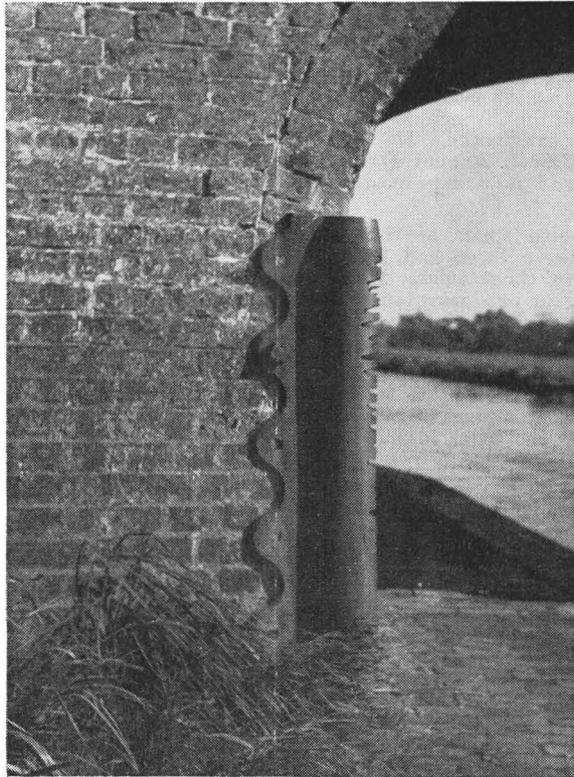


THE WINDLASS

Vol. 11 No. 5. SEPTEMBER 1958



“Towline abrasion on an iron protector.”
Photograph by R. I. Bevington.

“THE WINDLASS” is the bi-monthly journal of
THE LONDON and HOME COUNTIES BRANCH of
The Inland Waterways Association.

THE LONDON AND HOME COUNTIES BRANCH OF THE INLAND WATERWAYS ASSOCIATION

Patrons: Dame MARGOT FONTEYN de ARIAS, D.B.E. JOHN BETJEMAN, Esq.

Chairman: Capt. L. R. MUNK, Assoc. I.N.A. Emberbrook 1078.

Hon. Secretary: Capt. C. B. GRUNDY, M.C., c/o Dr. R. J. Saunders, 10, Lyford Rd., Wandsworth Common, London S.W.18

Hon. Treasurer: R. J. SAUNDERS, Esq., M.R.C.S., L.R.C.P., 10, Lyford Road, Wandsworth Common, London, S.W.18

Hon. Press Secretary: B. AMBROSE, Esq., 40, Egmont Road, New Malden, Surrey. Malden 4322.

Hon. Editor: P. H. CHAPLIN, Meadhurst Cottage, Cadbury Road, Sunbury-on-Thames, Middlesex. Sunbury-on-Thames 3371.

Members of the Committee:

E. R. BINDLOSS, Esq. (Medway)

H. A. H. BURGESS Esq. (Lee and Stort)

R. MACK, Esq., M.R.C.V.S. (Wey and Basingstoke Canals)

J. E. MARRIAGE, Esq. (Chelmer)

F. SANDERS (Basingstoke Canal)

P. SCRUTTON, Esq. (Stour)

J. STREET, Esq. (Thames)

S. J. TIMS, Esq. (Thames and Basingstoke Canal)

Honorary Secretary's Notes.

The second Annual General Meeting of the Branch took place at the "Princess Louise," High Holborn, on the 3rd July, 1958. The Branch Chairman, Capt. L. R. Munk, took the chair and the meeting was attended by about thirty members of the Branch. Unfortunately Mr. Robert Aickman, the Founder and Vice-President of the Association was unable to attend.

In his report the Chairman spoke of the Branch's activities during the year both from the campaigning and the social point of view. On the campaigning side he spoke particularly of the work being done by the Lee & Stort Development Committee and the River Stour Action Committee. He also spoke of the conditions of the other navigations in the Branch area.

On the social side the Branch had seen three film shows during the winter and these had been attended by good audiences. He asked members to put forward their ideas for alternatives to film shows. The Branch Annual Dinner which had been held at the Rembrandt Hotel had also been most successful and it was proposed that the next Branch Dinner should be held at the same hotel.

Captain Munk also spoke of the "Windlass" and said that five issues had been published during the year: of these three had been of twelve pages and two of sixteen. He was sure that members would like to congratulate Mr. Chaplin on what was a most superior production. There was however one snag in producing such a Branch Bulletin and that was the cost and as this could not fully be covered by Branch Membership subscriptions it had become necessary to run draws periodically and this had been done for the Derby and at Christmas.

Captain Munk then spoke of the difficult period that the Association had passed through which had culminated in the postal referendum in which a large majority of voting had voted in favour of the proposal to incorporate the Association as a non-profit distributing Company limited by guarantee. The legal formalities to accomplish this change were now in hand.

Captain Munk also spoke of the delay in the publication of the Bowes report which he said he believed would be out shortly. Captain Munk concluded by saying that he was sure that an exciting future lay ahead of the Association.

The Honorary Treasurer, Dr. R. J. Saunders, then presented his accounts for the year and explained certain points. (A copy of the accounts appears elsewhere in this issue). (It was agreed that the healthy state of the Balance Sheet was almost entirely due to the effort of Mr. Ambrose who had been responsible for running the Christmas and Derby Draws.

After this discussion the accounts were adopted.

The election of Branch Officers and Committee Members then took place and the following were re-elected to the Committee:—

Honorary Secretary:—Captain C. B. Grundy, M.C.

Committee Members:—Mr. F. Sanders.

Mr. J. E. Marriage.

Mr. R. Mack, M.R.C.V.S.

The Branch Auditor was also re-elected.

The meeting closed after a few further points had been discussed under any other business.

C. B. G.,
Branch Hon. Sec.

DERBY DRAW 1958.

I am very pleased to announce a net profit of £69-18-8 on the 1958 Derby Draw. This amount which has been duly certified by our accountant includes donations totalling £3-0-6 from members who for one reason or another were unable to dispose of their tickets and yet graciously supported our cause so generously. The profit this time was less than half that of the two preceding draws but we hope that together we can improve on this for the next draw at Christmas

Those of you who were able to attend our A.G.M. will have heard how necessary it is for us to obtain a substantial profit by this method. Subscriptions alone will not completely cover our expenditure, particular on The Windlass, and with the Bowes report being announced in the near future, a reserve of funds is essential.

Finally I would like, once again, to thank all of you who helped to make this draw a success.

A list of winners is given below and I have copies of the prize-winners list for any member who desires same.

Mrs. R. Price, Miss J. Parsons, Mr. D. S. Clark, Miss J. Wells, Mrs. M. L. Bacchus, Dr. R. J. Saunders, Mr. Sheppard, Lady Amptill, Mrs. W. N. Lorentz, Messrs. H. Salmon, F. H. Steggall, R. G. O'Connell, T. C. Crogan, Mrs. D. M. Robertson, Miss H. Ristow, Miss S. Jones, Mr. B. S. Faulks, Mrs. T. B. Wood, Mr. and Mrs. W. R. Rickard.

B. Ambrose.

BRANCH BOAT TRIPS

River Wey Navigation

A trip to Guildford departed from New Haw Lock at 11 a.m. on Sunday, June 1st, and was attended by 55 members and guests. Apart from short trips above Guildford, there are no passenger trips on this waterway, and it was quite an achievement to find a suitable launch for the trip: "Merry Thames" filled the bill very well and its canopy cleared the lowest bridge with an inch or two to spare; we are very grateful to Mr. Parr for the use of his boat. Our member Mr. Grange turned up in his cruiser "Elsinor" and provided an escort for "Merry Thames."

The 13 miles and 7 locks were done in 6 hours, including a halt at lunchtime at Newark Mill and in the afternoon at Bowers Lock. Although the weather was cloudy, the River Wey was looking at its best, particularly the section between Trigg's Lock and Stoke Lock: this section can be recommended for its scenic beauty to those who have not yet navigated the Wey.

River Kennet

On July 13th 50 members and guests enjoyed a trip from Reading to Burghfield and back in the excellent motor narrow boat "Enterprise", skippered by Mr. Jack Howard. By way of a surprise, the trip began with a circuit of the loop-line which passes the Abbey Gardens and the biscuit factory before rejoining the main line above Blakes Lock, which was a revelation even to those who thought they knew Reading well. The notorious low bridge, which is the principal obstruction to navigation of the Kennet, was safely passed thanks to heavy ballasting of "Enterprise" and we went through County, Fobney and Southcote locks. After tea at Birghfield we inspected Burghfield lock and Mr. D. Hutchings, Hon. Sec. of the Reading branch of the Kennet and Avon Canal Association, explained how it was hoped to restore the lock to working order by means of a volunteer working party on July 27th. If this work is successful the rally of boats being planned for August 2nd-4th will be able to proceed a further 5 miles to Theale. Those who knew the lower part of the Kennet a few years ago were surprised at the great improvement in the waterway occasioned by the passenger trips of "Enterprise". One has the impression that a little used waterway has been transformed into a very live one, and it is to be hoped that the trips may eventually be extended to Theale.

R.M.

British Transport Commission

BRITISH WATERWAYS South Eastern Division STOPPAGE NOTICE

Grand Union Canal Slough Arm

In order to carry out reconstruction of Uxbridge Road Bridge A.412, the Slough Arm will be closed to traffic at that point for 7/10 days commencing on the 20th September 1958.

THE INLAND WATERWAYS ASSOCIATION

(London & Home Counties Branch)

Income and Expenditure Account for the Year ended 31st March, 1958

		£ s. d.	£ s. d.			£ s. d.
	To Cost of "Windlass"	233 11 11			81 By Branch Subscriptions	146 0 0
96	" Less Income from advertisements	98 8 1		8	" Donations	14 18 0
			135 3 10	110	" Collections on "Maid Margot" at National Boat Show	— — —
36	" Net Loss on Public Meetings and Social Functions		10 4 8	—	" Profit from Sweepstakes	326 18 11
—	" Net Loss on Boat Trips		3 13 1	7	" Excess of Income over Expenditure on Boat Trips	— — —
43	" Hon. Secretary and Hon. Treasurer's Postage & Stationery		67 9 11			
—	" Sub-Committee Expenses		9 15 0			
—	" Cost of 1957 Boat Show Petition		7 17 3			
—	" Sundry Expenses		9 16 9			
—	" Accountancy Fees		3 3 0			
31	" Excess of Income over Expenditure for period		240 13 5			
<u>£206</u>			<u>£487 16 11</u>	<u>£206</u>		<u>£487 16 11</u>

BALANCE SHEET as at 31st March, 1958

		£ s. d.	£ s. d.			£ s. d.
ACCUMULATED FUND				CASH AT BANK		265 19 2
	Balance as at 1st April 1957	31 14 4		SUNDRY DEBTORS		35 19 2
	Excess of Income over Expenditure for the year ended 31st March 1958	240 13 5				
			272 7 9			
	SUNDRY CREDITOR		29 10 7			
			<u>£301 18 4</u>			<u>£301 18 4</u>

I have prepared the above Balance Sheet and Income and Expenditure Account from the Books, vouchers, accounts and from information supplied to me and hereby certify that they are in accordance therewith

(Signed) STANLEY E. MOSS,

Chartered Accountant.

Creek House,
East Molesey,
22nd May, 1958.

NEW MEMBERS:

A warm welcome is extended to the following:—

- Leonard Johnson, Esq., B.Sc., 37 Ashmead Road, St. Johns, London, S.E.8.
- Miss Gloria Taylor, 15 Pelham Mews, Portobello Road, London, W.11.
- Miss Leorora Powell, 18 Brookfield Avenue, West Ealing, W.5.
- Dr. R. M. Glaister, 66 Squires Bridge Road, Shepperton, Middlex.
- T. J. H. Hudson, Esq., 50 Jubilee Avenue, Redditch, Worcs.
- Mrs. E. Southgate, 22 Devonport Gardens, Ilford, Essex.
- Geoffrey Simmonds, 23 Rowley Close, Wembley, Middlesex.
- Miss Gillian S. Seyfang, 8 Victoria Court, Kingsbridge Avenue, London, W.3. (H.C.)
- Charles H. Ralph, Esq., 4 Cornwallis Avenue, Tonbridge, Kent. (H.C.)
- A. G. Cotterell, Esq., 141a High Street, Orpington, Kent. (H.C.)
- Messrs. Autobotels Ltd., 75 Apple Grove, Enfield, Middlesex. (H.C.)
- D. T. Gilham, Esq., c/o H. Knight, Esq., 3 Mildmay Parade, Cranbrook Road, Gants Hill, Ilford, Essex. (Home Counties).
- K. P. Ney, Esq., 3 Robert Street, Adelphi, London, W.G.2. (Home Counties).
- Miss M. L. E. Arnett, Hill House, Broomfield, Chelmsford, Essex. (Home Counties).
- Arthur Hague, Esq., 86 Sudbury Court Drive, Harrow, Middlesex. (H.C.)
- L. T. Connell, Esq., 16 York Road, Kingston-on-Thames, Surrey. (H.C.)
- H. A. Harwood, Esq., 355 Stanstead Road, Catford, S.E.6. (H.C.)

FORTHCOMING EVENTS

SUNDAY, SEPTEMBER 14th.

A trip covering the entire length of the Chelmer and Blackwater Navigation. 11.30 a.m. assemble at Chelmsford Boating Club Headquarters, Moulsham Mill Lane, Baddow Road, Chelmsford, (Turn off By-Pass at Army and Navy Public House). Trip starts at 12 noon, arrive Heybridge Basin 6 p.m.

There are no facilities for refreshments en route and members should bring packed lunch. As the craft is open waterproofs should be taken.

Trains. The 10.30 a.m. from Liverpool Street arrives at Chelmsford at 11.16 a.m.

The barge, on arriving at Heybridge Basin, will proceed to a point not far from Maldon where a train for Liverpool Street leaves at 7.05 p.m. arriving at 8.33 p.m.

Please apply for tickets to:—J. E. Marriage, Esq., Well Cottage, Mill Road, Stock, Ingatestone, Essex. Tickets cost 12/6 for Branch Members, non-Branch Members 15/-.

SUNDAY, OCTOBER 5th.

Boat Trip by the Narrow-boat "Jason" on the Grand Union Canal. Starting from Berkhamsted Station at 11.45 a.m. and reaching Rickmansworth at about 6 p.m. Facilities will probably be available for members to proceed further in the Paddington direction beyond Rickmansworth if desired on the Sunday evening.

People travelling by train should catch the 10.45 a.m. train from Euston which reaches Berkhamsted Station at 11.37 a.m.

As there are no facilities for refreshments, packed meals should be taken.

Tickets for the Boat Trip are 12/6 for Branch members and 15/- for non-members and can be obtained from Capt. L. R. Munk, Ferry House, Ferry Road, Long Ditton, Surrey.

THURSDAY, OCTOBER 16th.

Film Show at The "Princess Louise", High Holborn at 7.30 p.m.

THURSDAY, DECEMBER 4th.

Film Show at The "Princess Louise", High Holborn at 7.30 p.m.

THURSDAY, JANUARY 22nd.

Meeting as above.

FULL DETAILS OF THESE WINTER MEETINGS will appear in the next edition of THE WINDLASS.

FRIDAY, FEBRUARY 20th.—ANNUAL DINNER..

CRUISE ON THE AYLESBURY ARM. This has been deferred until next Spring.

EDITORIAL ANNOUNCEMENT.

It is regretted that due to space limitations it has been found necessary to hold over the 11th instalment of "Waterways of the Home Counties" until the next issue. Due to circumstances beyond the Editor's control it may not be possible for the proofs of this issue to be checked in the usual way.

Binders for The Windlass are available at 8/- each and will be on sale at our winter meetings. If you require a binder before then please apply to the Hon. Editor and kindly enclose an extra 1/3 to cover postage.



“Canoeing on the River Wey.”
Illustration by courtesy of the Canoe Camping Club.

Extract from Daily Mail Tuesday, October 7th, 1920:

A BLOCKED CANAL.

Drought Cripples Grand Junction System

Between Marsworth and Boxmoor, on the important canal which connects London with Braunston and Leicester, there are 50 pairs of barges waiting for water to float them through the locks.

This block is the worst effect of the drought in Hertfordshire and Buckinghamshire. It is causing serious delays in the London supply of all kinds of merchandise—coal and ironware from the Midlands, new corn from some of the arable counties, condensed milk from Aylesbury—and in the Midland supply of sugar, tea and other commodities in bulk from London. Heroic exertions on the part of the Grand Junction Company's engineer and servants do not enable more than 80 or 90 barges a week to pass over the Tring summit, whereas in times of plentiful water 130 pass.

It was on the Chiltern Hills above Tring that surface wells gave out soonest, and this trouble with the canal traffic began five or six weeks ago. As the canal falls on both sides, water for locking purposes must be provided by hook or crook at the Triang summit. There are 101 Locks.

An extraordinary meeting of boatmen stretches three miles along the bank and never adjourns. Their horses lie down and go to sleep, their wives sit knitting and gossip, their children playing in the fields. It is good fun for the youngsters, this being a fine season for nuts and the blackberries ripe. Their elders are not so well content, because boatmen are paid by the journey; but, like the company, they make the best of it. You may see them sitting picturesquely grouped sometimes for a “singsong.” They are supposed to get an occasional rabbit for the pot.

“Strike me lucky, it's a picnic, sir!” said one of them, “Never 'ad such a time in the country. All we want is free baccy an' a band, wiv fair pay for listenin' to it”.

Forcing a Passage.

But day and night at the locks, very slowly, the double stream of boats mounts or descends, while more accumulate. There is just enough water not to cease working.

Along the summit level it is low. A steam barge grounds upon the muddy bottom and snorts vainly; it is necessary to yoke a couple of horses on and thrash them into helping off the engine. Struggles of this kind are incessant, and the company's depreciation fund will feel them.

Two large reservoirs at Wilstone and Marsworth are running dry, and soon there will only be mud for the hundreds of wild duck which haunt them. A pumping-station at Cow Roast, that draws from the lower chalk, is labouring with a reduced head of water. Once before, in a summer drought, water was pumped up at great expense all the way from Braunston, lock by lock; but this year Braunston has only water for its own needs.

It is the pumping station, brought into use two months ago, that has saved the traffic from cessation. Even before this began to work the Bulburn river was dry from Dudswell down to Crooked Billet; one might have walked on it for two miles. Such want of water in October is not remembered in either county. Wells which have never failed till now, tapping the great sponge of the Chiltern rock system, are exhausted twice a day to supply the shortcoming of shallower ones.

Berkhamsted, desperate, accuses the Canal Company of the whole mischief. The Hertfordshire County Council is admonished of a duty to stop the water of the district being drained away from it.

Causes of Scarcity.

There is, however, a sufficient explanation of the want of water in the fact that not enough water lately descended from heaven. The rainfall records of Mr. W. Douglas at Great Missenden show that the monthly average this year to have been only 1.82in., against 2.25in. per month for the same nine months of 1899—1901. In September the fall was only 0.97in.

Moreover, there has not been a rainy year since 1895, so that the hill reservoirs were already low when 1902 came in.

Concurrently, they have been tapped by deeper borings than aforesaid.

The Chiltern Hills Spring Water Company has established a large system for Aylesbury and for many smaller places down the valley. Sixty engines of the Metropolitan line to Verney Junction fill their boilers daily at Great Missenden. An Amersham Company is pushing out its mains in competition with the other. The Canal Company's boring is only the last demand.

What the drought means is that householders in a district which had once depended on shallow wells must either deepen them and put in force-pumps or accept company's water. But it also seems that the companies themselves may have to go deeper.

Finding the springs failing on which they rely, the Directors of the Chiltern Hills Company have to think about increasing their pumping power.

Well sinkers are busy for private employers in the valley; but the hill farms and villages use complacently the water in stagnant ponds, after killing with lime the water lice which feed on its bacteria.

(This extract was kindly sent along by our member Mr. R. Compton).

From the Editor's Cabin

On the last Sunday of July a party of "frogmen" (and Frogwomen), from the Reading Sub-Aqua Club, gave considerable help in carrying out repairs to Burghfield Lock on the Kennet and Avon. The Reading Branch of the Kennet and Avon Canal Association, under the leadership of Denys Hutching, sought the aid of the Sub-Aqua Club in reconnoitering the underwater situation and filling the holes beneath the concrete cill with bags of chalk. It is hoped that Mr. Meinertzhagen's narrow boat "Enterprise" will now be able to run extended cruises on the Kennet, so blazing a trail for our members to follow in their own craft.

Down on the Thames, the steam tug "Sheen," that is seen as far upstream as Shepperton, has been converted to diesel propulsion and now has sufficient power to tow six 200 ton lighters. Sheen was the tug that recently towed the 225 foot fir tree from the docks to Kew, where it is to be erected in the gardens as a flagstaff.

The 75ft. motor vessel "John Ashley" was recently launched at the Hampton-on-Thames yard of Messrs. Thornycroft's. She has been built for the Missions to Seamen and is intended for use in the Port of London: she is equipped to offer seamen in the port religious services, television, a library, and cinema shows.

A special exhibition at The National Maritime Museum, entitled "Sail to Steam" was opened on May 21st, by none other than our president Sir Alan Herbert. A special feature of the exhibition is a model of the "Great Eastern", a ship that was far ahead of her time, and incidentally, built on the banks of the Thames.

This years Doggett's race had but five entries of which only four started. The winner, R. G. Crouch, covered the course (from London Bridge to Chelsea) in 32min. 7sec. Whilst on the subject of rowing, I would recall that in spite of appalling weather conditions there was some

extremely good racing at Henley this year: I was delighted to see that one of our members had rowed a long distance with his family, in order to attend that great event and watch the racing in the time honoured way from the boom.

If any of our members are exploring the upper Thames, or the remains of the Thames Severn or North Wiltshire Canals at any time, I can strongly recommend that they quench their thirst or partake of an excellent meal at the "Wild Duck Inn" at Ewen near Cirencester. It is a delightful hostelry in beautiful surroundings. The inn sign was painted by our Vice-President, Mr. Peter Scott.

The Railway Enthusiast's Club have produced an excellent and well illustrated booklet on the Crofton pumping plant of the Kennet and Avon Navigation, copies may be obtained (price 1/6 each) from the above club at 273, Farnborough Road, Farnborough, Hants.

Since the last "Windlass" was published a friend and I canoed from Cricklade to Lechlade, not only for the pure fun of it, but also to try and ascertain some facts about early navigation that once extended as far up river as Waterhay bridge, which is about four miles above Cricklade. Before the advent of the North Wilts and Thames-Severn Canals craft of up to forty tons burthen used to load and discharge cargoes at Waterhay. I have obtained some interesting information about the weirs that once existed above Lechlade, but that is really a story in itself, so too is the method of dredging, in times of drought, with horse and plough! Our trip was very delightful; where we launched the canoe the water was only ankle-deep but we were soon able to make good progress and in most cases the force of the current was sufficient to take us over the numerous stony shallows.

The National Geographic Magazine for July features a profusely illustrated and extremely entertaining article on the Thames: no less than thirty-three of the illustrations are in colour and depict every conceivable activity of the river.

The new journal "Thames Valley Countryside Annual" is a very fine publication and jolly good value for money, with full length articles and ample illustrations, of a high standard: it is to become a quarterly publication in the near future.

Two new canal cruisers have recently been launched at Ferry Yacht Station, Thames Ditton, one is for our member, Mr. R. C. Chapman, who is fitting out the craft himself and incorporating many of his own special ideas, whilst the other cruiser has been built for Mr. G. S. Haggie of South Africa, who plans to cruise extensively on our delightful canals. His boat is named "Mooi Meise," which is South African for "Pretty Maid." In the near future he hopes to be on his way up the Thames to Oxford, then up the Oxford Canal to the Midlands and after cruising around that area to work his way down the Staffs. and Worcester on to the Severn and so to Tewkesbury where "Mooi Meise" will be berthed for the winter.

PETER H. CHAPLIN.

NEWS OF THE TRADE

I am pleased to report that it is now possible to hire holiday craft on the Lee and Stort. The enterprising firm responsible for this venture are Messrs. Lee & Stort Hire Cruises, of 55 Scarborough Drive, Leigh-on-Sea, Essex, to whom all enquiries should be sent.

The much sought after American Johnson outboard motors will now be easier to obtain, since their new factory, Messrs. Outboard Marine at Bruges, Belgium, has commenced production for the European market. The Johnson range covers every need, from three to fifty (American) Horse Power; the latest motor is a V engine job with electric starting and every possible refinement. Behind the silky purr is packed the punch of fifty h p.

Ceacraft fibreglass boats are being produced at 45, Yardley Street, Coventry, by Messrs. Apex (Marine) Ltd., who have acquired the manufacturing rights for these excellent craft. It is understood that in addition to the standard range, production has started on a 16ft. 6in. glass fibre and timber outboard cruiser to be known as the "Mer-Cean." This will be available as a completely fitted out craft, hull only, hull and timber kit or hull fitted out with timber but less fittings. Full details are available from the above address.

Brit Engineering Co. Ltd., of Bridport, makers of the famous Brit Marine Engines have reduced their prices by 7½ per cent.

British Anzani introduced an electric starting outboard at the last Boat Show. This engine is now in production, and I must say that the few I have seen in use have been conspicuous by their quietness. The engine is of 18 h p., total weight of the unit is 110 lbs., whilst reversing is carried out electrically (a dynastart motor being used).

M.H.H. Engineering Co. Ltd., of Bramley, near Guildford, have re-designed and improved their "Dolphin" air-cooled outboard motors, full pivot reverse is now included and a glass fibre cowling is available.

Tidemaster

Air cooled outboard motors.

OUTSTANDING VALUE!

Readypull starting.

Forward, neutral and reverse gears.

Rubber suspension mountings.

Cowling complies with T.C. regulations.

Wide range of propeller sizes available.

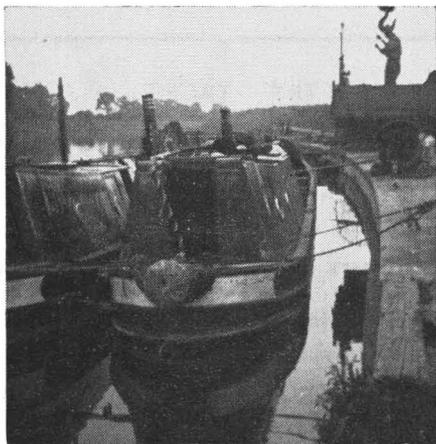
Quiet running.

PRICES from £35.

Full details from:—

TIDEMASTER MOTORS LTD.,
57, Gifford Road,
Deal, Kent.

Demonstrations can be arranged
in most parts of the Home
Counties.



A Cargo of Loam for Meadhurst
Park Nursery.

For Garden and River Frontage Design,
Construction, Planting and advice.

Please write

T. HARRISON CHAPLIN LTD.
MEADHURST PARK NURSERY
SUNBURY-on-THAMES.

By Appointment to the late King George V

John Tims & Sons

Boat Builders and Proprietors

Telephone: STAINES 93 **STAINES**

Entrance: CHERTSEY LANE



CRUISERS and LAUNCHES FOR HIRE

MOORINGS, HOUSING and REPAIRS
RIVER BANK PETROL, OIL, CALOR
GAS AND
WATER FILLING STATION

MOTOR NARROW BOAT "HAWKE" FOR SALE

A wooden hull built 1926 and converted between 1953 and 1958 into a mobile home. Bolinder single-cylinder diesel engine in good working order. Last docked December 1956. Outer skin of topsides is mainly of plywood and the fabric of the original cabins has been replaced. Maximum height above water 6ft. 3ins. (without ballast). Internal water tanks—none on roof. "Tayco" stove supplies hot water to sink, bath and bedroom radiator. Accommodation is divided from fore to aft into saloon (12ft. long), galley (6ft.), entrance way (3ft.), bathroom and closet (6ft.), bedroom with 4ft. double bed (12ft.), engine room, stern cabin.

At moorings on the River Wey Navigation above New Haw Lock.

£650

Further details from:—

R. MACK, N.B. "HAWKE," COMMON LANE,
NEW HAW, WEYBRIDGE,
SURREY.

"MAID" LINE CRUISERS LTD.

FERRY YACHT STATION
THAMES DITTON, SURREY

Tel.: Emberbrook 1078 (3 lines)

(Subsidiary bases at Reading, Braunston and Stone)

The finest and largest fleet of self-drive hire cruisers on the Thames and Canals

Our craft cruise on the Upper Thames, Oxford, Grand Union,
Wey Navigation, Coventry, Trent & Mersey and other Canals

MODERN SELF-STARTING DIESEL & PETROL ENGINES
ELECTRIC LIGHT, SAFETY GAS INSTALLATIONS

Foam rubber mattresses.

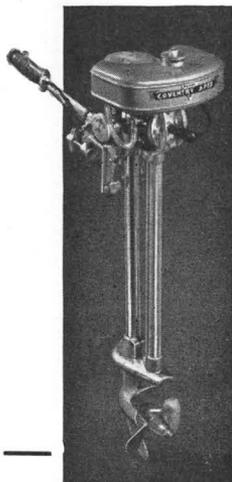
Gas cookers with ovens.

"Kepkold" cold boxes.

Adequate Fuel Allowance

FULL DETAILS IN OUR 96-PAGE ILLUSTRATED BROCHURE

Obtainable for 1/- post free from our head office.



THE FINEST VALUE IN OUTBOARD MOTORS IN THE WORLD

These reliable precision-built motors built largely of sea-resisting alloys and stainless steels are light enough to be portable and yet have sufficient power to propel a 10 or 12 ft. boat at approximately 6 knots. The water-cooled, 3 port, two-stroke engines have close-grained cast iron cylinders with detachable heads and adequate water passages. They are simple, sturdy and efficient.

- EASY STARTING
- EXTREMELY QUIET
- UNDERWATER EXHAUST
- LOW FUEL CONSUMPTION
- AUTOMATIC TILTING
- ANGLE ADJUSTMENT

PRICES

MODEL 50 (1½ h.p.)	£30 0 0	MODEL 75 (2½ h.p.)	£34 10 0
MODEL 50 De Luxe (1½ h.p.)	£32 10 0	MODEL 75 De Luxe (2½ h.p.)	£36 10 0
(Long Shaft Models £2 extra)			

Full details on request.

COVENTRY APEX ENGINEERING CO., LTD.
YARDLEY STREET • COVENTRY TELEPHONE
COVENTRY 63488

BOATS FOR HIRE

on RIVER KENNET and KENNET and
AVON CANAL

Dinghies, Skiffs, Canoes and Punts

**CANAL CRUISERS, HOUSEBOATS
AND MOTOR LAUNCH**

Diesel Canal Boat for Freight,
Towing, or Party Outings.

Brochure 8d.—post free.

JOHN GOULD (WATERWAYS) Ltd.

NEWBURY LOCK, NEWBURY.

Phone 1548

THE KENNET CARRYING CO.

announce

**PASSENGER SERVICES ON THE
KENNET NAVIGATION**

Regular Scheduled Trips

READING

to

BURGHFIELD BRIDGE

and return

PRIVATE HIRE: The luxuriously converted Motor Narrow Boat "Enterprise" is available for bookings from Reading on the Kennet or Thames.

Please write for Brochure

(s.a.e. appreciated)

ENTERPRISE CRUISES

32, MINSTER STREET - READING

Tel.: Reading 55670



Side View of 11ft. 6in. Outboard Dinghy

OUTBOARDS, OUTBOARDS, OUTBOARDS, DINGHIES (Sailing and Outboard, MOTORBOATS, LIGHTING AND CHARGING SETS, BATTERIES, MARINE PAINTS AND VARNISHES, YACHT FITTINGS, LOW VOLTAGE BULBS, ETC., ETC.

Lists Free

Deposit Terms available

THREESTOKES LIMITED.

51a, VICTORIA PARK ROAD, HACKNEY
LONDON, E.9

Telephone: AMHerst 4947

(Outboards Stocked: SEAGULL — ANZANI — PETO — FERRIER — SEA BEE —
COVENTRY APEX — ASPIN — SEACHIEF — and VINCENT INBOARD ENGINES)