

WINDLASS

No 66 APRIL 1968

1/6



(Hugh McKnight Photography)

River Medway, Allington

*Journal of THE LONDON and HOME COUNTIES BRANCH of
The Inland Waterways Association Ltd.*

"MAID" LINE CRUISERS LTD.

(Dept. T.B.), FERRY YACHT STATION, THAMES DITTON, SURREY

Phone: 01-398 0271 (3 lines)

Nearly 100 holiday cruisers **FOR HIRE** (2 to 10-berth)
Starting places in all parts of the country

CANALS, RIVER THAMES, SEVERN & AVON etc.

- A Superb Standard of Comfort
- Baths
- Self Drive
- Central Heating
- Novices Welcome
- Diesel Engines

Please send for new Colour Illustrated Brochure

MANY NEW AND USED CRUISERS FOR SALE AND IN STOCK

at our BRINKLOW MARINA (between Rugby and Coventry). Main Dealers for Birchwood, Loftus Bennett Glass-Fibre Cruisers; Johnson Outboards, Newage - B.M.C. Inboard Engines; Prettycraft Dinghies

MOORINGS in Beautiful Surroundings

DIESEL . PETROL . GAS . REPAIRS . SLIPWAY . CHANDLERY

"MAID" LINE CRUISERS (Midlands) LTD.

BRINKLOW MARINA, STRETTON-UNDER-FOSSE WARWICKS.

Phone: Pailton 449

Saint Line Cruisers

RUE DE L'AQUEDUC, POINCY PAR TRILPORT,
SEINE ET MARNE, FRANCE

*4 & 6 Berth Luxury Cruisers for Hire
on the French Rivers and Canals*

- ★ Continuous Hot and Cold Water
- ★ Navigation Charts
- ★ Flush Toilets
- ★ Transistor Radios
- ★ Hot Showers
- ★ Economical Diesel Engines

WHY NOT COMBINE A CONTINENTAL HOLIDAY WITH A HOLIDAY AFLOAT? WRITE NOW FOR 44 PAGE COLOUR BROCHURE

Please mention WINDLASS when replying to advertisements

From The Editor's Cabin

WINDLASS

APRIL 1968

The London and Home Counties
Branch of The Inland Waterways
Association Ltd.

Patrons: Dame Margot Fonteyn de Arias, D.B.E., John Betjeman Esq.
Chairman: MICHAEL APLIN, Fairways, Summerfield Road, Loughton, Essex.
Vice-Chairman: Lower Grand Union and Regents Canal. Oliver Turner 57 Fitzroy Road, N.W.1.
Hon. Secretary: Graham Palmer, 4 Wentworth Court, Wentworth Avenue Finchley, N.3.
Hon. Treasurer: Mrs. G. Spratt, 57 Oxberry Avenue, S.W.6.
Hon. Editor Windlass: Miss Claire Johnstone, Willow Cottage, Timsday, Staines, Middx.
Photographer Windlass: Hugh McKnight The Clock House, Upper Halliford, Shepperton, Middx.
Hon. Press Secretary: D. J. M. Clements, 121 Sycamore Road, Croxley Road, Croxley Green, Rickmansworth, Herts.
Hon. Social Secretary: James C. Street, 52 Moreton Street, S.W.1.
Hon. Commercial Representative: E. H. Pull, 15 Campshill Road, Lewisham S.E.13.
Lee and Stort: John H. Wilkinson, 55 Scarborough Drive, Leigh-on-Sea, Essex.
Basingstoke: Hugh Compton, 122 Hermitage Road, St. John's, Woking, Surrey.
Chelmer and Stour: J. E. Marriage, Budd's Farm, Highwood, Chelmsford, Essex.
Medway: Derek Salmon, Springhill Cottage, Yardley Park Road, Tonbridge, Kent.
Thames: Stanley Tims, J. Tims & Sons Ltd., Staines, Middx.
Woking Kennet & Avon: Timothy Dodwell, Windover, Horsell Birch, Horsell, Woking, Surrey. (Woking 65932).
Middle Grand Union: Robert Hampson, Half-way House, Cassio Bridge, Watford Herts.
Desmond Briscoe, Parton House, 107 Grosvenor Road, Staines, Middx; Rodney Pepper, 22 East End Road, London, N.3.; Major Logan Brown, c/o 114 Regents Park Road, N.W.1.
Honorary Committee Members:
Advertising Manager Windlass: David Cooper, 25 Welbeck Road, Boyn Hill, Maidenhead, Berks; **Membr.**
Secretary: Dr. R. J. Saunders, 10 Lyford Rd., S.W.18. **Non-Committee Member on the Staff of Windlass:** **Despatch and Circulation Manager:** Martin Spratt, 57 Oxberry Ave., S.W.6.

WHAT IS IT, I wonder, that makes being an active I.W.A. member so satisfying? One may return from an exhausting working party, for instance, tired in body but refreshed in mind. Perhaps this is because we have been able to both create and destroy. These opposite instincts can be given full sway when one is faced with the task of clearing the trees from the dry bed of a canal before filling it with water thus creating again a water highway as the Stratford Canal; some forms of destruction can be creative. But not the use of culverts instead of bridges to expedite a motorway; nor the demolition of attractive lock cottages; nor the wanton neglect of locks.

The authorities, of whatever name, who do these things often plead the necessity of being "realistic". But it is the I.W.A. who are being "realistic" in our contention that we must consider future needs. Leisure and population will increase, creating a greater demand for recreational facilities. And any one who has ever crawled impatiently behind a huge and sticking coal lorry lumbering from a canal-side coal pit to a canal-side factory will realise unless this country is to become a tarmac wilderness, we must get some of the heavy goods back where they belong - on the cut.

CANALS ARE CERTAINLY news at the moment. Libraries have exhibitions, universities have courses, more new books keep appearing, more hire cruiser firms start up, television and radio give time to canals. "Yachting and Boating Weekly" now has a regular I.W.A. section; the first issue promises well for the future. The Brighton Canal Exhibition, pre-ordered in this issue, is but one of several similar exhibitions which have been held recently. There is plenty of scope here for members; most libraries have space for small displays and with a little encouragement from us there could well be a lot of interest aroused.

LIVERPOOL, THE HOME of Mersey Beat will be echoing this summer to a different sort of beat; that of boat engines. Instead of the twanging of guitars one will hear the twanging of bed-springs and barbed wire round the prop. But in view of an article elsewhere in this issue, perhaps I should not have said that! I am sure it will be a marvellous Rally; a long trip for Members of this Branch, but already I have heard of several families' plans.

THE COVER PICTURE for this issue was specially chosen because the River Medway has a longer than usual section in "Around the Waterways". When you read it you will realise the tremendous amount of important work done by Derek Salmon, who was Chairman of the very successful Tonbridge Rally Committee last year.

Josher's Column

THE TRANSPORT BILL is moving to a critical stage. The White Paper promised what appeared to be a bright future for the waterways; confidence, that frail creature, began to grow. There is now a grave risk that this confidence will be shattered; inherent in it is faith in the Government's decision to keep the waterways open if use increases.

As the Transport Bill reads now, the Government do not intend to give the backing of the law to their decision. In the event of British Waterways not maintaining a waterway as they ought to (we would be irresponsible if we entirely ignored the possibility, e.g. Stourbridge, Caldon, K.&A.) there would be no legal remedy. And I doubt if there could be a legal remedy if there is not a right to navigate; this right is now being taken away from the public.

The public will be reduced from being dependent on the law, to being at the mercy of Ministers and officials; from being dependant upon an independent assessor to the decision of an official who inevitably has a partisan view.

Whilst it is perfectly true that there may be a public inquiry before a waterway is closed, and Parliament can prevent a closure order, there is always the possibility of nothing being done to a waterway, as has happened on the Ashton, etc.. If this happened with, say, parts of the Trent & Mersey or the Tardebigge Flight (one of the easiest flights in the country), the only remedy would be to complain to the Minister. If the Minister took no action because, say, a motorway was planned to cross, there would be nothing we could do, except kick up the biggest fuss since the Stratford Canal row of around 1958 - and then it was the law that saved the Canal.

You may say I am exaggerating and foreseeing events that will never happen. I hope you prove to be right. But I have yet to be convinced of any change of heart by the various permanent lower officials; change of instructions, yes; change of heart, I don't know. In the case of Board officials, I cite the case of a large canal basin in Worcester that has been drained and a dam put across the entrance; this wasteful bit of work has certainly been done in the last year and I very much suspect it is post-White Paper.

Yet there is a further possibility for the future; that Mrs. Castle's successors may not be nearly as favourable to the amenity waterways as she seems to be, and may take advantage of the fact that the public have no legal protection.

The crucial test is this. If the Government mean what they say about keeping the waterways open, about a new charter, why do they not give their promises legal backing? If they will not, is there not the strongest ground for doubt about their intentions and so even greater need for the public to have legal safeguards?

So write that letter to your M.P. (it will reach him at the House of Commons, S.W.1.) asking him to oppose the relevant parts of Clause 124. Let our General Office know of the reply you get.

IT WAS WITH INTEREST that I read a letter from Robert Aickman in "Nor' Wester" (journal of our North West Branch) in which he suggested the formation of a National Waterways Recovery Organisation. As a separate body it would co-ordinate restoration programmes and could lead to the building of the new enlarged waterways our country so desperately needs.

I am not so sure the Organisation need be a separate body. The I.W.A. is, among other things, a central co-ordinating body, which can help the flow of information on all sorts of matters around the country which is so important: volunteers' tools, maintenance standards, mooring facility negotiations, etc., etc.,

The proliferation of new bodies is not necessarily a good thing. They bring membership and other administrative work in their train, all time consuming, and time is the thing of which voluntary bodies have the least. I would far rather the time that would be spent on administration were spent on furthering the cause more directly. In my humble opinion I would have thought that the I.W.A. could, to the extent that it does not already (especially via "Navvies Notebook") co-ordinate the various restorations and ensure information and improved methods of working are known all over the country.

HOW I WISH I exaggerated the possible difficulties that lie ahead which I have outlined above.' Stop-press news is that a new motorway is planned to cross the canal near Ellesmere Port. I gather there are strong indications that there will not be bridges but culverts! As all members know, the so-recent White Paper states that the canal to Ellesmere Port would be kept open! This raises the question of whether the White Paper means anything at all.

So write that letter to your M.P. For good measure, if you happen to know any member of the House of Lords, or have one living nearby, write to him too. And, of course, if you are on a boat in the North West, go to Ellesmere Port.

BOOK REVIEWS



"HOLIDAY CRUISING ON INLAND WATERWAYS" Charles Hadfield & Michael Street.
David & Charles. 158pp. 30/-

Such is the measure of the popularity of canal cruising as a pastime that here is another book on the subject telling us how to do it. This time two well known canal personalities have teamed up to write on a subject on which we all imagine ourselves to be expert. Charles Hadfield is the well known author of books about inland waterways and was for four years a member of the British Waterways Board. Michael Street was an early I.W.A. enthusiast and runs one of the largest hire cruiser and boat stations in the country. Has the partnership been a success? Have they succeeded in improving on other books on the same subject?

The answer to both questions is definitely "yes". With the expertise of David & Charles as publishers the result is a well balanced and eminently readable book covering as diverse a range of subjects as from removing weed from propellers to converting narrow boats. Other chapters deal with navigation, bridges, tunnels and locks, hiring or buying boats, and maintenance. Last but not least there is a very comprehensive chapter listing Waterway Societies, cruising booklets (yes, the Branch guides are mentioned), maps and charts, books, journals, museums and navigation authorities. To complete the book Stanford's Inland Cruising Map for larger craft is included inside the rear cover, although this would have been better inserted in a wallet rather than stuck to the cover as reference to it is difficult whilst reading the book.

The 16pp. of illustrations are well chosen and include a wide range of boat designs from various manufacturers. Several line diagrams help explain navigational hints; some typical floor layouts of craft are included.

Some of the page numbers in the index have gone astray; there is no mention of Rolt's "Green and Silver" in the list of books about Irish waterways (a classic by any standards surely) and a more positive mention of the I.W.A. Bulletin and Branch journals would have been appreciated. The London & Home Counties Branch (not Branches as printed) is credited with the organisation of working parties but "Navvies Notebook" is not mentioned. These are small points, however, and in no way detract from the general pleasure of reading this book which does give credit where credit is due.

Here is a readable, practical book, which will tell the would-be explorer (and some experts for that matter) all he needs to know before he sets off on that first never to be forgotten waterway cruise into an almost forgotten world.

"WATERWAYS TO STRATFORD" Charles Hadfield & John Norris.
David & Charles. 2nd. Edition. 173pp. 42/-

The first edition appeared in 1962 during the period of David Hutchings' magnificent restoration work on the Stratford Canal. Somehow the authors managed to write about its transfer to the National Trust without once mentioning the part played by the Inland Waterways Association. The second edition rectifies this omission and due acknowledgement is given to the I.W.A. for the transfer and subsequent restoration.

New photographs showing some aspects of restoration are included, although one showing the appalling and abandoned appearance of the canal before work started has not been included. The complete reconstruction of the Wilmoote locks should surely have been

mentioned as this task carried out at such short notice and in so short a time must surely go down in history as one of the all time greats of volunteer restoration.

But perhaps when the third edition appears to celebrate the re-opening of the Upper Avon these additions can be made. This volume now forms part of the Canals of the British Isles series, and is produced to the usual high standard that we have come to expect of this series.

"BOAT WORLD. The Sail and Powerboat Yearbook 1968" Business Dictionaries Ltd., 1100pp. 17/6

"Boat World" now in its fifth year is a reference book covering a very wide range of boating subjects. This latest edition has additional material on sailing centres, including the Broads and Northern and Southern Ireland. The 100 page section on Inland Waterways has an introduction by Robert Aickman, includes details of how to plan a cruise, and features many line maps of the canal network. Each section of the book is printed on different coloured paper. The White Section gives information on weather, tides, the Sea-way Code and Safety afloat, besides other articles of interest to both beginner and expert. The Green Section catalogues who makes what and where to get it, with the cost of many boats and trailers included. The Blue Section caters for the sailing holidaymaker, and is very comprehensive in its coverage of sailing and boating centres throughout the country.

As the preface says, Can you afford to be without "Boat World?" The answer is probably Yes, but when purchased the answer is No.

D.C.

CUT SHORTS

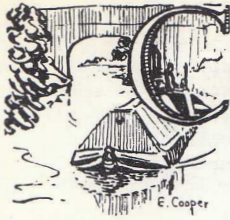
So it is Liverpool for the National Rally July 26th.-30th. It is a great meeting place, and I hope as many members as possible will attend. If you think you won't know anyone, you can always help on a stand etc., and you'll soon get to know people! Boat-owners or hirers can reach Liverpool by a number of routes. I hope a fair number go through Ellesmere Port and across the Mersey to Liverpool. Two narrow beam cruisers, about 35ft. long and with round bilges came to Leicester this way, and their skippers are both over 50 years old. I understand the Rally organisers hope to have a pilot available for the Mersey crossing. The Canal is deep in Liverpool, over 4ft. and you can moor right in at the side nearly everywhere. I hope those going by boat will take messages from their local mayor or council chairman to the Mayor of Liverpool; and get your local newspaper to give you a write-up.

JOHN DODWELL.

British Waterways Board report that the new 200ft. cut linking the Regent's Canal Dock with the Limehouse Cut is nearing completion. Craft passing between the Thames and the Limehouse Cut will find many advantages. The Dock's ship lock can pass 30 barges an hour instead of the ten which used the old Limehouse barge lock. They will no longer be delayed by the low bridge over the entrance to the Cut, nor by an awkward bend. The new length of canal has a navigable depth of 7ft. and is 50ft. wide. The old lock will be infilled and the land redeveloped. The cost of the scheme has been about £120,000.

The Greater London Council is having a River Thames Conference at the Purcell Room on the South Bank on April 1st. to enable all concerned with the river to exchange ideas and co-ordinate effort to improve and increase riverside amenities. Mr. Desmond Plummer, the Leader of the Greater London Council will crew a sailing dinghy, at the invitation of the Council's staff sailing Club the South Bank Sailing Club, from Putney to County Hall three days before the Conference, to try for himself one of the pleasures Londoners can find on the Thames. We hope the weather will be kind!

Congratulations to David Cooper, our Advertising Manager, and his wife Liz on the birth of their son John on March 21st.!!



Coming Events . . .

Recent Activities

THURSDAY APRIL 18th. EXTRA MEETING. At very short notice Mr. Ted Hill of the very active Peak Forest Canal Society has agreed to give an illustrated talk to our members on the Cheshire Ring Canals and the campaign to restore the canals to navigation. This should be one of our most interesting meetings of the year and we hope despite the short notice to have a good attendance. PLEASE NOTE CHANGE OF VENUE to the Feathers Hotel, which is in the Broadway, London S.W.1. opposite St. James's Park Underground Station (District & Circle Lines). The meeting will commence at 7.30pm. Light refreshments will be available at the bar, and parking space should be available at this time of the evening. You are urged to attend this important meeting, which is an addition to our programme for the year.

THURSDAY MAY 2nd. ANNUAL GENERAL MEETING. NOTICE is hereby given that the Twelfth Annual General Meeting of the London & Home Counties Branch of the Inland Waterways Association Ltd., will be held at the Albert, Victoria Street, London S.W.1. at 7.30pm.

The Hon. Treasurer Mrs. G. Spratt and the following members of the Committee retire by rotation: Messrs. John Marriage, Stanley Tims, Oliver Turner, Derek Salmon, Timothy Dodwell and Ernest Pull. All have indicated their willingness to stand for re-election. Mr. Dieter Jebbens who was co-opted on to the Committee during the past year retires in accordance with Branch Rules and offers himself for election. There has been one resignation from the Committee during the past year, that of Mr. John Wilkinson.

It is requested that any members wishing to offer themselves for any vacancy on the Branch Committee should send in their nomination to the Branch Secretary having been duly seconded. If any member wishes to put a motion before the Meeting he should send it to the Secretary to reach him not later than April 18th. 1968.

GRAHAM PALMER
Branch Hon. Secretary.

MAY 4th. (Saturday) BOAT TRIP FROM UXBRIDGE TO SLOUGH AND BACK. "Arcturus" will leave the General Elliot public House Uxbridge at 11am. there will be a stop for refreshments at Slough and the trip will end at Uxbridge at approx. 5pm. This is an excellent chance to have a look at this threatened waterway. Tickets, price 12/6 are available from Mr. J.C. Street, 52 Moreton Street, S.W.1. Please enclose s.a.e. and make out your cheques to London & Home Counties Branch I.W.A.

SUNDAY JUNE 16th. BOAT TRIP ON THE UPPER MEDWAY, from Maidstone to Tonbridge, including tea. It is some years since Members have had an opportunity to see the beautiful River Medway, so please reserve the date. Full details later.

SUNDAY APRIL 28th. RIVER STOUR BOAT RALLY. This will be in two parties, one starting from Dedham, the other from Manningtree, and meeting at Flatford Lock. The object is to draw attention to the need to re-open Flatford Lock, to protest publically, and to prove that powered boats do not cause loss of amenity.

WEEKEND MAY 25/26th. RIVER STOUR. There will be a weekend camping cruise of canoes and light craft from Sudbury to Stratford St. Mary to exercise the public right of navigation and to draw attention to the need for its retention and use. Details of the two foregoing events may be obtained from Mrs. J. Gough, The Bays, Fryerning, Ingatestone, Essex.

* * * * *

READING RALLY

WITH this issue of "Windlass" you should be receiving your copy of the Rally Programme. We look forward to a record attendance of boats, so please send in your entry forms as soon as possible. This is on one of the waterways in our Branch area with real prospects of restoration - YOUR attendance could help swing the balance.

Don't forget that helpers are also needed on the bank to ensure that the Rally has the maximum effect; if plenty volunteer no one will have to do too much. Send in your names to the Rally Secretary, or just turn up and offer your help.

If any members can offer to display posters in a good position on the waterways or within easy reach of Reading, or car stickers, please contact the Rally Publicity Officer who is Tim Dodwell.

AN APPEAL FOR HELP. The Rally Committee is having great difficulty in obtaining a suitable craft for public boat trips. Will any members who can help with this essential public attraction and have boats with large cockpits which could carry up to twelve passengers (open boats would be best) please contact the Rally Chairman, Desmond Briscoe, as soon as possible.

Action

About six months ago we asked our members to offer their help in any way possible. Since then we have been inspired by over 50 people who came to Southcote on the Kennet & Avon to join our Working Party Group. We have received requests for over 30 lectures to social groups, and in almost every case our members have accepted the challenge and talked about their canal holidays.

Members have volunteered to give lifts to others; they have offered to do some bricklaying at Crofton on the K. & A.; spare-time typists have had bruised fingers from banging away on the keys; our Branch Committee is delighted with our new and attractive Minutes Secretary. We now have a Branch Archivist keeping official copies of all Branch publications. Amateur artists, architects, members of the British Sub Aqua Club, a professional exhibition stand builder, the W.P.G. stamp banker, and many others - our cause can only be stronger for the participation of each and every one of you. THANK YOU!

If you have not yet joined in the activities of our Association, we offer you this opportunity to join us in planning the heritage of our children. If you feel you can help in any way at all, drop us a line telling us of your interest and how you feel you might be able to help.

In these modern times of fast moving events, come and join us in securing a future for our leisure. WRITE NOW TO :-

RODNEY PEPPER, 22 EAST END ROAD, LONDON, N.3. phone; 346 - 5383

*

WORKING PARTIES

*

*

SUNDAY APRIL 21st. RIVER KENNET AT READING. This is to clear rubbish and other obstructions from the mooring area for this year's Rally. Grapnels and kebs will be the most useful tools. We meet on the bridge in Kings Road, near Reading Marine Co., at 10am. Transport available from Reading Station if required through Tim Dodwell.

ALL FOUR WEEKENDS IN MAY. STRATFORD CANAL. Following criticism of the condition of the towpath it has been decided to make a concentrated effort to improve this, and parties of volunteers will be going up each weekend. The Branch has recently purchased a second-hand Allen Autoscythe for working parties, and we hope this will make for rapid progress. Full details from Tim Dodwell.

URGENTLY NEEDED, a trailer to take our Autoscythe around in. We can cope at present, but only just. If any member has an unwanted small box trailer it would be most gratefully received. Any offers to Tim Dodwell, who can arrange collection. If any members have any other equipment for which they have no use, and which they think might be useful, we should be very glad to hear of it.

FOR ALL THE LATEST WORKING PARTY NEWS, READ "NAVVIERS NOTEBOOK". ONLY 3/6 A YEAR.
From Graham Palmer, 4 Wentworth Court, Wentworth Avenue, Finchley, London N.3.



ROUND THE WATERWAYS

KENNET & AVON CANAL.

Work is progressing well at Burghfield, thanks to a spell of good "contractors weather", and the last report indicated that three quarters of the piling for the new lock chamber had been driven, with work starting on the ends to take the new gates.

Three mud hoppers to work with the K & A Truss's steam dredger have now arrived from Reading from the Slough Arm, and will no doubt serve many other useful purposes as well. They will probably be used as landing stages for the Reading Rally.

T.DODWELL.

OXFORD CANAL (SOUTH).

The Oxford City Planning Officer has been asked if he can agree to boat moorings on the Thames backwater above Hythe Bridge adjacent to Upper Fisher Row, this being a central point for trains, buses, car park and the main shopping area for craft coming off the canal and the Thames above Oxford. The County Planning Adviser to the Oxfordshire County Council has been asked if a launching site for trailer boats can be found on the navigable part of the River Cherwell below Enslow Bridge.

Following a recent survey of recreational requirements on the canal by the County Council, and after consultation with the Chairman of the Association, it has been suggested that pleasure boat facilities should be established at Heyford. Although British Waterways N.B. "Water Rambler" is not scheduled to work over the canal this summer, their boats based at Juxon Street Wharf, Oxford, will continue to operate.

The well known Teignmouth boat building firm of Morgan Giles Ltd., will on May 4th. open a new boatyard at Aynho Wharf. Initially they will operate three or four canal cruisers for hire, in addition to the selling of their own craft. Cdr.C.F.Parsons, the firm's technical director, will be running this branch of the business. Mr.S.J.Woolford's N.B. "Tyseley" is being refitted with a glass and steel cabin, and heating for use on his Dinner Cruises, which he runs from Thrupp Wharf.

H.COMPTON..

GRAND UNION CANAL.

Although the battle to have Halton Bridge on the Wendover Arm raised to navigable height has been lost, there has been an encouraging letter from British Waterways for other future bridge "improvements", (even if qualified. "The Board will undertake to make recommendations on the lines of 4'6" above a possible future depth of 2'6", but will not insist upon these if the financial and economic considerations are deemed to be unreasonable". So "normal depth" is clearly defined and cannot be interpreted as 6" or less. Who knows, a future generation may be able to rectify the error of Halton Bridge and cruise again the whole length of the Wendover Arm.

Following Berkhamsted Rural District Council's refusal to grant planning permission for five houseboats at Cow Roast, British Waterways have informed the residents that, very regretfully, they cannot issue any further licences, except short term. Steps are being taken to counter what appears to be an illegal act on the part of the Council.

The Grand Union Canal Society wishes to organise a fleet of pleasure boats to accompany the Branch cruise to Slough on May 4th. to demonstrate to the residents of Slough that we canal lovers intend to "Put Slough back on the Waterways Map". This is planned as a curtain raiser to the Slough Rally over the Spring Bank Holiday. Will all boat-owners please try to support this cruise, and also the Rickmansworth mini-rally on May 25th. and the cruise from Rickmansworth to Slough on June 1st.

The G.U.C.S. is holding its second members' meeting in Watford Library on April 18th.

at 8pm. There will be films, slides and talks. All I.W.A. members and public are most welcome. R.HAMPSON.

RIVER WEY.

A reminder that Papercourt Lock will be closed for the rebuilding of the sides of the lock chamber for about six weeks after the 15th. of April, i.e. between Easter and Whitsun, with consequent reduced water levels between Worsfold Gates and Newark Lock. At the same time electric cables are to be laid under the river bed by the Generating Station near Dapdune railway bridge in Guildford. Craft are warned to proceed with great care.

The National Trust have recently circulated details of a proposed combined licence/lock toll system to come into effect in 1969, to cover the whole river from the Thames to Godalming. It is understood that this has met with a generally favourable response. As an example, the combined annual fee for power craft between 20 and 25 feet would be £4-10-0: the existing arrangements for visiting craft are expected to continue on much the same basis.

Once again the Branch has been asked to undertake lock-manning duties during the summer from Whitsun onwards. As before it is hoped to cover Pyrford Lock every weekend, and Coxes' Lock as well over the Bank Holiday periods. Mr. Alan Pizzey of 39 Grosvenor Gardens, Kingston-upon-Thames, Surrey, has kindly undertaken to organise a roster of volunteers, so please send in your names, with details of when you are available.

T. DODWELL.

RIVER MEDWAY.

Lock Dues. I have to report that your River Medway Sub-Committee has been carrying out lengthy negotiations with the Kent River Authority with regard to their proposed revised scale of lock charges for 1968. It is now almost a year since the Kent River Authority advised us of their proposals and asked for our observations. As the new charges showed an enormous increase over the 1967 rates we were most concerned, and in June I attended a meeting in Maidstone to put forward our views.

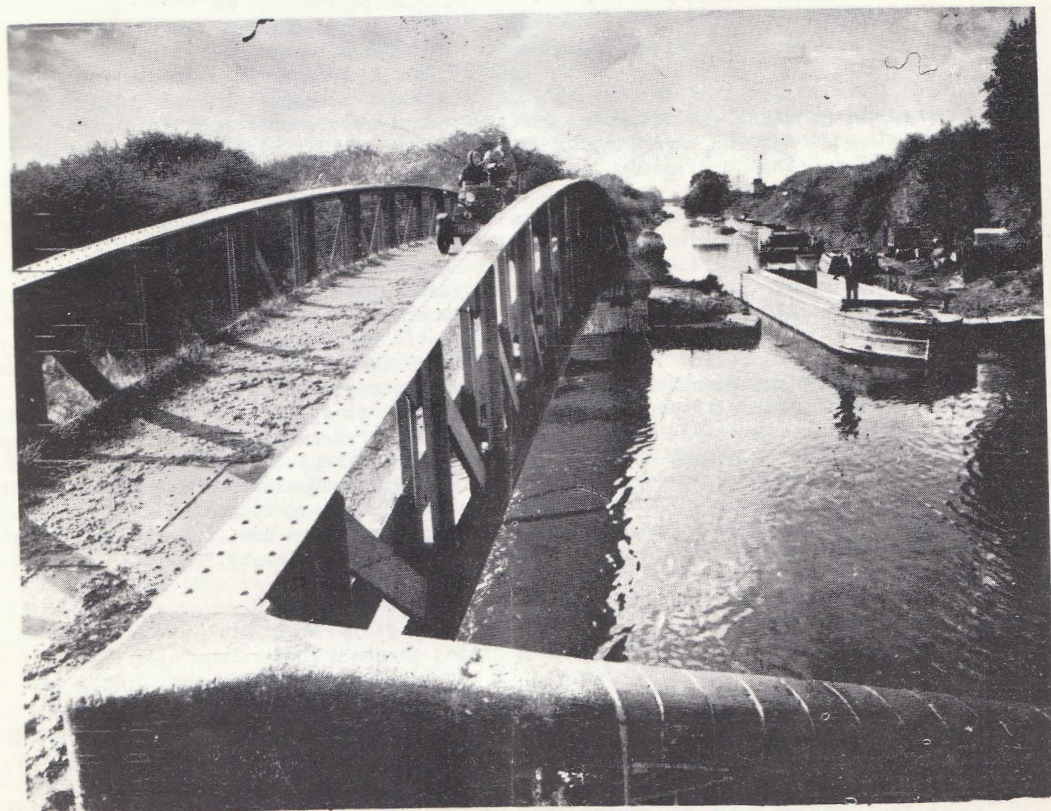
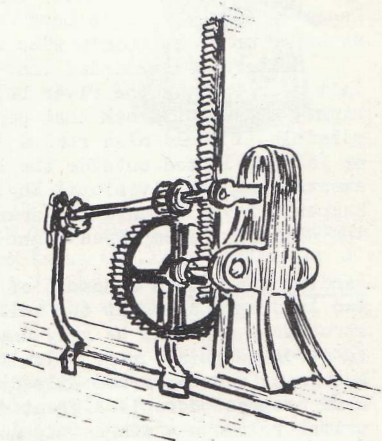
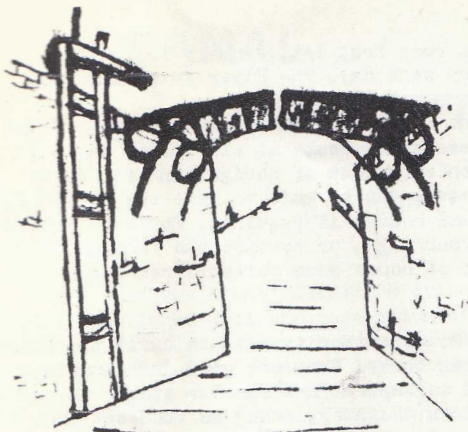
The Kent River Authority's object in raising the charges is to reduce the present deficit incurred in running the navigation. However, as we pointed out, their proposals bore most unjustly on the boating public, while no effort was being made to tap other sources of revenue. For some years your Medway Committee has been advocating a completely new system of charging for the river, insisting that the only fair way to charge for the navigation is a combined lock toll and registration fee for all craft on the river, whether they pass through locks or not. At present there are a large number of boats on the river who never, or very seldom, pass through a lock, and thus contribute nothing to the upkeep of the navigation. Such a scheme has consistently been rejected by the River Authority as impracticable. However, in April 1967, at our insistence, they carried out a survey of craft, which produced some very interesting and enlightening figures.

Negotiations concerning the 1968 charges were carried on throughout last summer, and in October we were advised that certain alterations to their original proposals had been made, and the new charges fixed. These were to take effect from January 1st, 1968. Although our efforts had produced a reduction on the River Authority's original ideas we were still not satisfied, and negotiations have continued. I am sorry to have to report that these have been fruitless, and the charges as announced will stand for this year.

We have not been advocating that Medway boating should be uneconomically cheap, but that the load should be fairly spread; in particular that the charges should include a differential element based on length of craft, which at present they do not. We also feel that the single lock toll is quite unjustified, but the Authority have confirmed that the sole object of making it so high is to encourage people to take out long term passes. However, I am pleased to report that the River Authority have now quite definitely accepted in principle that, in the future, charges will be based on general registration of all craft, and it is hoped that such a scheme will be introduced in 1969. They have also assured your Medway Committee that we shall take part in the drawing up of the future charging structure.

picture page

Split Bridge, Charles Pallant.
Paddle Gear, Graham Palmer.
Entrance to the Slough Arm,
Hugh McKnight Photography.



BRIGHTON CANAL EXHIBITION

John Hankinson



THE BRIGHTON CANAL EXHIBITION opened on December 15th.1967, and closed on February 24th.1968. Staged with the permission of Clifford Musgrave Esq., O.B.E. the Director of the Royal Pavilion Estate, and excellently set up by Mr. A.V. Sheppard and Miss W. Patching of Brighton Museum, it occupied the main entrance hall of the Museum and Public Library, with a further section in the Library itself.

The display in the main hall consisted of two large double show cases supported by a number of wall panels. The former contained examples of painted ware of all kinds, rope work, a model of a narrow boat, lace edged plates, tea kettles and functional items such as windlasses. An eye-catching feature was the illuminated lantern from the N.B. "Evelyn", the only narrow boat to be sunk by enemy action, with the loss of the life of the steerer, James Peasland. Another exhibit which would have been very familiar to many canal users was the water can from behind the bar of "The Boat" at Stoke Bruerne, kindly lent by Mrs. Woodward.

The painted ware included examples of the work of Frank Jones, Ron Hough, Nicholas Hayes, Joe Harrison and Brian Collings, the first named being particularly featured, as befits about the only survivor of the old school of painters. Practically the whole of one section of the show was devoted to his work, with photographs of him executing it, and descriptive material.

The wall panels showed photographs and maps of the canals generally, and also specialist features such as maintenance, boat building, and locks and bridges. To give local interest, there were maps and photographs of the old Sussex navigations. There was also a panel devoted to the I.W.A. publicity material.

In the Library itself were two horizontal display cabinets, one containing prints of the canal pioneers, as well as old canal books, dating from Hassell's "Tour of the Grand Junction" onwards, with Dashwood's "From the Thames to the Solent by Sea and Canal" for local interest. An unusual exhibit in this case, produced by the Museum itself, was a horn cup engraved with a picture of Brindley's Barton Aqueduct, apparently in commemoration of the opening of the Bridgewater Canal.

The second case contained copies of "The Bulletin""Windlass""Navvies Notebook" and the London & Home Counties Branch navigational handbooks on the Medway, Lee & Stort, Stour, and Wey. Behind this was a board to which the brochures of various hire cruiser firms were attached, and their well-thumbed condition shows that they were extensively consulted. Application forms for I.W.A. Membership and B.W.B. hand-out material were available on another table, and the whole display was backed by a large triple screen of B.W.B. photographs. We know of a number of cruiser bookings made in consequence of this display; it would be interesting to hear if the I.W.A. collected any new members.

We are told that enquiries were received about the exhibition from all over the country. The uniformed attendants estimate that at any time there were usually between ten and thirty people looking at it while it was open. Originally it was thought that the exhibition might move on to Arundel, but it ran so long that this was impossible. The photographs and wall displays have now gone to Southampton University in connection with a course on transport being held there.

All in all, it would seem that this has been a successful attempt to interest the South in the canals. The exhibition was certainly set up with great imagination and artistic effect by the Museum staff, who were most enthusiastic about it. Other provin-

cial museums took a great interest in it, and enquiries were received from far afield. Press coverage was disappointing, although one local paper published an article about the Sussex waterways. However, Brighton Radio put on a fifteen minute programme on their first Sunday Arts programme.

It is estimated that some thirty thousand people have seen this little exhibition, for many of them it must have been a first glimpse of the canal world. For two at least it certainly was not. They were both old boaters, living in retirement in this area. They looked, made themselves known to the Museum staff, and approved. Where most visitors looked with curiosity, they did with nostalgia.

Quiz NO. THREE . ? ?

1. What are radial lock gates?
2. Where, within 15 miles of Tower Bridge, can one see a lock with radial gates?
3. Where is the Daw End Branch, and of what waterway is it a branch?
4. How long is the Basingstoke Canal now, and how many locks has it now?
5. Give the waterway carrying companies represented by these initials:-
a) W.W.C.T.S. (b) V. & S.L. (c) T. & S.E.
6. Does a navigable waterway pass within $\frac{1}{4}$ mile of Lord's Cricket Ground and if so, which?

ANSWERS, please, to John Dodwell, Wychbold, 19 Drill Hall Road, Chertsey, Surrey, by April 30th. PLEASE NOTE CHANGE OF ADDRESS.

Answers to Quiz No. 2.

1. *The Slough Arm was wholly opened in 1883.
2. *The Wyrley & Essington Canal, part of the B.C.N. runs from Horsley Fields Junction, near Wolverhampton in a roughly north east direction to Anglesey Basin, by Chasewater, through surprisingly rural countryside. This part is 18 miles long, has no locks, and is part of a near 50 mile lock free pound. Thirty locks used to take the Canal to the Coventry Canal.
3. *Commercial narrow boats usually take three days from Brentford to Wellingborough.
4. *You will find a working flash lock within 15 miles of Tower Bridge at the head of Barking Creek on the River Roding, map ref. 161/439837.
5. *The 1968 National Angling Championships will be held on the Rivers Bure and Thurne in Broadland on September 14th.
6. *The initials are :- (a) Birmingham & Midland Canal Carrying Co., (active); (b) Thomas Clayton (Oldbury) (ceased carrying March 1966); They were based on the B.C.N. (c) Thames & General Lighterage (very active on the Thames and connecting waterways.

* * * CLASSIFIED ADVERTISEMENTS * * * * *

FOR SALE. Exceptionally strong two seater 16ft. glass fibre canoe, blue and white, with four built-in buoyancy tanks, ample camping storage space. Suitable for sea, estuary, canal. Used four afternoons only. Complete with two double paddles. £30. Rosetti. 01-892-3034.

WANTED. "The Unsophisticated Arts" by Barbara Jones. Box 115 c/o The Editor.

Classified Advertisement rates:- 3d. per word private; 4d. per word trade.

mud hopping

FOLLOWING correspondence with Phillip Ogden regarding the transfer of mud hoppers from the Grand Union to the Kennet & Avon, I presented myself at Cowley tip on a Sunday morning at the end of October and was told by the tip foreman that the rest of the party would be back that afternoon.

Later when the volunteers returned we set out by car up the G.U to find Nicholas Hill in N.B Jaguar who was to tow the hoppers. We eventually located him removing wire from the prop on the cill of Cowley Lock.

As it was beginning to get dark we pressed on to the junction and quickly hitched the hoppers on to the narrow boat and set off in line astern into the darkness, Jaguar in front towing first a 70'x9' hopper followed by two 70'x12' hoppers, crewed by four people, one to each boat.

There are roughly ten of the original 14' wide Grand Junction bridges on the 8 mile section to Hanwell, the first of which is on a 30° left hand bend. The first two craft negotiated it successfully but the remaining two piled into the bridge with a noise resembling a Carribean oil drum band, unfortunately in the rush at Cowley when we started off, the tow ropes had been fixed too short making it difficult to alter course quickly, coupled with the fact that being empty full rudder was required quite often.

During one of my detours through some bushes I picked up a rat on the front end and while chasing it round the deck with a piece of wood I walked into a bridge going the other way at 3 mph which temporarily put all thought of the rat out of my mind.

The journey to Hanwell top took 2½ hours which was a very good time so we stopped the night there and were up early next morning to work down the eight locks. To avoid flooding the sideponds we had to take the boats down separately, which meant bow-hauling. As we locked down volunteers seemed to be arriving from all directions and at the bottom lock everyone got on for the rest of the way to Brentford. At the gauging lock we had to finish for the day as the tide was going out.

The following morning when the others arrived we worked through the lock and during a panic below the lock when the tipper on one hopper got caught in the canalside railings I lept ashore, removed the tiller and got left behind.....HOPPING MAD.

* * * * *

Reprinted from "Navvies Notebook" by kind permission of the Editor, partly to show all those who are not subscribers just what they are missing, and partly because it is a very funny article! Didn't anyone have a camera to record the rat chase, or was it too dark? The author remains anonymous by request; I look forward to his next adventure. C.J.

ENJOY A HOLIDAY AT HOME! CRUISING IN A

MARINER CANAL CRUISER

31ft (4/5 berth) and 43ft 6in. (8 berth)

Our new Hire Fleet is available this season on the Oxford Canal

Cruise on the placid waters of the OXFORD CANAL at AYNHO this year—it is probably the most beautiful stretch of the inland waterways in Britain. Our MARINER Cruisers can be relied upon to give perfectly safe, simple and effortless cruising. Particular attention has been devoted to providing all home comforts and you will be surprised at the 'big-ship' feeling below decks. Both cruisers are basically the same in design and have 6ft headroom throughout. They are fitted with PERKINS 4-107 diesels for economical cruising. A special refinement is our Hydrostatic Marine Drive fitted with a special weed-trap compartment to facilitate easy removal of propeller obstructions *while afloat*. The Galley has a cooker, refrigerator, stainless steel sink and ample working space.



SEND FOR COLOUR BROCHURE ON THE MARINERS AND DETAILS OF OUR CRUISING HOLIDAYS

Write to
Cliff
Parsons



MORGAN GILES LIMITED

THE SHIPYARD, TEIGNMOUTH, DEVON Tel. Teignmouth 1407/8



“LOCK-KEEPERS COTTAGE to let, semi-derelict. Situated in remote surroundings by the junction of the River Cherwell and Oxford Canal at Shipton Weir Lock, Kiddlington. Approx. 6 miles North of Oxford. Could be 1,000 miles up the Amazon, R. R. Hagen, AYLESBURY BOAT CO. LTD., Boat Basin, Aylesbury, Bucks.”

NAVVIES NOTEBOOK

For news of working parties and volunteer labour over the entire waterway system

SUPPORT THOSE WHO ARE PREPARED TO WORK FOR THE FUTURE OF OUR WATERWAYS

Subscription for twelve months 3/6d post free. From The Hon. Secretary

LEA AND STORT HIRE CRUISES

41-seat day cruiser for party hire

Refreshments and toilet on board.

Fully Licensed.

With LUNCH OR TEA if desired in the Old Granary

2/6 Berth Cruisers for holiday hire on Lea/Stort Navigation

Slipway and Moorings in lovely surroundings — 27 miles from London

S.A.E. Little Hallingbury Mill, Gaston Green, Nr. Bishops Stortford, Herts.
Tel. Sawbridgeworth 2348

ENGLISH CANALS: Part I "A CONCISE HISTORY"

"This mine of information"—not only for the historian but for anyone who travels our canals. 13 maps. 8 pages of illustrations. 15/-.

PART II "ENGINEERS & ENGINEERING"

due May: Watch this Space!

The Oakwood Press, Tandridge Lane, Lingfield, Surrey. (postage 8d.)

Bank Protection	Steel Piling
Asbestos Bulkheading	Wet Docks
Landing Stages	Slipways Dredging
Landscaping	Planting Schemes, etc.

RIPARIAN OWNER SERVICE T. HARRISON CHAPLIN LTD.

Meadhurst Park Nursery
Est. 1907 Sunbury-on-Thames Tel: 3371
Illustrated brochure on request

Cruise
aboard

ARCTURUS

on the GRAND UNION CANAL at
WATFORD, Herts.

PRIVATE PARTIES can be arranged for up to 54 passengers. Suggestions for Cruises from our base at Cassio Bridge, Watford will be forwarded. Give us a ring or drop a line—remember we specialise in Saturday bookings—all day in most cases.

Public Trips are run every Sunday afternoon and throughout Bank Holiday week-ends—Easter to October of course—from the lock in Cassiobury Park, Watford.

BRYAN NICOLL

Cassio Bridge, Watford. Tel. Guildford 63989

NEW BOATS

20ft Dolphin 4 berth cruiser. Basic price £750

25ft Inlander 4 berth centre cockpit glass fibre cruiser. Basic price £1,100

30ft Morgan Giles Mariner glass fibre 5 berth cruiser with Perkins Diesel engine, hydraulic drive and full range of accessories. £3,350

41ft Morgan Giles Master Mariner glass fibre cruiser 7 berth, Perkins Diesel engine, hydraulic drive, shower and full range of accessories. £3,975

NARROW BEAM CRUISERS

Skye—22ft 2/4 berth Dawncraft, 2 ring gas cooker, toilet compt. Good cupboard space and headroom. Evinrude 9½ H.P. outboard. £475 F.459

Gillian-Ann—24ft 4 berth aft cockpit "Canal Bounty" cruiser. Equipped with gas cooker, water heater, sink and Gale Buccaneer 15 H.P. outboard. Pressurised water system and chemical toilet. £995 F.452

Mack II—A well maintained 2 berth 18ft cabin cruiser, equipped with gas cooker, sink, water tank, folding table, etc. £375 F.472

Mitch—Dolphin 20 cruiser equipped with Volvo Inboard/Outboard engine and fully comprehensive range of accessories. £850 F.470

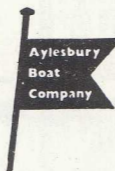
4 Wheel trailer and winch for the above. £50

NARROW BOATS

Gainsborough — 70ft unconverted Motor Narrow Board in Steel. Boatman's cabin. £750 F.391

WE SPECIALISE IN GLASS FIBRE
NARROW BEAM CRUISERS

Write: Dept W1 for Comprehensive List.



AYLESBURY BOAT CO. LTD.

3 THE BOAT BASIN,
AYLESBURY

Telephone Aylesbury 2209

OPEN 7 DAYS A WEEK



CANAL PLEASURECRAFT (Stourport) LTD.

STOURPORT-ON-SEVERN, WORCS. Tel: 2970

Established in 1950 and the first to design and build Motor Cruisers especially for use on the whole of the Canal and River network.

2 to 6 berth cruisers for hire From Stourport and Stone

- * Closed-circuit Keel Cooling
- * Hot water to all cabins
- * Large fully opening windows
- * Gas cooking with oven and grill
- * Pye Transistor built-in radio
- * Electric Shaving point
- * Large Refrigerator
- * Formica Surfaces
- * Electric Lights
- * Dunlopillo Cushions

Illustrated Brochure on request

RIPARIAN OWNER SERVICE T.Harrison Chaplin Ltd. Meadhurst Park Nursery, Sunbury-on-Thames, Middlesex

CAMP SHEDDING LANDING STAGES
LANDSCAPING TREE PLANTING

Illustrated brochure on request

Tel. 83371

Est. 1907



NANTWICH PLEASURE CRAFT

BASIN END . NANTWICH . CHESHIRE

The ideal place to start from—2 - 6 berth specially built hire boats.

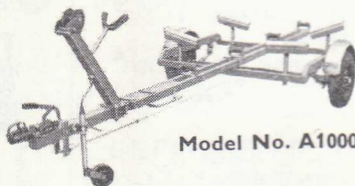
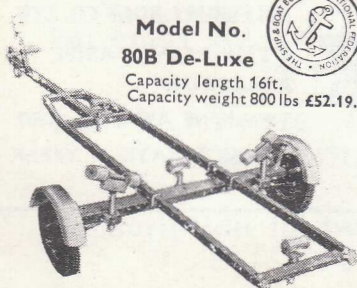
All communications to:-

S. C. CUMMINS LTD.,
Boat and Coachbuilders,
MARTIN STREET,
OFF EARLE STREET,
CREWE.

Model No.

80B De-Luxe

Capacity length 16ft.
Capacity weight 800 lbs £52.19.6



Model No. A1000

Tilt frame
Capacity Length 17ft.
Capacity Weight 10 cwt
£94.10.0

"Snipe"

BOAT TRAILERS

Available from 200 lbs. to 36 cwt. capacity, for boats from 10ft. to 28ft. in length.

Write for our fully illustrated folders giving details of all models.

LEW-WAYS

LEW-WAYS LTD.
Watling Street, Cannock,
Staffs.
Telephone: Brownhills 2565

London's nearest canal boatyard—

(25 minutes by train—

Paddington to Langley)

NARROWBOAT SPECIALISTS

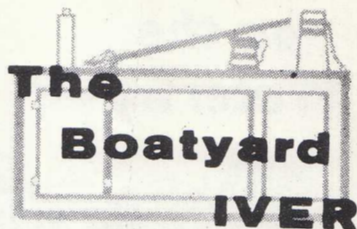
Slipway and Repair facilities up to 72ft

Agents for:—

Buckingham, Microplus Cruisers

Penta, Evinrude & Yamaha Engines

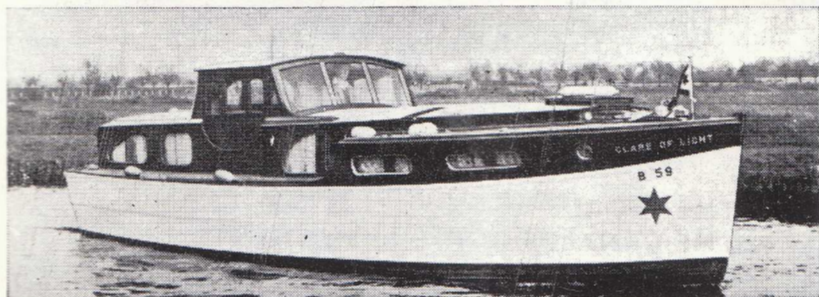
**Durafloat Dinghies &
Runabouts**



**MANSION LANE, IVER,
BUCKS.**

Tel.: IVER 1496

**Canal & Thames Hire
Cruise Operators**



**Do you
recognise
her?**

..... she is a fine Broads cruiser as used by one of the best Norfolk yards and one of our fleet (two, three, four and six berth) cruising Irish waterways. Our boats travel the Grand Canal, Barrow and Shannon. Our rates are reasonable and you have no travelling expenses after Dublin, as free transport is laid on to our base. Our broad clear canal has only 24 locks in the 80 miles from Lucan (our base) to the Shannon. You'll meet the nicest people and have the holiday of a lifetime. Why not write now for a free brochure to

Phone: 301511 & 302310

JOY LINE CRUISERS LTD. - 18 Berkeley Street, Dublin 7

Please mention WINDLASS when replying to advertisements

All at sea
on the
Waterways?



You need the Waterways Series



First select your holiday.....then buy a reliable guide book. You CAN manage without one but a good guide can make your holiday so much more enjoyable. The annuals in THE WATERWAYS SERIES are designed to give you all the information you need to make your holiday a success:

2½ to 1 mile maps (1in. to 1 mile for CANALS)

Directories

Historical and geographical notes

Where to eat, drink and be entertained

Moorings, tides, locks, etc.

In fact, everything you need to know.

The 1968 editions are on sale from 15th December and offer the finest value in inland waterway guides. Get your copies now

● THE BROADS BOOK

● THE THAMES BOOK

● THE CANALS BOOK

● THE FENS BOOK

6/- EACH (Post 1/- extra)

● BOATING HOLIDAYS Complete Guide to Holidays Afloat in Britain and on the Continent in Small Boats and Big Ships. 2s. 6d. each (postage 6d. extra.)

and for Ireland

● WATERWAYS OF THE REPUBLIC OF IRELAND

(Shannon, Grand Canal, Barrow) 5s. (postage 1s.)

● WATERWAYS OF NORTHERN IRELAND

(Lough Erne, Lough Neagh, etc.) 3s. 6d. (postage 9d.)

GEOFFREY DIBB LIMITED

39 Braydeston Crescent, Brundall, Norwich, Norfolk
Nor 86a Tel. Brundall 3061