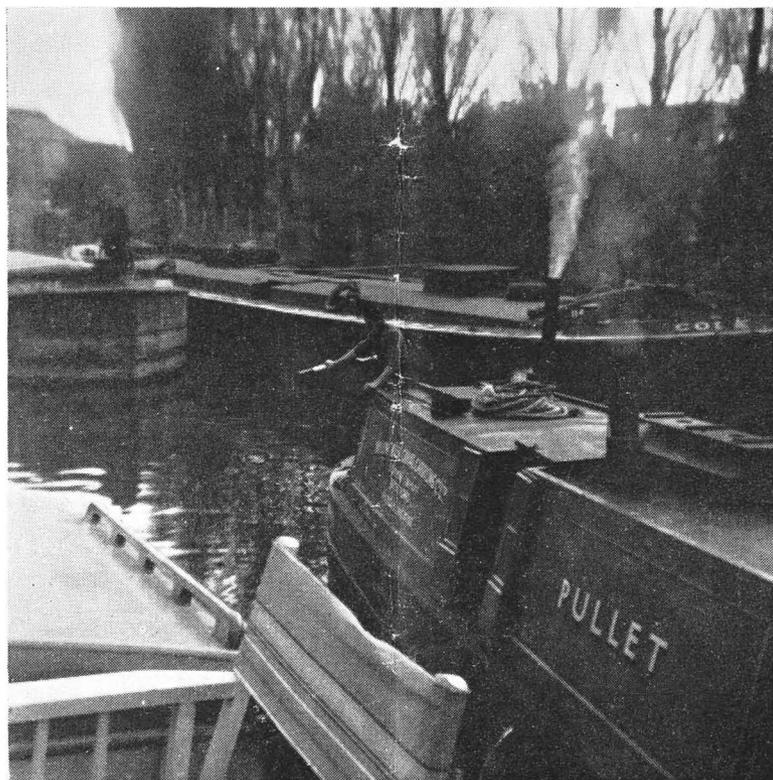


THE WINDLASS

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N/B PULLET

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

THE LONDON AND HOME COUNTIES BRANCH OF THE INLAND WATERWAYS ASSOCIATION LTD.

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

The Chairman's Column

THE ASSOCIATION'S COVENANT SCHEME.

For some years now the Association has been operating a scheme by which Members of the Association have paid their subscriptions under a Covenant but I think that it is likely that there is still a large number of Members who do not realise what a great advantage it is to the Association that they should pay their subscriptions in this way, because if they do so it is possible, in the majority of cases, for the Association to claim quite a large sum of money from the Income Tax authorities. It works this way:—

If you decide that you would like to make a contribution to a charitable organisation and that you want to continue to do so for a period of several years you may decide that you are prepared to do so in writing or, in other words to "covenant" to do so. Now unfortunately most of us have to earn our living and to pay income tax on what we earn or alternatively some of our income may come from interests or investments; normally anything that we buy or money that we may give away as presents has to come out of the money that is left to us after we have paid our income tax; however if we decide that we want to pay a subscription to a charitable organisation (and the Association is registered with the Inland Revenue as a charity) and we decide to sign a covenant to do so for a minimum of seven years we are allowed to pay this subscription from our income without paying any income tax on the sum involved.

In order to make the administration of this concession easier you are not, however, required to send some odd sum to the Association annually and then tell the income tax authorities that you have done so and that therefore you must not be charged income tax on that amount: all you are required to do is to complete a covenant form and, after that, pay your subscription of £2-2-0 to the Association each year: The Association is then able to claim back from the Inland Revenue the income tax that you had previously paid; with the standard rate of income tax at 8/6 in the Pound this amounts to almost exactly £1-11-0.

This is obviously a tremendous help to the funds of the Association and thus to the cause that we are fighting for and it costs you absolutely nothing.

Points to remember.

(1) You can only pay your subscription in this way if you are paying income tax at the standard rate on part of your income.

(2) All you have to do is to complete a form of covenant and return it to the Associations General Office. If you do not already pay your subscription under a covenant a form will shortly be sent to you.

(3) The Association is able to claim £1-11-0 per year from the income tax authorities for each Member who pays by covenant.

(4) If you are not sure whether you are entitled to pay your subscription in this way please do not hesitate to write to me for advice (care of the General Office) and I will get an expert opinion for you from the Associations Auditors.

IT COSTS YOU NOTHING AND IS OF IMMENSE BENEFIT TO THE ASSOCIATION

C. B. GRUNDY.

FORTHCOMING EVENTS

Thursday, November 19th. A special showing of the film "Painted Boats," will be held at the Conway Hall, Red Lion Square, Holborn, W.C.1 commencing at 7 p.m.

Our Social Secretary has experienced considerable difficulty in finding suitable accommodation for this season.

THURSDAY JANUARY 21st.

A waterway quiz. An unusual programme devised and arranged with utmost dexterity by one of our leading members. There will be prizes of especial value to I.W.A. Members!

This meeting will be held at the Conway Hall, Red Lion Square, Holborn, W.C.1. at 7 p.m.

RIVER CROUCH OUTING

The Branch Outing on 19th July was possibly the most exciting, glamorous, and at all points enjoyable in the whole remarkable history of our Association.

Sun as upon the Grecian Isles glittered from early dawn to late dusk, giving a crystalline visibility which, in England is to be seen only during one season in ten years; while the soft salt breeze of summer in East Anglia constantly corrected all tendency to excessive heat or humidity. The waters of the wide Crouch, ceaselessly rippling and glinting beneath the blue-silver sky, were decked with hundred upon hundred of moored or moving craft; many of the latter ablaze with purple, orange, or red and white striped sails. Even along the waterside were round tables beneath primary-coloured umbrellas: strictly non-Anglo-Saxon (until one called for an Akvavit or a Campari).

In our rugged beamy boat we crept and drifted up the tide from Burnham to the navigable limit at Battlesbridge; an unique landfall in modern times for a pleasure party. At Battlesbridge Mill lay the welcome once-weekly sailing barge, attached fore and aft to both banks of the river, and in process of discharging grain. Nibbling the food of the gods, and lapping down nectar, we chugged downstream, with a stop at Wallsea Bay, to the confluence with the River Roach. We ascended a section of the Roach, and traversed, before returning, a short part of Havengore Creek, remote and eerie. Towards low water, the entry from the Roach appears as solid land until the very last moment. Disembarking on either silent unpopulated shore is forbidden, in the name of military research. We had sailed from Burnham punctually at 11 a.m. We were back there before 6 p.m., with an evening and a night before us that the Cote d'azur could not excel.

It meant for Londoners something of an early start: for those who came by train (a fascinating journey), the 8.58 from Liverpool Street; but Members in whom courage and enterprise were lacking, missed an experience to glow in memory for a lifetime. Next year they will have, we hope, another chance: we plan a cruise all the way up the navigable Roach to Rochford.

CAMPAIGN NOTES

CHELMER AND BLACKWATER NAVIGATION:

The protracted negotiations between our members, the Chelmsford Boating Club and the Chelmer and Blackwater Navigation Co. Ltd., for the use of the waterway for pleasure craft are continuing. At the present time the canal is open only to boats not requiring to use locks. It is hoped that when all details are finally settled larger craft will be able to use this attractive waterway. The canal runs from Chelmsford to Maldon, a distance of 13 miles.

RIVER STOUR NAVIGATION:

The Essex River Board have recently resheathed the gates of Flatford Lock and Mr. Peter Riggs a member of the Action Committee has worked through them in his dinghy. This was the first time the lock has been used since before the War. He reported that the sills are in bad condition and that the Essex River Board have put sand-bags down to prevent leakage.

Mr. Riggs also reported deterioration in the condition of Brantham lock, although still usable.

A meeting has been arranged for October 19th between the Action Committee and Counsel to decide future policy and action.

Mr. Peter Scrutton has resigned from the Action Committee and Mr. N. L. Waller has been appointed Hon. Secretary in his place.

J. E. MARRIAGE.

RIVER MEDWAY.

The River Medway Sub-Committee have been pressing on with their negotiations with the Kent River Board about the use of locks on the River Medway. The Association is trying to get the River Board to agree to members of the I.W.A. being allowed to work the locks themselves as the present system is hampering greater use of the upper half of the navigation.

The Chairman and Secretary of the Sub-Committee, Messrs. Bindloss and Salmon had a meeting with officers of the Kent River Board at the beginning of September at which the whole matter was very fully discussed. Our request was most sympathetically received by the Board, and it is hoped that this very friendly and useful discussion may produce results.

DEREK SALMON.

1. BOATS ON THE BASINGSTOKE.

Twenty narrow-boat hulls from the Birmingham Canal Navigations have arrived at the entrance of the Basingstoke Canal, for conversion into house-boats. Water is very short on the canal and several pounds are dry. The boats will not be able to pass up the locks until October or November, depending on rainfall.

2. SUCCESSFUL FIRST SEASON ON THE WEY.

Our member Mr. B. A. J. Nicoll reports a successful season of boat trips with narrow-boat ARCTURIS II of the Wey Waterborne Company, despite limited publicity to the venture. Trips are downstream from Guildford on Saturdays and Sundays in the morning and afternoon. Passengers have been surprised at the new scenery revealed to them in these trips; very few of them have ever been down stream from Guildford before. The last trip this year was on 27th September. Further particulars from Mr. Nicoll at Guildford Wharf, Friary Street, Guildford.

The Wey Cruising Club made their annual cruise to Godalming on 30th August and six cruisers took part. The navigation was found to be in good order.

The Club has been responsible for the provision of rings on the side of each lock on the Wey Navigation, to facilitate the tethering of cruisers in the locks.

ROY MACK.

KENNET AND AVON.

Recently I have been inspecting portions of the Kennet and Avon Canal on foot, the only practicable way of seeing it other than by boat. As a result of these inspections I have brought the Kennet and Avon "Navigation Notes" up to date; these are invaluable to anyone making a canoe trip, and now include details for power craft. They can be obtained from me at 1/3 each, post free, or from Branch Secretaries.

I would like to create a series of volunteer "Lengthsman along the entire Canal, who would make weekly or monthly trips along their length, and report back any changes that may occur. These "lengthsmen" would also be most useful in connection with the Devizes—Westminster Canoe Race. Would any volunteers please send me details?

At present British Waterways are rebuilding Aldermaston Swing Bridge on the A340. They have recently replaced the swing bridge at Burghfield with an excellent over-head bridge so that there are now no swing bridges below Theale, where once there were five. Seend Top Lock has recently had new top-gates, complete with white paint, and certain locks on the Avon Navigation are also being repaired.

The Association is at present very busy preparing material for the Inland Waterways Re-development Committee, and all aspects are being considered.

The Association hopes to hold a further Rally for trailed boats next Easter Monday, so please keep this date free. Full details will be announced in due course.

R. M. GLAISTER.

From the Waterways Authorities.

BRITISH TRANSPORT COMMISSION

SOUTH EASTERN DIVISION
NOTICE

BRITISH WATERWAYS

DROUGHT RESTRICTIONS AND LOCKING UP TIMES

Owing to the continuance of the drought, the water position has deteriorated and it is regretted that, in order to make the best use of our supplies, the following restrictions will be imposed as and from 1st November, 1959:—

1. Side ponds must be operated in all cases except when otherwise instructed by the lock-keeper, or other authorised official.
2. No pleasure craft will be permitted to pass through any locks, except those on the Rivers Lee and Stort.
3. The following flights of locks will be open for the hours stated.
6.0 a.m. to 6.0 p.m. weekdays and Sundays.

(a) MARSWORTH
STOKE BRUERNE
BUCKBY
BRAUNSTON
CALCUTT
STOCKTON
BASCOTE

RADFORD
HATTON
KNOWLE
HILLMORTON
ATHERSTONE
CURDWORTH

6.0 a.m. to 6.0 p.m. weekdays only.

CLOSED ON SUNDAYS

(b) CAMP HILL
GARRISON LOCKS
NORTHAMPTON ARM
NAPTON LOCKS
CLAYTON LOCKS
BANBURY LOCKS

(BIRMINGHAM)

(SOUTH OXFORD SECTION)

- 4 The times of opening for the Regents Section and the Brentford Section will remain as at present.
5 The South Leicester Section will remain closed.

By Order

C. SAYWOOD, Divisional Manager.

"Willow Grange,"
Church Road,

Watford, Herts.

Telephone No. WATFORD 26422.

30th September, 1959.

NOTICE is hereby given that the following locks will be undergoing repairs and will be **CLOSED TO TRAFFIC** between the following dates:—

RUSHEY LOCK	...	...	...	16th Nov. — 30th Nov., 1959 inclusive.
SHIFFORD LOCK	...	...	...
BLAKES LOCK	...	...	...	7th Dec. — 21st Dec., 1959 inclusive.
BOULTERS LOCK	...	...	...
SANDFORD LOCK	...	...	...	3rd Jan. — 17th Jan., 1960 inclusive.
WHITCHURCH LOCK	...	...	...	11th Jan. — 7th Mar., 1960 inclusive.
CLIFTON LOCK	...	...	...	25th Jan. — 14th Feb., 1960 inclusive.
PENTON HOOK LOCK	...	...	...	1st Feb. — 22nd Feb., 1960 inclusive.
RADCOT LOCK	...	...	...	22nd Feb. — 7th Mar., 1960 inclusive.
ST. JOHNS LOCK	...	...	...	14th Mar. — 21st Mar., 1960 inclusive.

By Order,

G. E. WALKER,

Secretary.

Thames Conservancy Offices,

2 and 3, Norfolk Street, Strand, London, W.C.2

October, 1959.

CONSERVATIVE POLICY ON INLAND WATERWAYS

It has long been recognised that the canal system in this country requires investigation and a new approach. Many of the canals, having been overtaken by the railways early in the nineteenth century as trade arteries, have ceased to be profitable and have become neglected or even derelict. Out of 2,170 miles of inland waterways in Great Britain, only 380 are at present fully navigable. Canals as well as being a transport problem have other very important aspects. They receive drainage water and industrial effluent; they provide water for abstraction; they are used for watering cattle.

Many stretches of canals run through a countryside of varied beauty and peacefulness. They offer pleasure to people who like cruising and boating, to fishermen, walkers and naturalists. Among our inland waterways are the Norfolk Broads, well known to sailing enthusiasts. Bridges and other structures of lasting historical and architectural interest were built with the old canals. Creative redevelopment of our heritage of waterways can do much for amenity, recreation and the look of our country. This calls for positive co-operation amongst the many bodies concerned, and I have been greatly encouraged by the interest that the National Trust is already showing in some waterways.

In February 1956, the Government appointed a Committee into the Inland Waterways under the Chairmanship of Mr. Leslie Bowes. Its terms of reference, in summary, were to consider and report on the future of the canal system. The Bowes Committee issued its report in July 1958. It made various recommendations which are being given careful consideration. On the future administration of the canals, the Bowes Committee was divided. Four members, including the Chairman, recommended that the canals should continue to be the responsibility of the British Transport Commission, but that a statutory constituted body should be set up to manage them within the framework of the British Transport Commission. Non-navigable canals should be the responsibility independent Waterways Re-development Board. The other four members of the Committee recommended that canals should be looked after by a new independent Inland Waterways Corporation.

The Bowes Committee put forward a number of ideas for putting new life into disused and semi-derelict canals. The Government has made up its mind to give these ideas a trial over the next two years before a final decision is made on the question of future responsibility for the canals. Hence

a White Paper was issued in February 1959 which, among other things, announced the setting up of an Inland Waterways Redevelopment Advisory Committee. This Committee, which was appointed in March, and has as its Chairman Sir Frederick Parhan, represents all types of canal users, including those who are mainly interested in the recreational aspect of canals. Its terms of reference are wide. It can recommend schemes for the treatment of inland waterways which are not economical for commercial transport, and it can advise the Government upon any general matters connected with the re-development of inland waterways.

This Committee is doing valuable work. It is making rapid progress in preparing schemes which should enable us to develop schemes which should enable us to develop our existing canal-system. If a Conservative Government is returned to power, it will facilitate legislation to put into effect measures recommended by the Committee. In the meantime the trial period is being put to good use.

HAROLD WATKINSON.

Editor:— Both the Labour and Liberal parties were approached with regard to preparing articles on Inland Waterways. The former apologized for being unable to produce anything due to pressure of work, whilst the latter party did not acknowledge the Editor's letter.

P.H.C.

THE THAMES AND SEVERN CANAL

In view of the great interest in this canal may I try to expand the recent interesting article by R.R.B?

There was a project in the reign of Charles II to unite the Thames and Severn when Joseph Moron, hydrographer to the King drew a map for Mr. Matthews, an engineer, to shew that it was possible. A Bill was introduced for a canal from Lechlade to the Avon. In succeeding years other routes were proposed.

At long last in 1782 Mr. Robert Whitworth was employed as Engineer and the Act was passed in 1783. The canal begins at Wallbridge near Stroude and runs to Inglesham near Lechlade a distance of 30 miles, 7 chains, 50 links. The tunnel at Sapperton is $2\frac{1}{2}$ miles long and was not lined throughout being driven partly through rock. Contemporary accounts refer to boats 12 ft. wide, 80 ft. long, loaded to 4ft. draught and carrying 70 tons. In those days it took two months from London to Bristol by Sea.

On April 20th, 1789, Mr. Clowes, Acting Engineer, (Mr. Whitworth was now working on the Forth and Clyde Canal) passed through the tunnel in a boat of 30 tons burthen, and on November 19th, 1789 a vessel passed from Severn to Thames for the first time in the presence of a multitude of people.

In July 1788 their Majesties were at Cheltenham and his Majesty King George III went to view the canal on July 19th, 1788. He expressed astonishment and delight at the works and tunnel, and great satisfaction that the work had been completed by private gentlemen.

From the Stroud to Sapperton, 7 miles 30 chains, there is a rise of 241ft 3 ins. There are 9 miles, 8 chains, 50 links, level at the summit (including the Cirencester branch) and a fall to Inglesham of 130 ft. 6 ins. in 13 miles 49 chains.

As the Stroudwater canal formed part of the through route it is worth recalling that an Act was obtained to make the River Stroudwater navigable in 1730, but the work was not completed. In 1755 a new survey was made and to avoid opposition from the millers it was proposed to do without locks by transshipping boxes (the first containers?) at each weir. This proposal crystallised in an Act in 1759, but again nothing was done. In 1774 the matter was taken up again, but a court action prevented its completion under the 1730 Act, and a new Act was obtained in 1775. Considerable trouble was experienced with a double lock (14ft. rise) when a bank 20ft. high slipped and the lock had to be rebuilt.

For many years the Thames and Severn Canal was worked successfully. It is important to remember this. Receipts varied from £4,452 in 1797 to a maximum of £11,330 in 1841. In this last year 89,271 tons were carried. This last figure may include materials for building the G.W.R. from Swindon and Cirencester which was opened in 1841.

Railway competition reduced traffic on the canal and also on the Thames. The Conservancy allowed the river to become, and the through traffic for which the canal was intended became impracticable. Lessened receipts resulted in lower maintenance, and in the dry seasons not more than six tons could be carried over the summit. In 1881 the total goods carried had dropped to 43,811 tons. No barge was able to pass down the river (due to the state of the river navigation) from Inglesham to Oxford after 1855. Inspections made on the river revealed places where the depth of water would hardly float the rowboat in which the inspectors travelled. Some through traffic was carried on via Swindon and the Berks and Wilts canal to the Thames at Abingdon.

In 1882 a Mr. Potter, a former chairman of the G.W.R. joined the Canal Board and a Bill was promoted to close the canal to convert it into a railway. Shortly after the £2,830 debentures held by Mr. Potter were transferred to officials of the G.W.R. and the other shareholders followed suit, selling out the railway. The Canal Committee now consisted of nominees of the railway. Minimum repairs were carried out, and from 30th December, 1893 the 26 miles from Inglesham to Chalford were closed.

There had been protests for some years that the railway policy was to close the canal, and things now came to a head. A strong deputation of local M.P.'s, and representatives of adjoining navigations approached Mr. Mundella President of the Board of Trade. The outcome was the formation of a Thames and Severn Canal Trust consisting of representatives of the Wilts. and Berks. Canal, the Stroudwater, Sharpness Docks, Staffs and Worces. Canal, the Severn Commission, the Birmingham Canal Navigations, (controlled by the L.N.W.R., a rival which successfully maintained competition with the G.W. by using the Shropshire Union Canal), Gloucestershire, Wiltshire and Berkshire County Councils, Gloucester City Council and the Urban District Councils of Stroud and Cirencester. This body took over the responsibility of the original canal company, and succeeded in reopening the canal for three months in 1899, but had insufficient revenue to cope with re-puddling and concreting required on the summit level, and no power to raise money.

Rather than that money already expended should be lost Gloucester County Council now took over under a clause of the Railway and Canal Traffic Act 1888 Section 45. It may be relevant to some modern situations and is therefore worth quoting in full:—

“When a canal by default of the proprietors has become unfit for navigation, a Local Authority (which term includes a County Authority and a Municipality) may apply to the Board of Trade, and the said Board, if it think fit, may issue a warrant transferring the Canal upon any conditions they think fit, to the Local Authority, and may frame a scheme for its management, making due provision for liabilities and for any other matter necessary for carrying out the section, and may submit to Parliament a Provisional Order to effect the same, and the expenses may (Section 54) be charged on the Rates, and with the consent of the Local Government Board a loan may be raised.”

Owing to the sickness of the County Council's own engineer a Mr. Brome Wilson was approached. He submitted a report and was entrusted with carrying the remedies he suggested into effect. He proposed (1) to improve the water-supply from Dorvel Mill by replacing a leaky culvert with earthenware pipes, (2) to strip, clean, and repuddle near Half-way Bridge, and (3) to relieve the pressure of springs which had broken through the bottom of the canal. It appears that barges passing through when the water level was low had damaged the puddle in the bottom. This is no doubt a frequent cause of trouble in other canals at the present time. The greatest trouble was the springs; they broke through in wet spells of weather, and when the water level in the underground chambers supplying these springs fell again, the water from the canal drained out into the springs through the same holes. The lie of the land prevented draining the springs. The trouble was dealt with by providing an invert in the bed connected to cast iron pipes carried up outside and turned over into the canal above weir level.

The writer was born within a stone's throw of the Thames, and as soon as he was old enough, and the time permitted, covered first the whole of the Thames and then the tributaries and connecting canals either by boat or on foot. In 1944 the vents for the springs were clearly visible, and on listening close to them water could be heard running deep down in the earth, indicating that the channels were still patent.

The canal was reopened Inglesham to Cirencester July 1902, Stroud to Daneway April 1903, and end to end January 1904. The summit was not kept open right through any one season, and the last boat passed on May 11th, 1911.

The first abandonment order (Inglesham to Chalford) was dated May 10th, 1927 (see Bradshaw) and the second (Chalford to Stroud) June 9th, 1933.

During the final years “Flower of Gloster” passed through the canal carrying Mr. E. Temple Thurston whose book named after his boat was published in 1911. He remarks on low water in the summit pound. Clearly nobody who has read this book could do anything but regret the passing of the “Thames and Severn Canal.” Scenery apart, a connection between the Thames and the Berkeley at Gloucester Ship canal, which joins with the docks at Sharpness (and via Sharpness with Avonmouth) should have been a valuable thing more valuable than the Kennet and Avon route.

That intriguing little book “The Oarsman's Guide” gives the charges for rowing boats £2-10-0, but reduced to £1-10-0 if the locks at the higher levels are not used and the boat lifted.

It was John Evelyn who first suggested that the Pumping Station at the Source of the Thames was a desecration. Contemporary drawings do not suggest it was more obtrusive than the iron railings recently erected there, and illustrated in the I.W.A. Bulletin. In any case Water is entirely absent from Thames Head (except by pumping) in all but wet seasons.

In May 1956 an Editorial item in "Modern Transport" suggested that Gloucestershire County Council had been persuaded to invest a considerable sum of money in the canal by a canal-enthusiast, with a moral beware of canal-enthusiasts. In December 1901 the Council published a brief history of the canal written by E. T. Gardom its clerk. This document is well supported with facts. That the engineers found the cost of maintaining and modernising the canal more difficult than anticipated may well be true, but any suggestion that the Council spent money imprudently can be dismissed as wishful thinking by those wishing to spoil the I.W.A. case.

In an article in "Motor Boat and Yachting" in February 1945 the writer also suggested a canoe trip into the tunnel. Second thoughts suggest that someone with a car, and one of those little dinghies often carried on the roof might be persuaded to act. There was a report of a fall of some rock in the tunnel in 1916.

R. G. R. CALVERT.

NEW MEMBERS

A warm welcome is extended to the following:—

- Capt. P. C. AMPHLETT, 17, Greycoat Gardens, Westminster, S.W.1.
J. D. BALDING Esq., 34, Brackendale, Potters Bar, Mddx.
THE BENBOW MOTOR CRUISING CLUB,
Treas. W. M. PILLINGS, Esq., Benbow Bridge Moorings, Bowley, Uxbridge, Mddx.
E. A. COLEMAN, Esq., 47, West Norwood High Street S.E.27.
A. COLLINS Esq., Upper Farm, Box Hill, Nr. Tadworth, Surrey.
C. E. COMBER, Esq., Grooms Farm, Frith End, Bordon, Hants.
J. W. L. DUTTON, Esq., c/o Lloyds Bank Ltd., 69, Borough High Street, S.E.1.
Mrs. J. M. HALL, 11, Bracknell Gardnes, Hampstead, N.W.3.
J. JENKINS, Esq., 18, Medway Parade, Perivale, Greenford, Mddx.
E. B. MARQUAND, Esq., 17, Grove Court, Drayton Gardens, London, S.W.1.
H. MILLS, Esq., 23, Porchester Gate, London, W.2.
Miss B. C. McCOSBORN, 3, Craneswater Avenue, Southsea, Hants.
C. R. PASSMORE, Esq., 2, Orchard Avenue, Whetstone, N.20.
H. POPHAM, Esq., 28, Marlborough Road, Richmond Hill, Surrey.
Capt. D. A. RHYS-JAMES, 5, Mayfield Close, Harpenden, Herts.
Col. W. B. ROWETT, 2, The Old Rectory, Alford, Chester and 30, The Island, Thames Ditton, Surrey.
M. SINCLAIR-HILL, Esq., Boat Alice, Laleham Reach, Chertsey, Surrey.
A. SMITH, Esq., 2, Mulgrave Road, London, W.5.
Miss J. SMITH, 2, Mulgrave Road, London, W.5.
Mrs. M. SMITH, 2, Mulgrave Road, London, W.5.

From the Editor's Cabin

In the last issue of this journal I ended my notes with a request for information about the narrow boat now being used by the River Police at Barnes. Our member Mr. B. S. Faulks, has written to tell me that it is the former N.B. "Pullet." In 1956 I took a photograph of "Pullet" towing some lighters on the Grand Union, at Alpertton, as will be seen on the cover of this "Windlass."

One Sunday at the end of July, a horse-drawn boat was seen making it's way up the Thames from Teddington; it was none other than one of Mr. Patrick Saunders "Hostelboats" en route for the river Wey. The last time I saw a horse drawn narrow boat on the Thames was in 1930, she was travelling "light" and was on her way to Banbury.

High powered light craft of the "runabout" type are becoming rather a menace on some parts of the Thames, particularly when such boats are skippered by very inexperienced watermen whose lust for speed far outweighs any love for the water, or respect for other users of the river. The Thames Conservancy are fully aware of the facts and I hope they may be able to remedy matters. Down below Teddington the Port of London Authority have imposed a 10 m.p.h. speed limit on craft using the Thames between Putney and Teddington.

The National Trust have just published their report/for 1958-59 and contained therein is the following statement on canals;—

The Report of the Bowes Committee on Inland Waterways and the Government proposals which followed its publication drew attention to the possibility that the Trust might take over and preserve canals of particular beauty or historic interest. The Trust is exceedingly anxious to help, and is now negotiating with the Transport Commission for the acquisition of two canals.

The first of these, the Southern Section of the Stratford-on-Avon canal, runs south from a junction with the Grand Union Canal at Lapworth to join the River Avon in front of the Memorial Theatre at Stratford. Begun in 1793, it passes through remote and simple Warwickshire countryside and includes a number of interesting and unusual early cast-iron bridges and aqueducts. The Towpath, which is not at present a right of way, could provide in the ownership of the Trust a thirteen-mile traffic-free country walk. Unless transferred to the Trust, this canal will be abandoned, and the pleasures of fishing, boating and walking along it will be lost to the community in general, and to the inhabitants of Birmingham in particular.

The second of these, the Southern Section of the Staffordshire and Worcestershire canal, is of extreme beauty and importance. Completed by the celebrated James Brindley in 1772, it conjured into existence the eighteenth century town of Stourport—where it joins the Severn—and is Brindley's earliest canal with locks. The first few miles out of Stourport, passing rapidly and dramatically through Kidderminster, and then winding round, and occasionally piercing, the heavily wooded red sandstone of Kinver, convey to perfection the lesson of the eighteenth century—that beauty and utility can be combined. The Trust already owns property on the canal at Kinver and Wightwick.

The transfer of canals presents a new departure, both for the Trust and for the Transport Commission; it is not to be expected that the legal and financial arrangements will be simple or rapidly completed. But the Council are well aware of the pleasures—not least an escape from the bedlam of the roads—which can be given to a wide cross-section of the community by the preservation, rather than the destruction, of these long-neglected amenities.

The Council for the Preservation of Rural England have also recently published their annual report and in this canals and rivers are by no means forgotten, in fact the report runs into some 2,000 words covering THE BOWES REPORT, STRATFORD-ON-AVON CANAL, POCKLINGTON CANAL, INLAND WATERWAYS REDEVELOPMENT COMMITTEE, RIVER SEVERN and "NEGLECTED RIVERS."

On September the 5th, the Hampton Music Club presented a Handel Bicentenary River Concert, aboard the Houseboat "Astoria," in aid of the Hampton Hospital Extension Fund. The evening was warm and peaceful and the concert was well attended not only by private craft of all types but also by five of Messrs. Odell's passenger launches carrying 200 spectators apiece, who came to listen to this wonderful programme played by the Goldsbrough Orchestra, conducted by Charles Mackerras. The Fanfare was played by trumpeters from the Royal Military School of Music, whilst an excellent firework display was held for "Music For The Royal Fireworks."

Our patron, Mr. John Betjeman wrote the following for the official programme:—"Music always sounds good across water—Handel particularly so. I can think of few pleasanter settings nor of a background more appropriate in style and date than Garrick's Villa and the Middlesex Village of Hampton which still looks much as it must have done in Handel's day."

Garricks Eyot—the island opposite Garrick's Villa is likely to be the scene of some controversy in as much that some tenants of summer residences thereon have made application for an electric cable to be slung across from the mainland, this would necessitate the erection of two forty foot pylons with hideous effect on local beauty. I am glad to say that the C.P.R.E. are taking very strong action and in view of recent correspondence I with that body am confident that there will be a satisfactory outcome.

This year five young watermen sculled from London Bridge to Chelsea in the 245th race for Doggett's Coat and Badge. The winner, George Saunders, took about half an hour to cover the four miles.

Whilst on the sporting side of waterways I must mention that one of our greatest oarsmen, Mr. Julius Beresford died recently at the age of 91. His success at Henley and elsewhere were great: in 1912 he represented Great Britain in the Olympic Games. At the age of 80 he had a new sculling boat built for his own use! He loved to help youngsters and never grew too old to enjoy the river.

Congratulations to our committee member Dr. Glaister, on being elected secretary of the Kennet and Avon Canal Association. This onerous task could not have fallen into more capable hands.

A friend of mine recently canoed down part of the Brecon canal, his card read as follows—"Fine views across the Vale of Usk, could see the Sugar Loaf and Skirrid Mountain. Canal neither obstructed or very weedy. Half mile portage a Abergavenny to join the River Usk."

"Inland Waterways" by L. T. C. Rolt is an informative book published in the "How Things Developed" series by the Educational Supply Association. Whilst intended for youngsters it is a useful book for the complete novice; the illustrations are diverse and well chosen.

I am sure camping enthusiasts (of which I am one!) will welcome the fact that the next Camping and Outdoor Life Exhibition is to be held at Olympia, (Empress Hall) from January 2nd to January 9th.

Those who have not entered the Oxford Canal, via the Dukes Cut, for some considerable time will be interested to know that the mechanism of the entrance lock has been modified to accommodate a standard "Oxford" windlass. British waterways have installed standpipes for drinking water at strategic points throughout the canal and with Banbury lock open on Sundays one feels that the dear old Oxford is becoming modernised!

Work has now begun on the Staines by-pass bridge, a little below Bell Weir Lock; the controversy over this bridge has been considerable; also the scheme for a new town on the outskirts of Staines which would make use of disused gravelpits for marinas and by linking them up make a through way for water buses.

Mr. Craske of British Waterways has been responsible for organising educational trips for School children upon the canals. The usual routes are Croxley Green to Uxbridge and Hampstead Road Lock to Bulls Bridge. Well reproduced maps are given to the children as well as a detailed itinerary giving facts about the waterway and the places they pass. Tonnages conveyed on the canals are clearly stated in an interesting way by showing the commodities carried and at which factory or wharf they are unloaded.

The wooden drawbridge over the Oxford Canal, immediately north of Banbury has been replaced by one of all aluminium construction. It is light, strong and pleasing to the eye: it is of course counterbalanced to remain in the raised position when lifted.

PETER H. CHAPLIN.

Unfortunately "News of the Trade" has had to be held over until the next issue.

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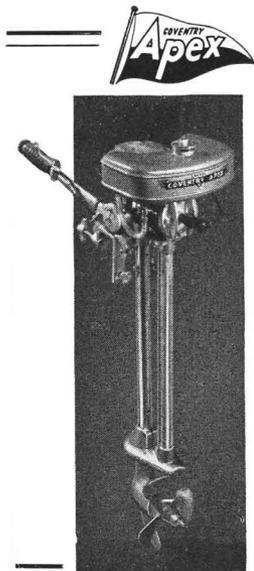
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