, Islington; Sunday at 2.30, 2 November, Paddington.

LONDON RING CRUISE—UPDATE—Following the eventual decision of BWB to redevelop Limehouse Basin which they propose to drag, kicking, screaming and unwanted into the High Tech age, I have been asked to quash the ugly rumours currently circulating about a proposed "wake" during the overnight stopover. There will be no "wake" for Limehouse Basin lest we cause offence to BWB because of our radical ideas of "conservation".

FRANK GREENHOW—Frank has announced his retirement from the South East Region Committee, and will be sadly missed. He had been a tireless worker on behalf of IWA. In older days he was Chairman of what used to be the London Region and was my predecessor in the *Windlass* chair.

IWA WATERWAY EVENTS—The summer season of waterway events got off to a good start over the early May Bank Holiday with the now famous Canalway Cavalcade held by London Branch at Little Venice. A big flotilla of decorated and sponsored boats eased and squeezed their way from Little Venice to London Zoo on the Saturday. An exhibition mounted by the Branch highlighted waterway restoration in the South East, illustrating IWA's achievements during 40 years existence.

The Herts Branch Berkhamsted Waterside Festival was a great success and was well attended—what a perfect setting for a Rally. The following weekend about 20 of the boats went to the Wendover Arm for the joint IWA/Grand Union Canal Society/Aylesbury Canal Society to publicise the Wendover Campaign. The Saturday and Sunday were pretty wet but there was a good turn-out on the late May Bank Holiday Monday.

Down in Kent over the same weekend 16 boats mustered at Tonbridge on the upper Medway for the Kent Branch spring gathering. June 1st saw the Solent and Arun Branch 4th sponsored cruise on the River Arun, attended by about 20 boats and 50 people. The following weekend crowds gathered in their thousands at Ash Lock on the Basingstoke for the combined IWA/Surrey and Hants Canal Society Rally.

IWA NATIONAL RALLY—23-25 AUGUST—This year's Rally is back in our Region and we naturally hope for maximum support from all Regional members; if you are able to assist with the many tasks which need to be done during the Rally, please get in touch with our hard-pressed Chairman, David Moore. The venue is Brentford, Boston Manor Park, Boston Manor Road, Hounslow. So far over 400 boats have entered and the organisers are hoping for 500 entries. The Rally has already attracted many interesting entries including, naturally, the steam narrowboat *President* which will come towing the *Northwich*; several steamers, a Dutch barge and lots of traditional narrowboats. Theatrical entertainment will be provided by Day Star Theatre. Boat entries please to Brian Percy.

CRUISING BY TRIP BOAT—Kennet Cruises will be operating regular trips during the National Rally aboard their narrowboat *Lancing*, the ex-GUCC boat built by Yarwood's of Northwich in 1936. Following the National Rally there will be the opportunity to cruise on *Lancing* across to the River Lea where day cruises will be run on the Lea and Stort.

On the Medway two separate hotel boats have started doing cruises, operating on both the tidal and non-tidal sections. John Morgan can supply details. The Medway is a beautiful river to cruise, except when in spate, but sadly is unconnected to the rest of the waterway system for all but estuary going boats.

EATING WORMS—I loved the item about the anglers who turned up at one particular canal for an angling competition—only to find that the section of 'cut' has been drained. At least it gave them the opportunity to see the rubbish which gets deposited in so many of our canals.

I am pleased that BWB has taken a more realistic approach to angling fees and that anglers are at last being required to pay a fair proportion of waterway costs. Nevertheless, the new fees asked are cheap at the price. Fishing is still one of the least expensive sports and I would have expected the increases to have been far greater. If BWB is seeking to get a realistic income from angling I am surprised that they haven't considered direct licences to individuals where for a decent fee boaters and others can be licenced to fish in all BWB waters. As a fisherman myself (I caught two last year and one the year before) I go for the relaxation as an excuse for sitting by the bankside doing nothing. I hold licences from three separate water authorities, yet every time I want to go

somewhere an official of an angling club comes along and demands payment from me, which can be as high as £1.50 for a morning's fishing from a boat. Direct licencing could produce additional income for BWB and would go a long way to cutting out the crooks who come along and demand payment for fishing in 'Club Waters'. Two years ago I was approached by a certain individual on the River Lea who claimed to be an officer of an angling club. He demanded money from me. I asked him to produce his authority which turned out to be a scrap of hand written paper. I refused to pay him and suggested instead that we took a walk into the town to find a policeman. Surprisingly, he took to his heels and ran. On contacting the angling club he purported to represent I was told that the stretch of water I was fishing was not within their jurisdiction.

Angling is not bad for waterways. All the while there are anglers seated by the bankside it means that there are people around in case of an emergency, should anyone get into trouble, either on the towpath or on the water. Their protection is valuable. What is needed is higher standards and a code of practice that must be adhered to. Perhaps the answer might lie in an IWA Angling Association.

THE LEA AND STORT RIVERS SOCIETY—The Society was formed in 1985 for all who share a common interest in these waterways, anglers, boaters, bird watchers, artists and those who just like to wander the banks. New members are welcome. Family membership is £3.50; individual membership £2 per annum. Details from Mrs J Wilkinson, Hallingbury Mill, Gaston Green, Bishop's Stortford.

RUNNING FOR CAEN HILL—Congratulations to the IWA runners who recently completed the 26 mile London Marathon, Elfen Hayden Jones, Ronald Meadows, Damji Ladwa and Malcolm Bates. They are hoping to finance the building of footbridges across the tails of the Caen Hill locks on the Devides Flight of the Kennet and Avon. £250 is sought for each bridge, all 16 of them, and Malcolm tells me they have raised a substantial sum, but still need more to achieve the target of £4000. Donations wanted, please. Seriously, these four have made a magnificent effort, because I'm sure I couldn't run 26 miles, but I cannot help thinking that Caen Hill locks would be enhanced by a nice piece of sculpture—say '*The Blistered Runner*' in g.r.p.

WEST SUSSEX WATERWAYS—The title of a book by Middleton Press, Eastbourne Lane, Midhurst, written by Paul Vine, author of '*London's Lost Route to the Sea.*' Price £6.95 it tells the story of West Sussex waterways and is illustrated with 120 illustrations.

SACKCLOTH 'N ASHES—I apologize for getting two dates wrong in the last issue of *Windlass*. The Arun Sponsored Cruise was in June and not July, and the combined Ash Lock Rally was 7/8 June, not the 14/15.

BRANCH NEWS AND NOTES

OXFORD AND SOUTH BUCKS BRANCH—*Report by Ray Powell*

Chairman: Bert Pettit, 2 Rowan Drive, Newbury, Berkshire

Secretary: Mrs Pam Pugh, 10 Vanner Road, Whitney, Oxon. Telephone: Whitney 71138

BRANCH REPORTS—The Branch are looking forward to another successful season and have arranged an interesting and varied programme starting in the autumn—the Bucks Section are claiming a record—their speaker on the Huddersfield Narrow is actually travelling from Huddersfield!

In addition, social activities have been arranged to which we hope you will give your full support. Firstly, the coach trip to Dudley on 13 September which includes a visit to the Black Country Museum and a boat trip into the 'singing cavern' via the newly constructed connecting tunnel. There will be an opportunity to walk around the cavern itself. Tickets are available at £7.50 each from Pam Pugh—early booking recommended.

The second date for your diary is the Barbeque on 27 September at the Waterways Art Gallery, Nell Bridge House Farm where the A41 crosses the Oxford Canal, midway between Aynho and Adderbury. This is to commemorate the 40th Anniversary of the founding of the IWA and admission is by ticket only, price £2.50 from Pat Brown, telephone Brackley 702097. Included is food, a wellie wanging competition, bottle race, etc., and the Art Gallery will be open.

Also, don't forget the Christmas Cheese and Wine Social at Oxford.

Due to the Branch making donations to a number of waterways causes we wish to embark on a fund raising campaign and any original ideas would be welcomed by our secretary, Pam Pugh. Finally, anyone within the Branch who finds themselves without a programme card and would like one, please contact Pam.

BRANCH MEETINGS

Oxford Section: Meetings at Oasis Bar of Morris Radiators Social Club, Frenchay Road, Oxford. (off Woodstock Road). 8pm.

10 SEPTEMBER. Canadian Canals—Ron Oakley.

13 OCTOBER. Visit to Dudley Tunnel and Black Country Museum.

27 SEPTEMBER. Barbeque at Nell Bridge House Farm and Art Gallery.

8 OCTOBER. Huddersfield Narrow—Dr. Roger Squires.

12 NOVEMBER. London Canals—A. Farrand Radley

10 DECEMBER. Christmas Cheese and Wine Social.

Banbury Section: Meetings at the 18-30 Club, Spiceball, Banbury. 8pm.

13 SEPTEMBER. Visit to Dudley Tunnel and Black Country Museum.

27 SEPTEMBER. Barbeque at Nell Bridge House Farm and Art Gallery.

30 SEPTEMBER. Canal Films.

287 OCTOBER. Blisworth Tunnel, How we did it—Robin Garrett, BWB.

25 NOVEMBER. Canal Artist—Alan Firth.

10 DECEMBER. Christmas Cheese and Wine at Oxford.

Bucks Section: Meetings: Bailey Room, Crown Hotel, Amersham. 8pm. unless otherwise stated.

13 SEPTEMBER. Visit to Dudley Tunnel and Black Country Museum.

27 SEPTEMBER. Barbeque at Nell Bridge House Farm and Art Gallery.

23 OCTOBER. Huddersfield Narrow—Bob Dewey, Secretary HCS. (*One week later than normal*)

20 NOVEMBER. Thames Locks and Weirs—Brian Rogers, River Thames lock-keeper. (*Meeting in Market Hall, opposite Crown Hotel*)

10 DECEMBER. Christmas Cheese and Wine at Oxford.

Oxfordshire and South Bucks—Report by Bert Pettit

In 1980, Sir Alexander Gibb and Partners completed, for the Oxford and South Bucks Branch a detailed feasibility study on the possibilities of improving navigation on the Higher Thames between Inglesham and Cricklade. Since then, the Branch always had 'Higher Thames Projects' on its committee meetings agenda and gradually built up a Higher Thames Fund, very small when compared with the estimated cost of the works advocated, but nevertheless a useful amount for a waterway society or pressure group.

Recently it became clear that the Project was too great for an IWA Branch, and so on 1 February this year, the Branch, with assistance from IWA nationally, launched the Higher Thames Trust as an independent organisation to oversee the Higher Thames Project. The Branch then gave its Higher Thames Fund to the Trust and lent the Feasibility Study and documents to the Trust for its use.

John Wheatland-Clinch, who had been Branch Chairman for the last two years was asked to be Chairman of the newly formed Trust, a post which he accepted. However, in order to devote to the Trust all the time and effort that it deserves John found it necessary not to offer his services as Branch Chairman for this coming year.

On taking over from John, I felt a little uneasy, for as was reported only too well in the waterways press, in local press and even on BBC TV, an issue relating to residential boats had blown up in the Oxford area and had unfortunately involved not only the Oxford Branch, but also the IWA as a national organisation. Tempers were high, strongly opposing views were held and the Association received much criticism regardless of what action or non action, was taken on this issue. The emotive fervour has, I am pleased to say, now diminished; there is a residential boat owner on the Branch committee; quiet reasoned discussion is replacing the earlier shouting. I am now convinced that, with the help of IWA nationally and continued cool restraint from all involved locally, a full solution to the difficulties will be arrived at, and that good will come out of these troubles.

Finally, I reiterate the words of our National Chairman emphasizing the importance of the 90% non-active members of the Association. Yes, all members are important and thank you for your support. Please continue so to do, but it would be nicer still to see you sometime at one or more of the 25 Branch meetings that we hold in the area during the year, either in Oxford City, in Banbury or in Amersham. Do come along.

GUILDFORD AND READING BRANCH—

Chairman: Brian Percy, 21 New Road, Marlow Bottom, Bucks. Telephone: Marlow 4575

Secretary: Neil Morley, 10 Gosden Road, Westend, Woking. Telephone: (04867) 4759

HELP REQUIRED—Joint Surrey and Hants and IWA working parties have been organised to combat the overgrown towpaths of the Basingstoke Canal. To be held on 1st Sunday of the month—spend a family day out clearing the towpath—everybody can help—no skills required. We may even be able to bake your Sunday potatoes to add some warmth to the picnic. Starting at Bunkers Bridge and working towards Woking—contact Peter Chapman on Woking 72132.

The Reading and Guildford Branch now has a small but active **BASINGSTOKE SECTION**. At the inaugural AGM, Andrew Brenchley was elected Chairman; 'Wen' Brenchley, Treasurer; Geoff Morgan, Secretary; and Peter and Sue Collins, Publicity.

The Section had a contingent of four in the SCHCS sponsored walk on 18 May. The target was 20 miles, but the 'Kings Head' placed itself in our path and we only completed 16 miles.

Our Section hopes to be represented at the Branch Festival Riverside Fair on 12 July.

BASINGSTOKE SECTION MEETINGS

In the upstairs room, 'White Hart', London Road, Basingstoke.

21 OCTOBER. Cruising through Alsace to Switzerland and Bavaria—illustrated talk by Hugh McKnight of Shepperton Swan Ltd.

18 NOVEMBER. Quiz match with the Kennett and Avon Canal Trust.

All welcome. Meetings start at 7.30 for 8pm.

LONDON BRANCH

Chairman: Eric Garland, 39 Valence Road, Erith, Kent DA8 3JT. Telephone: 0322 342296.

Secretary: David Allison-Beer, 61 Winkley Court, East Coate Lane, South Harrow, Middlesex.

Telephone: 01-864 3798

MEETINGS—All meetings are held at 7.30pm in the Old Refectory, University College, Gower Street, London WC1. Entrance, including car park, in Gower Street—one way, North-South. Well stocked Bar.

18 SEPTEMBER. A trip from the Lower Thames and up the River Seine to Paris—John Humphries

16 OCTOBER. The Reconstruction of Blisworth Tunnel—Robin Garrett, BWB engineer.

20 NOVEMBER. The Token Ton—video of its journey from the Midlands to the Upper Thames at Cricklade by John Wheatland-Clinch.

11 DECEMBER. Fund raising auction plus member's slides. Please bring something with you for us to auction, old or new.

EVENTS

21 SEPTEMBER. Kennet and Avon Canal visit. Stopping at Devizes Wharf for comfort and canal shop, optional walk to Caen Hill flight of locks, rejoining coach at the bottom. Then on to Dundas Aqueduct and the Claverton Pump House (in action). Returning via Crofton Locks and Pump House with stops at Hungerford and also Newbury if time allows. Coach leaves Euston Station, Eversholt Street at 10am, returning 8pm approx. Fare including admissions, £5.50. Please bring packed lunch, etc. Tickets from A. Farrand Radley, 157 Holland Park Avenue, London W11 4UX. Telephone 01-603 6062. Please enclose SAE.



Canalway Cavalcade, Little Venice, where activity and colour were to be found in abundance over the May Day Bank Holiday. Will you be in the picture next year? *Photo—Roy Squires*

HERTFORDSHIRE BRANCH—*Report by Michael Wright*

Chairman: Barry Martin, 7 Northridge Way, Hemel Hempstead

Secretary: Beryl Martin, Telephone: Hemel Hempstead 54031.

BRANCH MEETINGS—held at the Hatfield Cricket Club, Ascots Lane, Welwyn Garden City (near the Queen Elizabeth II hospital) at 8pm. on the third Tuesday of each month, (except July and August).

BRANCH REPORT—Where to start first is the problem with this report, but let's start by saying thank you to Fred and Margaret Hall, who have retired from the committee after six years. They hope now to do a lot more cruising in their boat *Tigaiga* and we wish them well. Thanks also to Steve Willott, who has retired from the committee after ten years. Steve was previously a Branch Secretary, but more recently Chairman of the Berkhamsted Waterside Festival committee and without his expert experience and guidance, not to mention the effort, things would not have gone so smoothly.

Despite the gremlins in our social calendar, our programme has been completed without too many hitches. Memorable events include John Boyes talking on Continental Canals, where he showed slides of canal structures, recently completed, that would dwarf the Anderton Lift, obviously showing that our European partners take canals very seriously. Ian Fletcher has shown his latest production, 'From Limehouse to Letchlade', making it look so easy, but with style. Dr R F Wynroe, a resident of the Wendover area, gave an outsiders view of the 'Local Canals and Environs' at the joint meeting with GUCS. As a lifelong officer in the RAF serving as a radiographer, he has definite views of rank when observing the brass bands around the chimneys of traditional narrowboats. (Three bands equal the rank of Surgeon Commander in his opinion).

Marc Feldman has given us his Volume II of his 'Towpath Travels' and we have yet to establish if his links with the IWA are stronger than those of CAMRA. He certainly knows where to find a good pint when recuperating on his towpath travels. More recently John Clinch came along to talk about his 'Token Ton' journey, illustrated with a homemade video. This is now another historical, but memorable event and John's sense of humour makes light of what appeared to be insurmountable problems. Now his present project is that of improving the navigation from Lechlade to Cricklade.

Finally this season Denis Parkhouse returned with a selection of slides from his collection of thousands, when he talked about 'Lost Canals'.

We are at present finalising the details of the 1986/7 programme, but would like you to note that John Gagg has agreed to open our season, when he will be addressing our Branch meeting at 8pm on Tuesday 16 September. Members, guests and visitors are most welcome.

The Herts Branch, along with all others, has been requested to help co-ordinate unscheduled stoppages, which cause chaos with winter and sometimes summer cruising in our area. As members, we would be grateful if you could advise our Branch Secretary of any 'unscheduled' stoppages, giving as much detail as possible, in order that these may be relayed to our National Stoppages Officer, David Blagrove. It is in our own interest to keep an eye on the situation of scheduled stoppages also, giving a comparison of planned and actual stoppage.

Berkhamsted Waterside Festival

This was the Herts Branch contribution to the IWA's 40th Anniversary, and like many other similar events, the committee have learnt a lot about these things. Perhaps we should write now a book on 'How to/not to do it'. Although the Festival is now a memory and the accounts have yet to be finalised, (at the time of writing), we consider it a great success, based on the question 'When is the next one?' The preparations went well and the setting-up period on the Friday was blessed with sunshine. Over 50 boats were welcomed and they were moored alongside the towpath of the Grand Union Canal through Berkhamsted.

The Saturday morning was rather damp however, but the final arrangements all went well. At 2.30pm the Greba Canal Cruiser *Kingfisher of Tring* arrived at the Festival site with the Mayor and Mayoress of Dacorum, who were to open the Festival, together with the other officials for the ceremony. Despite the drizzle a large crowd had gathered and the fairground organ music filled the air. The only misfortune was that some arena events failed to take place due to short notice cancellations.

The weather cleared in the late afternoon and the boaters barbeque in the evening crowded the marquee, with over 150 people attending. Folk music and singing was provided for the entertainment, which continued until 11.00pm.

Sunday 18 May, started with a service for the boaters, at St. Peter's Parish Church, conducted by the Reverend Roger Davis, himself an ardent boater. By 11am the site was coming alive again with the trade marquee thronging with people; an inflatable castle full of bouncing children; and the organ still playing golden oldies in the background. Then there was the rope throwing competition; the dog show; the bands; the trip boat on the canal; the model boats; the donkey rides; the model railway and all the sideshows.

In all there were over 2200 people through the gates, and in the region of £1200 net profit towards the Wendover Arm Restoration Fund. The clearing up started at 5pm and by mid-day on the Monday the site was left with only a few marks on the grass where the marquee had stood. Like many of the events we were short of manpower at times to help on the sideshows, but 'that's life'.....

The Hertfordshire Branch committee were well represented at the 'Old Barge', Hertford, on Wednesday 4 June, when Mike West, the IWA National Treasurer, presented the Mikron Theatre Company with a cheque for £600 as sponsorship towards six of their performances. The fine evening and a good crowd meant that an enjoyable time was had by all.

Our sales stand has been quite busy and the Branch will be at the National Rally at Brentford. Everybody is welcome and if you can spare an hour or two whilst visiting to help on our stall, please contact our Branch Secretary.

It should be mentioned that Margaret and Derek Payne, having learnt and mastered the delicate art of painting canal roses and castles have spent a long time 'practicing', by decorating miniatures. (Not the sort you drink.) These are available through our sales stand at very reasonable prices. For further details and commissions, please contact them on Welwyn Garden 325850.

The **Wendover Arm Group** is now well established and Barry Martin, our Chairman represents our interests. The Group, which meets regularly, has formed with the aim of full restoration of the Wendover Arm from Tringford Pumping Station to the A41 road crossing; to seek conservation of the canal from the A41 to Wendover, maximising its amenity value and preventing any further deterioration in the condition of the waterway; to liaise between representatives of the local authorities and BWB. Those wishing to take an active part and join WAG should contact Martin Wood, 58 Weston Av., Leighton Buzzard, Bedfordshire LU7 8QZ.

NOTES FOR YOUR DIARY

As usual we hope to hold a members slide evening and this is scheduled for Tuesday 20 January 1987. Now is the time to give it some thought, maybe finish off that roll of film. The proposed date for the 1987 outing is Sunday 28 June. We hope the venue will be the Black Country Museum and a trip through the Dudley Tunnel. Contact Phil Orton at the Branch meetings or phone (0923) 670267.

CHELMSFORD BRANCH

Chairman: Mrs Molly Beard, 241 Bensfleet Road, Bensfleet, Essex Telephone: 554492

Secretary: Ken Wood, 39 Linley Crescent, Romford, Essex. Telephone: 65504.

BRANCH REPORT—New Chairman—As you will see above, the Branch now has a new Chairman following the retirement of Betty Adams. She is Mrs Molly Beard who is a relatively new Committee member. We have no doubt, however, that she will make a good Chairman, as she proved herself as the extremely hard-working Secretary of last year's rally.

New Committee members—First of all, a resignation. Terry Sunshine who took over the Sales stand last year has had to resign as he has taken up a new job in Cambridgeshire. Our thanks go with him. Lyn Warsap, who had assisted Terry for quite a while, expressed willingness to take over, and was immediately co-opted to the Committee. Francis Booth and Jeff Osler have both been co-opted.

Springfield Basin—As soon as the copy for the previous *Windlass* had been prepared, we received a press release from Chelmsford Borough Council stating that they were setting up a working party to consider Chelmsford's waterways. The Committee immediately volunteered to provide a representative. But, although this offer was acknowledged and it was indicated that our offer would probably be taken up, we have heard nothing further.

Working Parties—By the time that you receive this, a Branch working party will have visited the River Stour. We hope that this will be the start of an active working party group. More 'bodies' are badly needed. If you are interested in helping, please contact Paul Strudwick (Chelmsford 358342).

London Marathon—We are pleased to report that all four IWA runners (including Branch member Ron Meadows) completed the course. We do not yet know the total sponsorship figure, but at the Branch meetings we raised nearly £90. If you wish to make a contribution it is not yet too late!

MEETINGS

All meetings are held at the AEUW House, Primrose Hill, Chelmsford, at 7.45 for 8pm (sharp). All are welcome.

11 SEPTEMBER. Canal Books—Mark Baldwin

9 OCTOBER. Waterways of Freisland and the Netherlands—Bill Fraser.

13 NOVEMBER. What went in and what came out of the Mary Rose—Mr Enever

11 DECEMBER. Christmas Party.

8 JANUARY. The Middle Level—David Stevenson

12 FEBRUARY. The Wilts and Berks Canal—Neil Rumbol

12 MARCH. AGM and slides.

9 APRIL. Canal Architecture—John Boyes.

14 MAY. The Basingstoke—Stuart Chrystall.

KENT AND EAST SUSSEX BRANCH—*Report by David Strivens*

Chairman: Ian Dempster, 16 Dixwell Close, Gillingham, Kent. Telephone: 0634 35627

Secretary: John Morgan, 49 Hillbrow Road, Ashford, Kent. Telephone: 27594

BRANCH REPORT

The Branch has just completed a fairly hectic three months. First came the AGM at Maidstone in March. Ian and Barbara Ruck were presented with the Skip Trophy for their past services to the Branch, now unhappily curtailed by the rival demands of their young family and the Scout movement. The existing Committee was re-elected with the exception of Hugh Perks who has taken on another mammoth commitment and we have gained David Harman, a long standing Tonbridge member plus George Roberts to fill the River Medway Users vacancy. Unfortunately the apparent almost total apathy from East Sussex continues. After the serious business we were entertained by Carlyle Smith with slides of his trips into the big world of the River Rhine.

In April we held our Annual Dinner at a new venue, the Inner Dowsing Lightship, now moored at Rochester. After the customary cliffhanger we received forty one bookings for what proved to be an historic and fascinating meeting place. Haute cuisine however it was not. After dinner, John Gagg gave a brief and very interesting speech, underlying which was a clear warning of the canal and river system which awaits us in the future if the over safe, over sanitised holiday interests get complete control.

In May at Orpington we experienced that rare phenomena, an overcrowded meeting. The White Hart was packed to bursting point to hear Iris Bryce on 'Canals are my Home'. One point that Iris did make is that most of the hard line retired couples who have forsaken the land seem to come from Kent. One other message that came over loud and clear was that while BWB at its nicest is very nice, at its worst its very nasty and very incompetent.

For the Spring Bank Holiday we held a boat gathering at Tonbridge to coincide with the town annual festival. Sixteen cruisers were moored at Tonbridge on the Saturday night, and although we could have done with another ten, they made a brave show, decorated up on the Sunday morning. We gave the Mayor a much appreciated boat trip around the island and the sales stall did excellent business at the entrance to the castle grounds. Altogether a considerable success, but probably not a money maker! Jean Twyman's riverside barbecue on the Saturday evening may however have just turned the balance our way.

BRANCH MEETINGS AND EVENTS

10 AUGUST. Visit to Chilham Water Mill, meeting a 2.30pm sharp. Chilham is situated between Canterbury and Ashford on the A28 and the visit will be conducted by one time committee member Ron Stainton.

The Branch Sales Stall will be at Brentford for the National Rally over the August Bank Holiday weekend and offers of assistance are earnestly solicited.

4 SEPTEMBER. The Imperial, Southborough near Tunbridge Wells at 8.00pm. Mark Baldwin, bookseller and emerging publisher will give an 'Illustrated History of Canal Books'.

8 OCTOBER. The Market pub, East Street, Faversham at 8.00pm. This will be a members slide evening. The previous two were a great success, please keep the standard up and don't be shy.

4 NOVEMBER. The Kent Arms, near the station at Ashford at 8.00pm. Local author, John Collard will give an illustrated talk on 'Maritime Rye'.

SOLENT AND ARUN BRANCH—Report by Alan White

Chairman: Alan White, Wheel House, Pottery Lane, Nubourne, Chichester. Telephone: Bosham 573765
Secretary: Mrs Linda Peirce, 46 Hillcrest Drive, Ashington, Pulborough. Telephone: 0903-892254

BRANCH EVENTS

We still have some details to sort out but the outline programme is:

15 OCTOBER. At Home—BWB speaker

19 NOVEMBER. Films by White Bros.—at Portchester Community Centre.

FEBRUARY. At Worthing.

MARCH. AGM at Chichester.

BRANCH EVENTS

COACH TRIP—A word of apology to the handful of members who indicated their desire to come on a coach trip. Unfortunately our local bus company did not have a small enough coach and suggested we find a taxi.

RIVER ADUR—Although an Order authorising the highway changes necessary for the construction of a super market on the Ropetackle Public Hard has been made, we can gain some comfort from the sympathetic comments made by the public inquiry inspector in his report: "*I very much hope . . . the Council would decide to take a long term view . . . and seek the provision of a first class alternative Public Hard and associated generous manoeuvring and parking facilities . . .*"

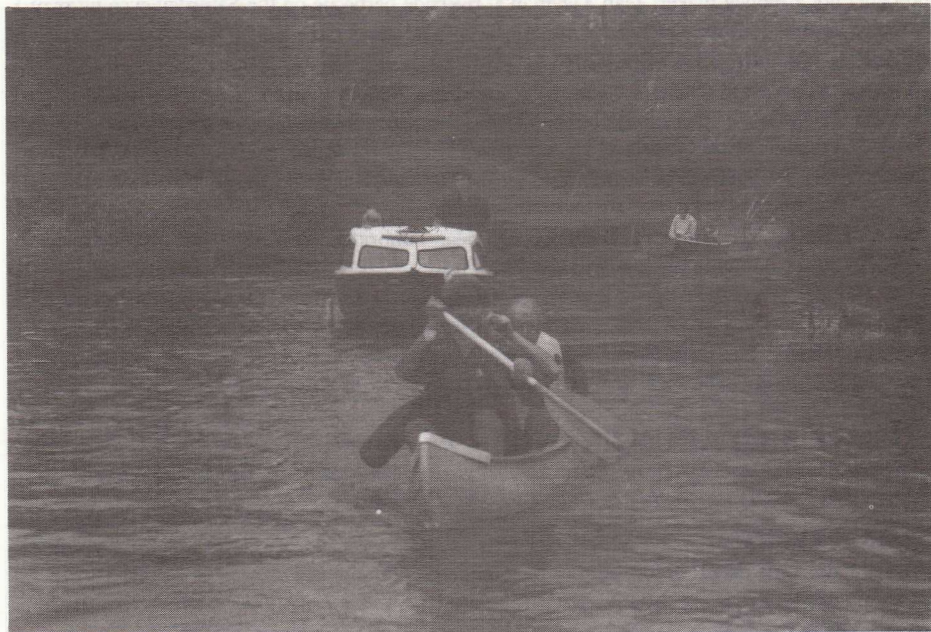
One of our members, Mr Brian Whipp, led the opposition to the proposals and Gerry Skinner, representing the Branch gave evidence in support of Mr Whipp's detailed and authoritative evidence.

There remains strong local opposition to the development scheme and the latest news is that notwithstanding the order, a land exchange deal may permit the Ropetackle area to become the scenic riverside area many Shoreham people would like to see.

SPONSORED CRUISE—The 4th sponsored cruise on the River Arun, from Pulborough to Pallingham, took place on 1 June. Numbers were slightly down on last year but about 50 people in nearly 20 craft enjoyed the morning afloat on a warm, albeit overcast, day.

The route was opened a few days earlier by a committee work party, clearing a fallen tree about halfway to Pallingham.

ISLE OF WIGHT MEETING—Although we claim no credit for the organization, the Branch were happy to underline and make 'official', a public meeting in Newport in March. The meeting was arranged by members Paul Scott and Martin Heys, and featured a presentation by John Wood on the Wey and Arun Canal, and was attended by about 50 people. We were delighted with the success of the meeting and the opportunity to meet some of our members.



Solent and Arun Branch Sponsored Cruise,
showing part of the flotilla of small boats leaving Pulborough for Pallingham *Photo—Alwyn Knight*

JOE BUSBY NEEDS YOU

LONDON RING CRUISE—16-17 AUGUST 1986

The London Ring Cruise is being held on the weekend prior to the National Rally, cruising from Little Venice via Limehouse and up the Thames to Brentford, open only to boaters who have already entered for the National Rally. If you have not entered, never mind because we have jobs a'plenty for you. Volunteers are urgently needed for the support group to man the 12 locks down to Limehouse, working an expected 150 boats through. The volunteers—thank you—will be needed for duty from 0600 hours. The check-in point is Little Venice and the cruise will start from Camden Town with the first boats ready to go down through Hampstead Road Locks at 0600 hours. Saturday night will be spent at Limehouse Basin.

Support organiser is Joe Busby, 15 Coles Crescent, South Harrow, Middlesex; telephone 01-864 3591. Have a fun day on the Regent's. Give him a ring.

Report on Region AGM from the Chairman

Dave Moore

This year the Chelmsford Branch was host to the AGM and around 40 members were present, including Mike West, the Association's Vice-Chairman. Ken Goodwin presented his apologies, he was at another waterways meeting that evening, in Huddersfield.

The review of the past year was presented by Mike Stimpson, Region Secretary, who highlighted the IWA involvement on Thames Day and the London Branch members who participated in the London Marathon. The formation of Higher Thames Trust and Report on Springfield Basin showed the branches activity on the restoration front and there were many campaigning and social functions worthy of mention.

In my address I first acknowledged the debt owed by the Association to those members who represent us on committees of both the IWA and outside bodies. It is because of the outstanding quality of these people that the Association is held in such high esteem. It must not be forgotten, however, that the success of our representatives is due in no small way to the fact that they are backed-up by a 20000 strong membership. It is the combination of excellence and dedication of the few and strength in numbers of the many that makes the IWA the force it is.

I also referred to the comments appearing in various waterway magazines about our association "losing its way" and "no longer campaigning for the waterways", and the reference to some of its senior executives on "massive ego trips" and "bandwagons".

These comments may be just the outpourings of a disgruntled few, but if there is any feeling that the association is not representing the members' aspiration, then I ask the members to make their feelings felt through the branches or by direct correspondence to me. If this is so, then please be specific. "Losing our identity" is a difficult criticism to answer; what exactly does it mean?

A look back at the formation of our association 40 years ago and, more importantly, a look forward to the next decade, completed my address. I felt that the association is as well equipped today for the role it has to play as at any time during its history. I looked forward to our 50th anniversary, by which time I expected to see the restoration of the Kennet and Avon, Basingstoke, Montgomery and Droitwich canals, and I did not rule out the possibility of either the Rochdale or Huddersfield being added to that list.

Finally, and not part of the AGM at all, can I say just how pleased I was to see a full turn out from all my branches at the National Publicity Conference. Thank you all for attending. I hope you found it helpful, enabling you to become better publicity officers.

Letter to the Editor

*Alpine House, Quarry Road
Winchester*

Dear Sir,

re Issue No. 177—Boats at Oxford

I was interested to read your reply to the other views on the boats at Oxford.

I am sure we are not alone in being of the opinion that, although we appreciate seeing the canal being used by permanent boaters (most of us, to be honest, are envious of them!), what we do feel is unreasonable is that they should have free mooring. If they are indeed residential owners they would be paying a mooring rate; in taking up what has, until now, been visitors moorings, or attractive towpath mooring, they are not putting anything into the coffers of BWB.

This is not just the residential 'vagrants' as they have obviously been called. Certainly in the area of Thrupp Wide, north of Oxford, where one used to be able to moor overnight to visit the pub, turn and return to base, the moorings extend well beyond the end of the BWB moorings notice and there is even a private boat moored near Shipton Church, having its name and extent of mooring marked out.

Surely these people are the canal equivalent of squatters and if they had to pay the BWB for these privileges there would be more money to get the necessary edging done on the much used Oxford Canal.

Yours sincerely, John and Dee West

Now Back In Print...

"IDLE WOMEN"—a long out-of-print classic has now been reprinted by M & M Baldwin.

This fascinating book by Susan Woolfit, one of the people who responded to the Ministry of War Transport's campaign to recruit women to work the boats on the canals during the war.

It tells of the year she spent working for the Grand Union Canal Carrying Company.

Available from IWA (Sales) Ltd. at **£11.50**, including postage.

KENNET CRUISES

Special Cruise Programme

by traditional narrowboat

'LANCING'

16 August	Weybridge—Guildford
17 August	Guildford—Weybridge
23-25 August	IWA National Rally
30 August	Brentford—Paddington
31 August	Paddington—Enfield
1 September	Daily cruises
to	on the
5 September	Lee and Stort
6 September	Paddington—Slough
7 September	Slough—Brentford

**All cruises commence at 1000 hours
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Details and Bookings:

14 Beech Lane, Earley, Reading RG6 2PT
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Cruiser for Sale

FREEMAN 22' MkII 6'10". Built 1975. Hood and sidescreens renewed 1983. Thames licence to end 1987. Extras include spare propellor and separate electric circuit for cold box. Seen Wargrave-on-Thames. £4,500. Telephone: Maidenhead 31276.

Books Reviewed

Cruising the Kennet and Avon—A guide to the canal between Newbury and Crofton by Christopher Wright, illustrated by Judy Stratford, 32pp, obtainable from The Printed Page, 2-3 Bridge Street, Winchester, **£2.20** including post and packing. A small, useful introduction to this sixteen mile section of the Kennet and Avon, with a two page map offering good trips for cruising this beautiful but isolated waterway.

YESTERDAY'S BOATS—by the Editor

It is probably a fair bet to suggest that many of the traditional boats seen on our waterways have at some time undergone extensive restoration. One only has to look at the steam narrowboat *President* and the butty *Northwich*—focal attractions at every rally they attend—and then remember what they used to look like before such loving care and attention was lavished on them. A waterway is incomplete without the sight of a traditional boat. A while ago I was crossing a canal bridge in the Midlands and got out to look at a deserted section of the 'cut'. As if by magic, I heard the sound of a shrill steam whistle coming from out of sight around the bend and then suddenly that waterway came to life. No disrespect to owners of modern boats, but to me there is something about a traditional craft which cannot be captured today.

These boats which give us so much pleasure, and help more than anything else to sell the waterway scene, have mostly been rescued from a state of decay, and whilst credit is always given to the immaculately restored boat seen on display, recognition is not always given to a boat undergoing renovation, or appreciation of the work which has gone into it and understanding of the work which still has to be done. I have become doubly aware of this, as a result of a recent purchase—a Suffolk built beach boat of around 1900—which formerly worked as a crabber out of Harwich. All I need to do to get her ready for a National Rally is put in new planks above the turn of the bilges replace gun'ales, stem and transom, renew the top, stop her filling up with water and then rig her back under sail. Comforts like accommodation can wait. Hopefully, this half-sunken hull one day will join the ranks of restored traditional craft.

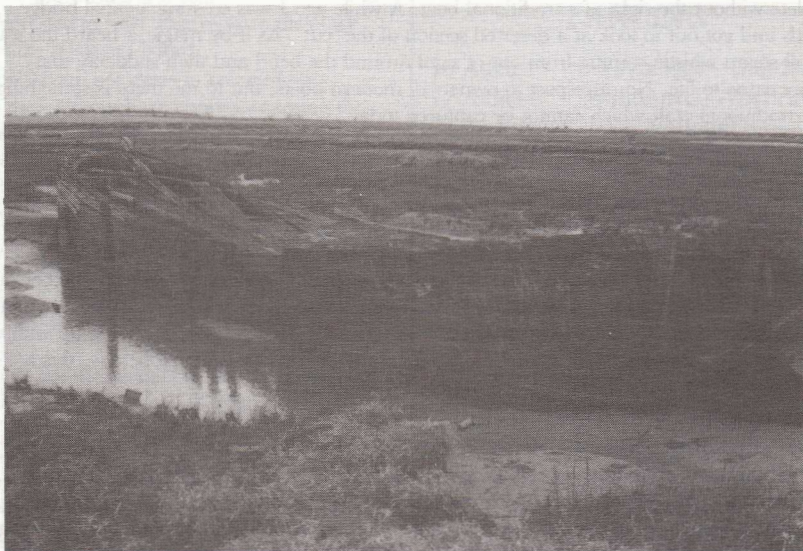
In 1958 I went down to Cook's Yard at Maldon to photograph the Chelmer and Blackwater Navigation Company's lighter *Jim*, lying on the blocks having new timbers put in her. These shallow draft barges were then still lightering timber from Heybridge Basin up to Chelmsford. This summer her sister barge *Susan* is on Cook's, hauled out of the water for substantial rebuilding and replacement of many of her planks. Near her is the Harwich built *Edme* which to all intents and purposes has been rebuilt above the waterline; she is the last remaining narrow width Essex barge, built to work up the Thames 'cuts'.



Chelmer and Blackwater Navigation barge *Susan* out of the water alongside Cook's Yard, Maldon, undergoing substantial rebuilding. Two new planks have been inserted on each side together with new linings and inwales.

Photograph shows the double rudders, transom and the extreme shallow draft. Photo—R. H. Perks

At Conyer Creek, where wooden lighters used to be built for the Lee Navigation, an interesting experiment is taking place, sheathing the old Thames barge *Gold Belt* in ferro-cement. The work is being applied to the inside of the hull and when the outside timbers rot and start falling away, owner Alan Crompton, intends to apply an external coat onto the steel mesh framework. Older readers may remember *Gold Belt* from the years in the early 1950's when she used to lie, fully-rigged, at Strand-on-the-Green.



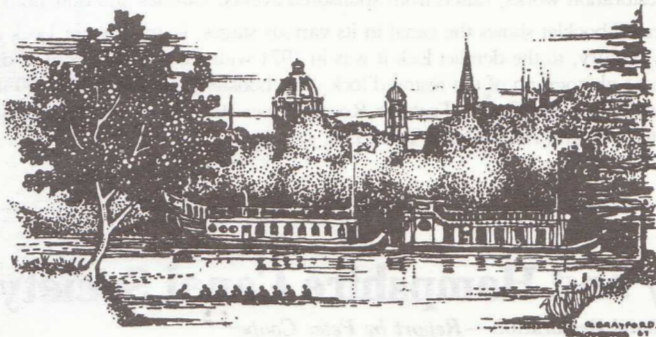
Hulk of a 'cut' lighter on the Medway marshes at Funton Creek Photo—R. H. Perks

When Donald Sattin was foreman shipwright at White's Conyer yard in the 1930's he built five barges for the Lee Conservators, *Enfield*, *Rye*, *Leighton*, *Latton* and *Expe*, together with a fleet of nine gunpowder barges for Waltham Abbey which were swim-headed. *Latton* was the last to survive, and a couple of years ago somebody wrote to him saying the barge was half sunk on the Lea, used as a boat club landing stage. Photographs of the Conservators barges while under construction appear in Donald's delightful book 'Just off the Swale'. They were built, in pairs, of 40 foot by fifteen inch oak timbers, and on completion were towed round to the Lea by the steam tugs *Masterful* or *Britania*. Some of the remains of Lea barges were found in 1976 near Fields Weir Lock in the cut which used to lead up to Hicks' brickfields and Martin Hazell recorded details of them. Wooden lighters used to be commonplace at Brentford on on the Grand Union (Paddington Arm) and Regent's. Many of them were taken down the Estuary during the last war to become ammunition hulks. The hulk of one of them survives on the Medway in Funton Creek just below the brickworks and is accessible at low tide. The hull is surprisingly intact but its dangerous condition and the soft mud make wandering around dangerous. She measures about 72 feet by 14 feet and is double skin, the inner skin being of single, diagonal lap planking and was fitted with a small foc's'le and after cabin. Some of her ilk were broken up at Barking, where their remains can be found in the marsh, and in the now dammed Rainham (Essex) Creek where there may be as many as fifty of them, heaped on top of each other, clearly visible now the tide has left the Creek. Two 'cut' barges survive, both under sail. One is Reggie Coombs' small Thames lighter *Whippet*. Built of steel and swim-headed she is of the 65 foot class know as 'punts' and this type is used for the barge-rowing matches held on the Tideway. Reggie used to work *Whippet* and in 1981 she was rigged out as a Thames sailing barge. The other example, of course, is the former Waltham Abbey gunpowder barge *Lady of the Lea* owned by Brian Ware. Once lying half-filled with water under one of London's bridges she is now restored to immaculate sailing condition. She was the

star attraction at the 1980 Lea Valley National. Last summer she underwent conversion to become a barge of the mid 1850's to appear in the BBC Television's childrens' thriller 'December Rose'. As no suitable backdrop could be found for her in London's Dockland the site of the 1981 Leeds National Rally was used. To match the two the *Lady of the Lea* was sailed down to the Wash, entering the inland waterways at Boston.

The once familiar Thames swim-headed lighter is now in danger of becoming a vessel of the past. Except for rubbish work there are few uses for the lighter. The fleets of 'cut' lighters have been sold off as have many craft from the traditional tideway firms. Many are ending their days off the Essex coast, where they are being filled with ballast and stone and are being sunk to protect the St. Peter's Flats near the 7th century chapel near Bradwell. The lighters are being towed into position by the former Wisbech harbour tug *Fenland*. Smaller Thames tugs can find new homes, as with *Silverlit*, the former Silvertown Services tug, bought by London Branch members Mike and Jenny Adams, in which they cruised from Teddington to France last summer (I gather the word Calais is not engraved on their hearts.) The big, lumbering National has bow been replaced by a more suitable BMC engine which allows for better planning of accommodation.

There is no news, yet, of any proposals to save a Basingstoke Canal barge since such damage was done to the *Aldershot*, but there is still hope, but the future of two of the former William Stevens' Wey fleet is more secure. Led by David Wood, a team managed to save the *Speedwell* and *Perseverance* when they were about to become redundant after being used by contractors to lay the electricity cables under the towpath of the Regent's Canal. The former is now on display at the NW Museum of Boats at Ellesmere Port, and the latter, together with a transom sterned, steel 'cut' lighter, is being preserved by the Museum of London.



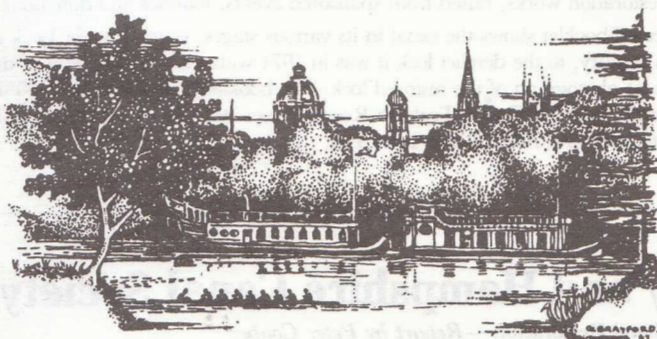
Not all craft being preserved are former working craft and one of the most exciting projects on the Upper Thames is the restoration of those highly decorative ladies, the Oxford College barges. A trust has been formed to preserve them which has acquired three former college barges. The first to be worked on was the Jesus Barge, Tough Bros at Brentford built a replica hull of her in teak in 1967 and to this has been married the original superstructure. The Hertford Barge (1911) has had her superstructure removed and a steel replacement hull had been floated under the original. The third is the Corpus Christi Barge of 1930 where in order to save the barge a similar steel envelope needs to be fitted to her hull. The Trust has also given assistance to two allied organisations who are preserving the Queen's College barge and the St. John's Barge, both of which have had steel envelopes fitted to their hulls. Hilary Peters has sent me information about the work of the Trust together with a splendid booklet which outlines the restoration. The sum of £18,000 is needed to complete the work to save the Corpus Christi Barge and £15,000 to save the Hertford Barge. Information about them can be obtained from the Trust for the Preservation of Oxford Barges, c/o St. Anne's College, Woodstock Road, Oxford. The Trust welcomes donations to carry out this valuable work.

(to be continued)

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(to be continued)

Wey and Arun Canal Trust

The enthusiasm for the restoration of the Wey and Arun is amazing. The Trust's 15th Annual Sponsored Walk—the Peaslake Puddle outstripped all previous records. Press Officer, Sally Thomson, tells me that the amount of money pledged came to £7195 which was over £300 more than last year. I don't know how many humans walked but about 40 dogs took part. Walk Organiser, David Bell, is naturally delighted, and extends a big thank-you to all the walkers and to the 50 volunteers who acted as check-in clerks, marshals, refreshment teams and lunch-stop helpers. Following the walk many stayed on at the Cranleigh Showground to enjoy a live performance by the Mikron canal theatre company, "The British Amazon". The monies raised from the Peaslake Puddle will go towards restoration projects on the Wey and Arun Canal.

The Wey and Arun Canal Restoration Booklet

Produced by the Trust this comprehensive publication outlines the history of the canal, the Trust and the progress made so far towards the restoration of this lost link to the sea. The canal has been disused for over 100 years, yet it has survived, substantially intact although decayed. The whole bed of the canal is visible, and where part of the bed has been incorporated into some private gardens it will still be possible to re-route the canal around these short sections. It is an ambitious project. Just 16 years ago a group of enthusiasts formed the Wey and Arun Canal Society, which was re-formed as the present Trust in 1973. Since then five of the 23 miles of canal have been restored, and although many of the locks and bridges had collapsed the substantial programme of restoration has seen the rebuilding of a number of them. Between 1981 and 1984 a sum of £50,000 was spent on restoration works, raised from sponsored events, lotteries and donations.

The well illustrated booklet shows the canal in its various stages, from Rowner Lock as it used to be early in this century, to the derelict lock it was in 1971 with trees growing out of the lock sides to the magnificent photograph of the restored lock. The booklet is available at £1.30 including p&p from J. Rorison, 8 Truleigh Court, Truleigh Road, Upper Beeding, West Sussex. Cheques to be made payable to Wey and Arun Canal Trust Ltd.

Surrey and Hampshire Canal Society

Basingstoke Canal Restoration—*Report by Peter Cooper*

The restoration of the Basingstoke Canal can now clearly be seen to be entering its final stages. One of the biggest tasks in this restoration had been the rebuilding and refurbishing of the 29 locks, and significant achievements here are likely in 1986.

The summer Work Camp is scheduled to start work on Locks 2 and 3, so then every lock on the canal will either be restored or being actively worked on. The Surrey and Hampshire Canal Society expect to have finished virtually all work on the St Johns (or Goldsworth) Flight by the end of the year; Locks 10 and 11 have long since been finished, Lock 9 is all but complete, and the final push on Locks 7 and 8 is now under way. Two of the locks of the Brookwood Flight were scheduled to re-open in May, and progress continues at the third. The Guildford IWA team at Lock 1 have now completed both chamber walls, so they can't be that far from completion.

There will still be many ancillary jobs to do as well, a lot of them distinctly non-trivial; towpaths to be raised, lock levels to be adjusted, bankside vegetation to be cut back (yet again!), some bridges requiring repair work, and down in Hampshire the steady job of dredging that half of the canal continues. So we can see we are definitely getting there, but are aware that these is still a good bit to do.

IWA LONDON BRANCH 200 CLUB

London Branch spends about £2500 a year on running expenses and making donations to restoration and other projects. None of this money comes from members annual subscriptions which go to finance Headquarters, IWA central funding, and the Regions.

London Branch activities are funded by Branch Sales, Canalway Cavalcade and individual donations. By the time administration costs, room hire and guest speakers expenses have been taken into account, there is a shortage of funds for the major aims of the IWA - the restoration and development of inland waterways.

To raise additional money for the Branch and to enable money from fundraising events to be used for campaigning we have set up a 200 Club to be run for the Branch by three members of the Committee. Membership is just £12 per year, (£1 per month). Full details of membership and prizes are given on the form overleaf.

Not only will members be helping the inland waterways, but there is also the possibility of winning much more than the cost of membership in the bi-monthly draws. You can join me and become a member by filling in the application form and returning it to:-

D. Greatorex,
17 Manse Road,
London N16 7QH.

ERIC GARLAND.

CHAIRMAN: LONDON BRANCH.

INLAND WATERWAYS ASSOCIATION LONDON BRANCH

RULES FOR 200 CLUB

1. NAME

The name of the club is "the Inland Waterways Association London Branch 200 Club" ("the Club").

2. OBJECT

The object of the Club is to raise funds for the Inland Waterways Association London Branch.

3. MEMBERSHIP

Membership of the club shall be limited to 200 persons; each person must be over 18 years of age and a paid up member of the Inland Waterways Association.

4. OFFICERS

The Club shall be administered by three officers appointed annually by the Committee of the Inland Waterways Association London Branch. The officers shall elect a treasurer from amongst their number to be responsible for keeping the accounts of the Club and arranging for the payment of prizes and the transfer of surplus income to the Inland Waterways Association London Branch. The decision of the officers in any matter relating to the operation of the Club shall be final.

5. SUBSCRIPTIONS

The annual subscription to the Club shall be £12 payable upon admission to the Club. The subscription may be paid by cheque, Giro or bankers standing order for £1 monthly in advance. A member may hold more than one membership of the Club.

6. PRIZES

- (1) A draw shall take place on six occasions in each year. There shall be 4 prizes in each draw in the amounts of £100, £50, £25 and £25.
- (2) In the event that the membership of the Club is less than 200 members in any year the officers shall be entitled to reduce the amounts of the prizes or the number of draws (or both) provided however that in these circumstances the ratio of prize money to subscriptions shall not be affected.
- (3) Each draw will be made by or under the direction of the officers. The results of each draw will be announced in the issue of Windlass, the journal of the Inland Waterways Association South East Region, next following the date of the draw.
- (4) Prize-winners will be notified in writing of their entitlement to receive a prize and payment will be made by cheque posted to the address shown on the membership application form or to such other address as the member may subsequently have notified to the officers.

7. ACCOUNTS

The accounts of the Club shall be kept by the Treasurer and shall be audited annually. The Treasurer shall keep a roll of membership and each membership shall be allocated a roll number.

INLAND WATERWAYS ASSOCIATION LONDON BRANCH
200 CLUB

TO : THE OFFICERS

I wish to become a member of the INLAND WATERWAYS ASSOCIATION LONDON BRANCH 200 CLUB and I enclose my cheque / giro slip / standing order form, in payment for membership(s).

NAME :

ADDRESS :

I agree to be bound by the rules of the Club.

.....
(Signature)

.....
(Date)

Please return to: D. Greatorex, 17 Manse Road, London N16 7QH.

BANKER'S ORDER (Do not detach)
To (Name and address of your Bank)

.....Bank plc,

My/our Deposit/Current Account Number.....

Please pay to the account No. 00496987, sorting code 20-79-09, of The Inland Waterways Association London Branch 200 Club, at Barclays Bank plc, 33 The Green, Southgate, London N14 6EP, the sum of £..... on the first day of*..... and on the first day of each month thereafter until further notice.

SIGNED..... DATE.....

ADDRESS.....

.....
*Insert the month following current month.

To Bank: when making payments please quote IWA Ref.No.....