

# THE WINDLASS

No. 20 OCTOBER 1960



COXES MILL, WEYBRIDGE

“THE WINDLASS” is the two-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.16

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

*Hon. Editor:* MICHAEL BALDEY, Barge Tuba, Woodham Lock, West Byfleet, Surrey.

*Members of the Committee:*

J. AIRY, Esq.

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

Dr. R. M. GLAISTER, B.Sc., A.Inst. P. (Kennet & Avon)

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

J. H. 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 winner of a raffle, Miss BEATRICE LAWRENCE, of Litchfield Way, London, N.W.11, had the choice of a coffee percolator or a Fenland Cruise. Which she chose, she relates in her story which we are running in two instalments and which she calls appropriately . . . .

## CHRISTMAS DRAW

I joined the I.W.A., after being laid up for a spell, partly in the hope that a chairborne interest in waterways would help to get me refloated in life. I was born with a passion for boats, inherited from my grandfather Wicksteed, who delighted in sailing the Norwegian fjords in a Hardanger spritsail skiff. He had one built for him in 1895 which is watertight today. The old Viking infected all his descendants with his sturdy disdain for any propulsion other than wind and muscle-power. His grandson, Godfrey, for instance, went to sea in a square rig at 16, and at 60 sailed the Atlantic as 1st Mate of Mayflower II. But the I.W.A. has been teaching me a lot about the possibilities that are opened up by the use of engines; and for some time I had been thinking that my hereditary attitude was due for review, and might even conceal a lurking fear of the unknown.

I also soon learned to appreciate the need for funds for campaigns and the good use made of them. I admired the ingenuity of raising them by raffles, thus giving members the option of making their contribution in the form of Salesmanship. But when I received a book of tickets to sell for last Christmas Draw, time slipped by and I ended by buying most of them myself, dismissing the question, "Suppose I won?" with "don't be silly. Who ever heard of anyone WINNING a raffle?"

Three days later I heard myself doing just that. As in a dream, I heard Mr. Ambrose offering me the hire of a 4-berth cabin cruiser, based on Ely, any time before mid-June. I heard him suggesting I might prefer the 2nd prize—an electric coffee percolator. Then my chair jerked. The blocks were struck, and I felt the old Viking in me riding down the slipway to take the water with a sizzle. ME prefer a coffee percolator . . . . !

I invited my student niece Brenda to muster a crew. She eagerly accepted for herself and her friend Margaret, choosing the first week in April, but suggested I should bring a friend to balance the party. Then I went to the Boat Show, to contact Appleyard Lincoln & Co. of Ely, who donated the prize. I also visited the stand of my cousin, Ivan Wicksteed, where I found his son Michael, masterfully discoursing on trailers and land yachts, only his voice betraying his surprising youth. I knew he had owned a motor bike since he was twelve, and must still wait two long years to go on the roads; and so, defying his forebears, I hastened to sign him on as our Engineer.

## Private Cabin

The winter months, which often hang so heavily, seemed to zoom past, this year, and at 3 p.m. on Saturday, April 2nd we assembled at Ely, and established ourselves on M.B. Merlin; the girls in the forepeak, Michael and I in the cabin, the stores in the galley, where we admired the gas stove, and sink with piped water. I rigged a curtain which I could draw across my bunk, to make a private cabin to dress in. To appease the old Viking in us, we arranged to hire a sailing dinghy. Mr. Lincoln offered us a beautiful light little Heron, but had none ready without notice, so he suggested we should explore the Cam first, and then return for our Heron and proceed along the Old West River and up the Ouse.

I had been trying to learn something about motor boat engines, but on our trial run I soon realised that was quite unnecessary in a hired boat. You only need to know which buttons to press, and how and when to screw the grease caps. Indeed there is a severe notice, "If the engine goes wrong DON'T TAMPER WITH IT. Send for our man." Michael easily absorbed all we needed to know, and imparted it to us during the week.

For the first night we turned downstream from Ely. The river here is severe and businesslike, between high mud banks. We passed two formidable dredger cranes, but they stopped work to let us by, with a friendly greeting. We turned up the first tributary, the Lark, and moored outside the charmingly named village of Chipwillow. From the top of the bank we could see a circle of mist enclosing flat fields, as dusk came down. We were a little afraid (unnecessarily) of using the battery to light us for cooking and eating supper. Washing up finished, I sensed a feeling that the evening had already been rather long and dark, so judged the moment ripe to extoll a plan, evolved during many Easters on the Broads, of anticipating Summer Time. Ten hours of darkness are none too many for an evening meal and a night's sleep, but I begrudged every minute of daylight spent asleep. It did seem easier to start settling for the night if we called it 9 o'clock; and in the morning, tea was welcome at 7 a.m., ship's time, with the sun just up; and so the rhythm was established.

## Mud Banks

We visited the village and interesting little church of Chipwillow, and then chugged back past Ely and up the Cam. The austere mud banks gradually gave place to willows, and a few hardy summer bungalows, and then to gentle woods. Above Bottisham lock we were suddenly in the midst of the Cam Sailing Club—and just when I was at the wheel! But I soon discovered I had far more control than in the situation it recalled, that of running before the wind, in constant fear of gybing, and no reverse gear, and perhaps an even more blinding obligation to give way to an advancing Armada of tacking yachts. At Baits Bite the lock-keeper showed us a list with marks after each College when one of its eights came through. Then came the familiar Tow Path, with its memories of bumping races. We moored just below Jesus Green Lock, our limit of navigation, and the years fell away from me, and my companions seemed just the age that people are.

Next day Brenda and I entrained at Waterbeach for Ely, where we shopped, and collected the dinghy, and sailed up to meet the others at the Fish and Duck, the junction of the Old West River. We had to tack all the way, and to lower the mast for three bridges and some strings across the river by the dredging works, but we were very happy to be under sail, and it was a fine bright day. Just as we were flagging a little, we came upon a hut, on a barge, full of dredger men having tea, and one called out, "like some?" It was tea, and very welcome. Soon after that we met the others, and steamed a little way along the Old West River before mooring for the night.

(To be continued)

# FORTHCOMING EVENTS

## SUNDAY, 16th OCTOBER.

Boat trip on the Godalming Navigation, leaves Godalming Wharf at 11 a.m. A leaflet enclosed in the last issue of "The Windlass" gave all details. Late applications should be made to Mr. Roy Mack, of 15 The Gateway, Woodham, Woking. This is the final trip of the year.

## THURSDAY, 17th NOVEMBER, 7.30 p.m.

Mr. R. H. C. Lord, of Bristol, will give a talk on the canals, illustrated with colour slides.

## THURSDAY, 15th DECEMBER.

Captain L. R. Munk, Chairman of the I.W.A.

Both evening meetings will be held in the Wellington Room (first floor) of The Bridge House Restaurant, London Bridge.

For your diary—later evening meetings will be at the same place on January 17 and March 16, 1961.

## Around the Waterways

### RIVER MEDWAY

In spite of this summer's indifferent weather (writes D.C.N.S.) the number of pleasure boats using the river has been greater than ever. How much of this is due to the River Medway Sub-Committee's publicity of the River throughout the year and the leaflet that they have published it is difficult to say, but at least five people have joined the Association as a direct result, and the new look scheme is also beginning to attract new members.

### BASINGSTOKE CANAL

Until August (writes R.M.) the Woking pound had never been less than 18ins. below normal. In September it was around 9ins. below normal, but with two lower pounds dry it would have been quite impossible to pass a boat through the first six locks. A lower gate of Lock No. 5 was detached and thrown into the water by a gang of youths. It has now been raised, but needs new planking and paddle gear.

Of the twenty narrow boat hulls at the entrance to the canal which were brought there for conversion into houseboats, only three have so far been converted.

### KENNET AND AVON CANAL

The report for the Inland Waterways Redevelopment Advisory Committee (writes R.M.G.) has been completed in draft form, and is now being vetted by our Council members and others prior to the final printing. The report comprises 17 sections embracing all aspects from pleasure traffic to irrigation, and water supply to angling.

Two further locks are currently being fitted with new gates, Hanham and Widmead, and it seems that the large scale deterioration of a few years ago has been checked.

The August Bank Holiday rally at Reading was its usual success, craft reaching Sulhampstead Lock; perhaps it may not be too long before these craft reach Newbury and beyond. A Water Carnival at Newbury in September was also a great attraction.

The Association is planning an appropriate celebration to mark the 150th Anniversary of the waterway this December.

### **CHELMER & BLACKWATER NAVIGATION**

Further information has now been received (writes J.E.M.) about the proposed automatic sluice to be built at Chelmsford as part of a flood prevention scheme. This is to be sited upstream of the Chelmsford Boating Club's present headquarters and so will not interfere with navigation between the headquarters and the canal. A strong use still remains, however, for the provision of rollers adjacent to the sluices so that small boats may pass easily from the town stretch on to the canal.

### **RIVER STOUR NAVIGATION**

The Action Committee (writes J.E.M.) will hold their annual inspection of the waterway in October. It is hoped that investigations into the ownership of the land adjacent to the locks will have been completed by that time. The committee are at present investigating an obstruction to Stratford St. Mary Lock, by the South Essex Waterworks Co.

## **FROM MEDWAY TO AVON VIA BRUM**

Mr. D. A. Doughty recalls a cruise he made two summers back, crossing England by way of the Midlands.

Having made this delightful inland cruise during the summer 1959, I think it worth recalling in detail in the hope that more boats will explore distant waterways and that their owners will realise what can be achieved, what fun it is, and the complete absence of red tape and formalities experienced en route.

It would be as well to outline first of all the type of craft used—the 20ft. fibreglass twin-engined 2-berth cruiser "Sealure" with 6ft. 10in. beam and 1ft. 9in. draught. Twin engines are not necessary but certainly a luxury. This craft can comfortably be towed on a trailer by a medium powered car, loading and off-loading being effected by local cranes at costs varying from 30s. to £3.

"Sealure" was in the Medway soon after Easter where she cruised upstream for a few weeks. Leaving Maidstone Bridge shortly before 8 a.m. on Whit Saturday we started our extended visit to other waterways. About a mile downstream Allington Lock appeared with its modern weir alongside.

It is necessary to ascertain tidal conditions as the river from this point ceases to be non-tidal and the lock is only operative 3 hours before and 2 hours after high tide—which is approximately 50 minutes after H.W. at Sheerness.

The river winds for the next 11 miles to Rochester and becomes wider as Sheerness is approached (a further 14 miles) where one enters the Thames estuary. Care must be taken to clear the shallow waters off the Isle of Grain, and with careful planning it is possible to catch the flood tide which can be held most of the way. We ultimately berthed at Cadogan Pier, Chelsea at 19.15 hours, having covered 101 miles. Next morning we left for the Thames Marina, Kingston, which was to be our base for the next few weeks.

thence down a flight of 21 locks passing the local race-course. One will often find a willing local who is prepared to work you through (We have twice been helped by a bearded hard worker and, for 10/- on a hot day, his services are most welcome).

On joining the Staffs and Worcs. Canal, a turn to port is the beginning of 25½ miles of delightful scenery—cuttings through red sandstone and old riverside Inns. It has 31 locks on this leg and passes through the towns of Stewponey, Kinver and Kidderminster; and a further 4 miles brings one into Stourport with its canal terminal basin, which these days has a hive of private craft moored line astern round each of the basins. Having answered numerous questions on the route we had taken ("Maidstone" on our transom often caused comment) we fixed up with the lock-keeper in attendance to see us through the remaining two locks which would take us into the R. Severn just below Stourport Bridge. This is a scene of great activity with steamers, rowboats, and small motor boats. One can successfully cruise upstream for about 2 miles before the end of general navigation. But turning downstream, one passes through the enormous locks at Lincomb. Holt and Bevere are on the 15 miles to Worcester; and after a short stay at the remaining 17 miles and one lock were covered at leisure, with a pause at Upton on Severn.

Towards the end of the day we looked through Avon Lock at Tewkesbury to find once again the joys of its beauty and never ceasing unexpected turns. From here onwards, we ambled through the countryside to moor two days later at Fladbury Weir, the enforced end of our intended journey. There was just 600 yards of impassable water which prevented us from enjoying the remaining six miles to Evesham.

Wherever one journeys through the waterways of England the greatest interest and admiration is shown for the hardworking efforts of the "Save the Avon" enthusiasts, and there could be no more worthy cause than the present appeal to make navigable the last 600 yards.

Later, the craft was lifted on to its trailer at Beechams Yard, Tewkesbury, and placed in the Thames at Hampton Court later in the same day. Our plans this year are to return to Tewkesbury, unload, and journey to the North via the Shropshire Union, Bridgewater, and Macclesfield Canals, and home by the beautiful Grand Union Canal.

## NEWS ITEMS

Repairs are going on in Blisworth Tunnel and narrow boats are restricted to single line working. Until further notice, a craft wider than seven feet will not be able to pass through the tunnel.

Work on the mechanisation of the locks at Bow, Old Ford, and Tottenham, will probably take four months, according to British Waterways. During this time one lock at each point will be closed, but the duplicate will be open to traffic. Craft using these locks during this period are advised to exercise care.

Work is also under way on the reconstruction of the tow path wall at four points on the Limehouse Cut between Bow Common Lane Bridge and the railway bridge north of Bow Locks.

Craft using the Lee are warned, also, of bank protection work between Horseshoe Bridge, Clapton, and Ferry Lane Bridge, Tottenham.

On the Thames, repairs will shortly be started on Shiplake and Mapledurham locks. Both will be closed to traffic from October 31: Mapledurham for two weeks; Shiplake until February 6, 1961.

The motor narrow boat "Arcturus," which usually spends the summer months carrying passengers from Guildford Wharf on the Wey, has been off that run for some weeks this summer. She has been on the Regents Canal operating on "Jason's" usual trip while the latter has been undergoing repairs.

At least twice this summer a pair of Willow Wren boats have added their colour to the Thames scene, trading from Brentford up to Henley with cattle foods.

The last word from ex-editor Peter Chaplin: after reporting that Willow Wren have been trading down the Oxford Canal as far as Oxford itself, he goes on—"The skipper of the tar boat working between Leamington and Banbury has taken a great disliking to any pleasure boaters with cameras. His descriptions of both photographer and camera are, to put it mildly, most colourful

"Apparently this hatred arose from his being called a water gipsy by a boat hirer."

### FROM THE EDITOR'S CABIN

Mr. Peter Chaplin, editor of "The Windlass" since its birth, has reluctantly vacated this cabin after successfully rearing it through 19 issues. And, after his three and a half years work, I see the branch committee has recorded a warm note of gratitude to the man who imbued "The Windlass" with a high standard of journalism, creating an interesting journal for its many readers.

At the outset he made it clear that his undertaking was to be a temporary one. Meanwhile, however, the mixed blessings of a flourishing business coupled with an active interest in several voluntary organisations—producing "The Windlass" was only one—began to take a toll of his health. He did the wisest thing he could in the face of this: shed some of the burden onto idler shoulders.

Possibly as a result of this, he was recently able to "get away from it all" for a time and took his two sons on a pretty extensive cruise, from his home on the Thames to the Trent and Mersey and back by different routes.

Now I am hoping that more about this trip will appear in "The Windlass" in the near future.

While on the subject of contributions, there is always a demand for them here: anything from the odd paragraph of interesting happenings concerning waterways to a thousand words on some of the more enlightening or amusing aspects of a cruise.

On this business of news items: please do not assume I already know. I never do until somebody tells me.

### Cover Picture

In view of the Wey cruise this month our cover picture is somewhat topical. It is of Coxes Lock and Mill about two miles from Weybridge. Now, as for many years, grain comes to the mill by the wooden barge from London by River, horse-drawn up the Wey, and is ground by water power. Of the six barges at present employed in supplying the mill, Reliance, Speedwell and Perseverance are shown, left to right.

Within the last few weeks a new horse has been bought by W. Stevens and Sons for barge work on the Wey. It replaces another horse, which had to be shot earlier this year after contracting a skin disease.

On the Brentford section of the Grand Union, however, the last three horses disappeared in the summer. Now tractors, which made their debut barely a decade ago, have completely taken over the barge traffic as far as Uxbridge.

Inland waterways have a fair showing in the October issue of "The Motor Boat and Yachting." A double-page spread on the Stoke Rally is followed by a new and horrifyingly contemporary idea for a use to which a canal can be put. The subject of this illustrated feature is the Lancaster Canal. Entitled "A Civil Defence Dunkirk," it begins: "A nuclear explosion of two megatons occurred . . ."

The feature records a Civil Defence exercise in which private craft on the canal were used to ferry casualties and refugees just over four miles between Catforth and Lea Wharf.

If any reader happens to be afloat near the Dudley Tunnel around October 23 (the date is to be confirmed) he will be able to join a protest cruise through the tunnel. Its future is, thanks to British Waterways, by no means certain. Its only hazard is boulders in the water outside but near one mouth, which have to be removed from time to time. However, if by any remote chance you will not be afloat at that time and place, similar protest cruises are planned to take place on the Derby and Lancaster Canals.

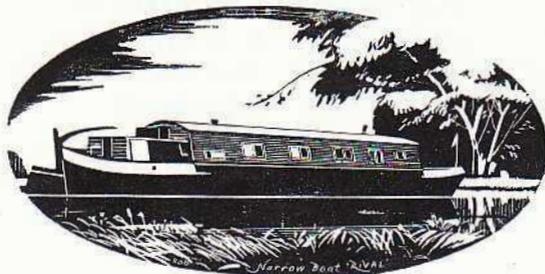
#### Quote

Quote—"The passage of a boat through the lock is now an event of rare occurrence: it is seldom opened more than once or twice a week. Greater speed is obtained by the railway, of course, but the chief impediment arises from the cost incurred in passing through the locks and weirs along the Thames,"—from "The Book of the Thames," by Mr. and Mrs. S. C. Hall. The lock referred to is the entrance to the Thames and Severn Canal. Unfortunately I can find no date of publication in this historic gem.

#### NEW MEMBERS

A warm welcome is extended to the following:—

FARRETT, Mrs. Dorothy Alice, Highfield Cottage, Uxbridge Road, Hillingdon, Middlesex  
 STANLEY, Roger H., 15, Barry Road, Stonebridge Park, London, N.W.10  
 AKEHURST, Miss Barbara Ann, 73, Gerda Road, New Eltham, London, S.E.9  
 JENKINS, G., 98, York Mansions, Prince of Wales Drive, S.W.11.  
 LYON, Miss Violet, D. A. (M.B.E.), B5, Queen Alexandra's Court, Wimbledon, S.W.19.  
 MICHELL, John, 53, Hugh Street, S.W.1.  
 APTHORP, Eric A. D., 61, Uphill Road, Mill Hill, London, N.W.7.  
 GRIFFIN, Major J. R., c/o Lloyds Bank, Cox's & Kings Branch, 6, Pall Mall, S.W.1.  
 TAMSETT, John, 18, Nelson Road, Belvedere, Kent  
 HASTINGS, Julian F. G., 32, Gloucester Walk, Kensington, London, W.8.  
 MITCHELL, John Walter, 206, Green Lane, Eltham, London, S.E.9.  
 SEARLE, Mrs. Dulcie Elizabeth, White Garth, Ridgeway Close, Oxshott, Surrey.  
 NEW, John Henry Sutherland, 12, Heath Villas, Vale of Health, Hampstead, London, N.W.3.  
 HARLOW, Thomas Kenneth, Addestead, East Peckham, Tonbridge, Kent.  
 WEBBER, Edwin Roy, 44a, Commerce Road, Wood Green, London, N.22.  
 SYMONS, Hugh William, 14, Queen's Gate Terrace, London, S.W.7.  
 CHURCHILL, Mrs. Joan Dorothy, Surrey View Tavern, 135/137, Commercial Way, Peckham, S.E.15.  
 CLARK, Kyle Alan, Magnus Lodge, Cronks Hill, Reigate, Surrey.  
 GOULD, Christopher, 71, South Court Avenue, Dorchester, Dorset.  
 HOLLIS, Nigel, (Junior), 6, Leamington Gardens, Seven Kings, Essex  
 MATTEY, John Edward, 21, Lyric Road, Barnes, London, S.W.13  
 WARBURTON, Geoffrey Charles, Hatchford Hall, Ockbank, Ltd., 54, Parliament Street, London, S.W.1.  
 BALL, Mrs. Evelyn Mary, c/o National & Grindlays ham Lane, Cobham, Surrey  
 ELEY, Keith Richard, (Junior), 25, Woodhurst Avenue, Garston, Watford, Hertfordshire.  
 DORMERS WELLS SECONDARY MODERN BOYS' SCHOOL, Dormers Wells Lane, Southall, Middlesex.  
 HAWKSLEY, Mrs. Joan, 24, Rothmans Avenue, Chelmsford, Essex.  
 \*McWILLIAM, Robert C. D., 8, Forest Court, Forest Side, Chingford, London, E.4.



---

“ THE WINDLASS ”  
Keep your copies bound.

Self binding cases are available Price 8s. (post free 9s. 3d.)  
from:

The Editor's Cabin,  
Barge Tuba, Woodham Lock,  
West Byfleet, Surrey.

---

### CLASSIFIED ADVERTISEMENTS

Address box number replies to The Box Number, Barge Tuba, Woodham Lock, West Byfleet, Surrey.

#### Boats for Sale

Narrow boat hull, stern tube and propellor, with roof and sides, unconverted inside. Some work needed on hull, but advertiser believes is basically sound. £45 or offer.—Box 101.

#### Miscellaneous

Whether you have it and don't want it; or haven't and do, why not try these columns? Threepence per word, minimum three shillings.—Box one shilling extra.

Wanted, books on rivers, canals, etc., especially "Flower of Gloster," by Temple Thurston. Please write stating what and how much.—Box 102.

### THAMES CRUISING HOLIDAYS IN A BUSHNELL LINE HIRE CRUISER

Best Value for Money on the Thames



Photograph by "Motor Boat and Yachting"

2, 4, 6 and 8-berth Motor Cruisers.  
Fully Fitted, with No Extras.  
Petrol or Diesel Engines.  
Safety Gas Cooking Equipment.  
Let us Build Your New Boat.

Send 8d. for Illustrated Brochure to:—

**JOHN BUSHNELL LTD.**

YACHT BOATBUILDERS AND MARINE ENGINEERS

WARGRAVE-ON-THAMES, nr. READING,  
BERKS.

"From a willow tree to a complete river frontage"  
Boating is reaching new peaks of popularity every season, but full enjoyment is often handicapped by lack of proper mooring facilities. If you are thinking of developing waterfront property we shall be pleased to give advice, prepare plans, carry out constructional work or supply all materials for "Do-it-yourself" construction. Why not write for our comprehensive list?

**T. HARRISON CHAPLIN, Ltd.,**  
Meadhurst Park Nursery,  
Cadbury Road,  
Sunbury-on-Thames,  
Middlesex.

Established 1907. Telephone: Sunbury 3371.

Sole importers of "Perma Dock" fittings. Coventry Apex distributors.

# **"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.