

# THE WINDLASS

Vol. III No. 5. MARCH 1960



"THE RIVER LEE AT OLD FORD"

*Photo by courtesy of the British Transport Commission.*

"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.

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

Chairman: Capt. C. B. GRUNDY, M.C.

Hon. Secretary: R. MACK, Esq., M.R.C.V.S., 15, The Gateway, Woodham, Woking.

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:

H. A. H. BURGESS Esq. (Lee and Stort)  
Dr. R. M. GLAISTER, B.Sc., A.Inst. P. (Kennet & Avon)  
J. E. MARRIAGE, Esq. (Chelmer & Blackwater)  
D. C. N. SALMON, Esq. (Medway)

F. SANDERS, Esq. (Wey)  
J. STREET, Esq. (Hon. Social Secretary)  
S. J. TIMS, Esq. (Thames and Basingstoke Canal)

## The Chairman's Notes

### KEEPING UP THE PRESSURE

There may be some Members of the Association who, from time to time, feel that we are unnecessarily unkind to British Waterways and to the British Transport Commission, but I would remind them that the principal object for which the Association is established is "to advocate the use, maintenance and development of the inland waterways of the British Isles and in particular to advocate and promote the restoration to good order, and maintenance in good order, of every navigable waterway; and the fullest use of every navigable waterway by both commercial and pleasure traffic, and by keeping up the pressure we help to achieve this aim.

We have had evidence of the success of this policy in the past; when the navigation authority on the upper part of the Stratford-on-Avon Canal (admittedly then the G.W.R. and not the B.T.C.) refused to replace the fixed low level bridge at Lifford Lane with a swing bridge, but said that they would jack up the fixed bridge if traffic wished to pass, it was the persistence of our Members in insisting on this being done at regular intervals that in time made the navigation authority realise that they were fighting a losing battle and the bridge was replaced. Subsequently the insistence of the Willow Wren Canal Carrying Co. that the canal should be dredged led to further improvement and now the canal is regularly used by pleasure traffic, and also, from time to time, by commercial traffic. Who can believe that this stretch of waterway, which incidentally forms part of the shortest route between the Oxford and Grand Union Canals and the Shropshire Union Canals would now be navigable if it had not been for the efforts of our Members who were determined on behalf of all canal users, to exercise their statutory right to navigate?

All this is now history, but a similar series of operations have now led to another section of waterway, this time in our Branch area, again being used by commercial traffic. This is the Aylesbury branch of the Grand Union Canal. Members will remember that no commercial traffic had passed down to Aylesbury for some years and they will also remember how the Buckinghamshire County Council in their Development Plan proposed that the basin should be filled in and be converted partly into a public open space. The insistence by one of our Members that he should use the canal to Aylesbury and Mr. Meinestzhegen's decision to open a boat hiring business there led both to the B.T.C. dredging the canal and to the Buckingham County Council withdrawing their proposals. (Details of these "battles" will be found in the Honorary Secretary's notes in the Windlass issue of June and October 1958).

I am now very pleased to be able to report that recently a load of Aluminium was taken by water to Aylesbury, the pair of boats being loaded with about 47 tons. I firmly believe that this would not have been possible and that the Aylesbury arm might by now have become completely unnavigable if it had not been for our applying and keeping up the pressure.

Finally I would like to tell Members of a third and similar operation which is only just starting and the first place of which took place recently. I believe that eventually it will lead to the same sort of success. A short time ago it came to the notice of the Association's Midland Branch that there was a danger of the B.T.C.'s recommending that the Stourbridge Canal should

be closed. This canal forms part of a link between the main line of the Birmingham Canals and the Staffordshire and Worcestershire Canal. As no boat had passed through the canal for some time, in spite of the canal having considerable commercial potentialities and forming part of an important through route, it was decided that an attempt should be made to take a boat through the canal. A letter was therefore sent to the British Waterways at Birmingham asking whether we would meet any particular navigational hazards. In reply British Waterways suggested that, as the canal had not been used for some years, we should use another route; (longer by several miles and by about a dozen locks). On our declining to do so, we were told that the canal would be closed for some months owing to a bridge being rebuilt. At the same time another Member also wishing to use the canal but in the opposite direction also wrote, without our knowing that he had done so, to British Waterways, and it was suggested that he also should use the alternative route. He referred this reply to the Chairman of the Midland Branch and as a result, wrote to British Waterways saying that he wished to exercise his statutory right to use the canal; he was then told that he might, at his own risk (a condition that the B.T.C. have no right to impose).

As a result of these conflicting letters an attempt to go through the canal was made in late November but eventually had to be abandoned principally owing to the delay which would have been imposed by the mess of minor arrears of maintenance. Many lock gates in "the 16" could not be fully opened or closed due to obstructions on the cills and the water level in some pounds was low; at the bridge under re-construction the channel was completely blocked by rubble which had been allowed to fall into the canal. In addition several gates and paddles in the flight were padlocked and the British Waterways staff was extremely unco-operative. None of these obstacles was insurmountable but time was against us and the attempt was therefore abandoned. On his return to London Mr. Aickman, who had taken part in this operation, wrote to Sir Brian Robertson telling him of the extremely unsatisfactory state on this waterway. In due course a reply, explaining the position was received from Sir Brian.

Immediately before Christmas notice was again given that it was intended to make the passage and this time the British Waterways staff could not have been more helpful and no difficulties at all were encountered. In fact the canal is in remarkably good condition and it is difficult to see why traffic is discouraged unless British Waterways wish to give the impression that the waterway is completely disused and that there is no demand for its use. A full account, by Mr. Aickman, of this operation, will appear in the Bulletin. The Member who wished to bring his boat through from the Staffordshire and Worcestershire Canal has also done so with little difficulty in spite of the fact that it is a full size Narrow Boat. Other persons have also given notice that they wish to use the canal in the spring and it is to be hoped that more and more people will do so. It is a fascinating stretch and the scenery varies over a few miles from stark industry to countryside as attractive as the Welsh Canal.

It is hoped that in due course commercial traffic will now return to the Stourbridge Canal which is part of the shortest route between Stourport on the Severn and the Birmingham and Wolverhampton area.

The moral of all this is that results are only achieved by keeping up the pressure not only in the practical navigational ways mentioned here but also by writing to M.P.s and local authorities and any other person or body of influence and by not allowing ourselves to be swayed by those who try to discourage us from our aims.

---

## FORTHCOMING EVENTS

**THURSDAY, MARCH 17th**

Film Show, 7.30 p.m.—Conway Hall, Red Lion Square, W.C.1.

During the summer the Branch hopes to organize boat trips on the Rivers Roach, Stort and Wey (from Godalming); the tidal Medway, the River Kennet to Theale and the Woking end of the Basingstoke Canal.

## LEE & STORT TRIP

On Saturday, 3rd October 1959, fifty members and friends enjoyed a delightful trip from Roydon to Hertford.

Some of the party assembled at Hertford and travelled to Roydon by Motor Coach, where they joined the remainder of the party and boarded the British Waterway's Motor Vessel "Water Kelpie."

In brilliant sunshine, Roydon was left at 11.30 a.m. and a little difficulty was experienced in getting the boat away from the bank owing to the shallowness of the water. After passing through Rye House lock, light refreshments were served and the junction of the Lee and Stort was soon reached. Very good time was made and it was decided to go as far as Broxbourne and "Water Kelpie" was turned at Aqueduct Lock. After passing Dobbs Weir, the party was photographed by the Hertfordshire Mercury and two members of the Lee & Stort Development Committee joined the boat.

It was decided to make a stop at Ware and an attempt was made at landing at the public wharf there. Unfortunately the water was not deep enough to enable the boat to go alongside the wharf and it was decided to go on to Ware Priory. Passing under the road bridge at Ware there was only just sufficient headroom to enable "Water Kelpie" to pass under and Ware Priory was reached at 4 p.m.

After a 45 minute stop, the party passed on through Ware Lock on to Hertford. Above the Hertford Lock the conditions of the river were not so good and on two or three occasions "Water Kelpie" hit the bottom. Owing to the shallowness of the water the party had to leave the boat at a point some two hundred yards from the end of the navigation. Here, the passengers disembarked and after passing under the Folly Bridge at Hertford, considerable difficulty was experienced in turning the boat. However, with the aid of ropes and poles, and much hard work, the boat was turned and some members returned with the craft as far as Ware.

In all, it was a most enjoyable trip, in glorious weather and thanks are due to the crew of "Water Kelpie" who were most helpful.

I have been informed by British Waterways that they will continue to open the following locks on Sundays during the summer:—

CARTHAGENA, DOBBS WEIR, FEILDS WEIR, LOWER & BRICK LOCK.

Dredging will proceed above Ware Lock to Hertford on the Lee, and a start has been made at Feilds Weir and will continue towards Bishops Stortford on the Stort.

H. A. H. BURGESS.

## CHELMER & BLACKWATER NAVIGATION ALSO RIVER STOUR NAVIGATION

The Company of Proprietors of this Navigation have written to me as under:—

"Your letter of the 1st November to Colonel Cramphorn about Mr. Playle has been passed on to me. I do not think we can make anything in the nature of an article for your magazine. The most we can say would be something as follows:—

"Mr. William Gladstone Playle, of Badmondsfield Hall, Wickhambrook, Suffolk, passed away on the 22nd September, 1959. He will be much missed by his fellow English timber merchants and by his fellow Directors of the Chelmer and Blackwater Navigation company. He did much to encourage the systematic planting of cricket bat Willows and also of Poplars. He had advised the Navigation company in regard to the planting of Willows even before he became a Director of the company and following his appointment he prepared for the company a systematic scheme of planting so consolidating their policy of strengthening and beautifying their banks by the cultivation of these trees."

Yours sincerely,

FRANCIS F. STREET,  
Secretary.

Representatives of the Stour Committee met Counsel on October 19th, and future policy decided to achieve satisfactory results it will be necessary for decisions to remain confidential for the time being.

On October 24th, the Action Committee inspected, by water, the river from Brantham Lock to Langham—the inspection was finished by flashlight!

It was found that temporary repairs had been made to Stratford St. Mary Lock by tacking felt over the gates to prevent leakage. The Committee are to contact the Dedham Vale Society to see whether there is any way in which the two bodies can co-operate.

Owing to pressure of other work Mr. N. L. Waller of East Bergholt has resigned from his post as Hon. Secretary to the River Stour Action Committee. Any member who would be able to help in secretarial duties to the committee, pending the election of a new Hon. Secretary should contact Mr. J. E. Marriage, Well Cottage, Stock, Ingatestone, Essex.

J. E. MARRIAGE.

## RIVER MEDWAY

As a first stage towards attempting to restart commercial traffic on the Upper Medway, between Maidstone and Tonbridge, the River Medway Sub-Committee have been contacting local firms. So far reactions have been mixed but two companies have expressed interest.

Another project just launched by the Sub-Committee is the provision of a public landing stage at Tonbridge. There is at present no public place in the town for boats to tie up and visiting boats have to moor outside the town. Negotiations have just commenced with Tonbridge Urban District Council, to see if this can be remedied.

The work of fitting new top gates to East Parleigh lock is now completed. When the writer visited the lock over Christmas the river was in flood and the entire lock was submerged.

DEREK SALMON.

## BASINGSTOKE CANAL

The New Basingstoke Canal Company Ltd. celebrated its tenth anniversary in December. Woking Council has started to rebuild Step Bridge (the footbridge in Woking) as a swing bridge. Chertsey Council have given this Branch an assurance that when they rebuild Scotland Bridge (the first bridge over the canal) it will be no lower or narrower than the existing bridge. The first two locks were recently used by narrow boats undergoing conversion into houseboats.

R. MACK.

## KENNET AND AVON CANAL

The lengthsmen scheme is progressing well; 18 of the 28 lengths are now manned, but further volunteers are urgently needed for lengths between Hungerford and the Summit. As a result of this scheme some repairs have already been carried out, following our complaints.

The Kennet and Avon Canal Association is to have central membership with branches, somewhat as in the I.W.A. This should allow it to act with greater efficiency.

The historic Crofton pumping plant is now out of action. Lack of maintenance to the chimney had allowed this to become unsafe, and the top third has been demolished. Water is now being lifted by a temporary diesel pump. Parts of the Crofton flight are now quite dry, but B.W. have promised to fill this for the Devizes—Westminster canoe race.

The Easter Monday Rally for trailed boats and canoes will now probably be held at the Bath end of the Canal. Would anyone interested please write to me?

R. M. GLAISTER.

## STOP PRESS!

### THE ESSEX AND SUFFOLK RIVER STOUR

The South Essex Water Company recently gave notice that they wished to obtain powers to increase the abstraction of water from the River Stour and in doing so reduce the present minimum summer flow from 4,000,000 to 2,000,000 gallons per day and the water flow from 3,000,000 to 1,000,000 gallons per day.

This would have a very adverse effect on the river and would reduce the flow to a trickle. It would also increase the present inflow of the tide and bring salt water much further up the Stour Valley thereby killing trees and vegetation and altering the character of the valley. It is also not unlikely that it would prove impossible to maintain the water level between locks and in any case weed growth will increase.

For these reasons the Association has formally objected to the proposals, as have many other bodies.

A public enquiry was held at Colchester on the 2nd and 3rd February, at which the Association was represented by Counsel. The opposition, from all quarters, to the proposals was extremely strong.

The result of the enquiry has yet to be made known.

C.B.G.

## NEW MEMBERS

A warm welcome is extended to the following:—

- Major David V. S. BURROUGHS, R.A., c/o Westminster Bank, High Street, Guildford, Surrey.  
 Derek CLARK, Esq., Houseboat "Amanda," Laleham Reach, Chertsey, Surrey.  
 Maurice DENHAM, Esq., 29, Bedford Gardens, London, W.8.  
 FALCONBRIDGE CRUISERS, Cosgrove, nr. Wolverton, Buckinghamshire.  
 J. C. A. GALTON, Esq., Flat D, 93, Greencroft Gardens, London, N.W.6.  
 John GERRARD, Esq., 1a, Dinsmore Road, London, S.W.12.  
 Miss Jean GORRIE, 45, Thurloe Square, London, S.W.7.  
 Arthur Frederick GOTCH, Esq., c/o Mr. H. W. Stevens, River Wey Navigation, Guildford Wharf, Friary Street, Guildford.  
 Miss Joyce A. C. GUTTERIDGE, 20, Woodfall Street, Chelsea, London, S.W.3.  
 John Reginald HARRISON, Esq., Redholme, 53, The Marina, Deal, Kent.  
 Graham M. V. HOARE, Esq., 4, Park Village East, London, N.W.1.  
 Anthony Charles HUMPHRIES, Esq., 7, St. Mary's Road, London, S.W.19.  
 Mrs. Olga June HUMPHRIES, 7, St. Mary's Road, London, S.W.19.  
 James Stanley MILLARD, Esq., 5, Granville Road, St. Albans, Hertfordshire.  
 David Glynn OWEN, Esq., 61a, Oxberry Avenue, Fulham, London, S.W.6.  
 Master Crispin PAINE, 16, St. Paul's Place, Ashted, Surrey.  
 V. H. PIDDINGTON, Esq., 93, Village Way, Ashford, Middlesex.  
 Mrs. L. M. SHAW, 17, The Fairway, Northampton.  
 Philip William SMAGGASCALE, Esq., 5, Cranes Park, Surbiton, Surrey.  
 Mrs. Geoffrey SMITH, 75, Valley Road, Ipswich, Suffolk.  
 Mrs. Gladys R. SPRATT, 57, Oxberry Avenue, Fulham, London, S.W.6.  
 Alfred Leslie STANIFORD, Esq., 10, Margery Road, Hove 4, Sussex.  
 Mrs. Anne STEAD, 419, Fulham Palace Road, London, S.W.6.  
 F. W. STRINGFELLOW, Esq., 28, Hungerford Road, London, N.7.  
 David Gibson TEARE, Esq., 23, Deep Dale, Parkside Avenue, Wimbledon Common, S.W.19.  
 Mrs. Erica Olga TEARE, 23, Deep Dale, Parkside Avenue, Wimbledon Common, S.W.19.  
 Walter WILKES, Esq., 79, Attimore Road, Welwyn Garden City, Hertfordshire.  
 Stephen J. WOODFORD, Esq., 22, Osberton Road, Oxford.  
 Alfred Richard WOODLEY, Esq., Bridge House, Raans Road, Amersham, Buckinghamshire.

## CHRISTMAS DRAW 1959

Another Christmas Draw is over and this time we have secured a net profit of approximately £100. The Committee is greatly indebted to you for selling the tickets and thereby assuring this sum for Branch Funds. In addition we received £2-6-0d. in donations and I would like to take this opportunity of thanking those members who preferred this means of aiding our cause.

We are also extremely grateful to Appleyard, Lincoln (Boatbuilders) Ltd., of Ely who so generously donated the first prize of a week's cruise on the Fenland rivers.

It has been found that of the total number of books sent out to Branch members, over one half are neither returned nor acknowledged. This is a source of needless expense in printing and postage and for this reason, a circular is being sent to you all asking whether or not you are willing to participate in future draws. I would request you most earnestly to complete and return this form to me if you feel unable to help us in this way in the future.

A list of winners is given below and I have copies of the prize-winners list for any member who would like one:—

Miss B. Lawrence, Mrs. Smith, Mr. A. A. Wright, Miss W. Day, Mr. H. King, Mrs. E. Southgate, Messrs. M. Summerfield, D. R. Butcher, Mrs. Heasman, Messrs. H. E. Veale, L. H. Eberli, E. S. Bunch, H. Heyworth-Davis, Dr. R. J. Saunders, Mr. C. H. Thompson, Mrs. Bennett, Mr. R. G. O'Connell, Miss J. Tisdall, Mr. E. Christian, Mrs. MacAndrew.

## FROM THE WATERWAY AUTHORITIES:—

**BRITISH WATERWAYS, S.E. Division, notice stoppages:**

District	Section	Location	Stoppage Duration
Watford	Tring.	Aylesbury Arm	Monday, 14th March to
Lee	Lee & Stort.	Locks I toll	Saturday, 19th March.
Watford.	Apsley.	Harlow Lock.	Thursday, 17th March to
		Apsley Lock No. 66 to	Tuesday, 22nd March.
		Nash Mills Lock No. 68	Saturday, 19th March to
			Sunday, 20th March.

**THAMES CONSERVANCY**

Molesey Lock is now open to traffic.

## THE RIVER LEE FROM ENFIELD TO LONDON

The River Lee which rises near Dunstable in Bedfordshire is about forty-six miles long and is the longest tributary of the Thames. It flows in a south easterly direction through Luton and Hertford, the latter being the navigable limit. Near Hoddesdon it joins the River Stort and from this point the Lee takes a southerly course to join the Thames at Blackwall.

The Lee has had an interesting history. On many old prints, the spelling "Lea" is often seen and in certain instances has persisted to the present day. Other variants are "Lygean," "Ley," "Leigh" and "Luy." Since 1739, the spelling "Lee" has been adopted in Acts of Parliament and has thus become the official name.

According to some historians, the River in Saxon times resembled a lake and it is reported that its width in the vicinity of Tottenham and Edmonton was as much as  $1\frac{1}{4}$  miles. In 894, the Danes sailed up the River to Ware, causing much devastation in their wake. Another historical source reveals that in 895 King Alfred launched an attack against the Danes at Ware. He suffered initial reverses but in the following year encamped again and by brilliant strategy, stranded the Danes by diverting the course of the River, the first known record of navigation works on the Lee.

Subsequent draining and navigation works have led to the formation of the River as it is today and account for the marshlands. In the early years of the present century, the remains of an ancient boat were discovered on the Tottenham Marshes, perhaps a reminder of the Danish Invasion. In 1571, an Act was passed which authorised the City of London to build a new cut or navigation river and ever since the Lee has had a great commercial value.

The Control of the River, both as regards navigation, water supply and fishing rights has often changed and various noblemen, church dignitaries, Royal Commissioners and in Tudor Times the City of London, have all been masters of the River. In 1868, the Lee Conservancy Board was established; this Body had wide powers covering navigation, fishing rights and water supply. In 1948, the British Transport Commission assumed control of navigation and water supply, whilst the Lee Conservancy Board became the Authority for fisheries and land drainage.

Approximately one-seventh of London's water supply comes from the Lee and is stored in a series of large reservoirs between Chingford and Walthamstow. Parts of the course of the old river has been swallowed up by these reservoirs and diversion channels constructed.

Haling or haulage by men was common practice for several centuries. Today, horse drawn barges can still be seen on the Lea in the London area. Steel barges and tugs operated by independent carriers regularly ply along the River and the annual tonnage is about two millions. 130 ton craft can navigate as far upstream as Enfield and 100 ton boats can operate to Hertford, nearly 28 miles from the Thames. Tractors are also used for haulage. The principal commodities carried are coal, liquids in bulk, timber and non-ferrous metals. The large power stations at Hackney and Poplar receive their coal by water.

Although primarily a commercial highway, the Lee both in the London area and beyond, has long been popular for private boating. There are facilities for sailing below Stonebridge Lock, Tottenham. Rowing fours practice in the Hackney area. Regattas organised by the Boroughs of Hackney, Tottenham and Leyton are held from time to time.

The banks of the Lee have long been the haunts of fishermen. The River was immortalized by Sir Izaak Walton in his masterpiece 'The Compleat Angler.'

In October 1956, the London and Home Counties Branch of the Inland Waterways Association organised a Demonstration Cruise on the Rivers Lee and Stort, to stimulate interest in these waterways, which have many miles of delightful cruising waters. The Fleet consisting of five cabin cruisers sailed from Thames Ditton to Hertford and Bishops Stortford and back, approximately 143 miles. The outward route was via the Main Line of the Grand Union Canal from Brentford to Southall, thence along the Paddington Arm, the Regents Canal and the Hertford Union Canal to join the Lee Navigation at Old Ford. On the return journey, the Thames was regained via the Limehouse Cut of the Lee Navigation.

The Lee enters Middlesex close to Waltham Town Lock, Hertfordshire, Essex and Middlesex meet near this point. For the next few miles, the present Lee Navigation lies entirely in Middlesex, passing through the eastern fringes of Enfield, Edmonton and Tottenham. The Essex boundary lies only a short distance from the left bank. Although close to built up areas, a green strip accompanies the River for most of its course as far as Hackney Marshes.

Between Enfield and the Thames there are eight locks in thirteen miles. Many of the lock gates have been renewed during the past thirty years. The lockkeepers houses are of traditional design, with British Waterways Notice Boards over the front door, giving the name of the lock-keeper.

From the River, one can see when crossing the Tottenham Marshes, well known North London landmarks, including the Alexandra Palace, the twin towers of St. Ignatius Church, Stamford Hill and further away Highgate Hill and the cupola of St. Joseph's Church and the spire of St. Michael's Church.

In Volume V of "Old and New London" are prints showing "Views on the River Lea" which reveal the rustic charm of the River in the Tottenham Area a century ago.

On the left bank new flood relief works are observed by the course of the original river, whilst on the right bank can be seen the improvement works to the Pymmes Brook, a tributary of the Lee which extends for a considerable distance through Edmonton and Tottenham.

Below Tottenham, navigation follows the course of the original river which forms the boundary between the Counties of London and Essex. Beyond Lea Bridge, the old river meanders around the Hackney Marshes, passing alongside the large Temple Mills Marshalling Yards of the Eastern Region: the present Lee Navigation lies on the western fringe of the Marshes.

The Thames can be reached at two points, one via Bow Creek to Blackwall and the other via the Limehouse Cut which flows into the Thames opposite the Surrey Commercial Docks. From Old Ford, there is also a direct connection with the Grand Union Canal via the Hertford Union Canal. This last named waterway, which runs along the boundary of Victoria Park is about 1¼ miles long with three locks and is one of the shortest canals in the country; it is also known as Sir George Ducketts Canal after its originator. Below Old Ford, the Lee is tidal.

An £864,000 scheme to improve the Lee Navigation between Enfield Lock and the Thames is now being carried out. The work includes additional locks, steel piling for bank protection, bridge reconstruction and new dredging hopper barges.

On the 18th February, 1959, the new 18½ feet wide lock at Ponders End was opened by Sir Reginald Kerr, the General Manager of British Waterways. The lock gates are operated from a mechanical control cabin situated on the island quay between the old and the new locks. With the opening of this new lock, the largest craft can reach the Enfield industrial area.

Picketts Lock, Edmonton, Stonebridge and Tottenham Locks are also to be doubled. When this work has been completed, it will reduce by half, the time taken by the largest barges, in-travelling between Old Ford Locks and Enfield.

In conclusion, the Author wishes to express his thanks to British Waterways and the Chief Librarian of the Edmonton Borough Council for their kind assistance in the preparation of this article.

EDWARD TREBY,  
Loughton, July, 1959.

## FROM THE EDITOR'S CABIN

Canals continue to get considerable publicity in our newspapers and quite recently the Manchester Guardian published an interesting photograph of dredging operations in London's little Venice. Writing of dredging reminds me of an event that escaped publicity—four lighters loaded with dredgings, in the Wraybury reach of the Thames, broke away from their moorings during the recent spell of floods. Three landed broadside on to Bell Weir and a fourth sunk. Fortunately little or no damage was done and the barges, on careering downstream, miraculously avoided the numerous private craft moored in the reach.

The Newbury Weekly News recently published a lively article on the Kennet and Avon; it bore the caption "If one gate failed, waterway would flood large area."

That popular little journal "Light Craft" has published a directory of launching sites, it costs but one shilling and should be of inestimable value to those who trail a boat or take a small craft upon the roof rack of a car.

The new British Waterway "Butty" boats look somewhat ugly and by all reports are none too easy to handle; this view was recently confirmed by the crew of one when I was at Hillmorton; I must say that the fibre-glass hatch covers offer many advantages.

Willow Wren Carrying Company have been up and down the Thames on several occasions during the winter with their narrow-boats, but otherwise little trade is seen on the Thames and then only below Shepperton.

The Thames Conservancy "navigation notes" have been re-published in a very attractive little booklet entitled "Launch Digest." The cover is of art board and depicts some excellent Thames scenes; within the book is laid out all navigational information in a very concise and readable form.

I do not suppose many folk realise that a tremendous amount of painstaking experiments are carried out, in an endeavour to improve our canals, at the Docks and Waterways Research Station, Southall. A subject of great fascination is the development of how hull forms to decrease wash, increase speed and retain cargo space. In a future edition of The Windlass I hope to be able to give more information about this very important aspect of research.

The future of the Oxford University Boatouse is a little uncertain. The lease of the building, opened in 1831, expired recently. To build a completely new boatouse with living accommodation for the wate-man and his family would cost somewhere about £30,000.

Our member Mr. R. G. R. Calvert recently drew my attention to the fact that there has been trouble on the M.I with people throwing "things" from bridges and that the authorities are taking action. In the past the authorities have cared little about missiles dropped on canal folk or articles dumped in "the cut" at "bridgeholes."

The Thames Conservancy report on the activities of the Conservators during 1959 has recently been published. The report breaks with tradition by having an attractive frontispiece in the form of a reproduction of a print of Abingdon dated 1st January, 1805. Congratulations to Mr. C. Groves Assistant Navigation Inspector, No. 1 District) on receiving an award from the Conservators for rescuing a person from drowning. Before joining the T.C. Mr. Groves was a very active member of our Branch Committee.

Sir Jocelyn Bray, D.L., J.P., Chairman of the Board offers the following advice:—

"We now have more boats on the river than ever before. We welcome the new boating enthusiasts and will do all we can to help and encourage them. It would be idle to deny, however, that greater use of the river brings greater problems to us and our Officers, and here I should like to address a few words to every user of the river, whether he be a boating man, a fisherman or a swimmer. By all means enjoy the river to the full but remember always the safety and comfort of other people. If you are driving a launch, never go too fast and always wash your wash. If you are a fisherman, remember that boats must have sufficient room to manoeuvre, and that the driver of a launch is just as anxious as you are not to entangle your line with his propeller. If you are a swimmer, leave the middle of the river unimpeded for boat traffic. Mutual tolerance and goodwill will help to overcome almost all our problems on the river. We on our part will do all we can to assist by continuing and increasing the patrolling by our Navigation Officers. During these patrols they not only see that our regulations are complied with, but they give all possible assistance and advice to the public."

British Waterways have revised their Pleasure Craft charges for 1960 as under:—

## BRITISH WATERWAYS PLEASURE CRAFT CHARGES 1960

<b>POWER CRAFT</b>							
<i>Under 25 ft.</i>							
<i>25 ft.—50 ft.</i>							
<i>Over 50 ft.</i>							
Year ...	...	...	...	...	£8 0 0	£12 0 0	£16 0 0
6 months	...	...	...	...	£6 10 0	£9 15 0	£13 0 0
1 month	...	...	...	...	£2 0 0	£3 0 0	£4 0 0
<b>UNPOWERED CRAFT</b>							
<i>With use of locks</i>							
<i>Without use of locks</i>							
Year ...	...	...	...	...	£6 0 0	£3 0 0	
6 months	...	...	...	...	£5 0 0	£2 10 0	
1 month	...	...	...	...	£1 10 0	15 0	
<b>MOORING CHARGES</b>							
<i>Under 25 ft.</i>							
<i>25 ft.—50 ft.</i>							
<i>Over 50 ft.</i>							
Year ...	...	...	...	...	£6 0 0	£9 0 0	£12 0 0
Quarter	...	...	...	...	£2 0 0	£3 0 0	£4 0 0
Month	...	...	...	...	15 0	£1 2 6	£1 10 0

PETER H. CHAPLIN.

## NEWS OF THE TRADE

Paul Farrant won the 6th World Slalom Championship at Geneva so gaining the championship for Britain.

He was using a Klepper canoe fitted with a special light weight skin called "Super Tufskin" made by SPORTTRAVEL SERVICES of Twickenham who have recently changed their name to PORTABLE BOATS LTD., 18, Beauchamp Road, Twickenham.

The REGENT OIL COMPANY have a new range of products for yachtsmen, all of which are fully described in a special brochure which is available from them at 117, Park Street, London, W.1.

CLINTON OUTBOARDS were recently given a very severe test when Mr. D. Bianchi completed a 24 hour non stop run with a pair of these motors. This is the second of a series of tests made by Mr. Bianchi.

Congratulations to Mr. PAT SAUNDERS of WATERWAY PROJECTS LTD., on his very successful record breaking trip in the 18ft. cruiser "ADVENTURER," from Manchester to London and back. The outward journey took 69½ hours (via Birmingham) and the return trip via Coventry

and Stoke-on-Trent 68½ hours. A total of 503 miles and 402 locks were covered in 138 cruising hours. The Adventurer was built by CRESCENT BOATS of Taunton, (as mentioned in the last edition of "The Windlass"). The engine was a 7½ h.p. SAUNDERS-ROE MEDINA outboard which at half throttle gave 6 m.p.h. in good water and ran for two hours per gallon of petrol.

BARDAHL is a name that will surely become a household word where lubrication is concerned. One has to use BARDAHL to appreciate the superlative qualities of this excellent lubricant, particularly on two-stroke engines.

K. & D. COLLIER are continuing to expand their motor cruiser hire service and are adding a further modern 4/5 berth craft to their fleet for the 1960 season. They report that hirers are booking earlier than in previous years and that everything points to a good season in 1960.

WORCESTER WARE petrol cans are now available from most chandlers at 9/6 each capacity 9 pints. PETER WEBSTER LTD., are making spring loaded rowlocks of anodised light alloy,—ideal for use in tenders and other light craft—full details from Peter Webster Ltd., Fleet Street, Barnsley.

MESSRS. BRIAN AMBROSE & CO., owners of the hire cruiser "Frivolity," have recently acquired her sister ship "Hilarity" which will be put into service early next spring.

SCANWOOD Scandanavian built craft have recently been reduced in price.

It is now possible to have a canoe camping holiday in Ireland for a very reasonable outlay, full details from MATT MURPHY HOLIDAY ENTERPRISES, St. John's Terrace, Cork.

CANAL VOYAGERS of Worcester have organised some very interesting trips for the 1960 season. Their brochure is available from Lyric Opera House, Hammersmith, W.6, or Diglis Basin, Worcester.

Messrs. JOHN TIMS & SONS LTD., Staines, Middx., have new additions to their fleet for 1960. All their craft are built to a very high standard and uphold the great tradition of the name of Tims that has been a household word upon the Thames for so many generations. Their cleverly produced brochure is available from the above address.

The ever popular KENNETH M. CUBBS "Sandrobin" cruiser is now available in an 18ft. de-luxe version. Price list and specifications are available from their yard, Sandhills, Shepperton-on-Thames.

## COLLIERS' CRUISER HIRE SERVICE

Craft operating from Cow Roast Lock, Tring, Herts, Cruise on Grand Union, Oxford and Midland Canals, Rivers Thames, Nene, Trent and Soar.

**MODERN, COMFORTABLE SELF-DRIVE CRAFT**

**EQUIPPED WITH GAS COOKERS**

(Complying with safety regulations)

**RUNNING WATER, FOAM MATTRESS**

**CONVERTIBLE FLUSH OR RACASAN TOILETS**

**ALL ELECTRIC**

**COMPETITIVE ALL-IN CHARGES**

**FIRST CLASS SERVICING**

**NOVICES WELCOME**

**PERSONAL TUITION**

Send S.A.E. for Brochure to:—

UPLANDS  
TELEPHONE

REDBOURN

- HERTS.  
REDBOURN 278

## BOATS FOR HIRE

on RIVER KENNET and KENNET and  
AVON CANAL

Dinghies, Skiffs, Canoes and Punts

CANAL CRUISERS, HOUSEBOATS  
AND MOTOR LAUNCH

Brochure 8d.—post free.

**JOHN GOULD (WATERWAYS) Ltd.**

NEWBURY LOCK, NEWBURY.

Phone 1548

## FOR HIRE

Privately owned converted  
Narrow Boat for cruising  
holidays May, June and July.  
Some experience essential.

Full details and terms on  
application. Box No. 236.

c/o THE EDITOR, Meadhurst  
Cottage, Cadbury Road, Sunbury-  
on-Thames.



# COVENTRY APEX OUTBOARD MOTORS

Reliable, precision-built, sea-resisting motors; suitable for every climate. They are easily portable and will drive an average 10 or 12 foot boat at about six knots.

**SIMPLE - STURDY - EFFICIENT**

**MODEL 50**—Water cooled, 56 c.c.  
25 lb. .... £30-0-0  
De Luxe Model, 27 lb. .... £32-10-0

**MODEL 75**—Water cooled, 76 c.c.,  
26 lb. .... £34-10-0  
De Luxe Model, 28 lb. .... £36-10-0

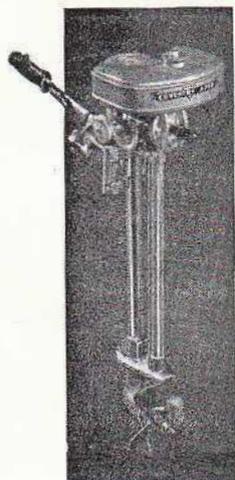
**MODEL 85**—Air cooled, 79.7 c.c., re-  
coil starter, 35 lb. .... £31-0-0  
De Luxe Model, 37 lb. .... £33-0-0  
De Luxe Model, with clutch £39-10-0

**SWAMPMASTER**—Air cooled, 79.7  
c.c., specially designed for weed-  
congested or shallow waters  
£32-10-0

Please write for full details

**COVENTRY APEX ENGINEERING CO., LTD.**  
**YARDLEY STREET • COVENTRY**

TELEPHONE  
COVENTRY 63488



# "MAID" LINE CRUISERS LTD.

FERRY YACHT STATION  
THAMES DITTON, SURREY

Tel.: Emberbrook 1078 (3 lines)

Alternate Turn-round Points at Reading, Braunston near Rugby and Stone near Stoke-on-Trent.

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 mattress. Refrigerators. Gas cookers with ovens. "Kepkold cold boxes.  
Running hot water systems.

FULL DETAILS IN OUR NEW 80-PAGE 1960 ILLUSTRATED BROCHURE

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

## PORTABLE BOATS LIMITED.

CANOE and FOLDING BOAT SPECIALISTS

Sole U.K. Agents for . . .

**KLEPPER FOLDING CANOES**

and the sensational

**KLEPPER MASTER DINGHY**

all-in-one a fast Speedboat, Sailing Dinghy or Runabout.

Unsinkable and yet packs inside the car!

Full range of prefabricated canoe kits and all materials

The KLEPPER "MASTER" and most canoes are freely available in Twickenham demonstration by appointment.

Delivery from stock. Deferred payments. 10% deposit and only 8% on balance.  
Folding canoes hired for use anywhere, home or abroad.

18, BEAUCHAMP ROAD, TWICKENHAM, MIDDX. (POPesgrove 8979)  
Suppliers to the Admiralty, War Office, Royal Air Force and Municipal Authorities.