

# THE WINDLASS

Vol. III No. 2. APRIL 1959



MAP OF THE GRAND CONTOUR CANAL SYSTEM  
(By kind permission of the Water and Waste Treatment Journal)

“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 LTD.

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## The Chairman's Column

In the Chairman's Notes in the last issue of "The Windlass", Capt. Munk told you that now he is Chairman of the whole Association he had felt that he should resign from the Chairmanship of the London and Home Counties Branch, and that the Committee had invited me to take over from him as Chairman.

In writing these notes for the first time, I would like to say how honoured I feel by this invitation and that, in accepting it, I will do my best to make a success of the job.

On taking over I would also like to pay tribute to Capt. Munk for all the hard work that he has done as Chairman in building up the Branch in the way that he has into the largest in the Association, and in making it into a going and active concern. Those of us who have served on Capt. Munk's Committee know very well what a hard worker he is for the Association's cause.

I am very pleased to be able to tell Members of the Branch that Capt. Munk has agreed to continue to serve on the Branch Committee, and we shall be very pleased to have the benefit of his experience and advice.

I am also very glad to be able to tell members that Mrs. Eileen Loveridge has agreed to take over the duties of Branch Honorary Secretary once again. I could not have had anyone better to hand over to.

## Letters to the Editor

Sir,

The writer of the entertaining article in your February issue omits to mention the two most precise reasons why the Thames and Severn Canal failed. The first was that almost throughout its working life, the topmost reaches of the Thames were in such poor condition as to constitute an almost impossible obstacle to navigation. This, of course, was under the old Thames Commission; but even the Thames Conservancy inevitably took a long time to restore to first-class order the waterway above Oxford. Boats used to pass through the Canal without difficulty, and then find themselves seriously obstructed at and below Inglesham. The second great difficulty with the Thames and Severn Canal was the subsoil. No other navigation in this country has had to face so big a problem in this respect; though modern techniques would deal with it readily enough.

I must also demur at the writer's suggestion that the "speed and efficiency" of the railways presented the canals with "an insurmountable challenge". This, of course, is quite inaccurate. The railway ascendancy over the waterways (in this country) was established in quite different ways. Details will be found in the 12-volume Report of the 1906 Royal Commission on Inland Waterways: volumes which for all our Members should be what John Worthing in "The Importance of Being Earnest" called "constant reading". And our Bulletin tells of the ways in which that ascendancy, in so far as it still exists, is maintained today. They are far indeed from speed and efficiency.

Yours very truly,

Founder and Vice-President.

# Honorary Secretary's Notes

## THIRD ANNUAL GENERAL MEETING OF THE LONDON AND HOME COUNTIES BRANCH OF THE INLAND WATERWAYS ASSOCIATION LIMITED

to be held at the "Princess Louise", High Holborn, W.C.1, on Thursday, 21st May, 1959 at 7.30 p.m.

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### AGENDA.

1. Apologies for absence
2. Minutes of previous Annual General Meeting
3. Matters arising therefrom
4. Chairman's Report
5. Hon. Treasurer's Report
6. Election of Officers and Committee Members
7. Any other business.

I sincerely hope that as many members as possible will make the effort to attend the Third Annual General Meeting of the Branch. If Members have any nominations for Committee Members would they please let me have them in writing not more than 12 days before and not later than 14 days before the date convened for the Meeting.

EILEEN D. LOVERIDGE,  
Honorary Secretary.

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## FORTHCOMING EVENTS

### SUNDAY, MAY 3rd.

RIVER MEDWAY TRIP, Saturday, May 3rd, MAIDSTONE to TONBRIDGE.

The boat will leave Old Palace Gardens, Maidstone (by kind permission of our members, Messrs. Hire Cruisers (Maidstone) Ltd.) at 10.45 a.m. and will proceed to Tonbridge landing at the Castle Hotel where tea has been arranged overlooking the River. Members should bring packed lunches and suitable protection against the weather. The price for the trip is members 12/6, non-members 15/-. Tea 3/6 extra. (Remittance with order please).

As accommodation is strictly limited members are advised to apply for tickets as soon as possible to Mr. D. Salmon, Springhill Cottage, Yardley Park Road, Tonbridge.

Trains: Charing X 8.40 a.m., arrive Maidstone West 10.3 a.m.

Victoria 9.16 a.m., arrive Maidstone East 10.25 a.m.

Tonbridge 5.11 and 6.12 p.m. arrive Charing X 6.10 and 6.56 p.m.

Buses run from Tonbridge to Maidstone at 8 minutes past each hour ( $\frac{3}{4}$  hour journey).

### SATURDAY, JUNE 20th.

Proposed trip on the Regents Canal. As great difficulty is being experienced in obtaining boats, it may not be possible to run this outing. However, would those interested please contact Mr. J. Street, 52, Moreton Street, S.W.1.

### SUNDAY, JULY 19th.

A trip on the delightful River Crouch, Depart Burnham 11 a.m. Take packed lunch, tea available at restaurant. A suitable train leaves London at 9.18 a.m., arriving Burnham 10.28 a.m. It is important that the trip commences at 11 a.m. sharp owing to tides. Cost—Members 12/6. Non-Members 15/-. Tea extra. Please bring waterproofs. Apply to Mr. J. Street, (52, Moreton Street, S.W. 1.) for your tickets.

### SATURDAY, SEPTEMBER 19th.

Trip on the River Stort—details to follow.

# Water Supplies and the Grand Contour Canal

Reprinted from THE WATER AND WASTE TREATMENT JOURNAL, May 1952, Vol. 3, No. 1.

by J. F. POWNALL

IF we follow along a reach of watershed between two river basins, we must find somewhere along it a lowest col—the lowest level of all points along the watershed. These are the level lowest cols in central and southern England:—

<i>Watershed between basins of</i>	<i>Level above sea of lowest point along watershed</i>
Thames and Avon (Bristol) ... ..	300 ft.
Thames and Avon (Stratford) ... ..	410 ft.
Thames and Ouse ... ..	290 ft.
Thames and Ouzel ... ..	315 ft.
Lea and Ouse ... ..	330 ft.
Trent and Avon (Stratford) ... ..	320 ft.
Trent and Severn ... ..	330 ft.
Weaver and Severn ... ..	230 ft.
Dee and Severn ... ..	290 ft.

The accordance of these lowest cols at about 300 ft. in level is notable. It follows that the 300-ft. contour must run almost continuously through the country threading successive cols at about 300 ft. When therefore the old canal surveyors sought to cross a watershed at the lowest point they were often brought on to a level somewhere near 300 ft. A case in point is an extensive one-level system in the Midlands comprising the Ashby Canal, with parts of the Coventry Canal and the Oxford Canal, amounting to 62 miles all at the level of 304 ft., which level is so determined by the crossing of the lowest col between the Trent and the Avon, listed above as 320 ft.

Furthermore, the old surveyors found sometimes a certain directness along the 300-ft. contour which led them to contour along it for many miles, again as exemplified in the above-cited case. The advantage of so doing is related to the fact that in the central parts of the country at levels round about 300 ft., say between 250 ft. and 350 ft., the soft erodible marls and thick clays culminate. The uplands are formed of, or at least stiffened up by, harder beds—limestone, sandstone, etc. Therefore the directness of the generalized 300-ft. contour where observed is due to its following the outcrop line of an outcropping hard stratum, or sometimes a fault line.

To summarise, not only does the contour at 300 ft. run very continuously through the country, but it often does so in firm, direct reaches. It is a favourable line for a canal to follow, and the writer has termed it a *natural canal line*.

## THE GRAND CONTOUR CANAL

It is possible then to have an extensive system of canal to run through the country at only the one level if that level be somewhere near 300ft. The one level condition is important in two respects. It is ideal for navigation, since there would be no locks to impede towing in trains, and secondly, a one-level canal system could be applied to the distribution of water; to constitute a 'water grid.'

The writer has therefore developed a project for a canal system, the Grand Contour Canal, to be uniformly level at 310 ft., and to serve the dual functions of navigation and water distribution. The main line as will be seen from the map, runs southwards from Newcastle to cross the Pennines near Skipton, thence to follow round the outskirts of Manchester and later to pass to the north of Birmingham and the Black Country, connecting thereto by two branches. The line continues past Rugby to a terminal lift near Hertford, whence navigation would be down the Lea Navigation to the Thames. Another main line is westwards from Hertford to Bristol, and an important cross route from Birmingham, Nottingham and Leicester to Southampton intersects with this.

In planning the details of this system it was obvious that the one-level canal must not be just an annexe of the present extremely antiquated canal system; it must be a modern canal after Continental models. Therefore the cross-section proposed is 100 ft. wide at water level, 17 ft. deep, and at overbridges the headroom proposed is 25 ft. and the clear span, 80 ft. The Continental canals have great rivers to connect up; the Grand Contour Canal would similarly connect up various estuaries and lengths of coastline. To make the change from 310 ft. to sea level or low level there would be nine main terminal lifts the flotation tanks of which would be 250 ft. long by 35 ft. wide by 14 ft. deep.

With these dimensions large barges and sea lighters up to 1,500 tons will have the clear run of an extensive unified system comprising the Grand Contour Canal, the estuaries and the adjacent coasts. The existing canal system will add numerous branches, though usually these will only be navigable by much smaller barges, of the order of 100 tons.

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## TRANSPORT ON THE GRAND CONTOUR CANAL

Speed of course is not a feature of service on a canal. Barge trains might do a steady 5 or 6 miles an hour on the lock-free waterway, and in two nights and a day would cover about 180 miles. Canal users would be offered regularity of delivery time as a substitute for speed, and a highly organised container service that will provide door to door convenience as good as that of road transport throughout. As usual on waterways, manufacturers will have the option to organise their own transport.

Cheapness will be the prime selling point. On pre-war figures the reckoning was to halve rail charges at least. The benefit of cheapness would obviously apply to coal, iron ore, grain, timber, cement, gravel, sand and to general merchandise, especially in bulk as export or import traffic.

All these traffics are in existence now. We note more constructive aspects in the traffic along the Grand Contour Canal in the tendency there would be to send special grades of coal greater distances to reach more suitable markets; or in the tendency of manufacturers enjoying lower transport costs to range more widely for sub-contractors; or of specialist sub-contractors as a parallel reaction to enlarge their scope.

The influences of the cheap rates on manufacturing industry would be an intricate subject; still more so would the further influences of the special transport facilities on the Grand Contour Canal. These are: the transport of large units, of cargo which bulks large for its weight, of fragile cargo, and the accommodation of vessels which conduct operations *en route* (e.g., mobile servicing units).

## THE GRAND CONTOUR CANAL AS A WATER GRID

The canal would provide the means for bulk trading in water. It is no part of the function of a water grid, in the writer's advocacy of it, to control the statutory water authorities. It is simply assumed that the water authorities would be disposed to buy water in bulk from the grid, when it is to advantage, as they do now from one another. In fact it will be claimed as an advantage of the water grid that it would obviate centralization with its attendant disadvantages of cumbrousness.

Considering the 310 ft. level canal as a conduit, the large section planned for sizeable craft is of advantage a second time as permitting a large delivery for a very low head. If we assume 1 ft. to be the allowable range of variation of surface level in the canal, then a fall of 1 ft. in 100 miles would deliver about 800 cusecs or 340 m.g.d. A fall of 1 ft. in 12 miles would deliver 1,940 cusecs, for which the current speed would be 1.60 ft. per second, not enough to seriously impede navigation. This means of restoring the 1 ft. drop in level at intervals in such a way as not to delay navigation would make an interesting if minor problem.

Additionally to the main lines of canal there would be conduit extensions which would be set at a slight grade to or from the 310-ft. level, according as their function may be to abstract from a river such as the Dee or to deliver to a dry area like Suffolk. Such conduits would also allow of a limited navigation by boats of 100 tons or co.

The water grid commission (whatever its form) will as its main operation draw upon floodwaters in the Pennine and Welsh uplands and convey to store by way of recharge of permeable beds in central and southern England. The commission may also on occasion simply send water direct from an area of localized rainfall to an area of continuing drought, a condition especially likely to arise from the rainfall inequality between west and east. Various lengths of the 310-ft. level canal may also be applied to flood relief by providing shorter channels to the sea.

Intensive agriculture may create large new demands for water. Land could specially easily be served which lies on gentle slopes declining from the canal, and large areas are so disposed.

As the canal is a new work, all possible provision will be made in the designs and regulations to maintain the purity of the water against industrial pollution. No pavement drainage or trades wastes will be accepted into the canal, and vessel discharges will be strictly controlled.

## THE ENGINEERING WORKS OF THE GRAND CONTOUR CANAL

The Grand Contour Canal runs for long stretches on an easy contour, but at intervals there are heavy works, as may be necessitated by a departure from the ideal conditions of the natural canal line. Usually these works are deep cuttings or tunnels, aqueducts are much less common. There are about 820 miles of canal at the 310 ft. level, excluding conduit extensions. Out of this total there are 35 miles in tunnel, 4 miles on structural aqueduct and 6 miles on high bank. The nine main terminal lifts would be very large special works.

Pre-war estimates of cost for the system, but excluding works exclusively for water supply, were £150 millions. On present-day values this figure would be more than doubled. In the programme of construction several years would be devoted to preliminary and experimental works to develop the types and methods for a great construction drive later. A feature would be the use of powerful floating mobile units for the construction of the canal itself at first and then later for heavy industrial building alongside the canal.

## THE BROAD CASE FOR THE GRAND CONTOUR CANAL

It is simple: operation and maintenance are simple on ordinary canals and would be uniquely so on the one-level canal. It is economical to comprise several purposes in the one work; separate works of equal effect would cost more. The canal would be a very powerful means of massive conveyance; its construction would provide an instrument to attack problems whose growth now outpaces their resolution.



THE KENNETT & AVON AT NEWBURY (by kind permission The Canoe Camping Club)

## An attempt to make the Medway Navigable.

1627—30

Part I. By 6th Form Boys of Tonbridge School.

All the local information in this essay is taken from "An Account of the Proceedings of the Commissioners of Sewers 1627 1630, lent by the County Archivist, Maidstone.

### SECTION I: INTRODUCTION.

The Commission of Sewers lasted from its appointment on the 14th April, 1627, for just over three years. The last recorded session was held on the 25th May, 1630. In spite of numerous decrees, surveys and sessions it failed to make the river navigable and its attempts petered out.

The year 1627 was one of great naval activity. "The probability of war with France made the equipment of the fleet more imperative than ever". (1) Transport of timber and iron to the docks at CHATHAM from the WEALD would be much easier if the Medway were navigable as far as TONBRIDGE or even PENSHURST. This was surely the reason for the foundation of the commission. Only twelve days after the foundation of the commission there is an exhortation from BUCKINGHAM, the high admiral and the Earl of TOTNES (2) to get to work.

The actual work of making the river navigable was put into the hands of Mr. Michael COLE (sometimes spelt COALE). In return for his work he was to have a monopoly of the passage for boats from PENSHURST to MAIDSTONE (3) for thirty-three years. Mr. Cole does not seem to have been a local man. It is possible that he was a Londoner who had taken on a contract to supply the Navy at CHATHAM with material from Kent and Sussex.

The commission failed in its task. The reason for its foundation had ceased to be a motive force by 1630. "When Charles dissolved Parliament in 1629, with the intention of ruling without it for the future, peace became essential . . ." (4). Charles came to terms with both France and Spain. He was short of money and a project, such as the making navigable of the Medway, was just the sort of project that would fall through. The last recorded sessions occurred just over five months before the Treaty of Madrid was eventually signed with Spain (November 5th, 1630).

There are several mentions of local opposition to the work. In the verdict of a jury on the river from TWYFORD BRIDGE to MAIDSTONE (dated 20th June, 1627) it is said that:—

"The most part of the owners and occupiers of the lands adjoining to the river find themselves aggrieved with this work". (5)

- (1) The Early Stuarts, Davies, p.36.
- (2) X (The Account of the Proceedings) pp. 12-13.
- (3) X pp. 33-34.
- (4) The Early Stuarts, p.64.
- (5) X 57.

My source, indeed, ends with an order of council about two of the commissioners, THOMAS STYLES and AUGUSTIN SKINNER, who had themselves opposed the execution of the ordinances and encouraged others to do the same.. (1)

## SECTION II: ROYAL COMMISSIONS

A royal commission in England is appointed by the Crown, and the commissions usually issue from the office of the executive government which they specially concern. The objects of the inquiry are carefully defined in the warrant constituting the commission, which is termed the "reference." The commissioners give their services gratuitously, but where they involve any great degree of professional skill, compensation is allowed for time and labour. Unless expressly empowered by Act of Parliament, a commission cannot compel the production of documents or giving of evidence nor can it administer the oath. Sitings may be held in any part of Great Britain. (2)

In the early part of the 17th Century a Royal Commission was created by the King and had nothing to do with Parliament.

## SECTION III: FUNCTIONS OF THIS COMMISSION

There are four pages (3) laying down the specific function of the Quorum of three "that shall always be there our Justices." The main idea was, of course, to make the river navigable as far as PENSHURST in order to facilitate the carriage of iron and other materials to the fleet at CHATHAM.

They must:—

"Survey the said Walls, Streams, Ditches, Banks, Gutters, Cotes, Sewers, Calcees, Bridges, Trenches, Mills, Milldams, Ffloudgates, Ponds, Lockhebbings, Weares and other impediments, Letts and Annoyances aforesaid, and the same cause to be made, corrected, repaired and amended,, put down or reformed as the cause shall require after your Wisdoms and Discre ions." (4)  
and the same cause to be made, corrected, repaired and amended, put down or reformed as the cause shall require after your Wisloms and Discretions." (4)

Amongst other things, "Our Justices" were to enquire where the impediments were: whose fault it was that they were there; who owned the pasture or profit of fishing; to punish defaulters; to overthrow all impediments "as shall be found by inquisition or by your surveying and Discretion to be excessive and hurtful"; and to assign keepers, Bailiffs, Surveyors and other officers "for the safening, conservation, separation and making of the premises."

They were entitled "to arrest" as many carts, horses, oxen, workmen and labourers, etc., as would be "needful for the work." They must pay competent wages and requisition as much wood and other necessities, as they needed, paying a reasonable price. They were not, however, entitled to alter the course of the river nor construct locks on the scale that was found necessary in 1740, when the river was eventually made navigable.

- (1) X.142. (2) Encyclopaedia Britannica, Vol. VI, p. 120.  
 (3) X.pp. 3-7. (4) X.p. 3.

SECTION IV: THE COMMISSION AT WORK.

1. Membership.

The Commission of Sewers appointed on the 14th April, 1627, "for that by reason of our Dignity and Prerogative Royal, we be bound to provide for the safety and preservation of our realm of England . . ." (1) had fifty-two members including ten peers and thirty knights. These were mostly local people like Lord ABURGUVENY (notice spelling) and the DEAN of ROCHESTER. These were the commissioners, "of which we will (2) that three of you of the Quorum shall always be our Justices . . ."

In 1629 the commission was expanded by the addition of twenty-four new members. In a letter from Mr. COLE to Mr. CHOWNING, the Clerk of Sewers at TONBRIDGE, Cole says:--

"And they have all that were commissioners, and (have) added some twenty-four others who are all remote about GREENWICH, and most of them very obscure and unfit men to be joined with such as were, for the business". (3)

These were sworn in at Maidstone at the sessions on the 2nd June, 1629. (4) The large number may partly be explained by the necessity for having sufficient commissioners for meetings anywhere along twenty-five miles of river and of enlisting local co-operation.

2. Sessions and Decrees.

The Commission did not meet at regular intervals nor at any set place. There were sessions at five different towns. Most often, however, they were at Tonbridge.

SESSION	DATE	NUMBER OF MEMBERS PRESENT
Tonbridge	18 June, 1627	8
Maidstone	20 June, 1627	8
Boughton	26 June, 1627	8
Tonbridge	27 July, 1627	15
Badsill	2 August, 1627	13
Tonbridge	27 September, 1627	11
Boughton Monchelsea	19 August, 1628	Unknown
Boughton Monchelsea	26 August, 1628	6
Tonbridge	4 September, 1628	11
Maidstone	2 June, 1629	Unknown
Hadlow	27 July, 1629	8
Hadlow	5 August, 1629	7
Maidstone	25 May, 1630	9

- (1) X. p.2. (2) X. p. 3. (3) X. 83.  
 (4) á. 88-9.

It can be seen that the time between sessions varies from as little as two days to as much as eleven months. They met whenever a sessions was needed and wherever was convenient. For instance, a jury was summoned by the Sheriff to meet at Boughton Monchelsea on the 19th August, 1628, to give evidence about "the reformation of the river". (1) There was a sessions on that day and another a week later for the jury's convenience. They were told to deliver their presentment at the next sessions (4 September) and were allowed two shillings each plus the money for dinners consumed.

Let us take a sessions at random and see in more detail what happened. The sessions held at TONBRIDGE on 4 September, 1628 (2) At a sessions held nearly a year before (TONBRIDGE, 27 September, 1627) twenty-one officers had been appointed from various places between Maidstone and PENSHURST. (3) These officers had powers to remove any impediments which had not been removed by 20 May, (1628).

These officers had toured the river from MAIDSTONE to TWYFORD BRIDGE. They had found that, as certified at BOUGHTON MONCHELSEA on 19 August, many impediments had been removed and that some of the defaulters had offered to resist them in executing their work. (4) On 19 August "some of the said defaulters, being present, did aver that the Jury and Decree (aforesaid) had not declared these weares, shelfs, (etc.) and the bridge at Nettlestead, commonly called Sir Edward Scot's Bridge, mentioned in the (said) verdict, to be nuisances and annoyances."

Because of this a party of commissioners had made a survey on the 21st August of the river between TWYFORD bridge and FARLEY bridge. They had found that all the said "weares, shelfs" etc. and the bridge at NETTLESTEAD were impediments and ought to be "amended or removed."

Therefore at this session (4 September) a decree was made. This was indented, one half being left with the commissioners and the other with the clerk of the commission, Mr. CHOWNING. This decree has five main points:—

- (i) All impediments between TWYFORD Bridge and MAIDSTONE to be removed by the 31 October next.  
Offenders to be fined £5 for a weir still standing and £2 for any trees, logs, or other impediments.
- (ii) The Bridge at NETTLESTEAD to be reformed by the owner of the land so that:
  - (a) There is at least six feet between the water and the bridge.
  - (b) There is at least a sixteen feet gap between two of the arches.
  - (c) This (b) part of the bridge is to have a drawbridge.

(1) X. pp. 79-80

(2) X. pp. 72-79.

(3) X. 69.

(4) X. p. 74.

## STOP PRESS

Full reports of the Aylesbury Cruise and the Devizes Rally will be published in the next issue.

**British Transport Commission**  
**BRITISH WATERWAYS**  
**South Eastern Division**  
**NOTICE OF STOPPAGES — 1959**

District	Section	Location	Stoppage Duration
Warwick	Hatton	Itchington Bottom	8 p.m. Sunday, 19th April to 6 a.m. Friday, 24th April.
Warwick	Hatton	Hatton 18	8 p.m. Friday, 1st May to 6 a.m. Wednesday, 6th May.
Warwick	Hatton	Fosse 2	8 p.m. Friday, 1st May to 6 a.m. Wednesday, 6th May.
Warwick	Hatton	Bascote 1	8 p.m. Friday, 1st May to 6 a.m. Wednesday, 6th May.
Warwick	Oxford	Claydon 17	8 p.m. Wednesday, 6th May to 6 a.m. Monday, 11th May.
Warwick	Northampton	Braunston Lock 2	8 p.m. Thursday, 21st May to 6 a.m. Tuesday, 26th May.
Warwick	Northampton	Lock No. 7, Buckby	— ditto —
Warwick	Oxford	Napton Locks 12 & 13	8 p.m. Thursday, 21st May to 6 a.m. Tuesday, 26th May.
Watford	Brentford	Lock 90, Norwood	6 a.m. Saturday, 16th May to 6 a.m. Wednesday, 20th May.
Watford	Apsley	Lock 63	6 a.m. Monday, 25th May to 6 a.m. Friday, 29th May.
Watford	Tring	Lock 23	6 a.m. Monday, 25th May to 6 a.m. Friday, 29th May.
Watford	Apsley	Lock 72	6 a.m. Friday, 29th May to Noon Saturday, 11th July to 7 p.m. Sunday, 12th July.
Rugby	Hartshill	Atherstone Locks 10 & 11	8 p.m. Sunday, 24th May to 6 a.m. Friday, 29th May.
Rugby	Leicester	Watford Locks 1	8 p.m. Tuesday, 4th August to 6 a.m. Sunday, 9th August.
Rugby	Hartshill	Atherstone Lock No. 4	8 p.m. Tuesday, 4th August to 6 a.m. Sunday, 9th August.
Rugby	Hartshill	Atherstone Lock No. 8	8 p.m. Tuesday, 4th August to 6 a.m. Sunday, 9th August.
Rugby	Hartshill	Atherstone Lock No. 10	8 p.m. Tuesday, 4th August to 6 a.m. Sunday, 9th August.
Warwick	Hatton	Hatton 21	8 p.m. Friday, 21st August to 6 a.m. Wednesday, 26th August.
Warwick	Hatton	Fosse 3	8 p.m. Friday, 21st August to 6 a.m. Wednesday, 26th August.
Warwick	Hatton	Bascote 3	8 p.m. Friday, 21st August to 6 a.m. Wednesday, 26th August.
Warwick	Oxford	Dashwoods	8 p.m. Tuesday, 25th August to 6 a.m. Sunday, 30th August.
Warwick	Oxford	Broadmoor	8 p.m. Tuesday, 8th September to 6 a.m. Friday, 11th September.
Warwick	Oxford	Nell Bridge	8 p.m. Tuesday, 22nd September to 6 a.m. Friday, 25th September.
Warwick	Oxford	Dukes Lock	8 p.m. Sunday, 4th October to 6 a.m. Wednesday, 7th October.
Warwick	Northampton	Northampton Arm, Lock 9	8 p.m. Sunday, 4th October to 6 a.m. Wednesday, 7th October.
Warwick	Oxford	Isis	8 p.m. Sunday, 11th October to 6 a.m. Wednesday, 14th October.

**RIVER LEE NAVIGATION**

Please note that in order to erect a sewer bridge crossing on the Lee Navigation just North of Rye House Bridge, Hoddesdon, the waterway will be closed to traffic at this point from 1 p.m. Saturday, the 9th May, 1959 to 5 p.m. Sunday, the 10th May, 1959.

**PUBLIC HOLIDAY ARRANGEMENTS — 1959**

Brentford—Thames Lock	Whit Monday, 18th May; August Bank Holiday, 3rd August OPEN THREE HOURS AT EACH TIDE.
Rivers Lee and Stort—Bow and Limehouse Locks	Open as usual.
Regents Section	Closed — Whit Monday, 18th May; August Bank Holiday, 3rd August.
	BY ORDER C. SAYWODD, Divisional Manager.

“Willow Grange,”  
 Church Road,  
 WATFORD, Herts. (Tel. No. WATFORD 26422)  
 26th February, 1959.

## From the Editor's Cabin

Our member, Jack Howard, has had the bright idea of compiling a Register of Boat Owners requiring crew for their journeys, and of others available to volunteer for these duties.

Write to him at 27, Clitheroe Road, London, S.W.9 (Telephone: BRixton 3479) stating dates required or available, with such personal details as thought desirable.

There will be no charge for this service, but a few stamps to cover "contacting" letters will be necessary. It is hoped that members will be available in all parts of the country and on all water ways. Don't leave it too late, though!

From the Basingstoke canal comes the news that last Winter Mr. Ritchings took his cruiser "Althea" (draught 3 feet) to Woking and back. Passage of the six locks took three hours and no unusual difficulty was experienced. The bottom cill of Scotland Lock (No. 2) has been repaired. Newcomers to the canal should note that the top paddle gear of the first lock is removed for safety between passage of boats—it's absence does not mean that the lock is out of order.

The Willow Wren Carrying Company has commenced trading upon the Thames, their first cargoes being carried to Henley in three narrow boats, or in the language of Thames watermen, "Monkey Boats."

In mid-February the new lock at Ponders End, upon the River Lee, was ceremoniously opened by Sir Reginald Kerr, who stood upon a "bridge" built across the 135 ton barge "Whitelady." Lady Kerr operated the lock gates from the mechanised control box.

The Government White Paper on Canals has already received widespread publicity, but to those of our members who have not yet read the full epistle, I would recommend that they send sixpence to H.M. Stationery Office for a copy of "Government Proposals following the Report of the Committee of Inquiry Into Inland Waterways."

The "Evening Standard" of February 26th featured a half page interview with our Founder and Vice-President, Mr. Robert Aickman, which gave great publicity to the cause. To those who do not see the "Daily Telegraph" I would mention that an excellent letter from Mr. Aickman was published therein on March 4th.

The Thames and Medway Sailing Barge Matches will be held again this year; the dates being Monday, June 15th, and Wednesday, June 17th, respectively.

Our film show on March 5th, proved most interesting; to those who were unable to attend I would say that the task of building the Volga-Don canal left the audience speechless with amazement; our very great thanks are due to Mrs. Betty Bancroft for the care and trouble she took in showing all three reels of film.

The Thames Conservancy Report for 1958 gives some very illuminating information and I think it is encouraging to know that the river is as popular as in Edwardian Days. The number of craft licenced in 1913 was 14,305, whilst last year (1958) the number of craft licenced was 14,300!

The Annual CHELMER Canoe Race will be held on Sunday, June 14th. As usual, it will take place from Chelmsford to Heybridge, a distance of  $12\frac{3}{4}$  miles. This is one of the most popular and well attended long distance canoe races in England. It is organised by our members, the Chelmsford Boating Club. Entry forms are obtainable from Mr. J. E. Marriage, Well Cottage, Stock, Ingatstone, Essex.

PETER H. CHAPLIN.

### NEWS OF THE TRADE

KRIS CRUISERS have produced a  $32\frac{1}{2}$  foot canal cruiser of hard chine form powered by a B.M.C. diesel engine. Another canal cruiser from a Thames yard is a Ford-engined 29 footer from BOSSOMS BOATYARD of Medley.

LEE & STORT HIRE CRUISERS are operating from Hallingbury (nr. Bishops Stortford). A detailed brochure (price 6d.) is available from them at:—55, Scarborough Drive, Lee-on-Sea, Essex.

EMERALD WELDING CO. LTD. have introduced a triple purpose trailer that is of great appeal to boat-owners and family men. They can offer attractive terms to I.W.A. members.

WATERWAY PROJECTS and HOSTELBOATS LTD., have introduced their descriptive pamphlet for 1959. This is available from The Watch House, Hawthorn Road, Stretford, Manchester. Charges are as low as six guineas a week inclusive, with twenty-five different waterways on which to cruise.

SAUNDERS-ROE LTD., have introduced a  $7\frac{1}{2}$  h.p. outboard motor, "The Medina." A fine product, from a firm of great repute, that rose from the banks of the Thames many, many, years ago when the name of Saunders was revered amongst punting enthusiasts.

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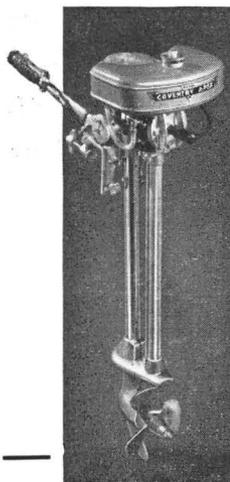
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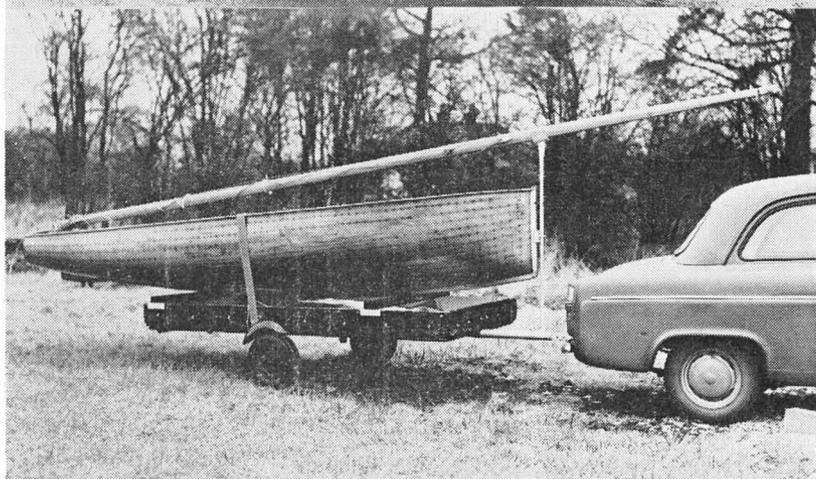
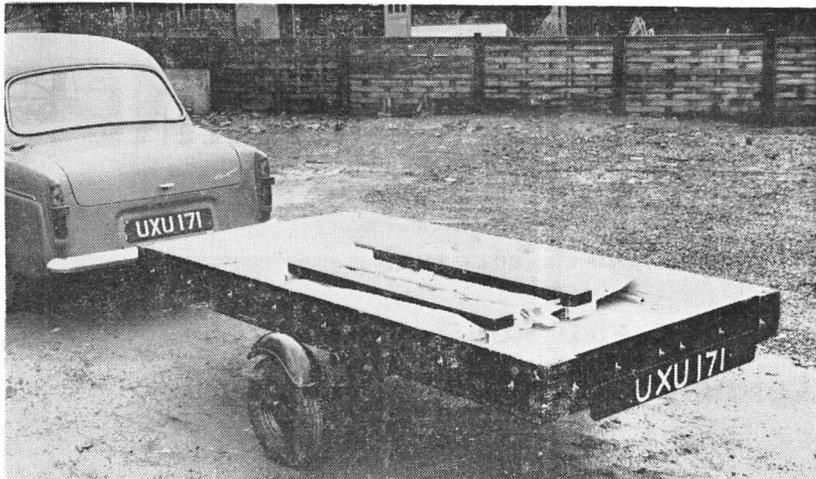
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