

WINDLASS

No. 46 FEBRUARY, 1965

1/6



— THE BOAT SHOW

(Photo: Hugh McKnight)

Journal of THE LONDON and HOME COUNTIES BRANCH of
The Inland Waterways Association Ltd., Published alternate months

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CHAIRMAN'S NOTES

BEFORE Christmas becomes but a hazy memory in the past I would like to mention the Branch's Christmas Draw, receipts for which at close on £300 were the highest ever achieved, and on behalf of the Committee I wish to thank all those who supported the draw so generously. The response to the appeal on behalf of the C.B.I. was extremely good and as a result a great many people received a large number of gifts, the appreciation for which it was a very great pleasure to see, and I do thank all of you who sent presents of money, food and toys.

With Christmas being followed by the Boat Show, the darkest of the winter months always seem to possess a special foretaste of the summer ahead. Certainly this year's Show was no exception, and must have given a great deal of pleasure and enjoyment to all who went. One hopes that many of those who visited the Show will have been sufficiently interested by all they saw relating to the canals of this country to have decided to explore them later in the year, either by boat or on foot, and judging by the interest shown at the I.W.A. stand more boats than ever should make their way onto the canals. This, of course, is an excellent thing, for while the official attitude towards commercial carrying remains obstructive and mysterious, it is vital that as many private and hire boats as possible navigate the canals so that the public interest is retained and increased and the canals themselves kept open, for unused canals soon become the abandoned ones.

Let 1965, therefore, be the year in which we all endeavour to explore and use as much of the system as we can, and with the National Rally going North to Blackburn this affords excellent reason for us to follow, for to travel not only broadens the mind, but where the canals are concerned it improves the navigation and is the ideal way to explore our superb countryside.

For those who are unable to make such a long journey there is the Branch's fourth annual Rally which is being held at Harlow during the Whit-sun holiday, and with the recent threat to use the Paddington Arm as a hovercraft track, it is an ideal opportunity for all who are able, to come to Harlow by this route, thus giving practical proof of the importance of this waterway. More details of the Rally will be announced later, but suffice to say at present that arrangements are well in hand for what promises to be a very fine occasion, and for those without boats both road and rail are adjacent to the site so that access is extremely easy.

Now, in the comfort of your home, is the time to get out those charts and maps and plan your season's cruising—always a fascinating and absorbing task, and with last year's glorious weather to remind us how wonderful an English summer can be, why not make this the year when you visit that distant town or canal which has often beckoned, but which, so far, has remained unvisited? Make exploration the essence of your season's plans, and may the year of 1965 be a highly successful and enjoyable one for you all.

COMING EVENTS . . RECENT ACTIVITIES

February 18th, at London Bridge House, London Bridge, 7 for 7.30, Mr. Collet will speak on "River Water Control." Refreshments available.

March, Annual Dinner. See display panel.

April 10th, Annual General Meeting of the Association, Royal Society of Arts, John Adam Street, at 3 p.m.

Thursday, April 22nd, Branch Annual General meeting at 7.30 p.m. Notice is hereby given that the Eighth Annual General meeting of the London and Home Counties Branch will be convened on April 22nd, 1965, at London Bridge House. Members wishing to nominate themselves for any vacancy on the Branch Committee should send in a Notice to the Branch Secretary, this notice having been duly seconded. If a Member would like to put a motion to the Committee he should send it into the Secretary in writing. It is hoped that Mr. Robert Aickman will give an address to the Meeting. After the Meeting films will be shown.

May, Boat trip on the Grand Union Canal.

June, Branch Rally at Whitsun, at Harlow.

August, National Rally, on the Leeds and Liverpool Canal.

WINTER MEETINGS

Captain Munk's talk and slide show at London Bridge House, on November 12th, had an enthusiastic reception from a large audience. Slides were shown of the West Country and included a glimpse of the Severn Wild Fowl Trust, which is, of course, directed by our own Vice-President, Peter Scott. Slides were followed by a film of the Stratford Festival.

There was a record attendance at A.E.I. House on December 10th for a film show which included the premiere of "The Prendergast File." This proved to be the high spot of the evening and richly deserved the enthusiastic applause of the audience. Both cast and production team (which included our own Geoffrey Hart) are to be congratulated, it was worthy of the great Ealing Studios' comedies.

Other films were advertising shorts on knots, care of ropes, and Dolphin cruisers; the National Trust film on the Stratford canal restoration, and the Midlands' television film "The Campaign for the Waterways." This proved a little disappointing, being a reiteration of facts well known to members, and sounding rather contrived and over rehearsed. This was most unexpected, as those

taking part included Mr. Aickman, Capt. Munk, Mr. David Hutchings, and Col. Ritchie.

Also on the programme was a film showing life aboard a French tanker barge plying on the Seine, "Le Capitaine H". This was memorable for its lovely colour, the remarkable character of le Capitaine, and the large and luxurious living quarters with separate accommodation for captain, mate, and crew, and their families.

KENNET AND AVON TRUST A.G.M.

It was announced at the Annual General Meeting, on December 4th, that following a survey of the navigation the cost of restoring the waterway from Reading to Hungerford would be £100,000. Sir John Hawton was approached, and agreed that the cost be split 50-50 between the Trust and British Waterways. Any savings from use of volunteer and prison labour to be credited to the Trust. Sir Hugh Stockwell had used his influence and connections to ensure that the Trust would have Army assistance. Work would commence in the spring on Sulhampstead Lock. David Hutchings having declined the post of clerk of works, it was decided to appoint the British Waterways Inspector from Newbury, Mr. Rogers. British Waterways, after some doubt, finally agreed to his appointment. The agreement is now being awaited of the Minister of Transport to the spending of £50,000 on the restoration.

Burghfield Lock is included in the scheme. A committee on running the canal will be set up, on which the Trust will be represented.

Although there is no guarantee that the canal once restored will be kept open, the effect of public opinion would be considerable against any future attempt at closure.

It is to be hoped that the Minister's agreement to the scheme will be soon forthcoming.

CHRISTMAS DRAW

Prize winners: Graham Palmer, Finchley (Cruise); Susan Slade, Tadworth; M. J. Harris, Farnham; D. L. Lord, Harefield; Mrs. Padgham, Reigate; Mr. Hastings, Twickenham; W. Ackland, W.10; J. Sackville-West, W.1; J. Armstrong, St. Albans; J. McGeown, Putney; Threestokes, E.9; A. W. Jeremy, West Wickham; A. H. Bradford, Gravesend; C. E. Nicholls, Southall; H. W. Rigg, Chertsey; A. Hall, Godalming; Mrs. Gregg, Parr; Miss Berry, Hayes; Mrs. Rogers, Bath. Congratulations, we hope you enjoyed your winnings.

ANNUAL DINNER, 1965

The Annual Dinner of the London and Home Counties Branch will be held on March 26th at the Rubens Hotel, Buckingham Palace Road, S.W.1, 7 for 8 p.m. Tickets, price 35s., available from Mr. J. C. Street, 52 Moreton Street, S.W.1.

Will members please note that there has been a change of both day, date, and venue, from those announced in the last issue of "Windlass". We regret the inconvenience this may have caused, but it is due to circumstances beyond our control and is not in any way the fault of the Branch Committee; more than this it is not politic to say.

Speakers include Gen. Sir Hugh Stockwell, G.C.B., K.B.E., D.S.O., Sir Geoffrey de Freitas, K.C.M.G., M.P., Capt. L. R. Munk and Macdonald Hastings. We sincerely hope you will all come and make this the best Annual Dinner ever. Although price of tickets is a little higher than before, there is no longer a higher price for non-members.

NEWS FLASHES

SANTA CLAUS visited Guildford by water this year. Police had banned street processions from the town, so Father Christmas made his trip on narrow boat *Arcturus*, to take up his post in a local store. Reason for the ban? Traffic congestion!

Recent improvements on the River Wey include new upper gates, and a ladder on the lock side at Cox's Lock.

The award of the M.B.E. to David Hutchings, announced in the New Year's Honours list, will be greeted with enthusiasm by all members. Our warmest congratulations go out to one who has worked for the Stratford Canal with devoted tenacity that can only be described as fantastic.

THE EDITOR REGRETS . . .

We haven't had this feature for some time, and had hoped to have seen the last of it. However . . . The late arrival of the December issue was neither the fault of the Editor nor the Dispatch Manager, but was due to events and circumstances beyond our control. We are very sorry about it, hope devoutly it will not happen again, and beg you not to waste time writing complaining letters; we are the first to know when we clang.

We clang, too, over an illustration in our October issue. The block showing the Wey and Arun Canal was from a photo by Mr. R. Davies, and previously appeared in a magazine of the Youth Hostel Association. We apologise to Mr. Davies and the Y.H.A. for failing to acknowledge their copyright.

LETTERS

Dear Sir,—Thank you for the publicity you gave to our "Christmas Tour of the Canals", in the *Windlass*. Please may I ask you to convey my thanks to all your readers who subscribed money, groceries, clothes, toys in such rich variety? Behind my thanks are the thanks of many little canal kiddies and of over 100 canal old folk.

A word of gratitude also please to your members who accompanied me on the tour. With warm good wishes.—Yours sincerely,

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THE PLEASURES OF WINTER CRUISING

By EDGAR PALLANT

NO doubt many readers of *Windlass* know *Arcturus* and her skipper and owner, Bryan Nicoll. What they probably do not know is that every year the engine has an official inspection, and every two years the boat is slipped, the hull inspected by a qualified Ministry surveyor, and if necessary, repairs carried out. This is one of the many overhead expenses incurred by pleasure craft operators, but is for everyone's safety, and should be extended to all craft in the writer's opinion, as in his 30 years of experience in small craft, there are few boats which would not benefit by this, the owners usually considering them perfect.

As *Arcturus* is due for slipping at Braunston this year, Bryan invited me to crew for him on the New Haw to Berkhamsted trip, which was due to take place on the first week-end in December, but had to be put off for a week owing to the work on Coxes Lock. A trip this time of year is always somewhat of a challenge, and seldom goes without a hitch, so as our own boat *Halkyon* is high and dry for her annual overhaul and painting (including a very thorough underwater inspection I might add!), I accepted the offer, and joined the boat at New Haw on the afternoon of Friday, 11th December.

Many sailors, especially fishermen, still hate to sail on a Friday, and years ago few indeed would, but, having no faith in superstition, I had no qualms. The old salts of long ago must have had a chuckle this time though, because I hasten to say we did arrive at our destination, but a day late. For a start, our departure was delayed by finding *Arcturus* having a rest on the mud; she often does this, and one comes to accept it, but Capt. Harris, who, in spite of his fierce and piratical appearance, is really quite as friendly as the rest of the Wey Navigation staff, soon persuaded her off by raising the river a few inches.

Soon New Haw resounded to the thump of our diesel, and with Mr. F. Hughes, who was to be with us to Weybridge Town Lock, we set off on what turned out to be a far from uneventful journey. The second slight delay was at Coxes Lock, as they were still tidying up there, and two work boats were in the lock loading materials and timber used on the reconstruction. The new top gates they have fitted should last out even the youngest of you reading this, a sobering thought. Weybridge Town Lock soon was behind us, and Mr. Hughes left us for Godalming and his warm fireside no doubt.

As we entered Thames Lock, it was rapidly getting dark and foggy, and no doubt Mr. Edwards the lock keeper thought we could have

picked a better time to be entering the Thames, but we had a tide to catch at Brentford early next morning, or so we thought, and had to cover as much ground as possible. Shepperton Wier looked fierce in the dark, but it was mainly froth, and we turned downstream to Sunbury, keeping a very good lookout on all sides.

Just upstream from Walton Bridge, the fog was even more annoying than before, and as it was quite dark now, visibility was down to about a boat's length. When the searchlight did get on one of the brick piers of the bridge, it was almost dead ahead, and the skipper had to take evasive action in a hurry. Making my way forward in case any fending off was needed (in fact, it was not), the boat and crew parted company. The writer is a firm believer in the "hand for the ship and hand for himself" motto, but was wearing plastic gloves, good for handling wet ropes in icy weather, but bad for getting a grip of anything.

Noting the boat disappearing in the fog, it struck me how lonely it can be in the middle of the Thames on a foggy night. However, she soon stopped all way, and I swam alongside looking for a hand hold, not an easy thing. On many boats one can climb up the rudder—we can do this on our own craft—but narrow boats usually have an overhanging counter stern (no doubt called something else in narrow boat language, but our family learned our terms in sailing boats and find it difficult to call the sharp end anything but a bow). The skipper gave me a hand up, and when I had got a grip on the gunwale, we fiddled a rope between my legs, and over my back, and the heaving began. It lasted quite a time, only gaining an inch or so at each heave, as I now weighed two or three times my usual weight due to the trapped water in the heavy boots and clothes I was wearing; even the hood of my duffle coat and its pockets held their quota!

This experience has once again impressed me with the number of people who drown each year through not wearing life jackets of some type or another, and intend to always wear one myself under these conditions next time. This in spite of the fact that I am reckoned to be a strong swimmer, and have in my time swam across the Thames in full battle order, including steel helmet and Army boots. I am sure that a normal swimmer would not have survived under the conditions I had to face on this occasion, as once my clothes were soaked, I found that normal treading water was not enough to keep my head above, and had to swim upwards to reach the

water surface each time I submerged. We always carry plenty of life jackets on our own boat, but getting everyone to wear them is another matter; the same thing seems to happen with car safety belts (perhaps you have noticed this).

During this hectic interlude, *Arcturus*, who is quite well behaved really, stayed hove-to just under the bridge, waiting for us to get sorted out, so Bryan left me to sort out my change of clothes while he took us down to Sunbury, where we tied up for the night. We had hoped to make Teddington that evening, but it was not to be.

Saturday did not hold much promise, but we locked ourselves through Sunbury before dawn and headed for Molesey. This lock was reached just before 8 a.m., and our chances of catching the tide were slipping away. About this time we debated some information given on British Waterways leaflets Bryan had with him that mentioned two hours before and three hours after high water as suitable for entry to the docks. I thought it should have been two hours after high water and it would seem that I was right, because when we arrived at Teddington we were told that we would arrive at Brentford too late for the morning tide and could tie alongside a lighter until the evening.

While the skipper did some shopping and phoned one or two messages, the crew made up the cabin fire, mopped the decks, and made sure his wet garments were draining into the right places. He then noted the gale force wind, and driving rain, felt sorry for those poor souls ashore, and spent the afternoon fast asleep. It is believed the skipper followed suit.

When my watch showed it to be nearly 4 p.m., and it was still going in spite of its swim the previous evening, we had a meal, stoked the little galley fire, started the engine and wended our way downstream to Richmond. It was dark again, as it seemed to have been for most of our trip on the Thames this time, but the rain had stopped if not the wind. There was a little moon, with clouds flying past it, and if any of the boats' plastic curtains came unfastened, they made a terrible noise which drowned the engine, and made shouted conversation useless. This was the gale that caused floods in the west of Britain, and several people were drowned, and millions of pounds of damage done during the week-end. Even the south of Kent suffered, but we were being deprived of water, as the strong westerly wind was holding back the tide trying to come up the Thames.

On entering the Richmond Lock, we asked if we could hang on in the lock for a time, as it was obvious the tide was not as high as it should have been. The staff were very helpful in this, and we waited until a P.L.A. patrol boat followed us and both locked through together. By this time the

half-tide barrier at Richmond should have been lifted, but when we spoke to the staff at the lock about the low state of tide, they showed me the recording instrument, which had not even started to rise then. This should have happened two hours before.

The stern light of the P.L.A. patrol launch soon dwindled ahead, and gave the skipper some thoughts about what she used for water to float in, because we ran out of this, and came to rest bang in the middle of the tidal Thames. I am quite used to this situation, and have in my time spent many a quiet hour meditating on a mud bank. My moorings at Dellquay near Chichester dry out just after half-tide, so we use legs in West Country fashion, to keep the boat upright. There is no fear of *Arcturus* laying over though, but her skipper has a notion that a boat is supposed to remain afloat, and is not happy when aground. I must admit, however, that even I was surprised to notice that the tide still seemed to be going out, and this only about two hours off high water.

About half-an-hour of this and the outward tide slowed, the water level slowly built up, and we were off again. Not for long though, we touched again just off the entrance to Brentford Dock, but eventually got her inside, just inside, before going on the mud again. This time we got the bow within tying-up distance to a grounded lighter, and went below for coffee. After about two sips of coffee, we noticed the liquid was not level in the cups, and spent about one second working the thing out. We must have broken all records getting out of that cabin, as usually I hit my head on the gear wheel, but not this time.

Arcturus had used the few minutes we were below to get rather friendly with the lighter, and as she was lifting to the tide, and the lighter was not, had caught her gunwale under a bulge on the lighter. A few very hectic moments with a hitcher separated them, and, coffee forgotten for a while, we forged ahead for another few yards.

Lock 101 was in sight now, of course, and it was very annoying not to be able to get near it, but that took another half-an-hour, during which time we had another cup of coffee. Eventually, about twenty minutes before high water, I managed to reach the iron ladder outside the lock, and rang the door bell of the nice new flats where the lock keeper lives. He locked us through and told us where to get a pint. We needed it. There was never over four feet of water above the sill of the lock that tide, I am sure.

The lock keeper had a short chat with us next morning, and went by road to Lock 100 to get us through. It was raining again, and after starting the engine, we prepared ourselves for a day of it. The skipper shook out his umbrella and stoked

up his pipe, I got into sou'wester, waterproof jacket and trousers, stoked up my pipe and smoked it upside down to try and keep out the rain. The engine seemed quite happy, and as it was in a nice, warm, dry, little house of its own, why should it grumble? I like diesel engines on a boat, they have none of the temperament of petrol engines, and, what is more to the point, are cheaper to run and safer. There is no more comforting sound when the weather is doing its worst than a well maintained diesel doing its stuff. This from one who spent most of his younger days sailing in boats, is praise indeed, as at one time I even scorned an outboard for when the wind dropped!

Once through the gauging lock, we worked locks 99 and 98 ourselves, then reported to the cottage at No. 97, where we were expected. Bryan had used some of our time at Teddington to contact British Waterways, so that by special arrangement we could lock through the Hanwell flight on Sunday. This is kept locked on Winter Sundays, as no pleasure craft use it during these months, and working boatmen like Sundays off, as do lock keepers.

We made good time up the flight, and met Roy Mack at the top lock, carrying a very smart windlass with a rolling handle. When I used this tool, it gave me the impression that it could easily fly off into space, so I handed it back before we had to start looking for it, and got back to the conventional blacksmith-made windlass. The rain had eased off by now, so all seemed good for the long pound to Cowley, but works on the waterway soon stopped any silly ideas of that. We were to meet with several delays of this sort, as most of the work seems to be done in the winter; it certainly is on the Thames. This delay lasted well over an hour and gave me time to use a 'phone box at West Drayton and let my family know we should not be home that night.

With three of us now on the boat, we made

Watford after dark because of the delays and earlier rain, and we moored for the night just above Cassio Bridge. Roy left us here and we did some visiting in spite of our somewhat dishevelled appearance. We took care that those we visited were boating friends though, as lesser mortals may have shown us the door.

Monday morning was frosty and the crew felt decidedly billious, due no doubt to his nocturnal swimming habits. Breakfast was out of the question and that is most unusual, and the 24 or so locks to our destination were to be viewed with very great feelings of misgiving. We got away without any fuss and passed Cassiobury Park, which last autumn had looked so attractive when we came by here with *Halkyon*. It looked about as attractive as a line of washing in the industrial north to-day. The tall grass by the bank where we had tied up was now flattened and dank, and missing was last autumn's sunshine, too. There were still a few anglers about; we had seen some of these just after dawn coming down the Thames on Saturday and had suggested there was not much future in it. They replied that there was even less in boating on such a morning!

To me there was something of an anti-climax in this desolate canal-side landscape which had been so very warm and alive so few weeks before. I did say that I was out of sorts that morning, so perhaps that had something to do with it. However, each lock that we passed made me feel better, especially the one where we found a pub, and the rum I got inside me there lasted until I got home.

I am sure we were both glad to get to Berkhamsted. The skipper tidied up his boat and I collected my wet garments and crammed them into my kitbag. The heavy bag came in useful later for battering my way through the rush-hour crowds. Also in my kitbag was the ciné camera which I had not had time to use; it's always the same.

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THE RIVER THAMES SOCIETY CONFERENCE

by MICHAEL APLIN
PART II

ON Saturday after dinner we adjourned back to the theatre where Chief Superintendent J. L. Wilkinson of the Thames Division of the Metropolitan Police spoke on the history and duties of that most interesting of Divisions, after which he showed a short film describing part of the work involved in looking after Thames barges. The evening finished in the Junior Common Room where conversation, mostly of a waterways flavour, continued till midnight, and thus ended a most instructive and enjoyable day.

Sunday was yet another of those perfect Autumn mornings and we all met at 9.30 a.m. to attend a demonstration of Water Safety Equipment and Life Saving Techniques, which, by kind permission of the Mother Superior, took place in the swimming pool of the adjacent Girls Convent. The display was organised by the Royal Life Saving Society in conjunction with the St. Johns Ambulance Brigade, The National Water Safety Council and the Reading Police Force, and such were the efforts made by these organisations to give a really stimulating and instructive display that they deserve the highest praise. The display commenced with a practical demonstration of various types of life jackets and buoyancy jackets, the "victims" being four young girls from the Convent on whom the different jackets were tied. Once in the pool they first of all floated before swimming to the side, or rather before they tried to swim to the side, for when wearing some of the jackets they had the greatest difficulty in swimming at all and were quite unable to control the direction in which they went. This I found seriously disturbing, for when one saw good swimmers in such difficulty under ideal conditions, one obviously imagined the same scene after a young child had fallen off a boat, possibly near a weir, and being quite unable to prevent themselves being drawn towards it. Also when wearing several of the jackets demonstrated, all of which incidentally are on sale throughout the country, the young girls in a calm pool with absolutely no panic could not prevent the water from lapping less than two inches below their mouths — what would happen in choppy water if a person panicked I dread to think. For myself I have always been most impressed by the large number of children on the Thames who wear a life jacket when on board a boat, now I find that many of these life jackets are in fact buoyancy jackets which, in the opinion of all those present are virtually useless and give a totally false sense of security. I would earnestly draw parents' attention to the many types of jacket on sale, far too many of which will only

safely support a person under ideal conditions, and will not allow them to swim to safety if the occasion demands it, whilst in rough water they would have little chance of survival unless help came very quickly. I would advise anyone buying a jacket only to visit a shop that specialises in such items, for a large number of shops have no idea of what protection the jacket would give in an emergency, and are in no position to give advice as to the most suitable type required, and I feel that they therefore constitute a very real danger to the public. If in doubt I would suggest that you contact the Royal Life Saving Society who are in possession of all the facts and are only too pleased to give any assistance they can. Finally, after seeing this most impressive of demonstrations I cannot stress the fact enough that to my mind the great majority of buoyancy jackets constitute a very real threat to the wearer, and I would appeal to all those who wish to buy or perhaps already have a jacket of some sort, to ensure that the one that they or their children wear next season will in fact do all that they expect should an accident occur — a little time and thought spent now, may save a life next year.

This was followed by an excellent display of life saving by the Reading Police Life Saving Team, a group of highly skilled policemen who, specialising in this vital task have won competitions throughout the country. The session finished with a demonstration by the St. Johns Ambulance Association on the "Kiss of Life", after which several of us took the opportunity of making a practical attempt on their life-like model. One thing that I had not realised before was that efforts at resuscitation should be continued until such time as a Doctor states that the victim is dead, even if it is four to five hours before a Doctor appears, for there is always the chance that continued efforts will revive the drowned person. I have dwelt at length on this particular session because I feel that its subjects are of tremendous importance and interest to everyone, especially all those whose business or pleasure takes them on or near to water.

After coffee break, during which the St. John's Ambulance "body" sprang an unfortunate air leak, the morning finished with the Seminar Discussions. For this three groups had been organised — first "Amenities, Towpaths and Rights of Way", secondly "Navigation and Maritime Matters" and thirdly "Planning and Development". I attended the second seminar and greatly enjoyed a most interesting and varied discussion in which all those present joined. Lunch arrived all too soon for there were still many subjects

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we waited to discuss. These informal discussions are most valuable, and at any future Conference I would like to see more time allowed in this direction, perhaps the Saturday evening could be used for this purpose?

Lunch was followed by a general discussion during which the Chairmen of the three Seminars presented a report about the subjects their groups had discussed. The Society's Chairman, Lt.Col. Howard gave his final address in the course of which he asked local councils to forward their ideas for Thames-side developments to the RTS for comment, already Surrey Council are doing this, and it would seem that the Society is ideally placed to offer professional advice. Obviously the Thames, in common with the rest of the country will be developed during the coming years, but if such plans could first be discussed and agreed with an official body such as the RTS which represents all interested parties, then I feel that in this way lies the most valuable service that the Society has the ability and desire to give.

The Conference ended about 4.0 p.m., and determined to see something of the Thames itself, I drove home in the Autumn sunshine through Sonning and Henley, and judging by the vast number of people that I saw on the river at both places, it is a fine and admirable thing that the RTS has been established to protect, preserve and where possible improve the varied delights, pleasures and amenities of England's greatest river.

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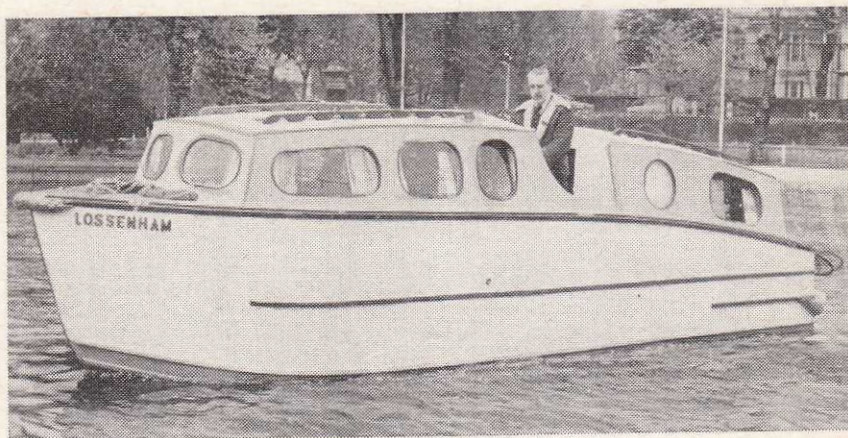
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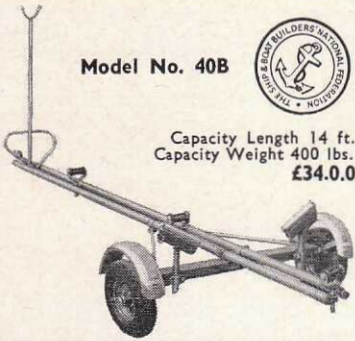
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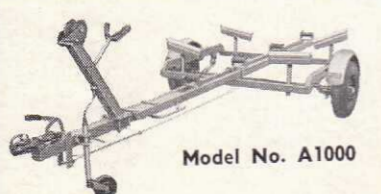
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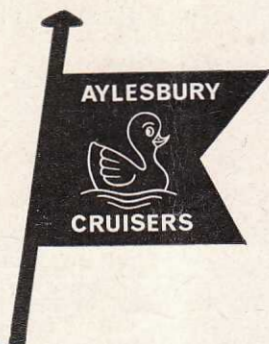
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