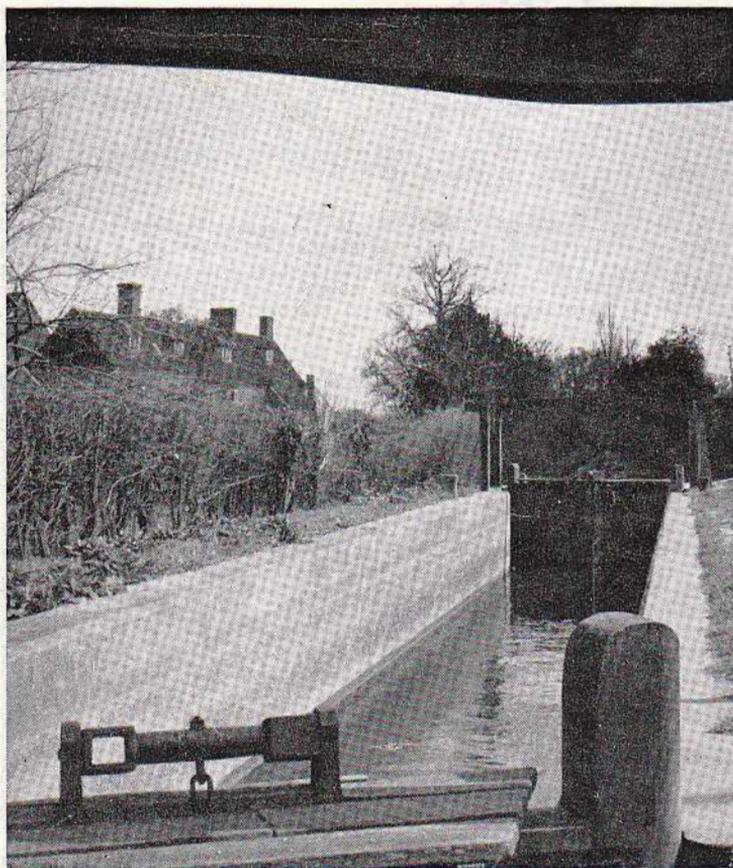


THE WINDLASS

Vol. IV No. 1. AUGUST 1960



FLATFORD LOCK ON THE RIVER STOUR

Photograph by B. M. Horsley

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

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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.

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HORSFALL, Esq. (Regent's & G.U. Canals)

E. MARRIAGE, Esq. (Chelmer & Blackwater)

The Chairman's Notes

Since the recent debate in the House of Commons on the report of the Bowes Committee it seems to have become generally accepted that any re-organisation of the British Transport Commission, as a whole, will include change in the present system of administering our Inland Waterways. In fact, many people seem to think, optimistically, that a National Waterways Conservancy is bound to come and, even more optimistically, that the Inland Waterways Association will then have achieved its aims.

In my note in the last issue of "The Windlass" I asked Members to use all their influence to ensure that when a National Waterways Conservancy is set up it is not a National Waterways Conservancy in name only, but it is constituted in the manner that is advocated in the Association's recently published booklet, or in some very similar manner, which will ensure that the Conservancy is, primarily, dedicated to restoring all our system of navigable waterways to good order.

It is an unfortunate aspect of the activities of the Government appointed Re-Development Committee that their brief requires them to consider the subject on a "waterway by waterway" basis and this, of course, will frequently result in their recommending the closure of a waterway that is described as uneconomic. This approach is absolutely unsound and we must all take every opportunity to point out the fallacies in it. Our inland waterway system must be considered as a whole and it is the whole system that we must see restored to good order. If a particular canal passes through a highly industrialised area and is perhaps not very suitable for pleasure traffic it obviously could have great commercial value. On the other hand if a canal no longer follows present day commercial routes then it almost certainly has a pleasure and amenity value. The vast majority of waterways have both commercial and amenity value at the same time and are often also capable of serving other interests such as water supply and fishing. The mileage of existing waterway that has no value either for commercial or pleasure use or for any of the other uses advocated by the Association is obviously extremely small. It is for this reason that the system must be considered as a whole and those waterways which make a profit must subsidise those that cannot though, in fact, there are very few stretches of waterway which cannot be made to pay their way if every aspect of their potential usefulness is exploited.

We do not close a country road or neglect its maintenance because it "does not make a profit"; how many stretches of such road could be described as "making a profit"? They are maintained as part of the general road system and as feeders to the network of main roads. In the same way the Waterways system must be maintained and we must refuse to accept any suggestion that "uneconomic" canals should be closed. We are not interested in a Kennet & Avon Canal that consists only of a navigation from Reading to Newbury and from Bath to Bristol. We want to complete waterway and in the same way, we want and must fight to get, the entire waterway system restored to and maintained in good order.

FORTHCOMING EVENTS

SATURDAY, 17th September

RIVER STORT.

Boat will leave Bishop Stortford from the bridge near the Railway Station at 11 a.m.
—arrive Roydon 5.30 p.m.

Train from Liverpool Street departs ... 9.50 a.m.

Arrives Bishop Stortford ... 10.39 a.m.

Train leaves Roydon ... 5.56 p.m.

Change at Broxbourne

Arrives Liverpool Street ... 7.05 p.m.

Tickets: Members 12/6d.; Non-Members 15/-d,
obtainable from H. A. H. Burgess, 11, West Street, Hertford.

SUNDAY, 16th October

Trip on the River Wey. Details to follow.

AROUND THE WATERWAYS

Chelmer and Blackwater Navigation. Further to my comments in the May issue of 'Windlass' on the use of this waterway for pleasure traffic, I have now been informed that the Navigation Company have authorised the following statement in the forthcoming edition of Inland Waterways of Great Britain and Northern Ireland by L. A. Edwards:—

"In dry seasons the supply of water is very limited and the Company is strict with regard to unauthorised opening of lock gates and sluices, but on personal application to its office will grant Licences to pleasure craft at a fee of £1-0-0 and upwards on being satisfied as to the responsibility and bona fides of the applicant. The use of the locks in the summer season is discouraged and excessive speed, creating wash, must be avoided."

The Local press have recently given prominence to a big flood prevention scheme for the River Can which is above the limit of the canalised portion of the Chelmer, where it flows through Chelmsford, to be carried out by the Essex River Board. Although not canalised it is believed that the public have acquired navigation rights by long usage. The scheme has been described as "vandalism" at a special meeting of the Chelmsford Town Council by Councillor L. F. Roberts. The objection is to the replacement of a pleasant meandering stretch of the River Can by a straight cut lined with sheet piling. The rivers in Chelmsford have, in the past, been badly treated and this scheme would undoubtedly mean their final extinction as an amenity of the town. It is understood that the Council are to discuss with the Board whether there is an alternate way in which the flow could be improved. Another questionable feature of the scheme is the construction of a substantial electrically operated automatic sluice near to the junction of the River Chelmer and the Chelmer and Blackwater Canal. No precise details are given of the site, but I am enquiring, on behalf of our members, the Chelmsford Boating Club, and the Association as to whether it is between the club's headquarters and the canal. If this is in fact the case the club will obviously be badly affected by this obstruction to navigation. Even if the sluice is above the club there is a strong case for the construction of a lock or rollers to facilitate the passage of small boats from the town to the canal.

Members will be sorry to hear of the passing of the last horse drawn barge on the canal, which was hired on two occasions by the Branch. This apparently was disposed of by the Navigation Company by scuttling in a deep part of the Canal, during the winter. This news only became public when our members, the Chelmsford Boating Club, attempted to hire it on behalf of two local social organisations who wished to have an outing on the waterway. As the only firm still using the waterway are naturally not prepared to hire out a barge at the height of their shipping season (most of the summer) it is unlikely there will be much chance in the future of the branch visiting this waterway. Most of the waterways in the branch area now have a converted working boat, available for pleasure hire, and it seems a great pity that the Company have not retained theirs. There is undoubtedly a potential demand; which I believe will increase; as Mid-Essex becomes more populated and the roads get more crowded.

The Navigation Company are to be congratulated upon the construction of two fine new lock houses at Sandford Lock and Paper Mill Lock in place of the original old cottages. The house at Sandford Lock is now complete and I was glad to see that, whilst contemporary in appearance it blends perfectly into the Essex rural scenery. I had the pleasure of being shown over by Mr. King, the Canal Foreman, who is to reside there and who, for the first time, has electricity and modern sanitation.

River Stour Navigation. The Action Committee are continuing their investigations into the ownership of land adjacent to the locks. Any information from members who have local knowledge would be appreciated. As a postscript to the recent Public Enquiry at Colchester I hear that a meeting was held recently between the Essex County Council, Southend and South Essex Waterworks Companies and the Metropolitan Water Board. As a result the Board are to give urgent consideration to a request for more water for Essex.

J. E. MARRIAGE,
Well Cottage,
Stock, Ingatestone, Essex.

LEE & STORT DEVELOPMENT COMMITTEE

LEE & STORT PHOTOGRAPH COMPETITION

The Lee & Stort Development Committee announce a competition for photographs of any navigable portion of the rivers Lee or Stort.

1st Prize: £10; 2nd Prize: £5; 3rd Prize: £3.
Ten prizes of £1 (5 for competitors under 15 years of age).

RULES

1. Entrance fee 1/- per photo.
2. Subject to be of any navigable portion of the rivers Lee or Stort above Enfield Lock and taken during the year 1960.
3. Prints to be Black and White on glossy paper, half plate size minimum.
4. Processing need not be done by competitor.
5. No prints will be returned and the copyright of prizewinning entries will belong to the Lee & Stort Development Committee.
6. The following details are to be printed lightly in block capitals on the back of each entry:
 - i. Location of the scene.
 - ii. Name and address of the competitor.
 - iii. Age of the competitor if 15 or under.
7. Entries to be sent to:

THE LEE & STORT DEVELOPMENT COMMITTEE,
11, WEST STREET, HERTFORD,

on or before October 1st, 1960.

8. The Judges' decision on all matters relating to the competition is final.
This Committee is hoping to stage a Regatta at Ware on Saturday, 24th September.

British Waterways are doing a very good job of work on clearing the Lee between Hertford and Ware and are now working on the last part of their navigation above Hertford Lock.

H. A. H. BURGESS.

NEWS OF THE BASINGSTOKE CANAL

Lock No. 1: New bottom gates were fitted during May and the upper ground paddles were renewed. The first boat to use the new gates was the converted barge "Tuba," normally moored at Byfleet, which on May 14th set off on a cruise (horse-drawn) up the Grand Union Canal. A problem connected with the use of a wide barge on the Basingstoke Canal is the difficulty of opening the gates right back because of rubbish behind the gates. Repairs have also been made to Lock No. 3 (new ground paddle) and No. 4 (top gate put back in position after the collar came loose).

R. MACK.

KENNET & AVON CANAL

On May 5th and 6th the Inland Waterways Redevelopment Advisory Committee inspected the Kennet & Avon Canal to obtain a general picture of the problem confronting them. The Chairman, Admiral Sir Frederick Parham, G.B.E., K.C.B., D.S.O., kindly allowed the Kennet and Avon Canal Association Secretary and branch representatives to accompany the party. Fortunately the Association's President, Lord Methuen, was able to be present for part of the inspection. British Waterways were represented by their Divisional Engineer, Mr. F. G. B. Clayton, and redevelopment officer, Mr. Arnold. Pessimism was thus balanced by optimism!

Members of the Committee taking part in the Inspection comprised the Chairman, Admiral Sir Frederick Parham, G.B.E., K.C.B., D.S.O., Mr. Godber, Wing Commander Grant-Ferris, Mr. Griffin—Secretary, Mr. Muddell, Capt. Munk, Mr. Rolt and Mr. John Smith.

The inspection began at Caversham Lock on the Thames with a trip in the two Maid Line Cruisers, "Maid Marletta" and "Maid Mary-Carol," up to Sheffield Lock, seven miles up the Kennet, during which the water above Blakes Lock had to be lowered to pass the craft under the low girders beneath Bridge Street Bridge. Thanks to Reading Branch's working parties little difficulty was experienced in passing through Burghfield and Garston Locks. After a sandwich lunch the committee inspected typical turf- and brick-sided locks on the Kennet Navigation, and a number of swing bridges. Fortunately one only (Aldermaston) carries a Class "A" road.

A short trip was taken in Newbury in the launch "Limpley Stoke," before a break for tea. The procession of cars then wended its way towards the summit, stopping only to inspect the Crofton Pumping Station.

The party left their hotel in Marlborough early next morning, stopping to see the eastern end of the fifteen-mile pound at Wootton Rivers, and following a winding course over many of the Canal bridges to Devizes. Arriving at Foxhangers the Caenhill flight was ascended on foot, a British Waterways van waiting at the Devizes Workshops to return drivers to their cars. The party considered the need for some 58 pairs of new gates, and listened to plans to standardise the gauge and use mass-produced steel gates.

Visits were then made to Seend Top Lock, Bradford Lock, Avoncliff aqueduct, the leak in the canal bed through which the water in the now drained section escaped, the graceful Dundas aqueduct, and the even more fascinating Claverton water-powered pumping station. A competent engineer in the party suggested that it would be quite economical to repair the water-wheel powered pumps, and use it for pumping, rather than regarding it as a museum piece. The inspection was completed by a delightful walk along the towpath through the two short tunnels and down the seven Widcombe locks to the Avon. The Canal is an integral part of Bath, and no member can have failed to be impressed with the lovely setting of the Canal here.

No definite line could be perceived as to the committee's views on the Waterway but the members were undoubtedly impressed by its beauty.

The proposals for a National Waterways Conservancy may have come just in time; let us hope they may soon be a basis for action.

NEW MEMBERS

A warm welcome is extended to the following :

- J. BATEMAN, Esq., Narrowboat Hettie, Boyers Wharf, Moorhall Road, Harefield, Middlesex.
W. U. BIDDLE, 7sq., Rahula, 12, Oak Tree Road, Milford, Surrey.
L. BRAHAM, Esq., 16, Wycombe Gardens, London, N.W.11.
L. C. BROOKES, Esq., 52, Acton House, Horn Lane, Acton, London, W.3.
J. H. BYRNE, Esq., 12, College Terrace, Brighton 7.
Capt. A. F. CAMPBELL, 83, Philbeach Gardens, S.W.5.
C. B. CARTER, Esq., Glennbrook, Cavendish Road, St. George's Hill, Weybridge, Surrey.
T. J. CLARK, Esq., 2, Dorchester Way, Hayes, Middlesex.
D. CLARKE, Esq., Lakeside, Rose Garden Close, Edgware, Middlesex.
R. H. COOPER (Junior), 2, Cemmas Court Road, Hemel Hempstead, Hertfordshire.
Miss J. E. CREACH, 22, Manor House, Marylebone Road, London, N.W.1.
Mrs. M. FANNING, 116, Ducks Hill Road, Northwood, Middlesex.
J. E. GREY, Esq., 68, Abingdon Villas, London, W.8.
C. L. GRITTY, Esq., 20a, High Oaks, St. Albans, Hertfordshire.
Mrs. D. J. R. HALLS, 14, Lavers Road, Stoke Newington, N.16.
Miss Janet A. HAUFF, 31, Campden Grove, Kensington, W.8.
M. G. HOARE (Junior), 4, Park Village East, London, N.W.1.
Miss P. G. HOARE (Junior), 4, Park Village, East, London, N.W.1.
Eg. Officer D. St. J. HOPTON, 21, Beatrice Avenue, Norbury, London, S.W.16.
Dr. T. JAMES, 2, Squirrels Heath Avenue, Gidea Park, Romford, Essex.
Maj. General F. A. JENKINS, 39, Hadlow Road, Tonbridge, Kent.
E. J. F. KING, Esq., Stroud House, Peldon, Essex.
J. A. LANE, Esq., 10, The Leys, Kenton Middlesex.
MECHANS Ltd., 129, Kingsway, W.C.2.
R. S. MILWARD, Esq., Foreign Office, London, S.W.1.
K. N. MONTAGUE (Junior), 58, Parkfield Road, Northolt, Middlesex.
P. A. MOORE, Esq., 32, Green Lane, Hersham, Walton-on-Thames, Surrey.
J. MORLEY, Esq., 124, Byron Avenue, Cranford, Hounslow, Middlesex.
S. McNAIR (Junior), 57, Roe Green Close, Hatfield, Hertfordshire.
S. A. NICHOLLS, Esq., Bacons, Great Canfield, Dunmow, Essex.
C. F. J. O'HEA, Esq., 45, Howard Road, Coulsdon, Surrey.
D. OSTRER, Esq., Oak Cottage, Chiswick Mall, London, W.4.
Mrs. L. M. PEYTON, 9, Cloncurry Street, London, S.W.6.
C. RUDD, Esq., 8, Gordon Place, London, W.8
(during School term time; Michael Hall, Forest Row, Sussex.)
Miss S. D. STEWART, Pond Meadow, 257, Lower Road, Great Bookham, Surrey.
G. R. STRANGWAYS, Esq., Flat 4, 39, Wimpole Street, London, W.1.
J. B. TRITTON, Esq., 17, Station Square, Petts Wood, Kent.
R. M. WILSON, Esq., 112, Clarence Road, St. Albans, Hertfordshire.
Mrs. D. A. BARRETT, Highfield Cottage, Uxbridge Road, Hillingdon, Middlesex.
Mrs. L. BRAMLEY, 41, Oakley Street, Chelsea, London, S.W.3.
C. L. BRAY (Junior), Tilt Mead, Cobham, Surrey.
E. G. COE, Esq., 121, Rydal Drive, Bexley Heath, Kent.
G. DODDS, Esq., 17, Queens Street, St. Albans, Herts.
K. GOFF, Esq., 15, Fulwell Park Avenue, Twickenham, Middlesex.
Mrs. D. G. M. HARRISON, Bonsall's, Hartley Hill, nr. Longfield, Kent.
C. H. HEARD, Esq., 11a, Upper Mulgrave Road, Cheam, Surrey.
Miss R. G. LANE, Hillcroft Cottage, Great Missenden, Bucks.
R. H. STANLEY, Esq., 15, Barry Road, Stonebridge Park, London, N.W.20.

RIVER MEDWAY TRIP

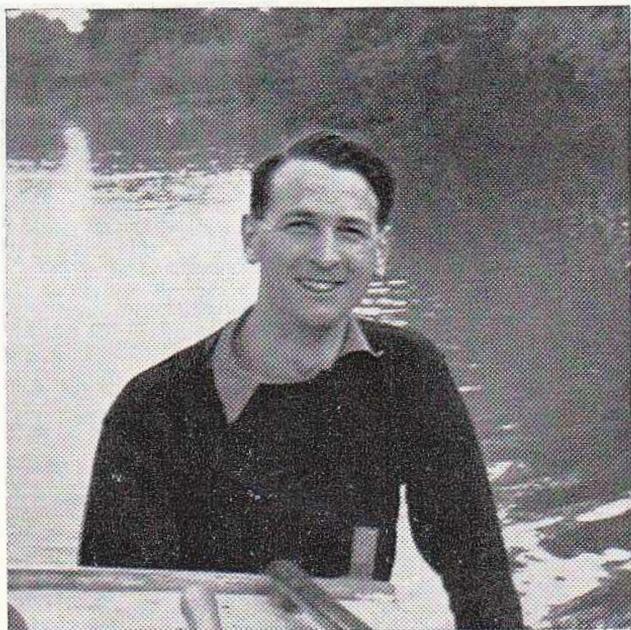
SUNDAY, 29th MAY

It was a colourful scene at Strood Pier that greeted the fifty-two members and friends who assembled for the River Medway trip, the first branch outing of the season. At the pier head lay that veteran of the river, the old paddler "Medway Queen" resplendent in a brand new coat of paint. The two boats that were to take the party down river duly arrived and the trip started fairly well to time. The weather, which had not looked too promising in the early morning, brightened and there were sunny intervals as we dropped down river past Gun Wharf, now piled high with rolls of paper, and Chatham Dockyard. We stopped to deliver the morning paper to the watchkeeper of a laid up freighter at moorings and then came abreast of the training ship "Arethusa" whose boys were just assembling for Church Parade. There was not much activity among the yachts at Upnor at that hour of the morning and we were then soon past the dockyard basin locks and Gillingham Strand and out into the open

estuary. Here it was chillier with a fresh northerly breeze making the members who had not brought extra sweaters wish that they had done so. It was still only about half tide so there was plenty of Medway mud in evidence. On the way we passed a sailing barge coming in on the tide and shortly afterwards a landing craft came up-river with the Hovercraft on board. Once past the Isle of Grain oil refinery where five tankers were discharging we turned into the River Swale and made for Queenborough. There was not yet enough water to enable a landing at the slipway, so we pushed straight on to see the new Kingsferry Bridge. This is a fine structure and very large when seen from the water. Workmen were demolishing the old bridge which still stands beside the new one. We then retraced our steps to Queenborough where there was by then just enough water for a landing to be made. It was now just on two o'clock, so only the most agile (and thirstiest) members managed to make "The Old House at Home" on the quay before closing time. During this stop the clouds cleared away and it came out a brilliant afternoon. Leaving Queenborough we returned to the Medway and turned down to Sheerness. By now the sun was sparkling on the water and as we turned at the bar off Garrison Point, the Essex coast and Southend pier were clearly visible.

The return journey to Chatham was most enjoyable. With the wind astern, the sun on our faces, and the vast high-tide expanse of water the Medway estuary was at its very best. Nearing Upnor the dinghy sailers were out in force and the dozens of boats and brightly-coloured sails made a memorable picture. All too soon we were back at Sun Pier where most people disembarked for tea, the remainder returning to Strood in the boats. A really excellent tea, well and obligingly served in the Sun Hotel set the seal on a most enjoyable day.

DEREK SALMON.



A happy photograph of our enthusiastic committee member Mr. Derek Salmon who has done so much for the well being and navigation of the River Medway.

THE NEWPORT PAGNELL CANAL

In the north of Buckinghamshire and just within the boundary of the London and Home Counties Branch lies the town of Newport Pagnell. Once this small country town as the terminus of a branch canal from the Grand Junction at Great Linford.

In January 1813 a public meeting was held at Newport to discuss the building of a canal or a railway to link the town to the general waterways system. The meeting was summoned by William Praed, the first chairman of the Grand Junction Canal Company, who lived at nearby Tyringham. A Committee was set up to consider the railway proposal. But at about this time Northampton, which had been served by a tramway from the Grand Junction at Gayton since October 1805, was clamouring for the replacement of the tramway by a canal. The Newport Committee, probably because of this, decided to drop the railway plan and to concentrate on the canal project.

Early in 1813 a request was sent to the Grand Junction asking if it would construct a canal, but this was turned down. Not deterred by this setback another public meeting was held in Newport on August 20th with the local Member of Parliament, William Selby Lowndes, in the chair. At this meeting it was decided to form a company to build the canal and a Committee was appointed. A subscription list was opened and £7,825 was subscribed immediately.

The Committee appointed Mr. B. Bevan to make the survey. He was responsible for the Grand Union Canal which was then under construction. The survey did not take long and Mr. Bevan, in his report, estimated that £12,650 would cover the cost of the branch. The subscribers met on November 9th to approve the Plans and to appoint the Treasurers.

The Act of Parliament was then drafted by Mr. George Cooch, a local solicitor, and Mr. George Bramwell of Lincoln's Inn. There was little opposition to the scheme and the Act received the Royal Assent on the 14th June, 1814. The Grand Junction did insist on a clause in the Act restricting the amount of water that could be taken from their canal unless the water was up to a certain level.

By the Act a Company was incorporated under the title of "The Company of Proprietors of the Newport Pagnell Canal." The Company was authorised to raise £13,000 in shares with a further £7,000 if necessary. Further money could be obtained by mortgage. The Tolls were fixed at "2s. 6d. per ton of General Merchandise, 1s. 6d. per ton for Coal and Coke and 6d. per ton for Manure." Land Owners could carry Manure and Lime for use on their lands free of toll. Land Owners and the Company were also empowered to build wharves and to charge 3d. per ton for one day's wharfage with a further 3d. for the next 29 days. After the 30th day the rate was 1d. per ton per day. Coal was allowed to remain on the wharf for three months on payment of 6d. per ton.

In all the Act contained no less than 100 clauses some of which empowered the Company to construct Tunnels, Aqueducts, Reservoirs, Feeders, Inclined Planes, Locks, Quays, Staithes, Warehouses and other Works. As the canal was to be only 1½ miles long, the engineers were unable to make use of many of these generous provisions. The canal was to be open from 7 a.m.—5 p.m., November—February; 5 a.m.—7 p.m., March, April, September and October; 4 a.m.—9 p.m., May—August. Various penalties were fixed in the Act amongst them being one which might prove very useful on certain of our navigations today, namely, seven years transportation for obstructing the canal works.

In November 1814 tenders were invited for the construction of the canal. The closing date was December 6th and the day after the Company held a meeting to discuss the offers and to award a contract.

The canal was probably opened on Monday, December 2nd, 1816. An announcement in the Northampton Mercury (November 23rd) states that as from that date the canal and the public wharf at Newport Green would be open. A set of Bye-Laws was issued by the Proprietors on June 4th, 1817, at the half-yearly meeting. The canal was a great boost to local trade and proved reasonably successful. But it was destined to a short life for before many years had passed the Railway Mania was in full swing.

It was not until the early 1860's that the canal was actually threatened with closure. A proposal was made to construct a railway from the London and Birmingham Railway at Wolverton to Newport Pagnell and to use the canal bed between Great Linford and Newport. This was opposed by many local traders and the Grand Junction Canal Company but the idea met with considerable support and in 1863, the Newport Pagnell Railway Act was passed. This authorised the closure of the canal. This was actually done on Monday, August 29th, 1864, and the Canal Company held a sale to dispose of its equipment on September 26th.

Nowadays little remains to be seen of this canal. An agricultural workshop has been constructed across the mouth of the branch at Great Linford, and only a culvert is visible, whilst the winding hole by Linford Bridge is rapidly silting up. The lock keeper's house, by the site of the first lock is still lived in, but all traces of the structure of the lock have vanished. Below this point the course of the canal can easily be followed. The bed is densely overgrown but is still holding water. After a short distance the canal merges into the railway cutting.

At Newport the railway station and gods yard have been built over the site of the canal basin and the public wharf. But the warehouse which served the Old Shipley Wharf is still in use. And although the future of the railway is now by no means settled it continues to give good service to Newport Pagnell and, by so doing, continues a tradition established by a now forgotten waterway.

ALAN FAULKNER

INCOME AND EXPENDITURE ACCOUNT FOR THE YEAR ENDED 31st MARCH, 1960

£	£ s. d.	£ s. d.	£	£ s. d.
	To Cost of "Windlass" 153 18 2		117	By Branch Subscriptions 102 15 0
	Less Income from Advertisements 53 15 3		—	„ Donations 2 7 6
184		100 2 11	—	„ Net Profit on Public Meetings and Social Functions ... 11 6 11
63	„ Hon. Secretary and Hon. Treasurer's Postage and Stationery 44 6 3		204	„ Profit from Sweepstakes ... 176 9 2
3	„ Donations to Appeals from the Branches — — —		42	„ Excess of Income over Expenditure on Boat Trips ... 21 13 1
—	„ Campaign Expenses 49 11 6		—	„ Interest received on Deposit Account 3 19 11
3	„ Accountancy Fees 3 3 0			
	„ Depreciation:—			
	Addressograph 10 0			
	Typewriter ... 1 10 0	2 0 0		
110	„ Excess of Income over Expenditure for period 119 7 11			
<u>£363</u>		<u>£318 11 7</u>	<u>£363</u>	<u>£318 11 7</u>

BALANCE SHEET AS AT 31st MARCH, 1960

	£ s. d.	£ s. d.		£ s. d.	£ s. d.
ACCUMULATED FUND			CASH AT BANK		
Balance as at 1st April, 1959 38216 5			Current Account 162 5 7		
Excess of Income over Expenditure for year ended 31st March, 1960 119 7 11			Deposit Account 300 0 0	462 5 7	
SUNDRY CREDITORS 3 3 0			TYPEWRITER at cost 25 0 0		
			Less Depreciation 1 10 0	23 10 0	
			ADDRESSOGRAPH at cost 10 0 0		
			Less Depreciation 10 0	9 10 0	
			SUNDRY DEBTORS 10 1 9		
		<u>£505 7 4</u>			<u>£505 7 4</u>

We have audited the above Balance Sheet and Income and Expenditure Account with the books, vouchers, accounts and from information supplied to us, and hereby certify that they are in accordance therewith.

Creek House,
East Molesey, Surrey.
28th April, 1960.

(Signed) S. E. MOSS & CO.,
Chartered Accountants.

NOTICE REGARDING WATER SUPPLIES

It is in the interests of all users of the waterway that wastage of water should be prevented and in order to make the best possible use of our available water supplies operators of craft are reminded that **side ponds must be used** wherever they are available.

While it is desirable to avoid, as far as possible, any restriction on the movement of craft, it is considered that in the interests of all users of the waterway some control through the flights of locks will be beneficial and lock-keepers have been instructed to use their best endeavours to marshal craft with a view to saving as much water as possible. It may, therefore, be necessary for craft to be held for limited periods on entering a flight.

Lock-keepers have also been instructed to do everything possible to lock pleasure craft through together rather than separately and it is hoped that all operators will co-operate to the full in this respect.

On the South Oxford Section the Napton and Claydon flights of locks will be closed between 8.0 p.m. and 8.0 a.m., commencing Sunday, 12th June, 1960.

Craft operators will appreciate that the above measures are being introduced at this time with a view to obviating, if possible, the need to introduce restrictions later in the season.

BY ORDER,

C. SAYWOOD,

Divisional Manager.

"Willow Grange,"
Church Road,
Watford, Herts.
Tel. No.: Watford 26422.
8th June, 1960.

NEWS ITEMS

Plans are well ahead for the next Boat Show—opening January 4th, 1961. It will be held at Earls Court and the organizers have taken over the balcony which will give extra and much needed space. By the way, the Boat Show is of international status and is now officially the International Boat Show.

The Thames Barge Match was held on June the 15th, for which there were thirteen entries in two classes. "Sirdar" was winner of the bowsprit class and "Westmoreland" winner of the staysail class. The Medway Match was held two days later, the winners of the two classes being "Veronica" and "Salcote Belle" respectively.

It would appear that the sailing barge "Memory" will not trade again, much to the disappointment of her owners, the members of The Thames Sailing Barge Preservation Society. Deterioration of the craft is serious and about £15,000 would be needed to carry out the necessary repairs.

In the "Daily Telegraph" of a little time back appeared letters from Mr. J. D. U. Ward on the Exeter Canal, Mr. Robert Aickman on the National Waterways Conservancy and Mr. Michael Street on several current affairs.

I was recently given a note about the 250th anniversary of the famous Coalbrookdale Company, who at one time made cast iron troughing for canal aqueducts besides numerous bridges and other cast iron canal impedimenta.

The most famous Coalbrookdale bridge, is of course, the one across the Severn at Iron-bridge, the Shropshire town bearing its name.

Mr. Scott Freeman, who has been a Thames Conservator for no less than 33 years, will be retiring from that board in October. Not only is he held in high respect as a Conservator but also as a waterman of no mean ability, an enthusiastic sailing man and in his younger days a champion at sculling, rowing and punting.

This year's Doggett's Coat and Badge Race—the 246th annual event—was won by R. W. Easterling; he took 28 min. 5 sec. to cover the course from London Bridge to Chelsea Bridge. This year's event was held on July 25th with only five young watermen competing.

At the Bladon Gallery (run by The Bladon Society of Arts & Crafts), Hurstbourne Tarrant, near Andover, can be seen amongst many beautiful items some very lovely examples of painted boat ware.

FROM THE EDITOR'S CABIN

I would like to offer my sincere apologies for the great delay in publishing this issue of "The Windlass." I am afraid that business commitments have precluded me from taking part in any "outside" activities and in fulfilling my duties as your Honorary Editor.

Owing to a development programme ahead of me and taking medical advice into consideration I feel it only fair to resign as editor of this journal in order that it may be run on really efficient lines.

PETER H. CHAPLIN.

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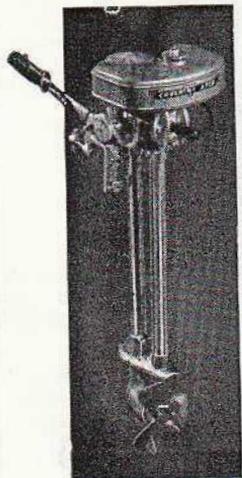
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LEE & STORT DEVELOPMENT COMMITTEE

LEE & STORT PHOTOGRAPH COMPETITION

The Lee & Stort Development Committee announce a competition for photographs of any navigable portion of the rivers Lee or Stort.

1st. Prize	-	-	£10
2nd. Prize	-	-	£5
3rd. Prize	-	-	£3

Ten prizes £1 (5 for competitors under 15 years of age)

1. Entrance fee 1/- per photo.
2. Subject to be of any navigable portion of the rivers Lee or Stort above Enfield Lock and taken during the year 1960.
3. Prints to be Black and White on glossy paper, half plate size minimum.
4. Processing need not be done by competitor.
5. No prints will be returned and the copyright of prizewinning entries will belong to the Lee & Stort Development Committee.
6. The following details are to be printed lightly in block capitals on the back of each entry :
 - i* Location of the scene.
 - ii* Name and address of the competitor.
 - iii* Age of the competitor if 15 or under.

7. Entries to be sent to :

**LEE & STORT DEVELOPMENT COMMITTEE
11 WEST STREET, HERTFORD**

on or before **October 1st, 1960.**

8. The Judges' decision on all matters relating to the competition is final.

H. A. H. BURGESS
Hon. Sec.

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River Wey Boat Trip on Sunday 16th October

The last trip of the year will be aboard N.B. "Arcturus" of the Wey Waterborne Company from GODALMING to GUILDFORD.

Departure from Godalming Wharf (at the end of Wharf Street) at 11 a.m. Arrive at Mill Mead, Guildford at about 5 p.m. A halt will be made for lunch near a source of refreshment; members are advised to bring sandwiches. The boat has a waterproof canopy.

Train leaves Waterloo 9.27 and arrives at Godalming station ($\frac{1}{2}$ mile from wharf) at 10.39. Alternatively take the fast 9.50 Portsmouth train from Waterloo and change to the slow train at Guildford.

Buses numbers 21, 21a, 22, 22b and 24 leave Guildford bus station (near Mill Mead and not far from railway station) at frequent intervals. They stop near Wharf Street, Journey takes just under 20 minutes.

Cars: there are free car parks at Wharf Street, Godalming and at Mill Mead, Guildford (trip terminus).

Booking: members 12s.6d.; non-members 15s. Applications with remittance should be addressed to Mr. R. Mack at 15 The Gateway, Woodham, Woking. (Please note that Mr. Mack will be away and therefore unable to deal with applications between 19 August and 4 September).

Because very few boats use the Godalming Navigation, this trip offers a rare opportunity to use it. It will be the first passenger trip from Godalming to Guildford since the IWA outing six years ago, and it will be the first time a passenger-carrying narrow boat has done the journey.

The Derby Draw. A message from the Organiser, Brian Ambrose.

Thank you once again for helping to make the 1960 Derby Draw such a success. The audited accounts reveal a net profit of £70 17s. 7d. In addition members who for various reasons felt unable to dispose of tickets sent donations amounting to £12 19s. This is indeed a reward for our efforts and grateful thanks are due to all who helped.

It is sad to record that once again many of the books sent to members were neither returned nor acknowledged, despite the circular letter issued earlier this year. I would therefore like to draw attention to my remarks under the heading "Christmas Draw 1959" in The Windlass for March 1960.

The names of winners are:- Messrs. J. Hibberd, A. H. Poulter, K. E. Oliver, Chingford Light Orchestra, N. Mason, S. F. J. Pilgrim, Mrs. Hall, Miss O'Brien, Mr. R. A. Martin, Mrs. Cannon, Mr. R. S. Marriot, Mrs. J. Marshall, Mr. F. Dixon, Mr. A. Fleming, Miss E. Pink, Mrs. E. M. Atherton and Mrs. Reffell. A more detailed list can be obtained from me at 40 Egmont Road, New Malden, Surrey.