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Hon. Treasurer: Dr. ROBERT J. SAUNDERS, 10, Lyford Road, London, S.W.18.

Hon. Press Secretary: BRIAN AMBROSE, 40, Egnont Road, New Malden (Malden 4322).

Acting Editor: The Honorary Secretary.

Advertisement Manager: DAVID HADDLETON, Barge Kate, New Haw Lock, Weybridge.

Other members of the Committee:

H. A. H. BURGESS (Lee & Stort)
DAVID COOPER
RAY GLAISTER (Kennet & Avon)
BRYAN NICOLL (Wey)

J. E. MARRIAGE (Chelmer Nav.; Stour)
DEREK SALMON (Medway)
JAMES STREET (Social Secretary)
STANLEY TIMS (Thames)
OLIVER TURNER (G.U.C.)

CHAIRMAN'S NOTES

AYLESBURY RALLY

FULL details of the Rally were given in our last issue and members will have received the Rally Programme. I hope you will all visit the proceedings, whether you own a boat or not. Remember that there may not be another National I.W.A. Rally in the south for some time, certainly there will not be another so close that you can visit it by hopping on a bus or by the Metropolitan Line trains. And do bring friends—it will be the best way of encouraging them to join the Association. It is not long since the Aylesbury Arm was condemned to closure by the B.T.C., being listed as a Class III waterway in the report of the Board of Survey (and we know what that means!) In June 1958 "The Windlass" mentioned the threat to the Canal Basin contained in the County Plan for Buckinghamshire; our past Chairman's trip to Aylesbury in 1957 had apparently been the first voyage for three years. The Branch objected to the Minister of Housing against the proposals in the County Plan, and soon afterwards Mr. Meinertzhagen (a Branch member) opened his boatyard in the Basin. Aylesbury Basin is now crowded with boats and this Branch can claim much of the success in saving it. I hope there will be many more success stories of this kind, although it is an extraordinary state of affairs that the safeguarding and even the utilization of irreplaceable National assets has to be undertaken by a private organization, the I.W.A.! We are glad to report that the Willow Wren Carrying Company successfully delivered a trial shipment of coal to Aylesbury Basin and more is now on the way which may amount to 1,500 tons a year. It is significant that these developments have been noted in the official journal of the Coal Merchants Federation.

Since its formation the I.W.A. has been fully engaged in attempting to influence Government

policy for the waterways. There is another function which could be developed if time and funds were available. I refer to the potential role of the Association as an aquatic equivalent to the Automobile Association, not only to serve our own members, but owners of boats in general. Our attempts to gain concessions of one kind and another have been successful in some cases, and it is regrettable that all owners of boats who benefit from these activities do not join the Association, for by doing so they would strengthen the Association's campaigning. The moorings at Tonbridge, referred to in "Around the Waterways," in this issue, are the sort of service I have in mind.

We are now permitted to work the Medway locks ourselves, and it is largely due to the efforts of the Lee and Stort Development Association (founded by this Branch) that the locks on the Lee and Stort can now be worked at weekends. We hope to obtain similar facilities on the Regent's Canal.

Finally, a historical note sent to me by our member, Mr. Geoffrey Hart, being an excerpt from "Northampton Mercury," for 24th December, 1803, about the successes at the Smithfield Annual Exhibition of Mr. Westcar of Aylesbury. "Mr. Westcar's oxen are universally allowed to be great beauties; they also have the advantage over those which travelled to town that they were brought up unfatigued by their journeys as Mr. Westcar lives near the Grand Junction Canal." To be quite fair, it must be pointed out that this excerpt was written twelve years before the Aylesbury Branch opened; so presumably the cattle were shipped from Marsworth!

COMING EVENTS

AUGUST 14th - 18th National Rally of Boats at Aylesbury

Monday 14th—Barbecue. Boats depart from Aylesbury Basin 8 p.m.

Tuesday 15th—Dance at Aylesbury Town Hall, 8 p.m. to midnight. Tickets 10s. 6d. including buffet) from the I.W.A. General Office.

Wednesday 16th—Public view day.

Thursday 17th—Rally Dinner at Bull's Head Hotel at 7 for 8 p.m. Tickets (27s. 6d. members, 32s. 6d. non-members) from the I.W.A. General Office.

SEPTEMBER 9th - 10th Stratford-on-Avon Canal

Branch Working Party

Details of the working parties were circulated with the June "Windlass" and extra copies of the circular may be obtained from the Secretary. Please let the Secretary know if you are coming, preferably by September 1st.

HELP TO COMPLETE THE YEAR'S PROGRAMME BEFORE WINTER SETS IN!

SEPTEMBER 16th (Saturday) Regatta at Ware

Organized by the Lee and Stort Development Committee. Entries are invited for the following events (over a course of 300 metres): single canoes under 15ft. long (separate classes for competitors under and over 15 years of age); single canoes over 15ft long; single racing canoes; double canoes (separate classes for competitors under and over 15 years of age); single canoe obstacle race; blindfold dinghy race; dinghy tug-of-war (crew of four); pulling dinghy race (crew of two plus cox); sculling-over-stern race; prize for best home-built boat or canoe under 20ft. long; prize for best decorated boat or canoe; inter-club or school races in the above events. Application form from Mr. G. Albany, 216, Ware Road, Hertford.

SEPTEMBER 23rd. (Saturday) Boat Trip on River Lee

from Ponders End to Hertford

Leave Ponders End (close to railway station) at 10.45 a.m.

Arrive at Hertford 5.30 p.m.

(A train leaves Liverpool Street Station 10 a.m. and arrives at Ponders End at 10.26. Coming back, leave Hertford East 5.55 p.m., arrive Liverpool Street 7.05.) Bring packed lunch; tea and biscuits available on boat. Tickets cost 12s. 6d. for members and 15s. for non-members and may be obtained from Mr. H. A. H. Burgess at 11, West Street, Hertford. (Mr. Burgess is Secretary of the Lee and Stort Development Committee, and a member of the Branch Committee.)

OCTOBER

The last Branch trip of the season will be held probably on October 15th (Sunday) in the lower part of the Wey or on the Regent's Canal. Details will be given in the October issue of "The Windlass."

THE DERBY DRAW

This draw added £80 to Branch funds. This brings the total sum raised by the sweepstakes organised by Brian Ambrose to £1,002! A really staggering effort, accomplished since June 1957. As mentioned in the Editorial, the Branch must endeavour to manage without this substantial part of its income, so it is opportune to record now the enormous debt of gratitude that we owe to Mr. Ambrose, and to all Branch members who co-operated so willingly.

Prize Winners: Twenty-eight prizes were dis-

tributed. The names of the first ten winners are:— Mr. Newbatt of Beckenham, Mr. Shaw of Clapham Common, Dr. Vernon of Ascot, Mr. Macfarlane of Wembley Park, Mrs. Coleman of Goodhurst, Mr. Iredale of East Molesey, the Secretary of Darwin Cripples Home at Oswestry, Mr. Gasden of London, N.W.3., Mr. Rudd of Guildford and Mrs. Evans of Tunbridge Wells. Copies of the full list may be obtained by sending a stamped addressed envelope to Mr. Ambrose (address inside cover).

AROUND THE WATERWAYS

NEGOTIATIONS are in hand between our Committee member Mr. Derek Salmon and the Kent River Board to lease a stretch of river bank in Tonbridge to the Inland Waterways Association for use as moorings. This would provide much-needed moorings at the head of navigation of the Medway for visitors. It is proposed that Branch funds will be used to equip the site with the basic necessities.

The weather was excellent for the trip from Tonbridge to Maidstone on 4th June, and there were 52 passengers aboard "Southern Queen," which came from Chatham for the trip. Among those present were our Founder and also Mr. A. G. Stirk (Clerk of the Kent River Board). The section from Tonbridge to Yalding, where a halt for lunch was made at "The Anchor," was navigated without difficulty. The boat draws about four feet and did touch bottom twice, but without running aground. Below East Farleigh lock the banks are thickly wooded right up to the heart of Maidstone—a surprise for those doing the trip for the first time, since the suburbs spread for miles along the main roads. A landing was made at Old Palace Gardens by permission of our members Hire Cruisers (Maidstone) Ltd. and 39 members took tea at the Royal Star Hotel. Our thanks are due to the Kent River Board and their lock-keepers for making the passage so smooth. As Mr. Aickman said as the boat approached Yalding "the Medway really is an ideal river for short-term cruising."

DEREK SALMON

GRAND UNION CANAL

RESTRICTIONS ON PLEASURE CRUISING.

We regret to announce that the British Transport Commission still find it necessary to padlock the Harwell flight of locks (Brentford) at 8 p.m. on weekdays, 4 p.m. on Saturday and 1 p.m. on Sunday; locks on the Regent's Canal (except for craft going to or from St. Pancras Basin) at 5 p.m. on weekdays, noon on Saturday and all day Sunday. There is also the extraordinary statement that "passage on Sundays through the locks between Bow Creek and Ponders End (on River Lee) will be allowed only in organized convoys. Prior notice of such convoys must be given to British Waterways at least seven days beforehand . . . all expenses incurred . . . will be charged to the organizer of the convoy."

STOPPAGES. Roydon lock on the Lee and Stort will be closed 25th to 29th August. Kibworth lock No. 18 on the Leicester section will be closed 27th to 30th September. Banbury lock will be closed 30th September to 2nd October. Lock

No. 35 in the Hatton flight (Warwick) will be closed 30th September to 3rd October. Lock No. 11 on the Northampton Arm will be closed 1st to 3rd October and locks 12 and 15 during 12th to 15th October. Apsley locks No's. 49-63 will be closed 1st to 4th October. Burnt Mill lock on River Lee will be closed 21st to 26th October.

BUCKINGHAM ARM. Since our comments on this Arm in "The Windlass" another member has made a survey of it, and has been impressed by the comparative simplicity of re-opening it to traffic as far as Old Stratford; he is Mr. Faulkner of "Hadley," Forest Road, Hanslope, Wolverton. Ways of opening up this section are now being considered, and it is possible that volunteer labour (along the lines of the Stratford Canal restoration) may be the best way of accomplishing it. We urge members who are interested in helping to contact Mr. Faulkner. It is not so long ago that the future of this Arm seemed dim in the extreme (indeed, it may have come as a surprise to know that it was not abandoned) but now there is new hope that this Arm can and will serve a useful function. Unfortunately a lowered main road bridge at Old Stratford precludes navigation past this point at present.

KENNET AND AVON CANAL

AT a Special General Meeting of the Kennet and Avon Canal Association on 19th June it was agreed that the Association be reconstituted as a Trust, to be a non-profit-making company limited by guarantee. The Honorary Secretary is Dr. Ray Glaister, 66, Squires Bridge Road, Shepperton.

A most successful rally of boats was held at Newbury on Whit Monday. Four lock-fulls of small craft proceeded upstream from Newbury Wharf to Hamstead Marshall, using Newbury, Guyer's, Higg's and Benham locks.

The passenger-carrying narrow boat "Enterprise" that operates from Reading is now owned by Mr. D. R. Blagrove of 66, Elmhurst Road, Reading (telephone 81751). It is available for hire at reasonable prices, and in addition there are scheduled trips to Burghfield and back on Saturdays and Sundays (departing at 2.30), on Wednesdays and Thursdays (departing 2.15) and on Friday evenings (departing 6.30).

REGENT'S CANAL

AN illustrated history of Regent's Canal has been written by Herbert Spencer. Under the title "London's Canal," it will be published in mid-October by Putnam and Company at 30s. We hope to review this book in the October "Windlass."

ANNUAL GENERAL MEETING

THERE was a good attendance (57 members) at the meeting on 30th May. After the customary review of the year's events by the Chairman, Dr. R. J. Saunders presented the Honorary Treasurer's report. This revealed that the Branch has £557 in the bank, an increase of £55 since 31st March, 1960. Branch subscriptions brought in £124 but "The Windlass" cost £221. It was therefore entirely due to the sweepstakes at Christmas and at Derby time, which brought in £214, that the Branch was able to publish "The Windlass." The Branch was deeply grateful to Mr. Brian Ambrose for running the Sweepstakes.

Election of committee members. David Horsfall was appointed Chairman in December 1960 and his appointment was ratified by the meeting. Three committee members had served three years and were therefore due to retire: Stanley Tims and J. E. Marriage were re-elected; Frank Sanders did not seek re-election. (Frank has been responsible for the dispatch of "The Windlass" and Branch circulars for four years—a monotonous task that earns little recognition.)

Three other committee members elected were Bryan Nicoli and David Haddleton and Oliver Turner, bringing the total to 13, two short of the permitted number of committee members.

Filming activities. Three members mentioned the need for a good film or collection of slides to show at various public meetings to put forward the I.W.A. view of waterways and their proper use. Fortunately we have in Mr. Geoffrey Hart a very able cine-photographer; after the meeting he showed some excellent shots in 8 mm. colour film of the Stratford Canal working party, the Stoke-on-Trent rally and Basingstoke Canal walk. Mr. Simmons also showed some films of Branch outings. We hope those who use a cine-camera will co-operate with Mr. Hart, (48, Lemsford Road, St. Albans) to help on a film project that is too big for Mr. Hart to do alone. Another suggestion from the meeting was a register of persons owning coloured slides about canals, that could be made available for loan to show to meetings. Those wishing to co-operate please let the secretary know.

BELLRINGING BY NARROW BOAT

AS LISTENERS to the B.B.C. news programme "In the South East," may have heard, a group of bellringers from the St. Albans area hired the narrow boat "Heather Bell" from the Wyvern Shipping Co., at Linslade (Bucks.) and on 6th May, combined a trip up the Grand Union with ringing at churches close to the canal.

Casting off at about 9.30 a.m., Fenny Stratford was reached before 12.30 despite a strong cross wind and bad shallows on many bends. Some of the men soon grew expert at poling off by the bows! The skill and knowledge of exactly the right channel, shown by the few laden working boats was much admired and envied. Parts of this section certainly need dredging.

Mooring by the bridge carrying the A5, it was only about a hundred yards to St. Martin's Church, Fenny Stratford, where the pleasant light ring of six bells were soon sounding the music of Bob Minor and Kent Treble Bob over the canal below.

The next stop was after lunch at Woughton-on-the-Green, where the only mooring appeared to be bridge No. 88. It was a short walk to the church, where the belfry had been left open.

Driving rain now set in, so with side screens down an uneventful journey was made to the

Old Wharf Inn, Great Linford, a good deep mooring with several mooring rings provided. The landlord welcomes canal users and caters well for parties, as well as giving useful advice on winding a narrow boat. The church key was collected from him, and soon Linford bells were sounding out from the church in the park.

By the time we were turned and under way again, it was realized that a non-stop run would be required if we were to return by nightfall. Wind and rain made steering unpleasant, but with radios, handbells and ceaseless brewing of tea and coffee, everyone enjoyed themselves.

South of Fenny the rain suddenly cleared, the evening sun came out and the wind dropped. The three locks at Soulbury were quickly passed—almost too quickly for those who took the chance to visit the "Three Locks." While waiting for the stragglers, it was pleasant and informative to talk to the very helpful lock-keeper, George, who takes great pride in his locks, with well-trimmed lawns alongside.

Leighton lock was passed just as darkness was falling and "Heather Bell" was nudged gently into her home moorings at the end of a satisfactory and exciting day.

GEOFFREY DODDS.

Excerpts from the Basingstoke Canal Act of 1778.

(Page numbers refer to the bound volume of George III Acts in the British Museum.)

THE said Company of Proprietors, their Successors and Assigns, shall be, and they are hereby authorized and empowered . . . to make and complete a Canal, navigable and passable at all times for Boats, Barges and other Vessels, . . . and to supply the said Canal whilst the same shall be making, and when made, with Water from all such Springs as shall be found in making the said Canal, and also from such Rivers, Brooks, Streams, Watercourses, and Springs, as shall be found with the distance of twelve hundred yards from any part of the said Canal, (save and except such springs, brooks, streams and watercourses, as herein-after are excepted, running into the River Loddon, and supplying the same (page 1365).

No Boat, Barge, or other vessel, of less burthen than Fifteen Tons, shall pass through any of the locks to be made by virtue of this Act, without the Consent of the said Company of Proprietors, their successors or assigns, or their principal agent, for the time being, in writing, first had and obtained (page 1413).

And be it enacted, that no common Passage Boat shall be subject or liable to the payment of any greater or other rates than in proportion to the tonnage; and that all Passage Boats, empty Boats, and Pleasure Boats, shall pay sixpence, and no more for each time they shall pass through any of the said locks: provided always, that no common Passage boat, empty Boat or Pleasure Boat, shall be permitted to pass through any of the said locks, without the consent of the said Company of Proprietors, except at such times as the water shall flow over the waste or wear of any such lock or locks (pages 1413-1414).

And be it further enacted, that it shall and may be lawful for the Owners and Occupiers of any lands or grounds adjoining to the said Canal, to use upon the said Canal any Pleasure Boat or Boats . . . without interruption from the said Company of Proprietors, their successors or assigns, agent or agents, and without paying any rate or duty for the same; and so as such Boats be not above Seven feet in Breadth, and do not pass through any lock to be made on the said Navigation, without the consent of the said Company of Proprietors, their successors and assigns, or be employed for carrying any goods, wares or merchandize to market, or for sale, or any person or persons for hire; and so as the

same shall not obstruct or prejudice the said navigation, or the towing-paths, or obstruct any Boats passing upon the navigation liable to pay the rates or duties aforesaid; and the owner of all such Pleasure Boats, or other Boats, shall, in his own land or grounds, make convenient places for such boats to lie in, and shall not suffer them to be moored or remain upon the said Canal (page 1443).

If the said Company of Proprietors, their successors or assigns, shall be in possession of any lands or ground, by virtue of this Act, for the space of five years, without making the said Canal through the same, or if the said Canal shall be made and completed, and afterwards discontinued or disused, for the space of five years, then, and in either of the said cases, from and immediately after the expiration of the said five years without making, or five years after disusing, the said Navigation, as aforesaid, the said Company of Proprietors, their successors or assigns, shall convey their right, property, and interest in or to such lands or grounds respectively, unto the several and respective persons, or bodies politick, corporate or collegiate, or their heirs, successors, or assigns, who were the owners immediately before the said Company of Proprietors . . . became seised of the same, in case they, or any of them shall think fit to become purchasers thereof, and to pay such valuable consideration for the said lands . . . as the said Commissioners . . . shall judge reasonable (pages 1443-1444).

If any person or persons shall wilfully throw any ballast, gravel, stones, or rubbish, into any part of the said Canal, or any trenches or water-courses to be made or maintained by virtue of this Act, every such person shall, for every such offence, forfeit a sum not exceeding Five Pounds, nor less than Twenty Shillings (page 1430).

* * *

FOR SALE: The London and Home Counties Branch offers for sale a photocopy of the complete Basingstoke Canal Act. There are 86 pages 7in. x 11½in. and it costs £7 to prepare. Offers to the Honorary Secretary.

* * *

COMING SHORTLY: excerpts from the Woking Urban District Council (Basingstoke Canal) Act 1911.

THAMES TOWPATH

WE REPRODUCE excerpts from a letter to our member Mr. R. Allcard from the Assistant Secretary of the Commons, Open Spaces and Footpaths Preservation Society.

"During the years 1947-1949 there were meetings of a joint Thames River Walk Committee, composed of representatives of the Thames Conservancy, of the relevant County Councils, Borough and District Councils and other riparian authorities, and with whose work the Society was consulted and continually kept in touch. The intention of the committee's work was to institute a continuous riverside walk from Teddington to Cricklade, 136 miles. These various postwar discussions and proposals for the provision of a Thames River Walk unfortunately came to naught, because the National Parks Commission and other authorities felt unable to bear the heavy cost involved."

"The results of (the Society's) approaches to show the towpaths as rights of way were not wholly successful, mainly because of their fears of the costs of repair and maintenance; and we understand the position to be as follows:—*Gloucestershire*—towpath shown as public; *Oxfordshire*—included only those sections where there has been a formal documented dedication of a public right of way, but has given consideration to sections claimed by the parish councils from implied dedication by long usage; *Oxford City*—deny any stretch of the towpath in the city is public except one very short stretch at Osney; *Berkshire*—(West of Reading)—most of the towpath shown as public, but six sections have not been claimed as such, though the County Council will include as much of these as possible subject to objections by the landowners; (East of Reading)—shown as public except for the following stretches: Albert Bridge to Victoria Bridge, the Home Park Windsor, Ellington Road under Maidenhead Bridge to the Skindles Hotel, Hambleton to Temple Island (Remenham), the Rectory (Remenham) 200 yards S.S.E., between Lashbrook Lower and Upper Ferries; *Reading Borough*—a large section of the towpath is regarded as public where it crosses the corporation's property; *Buckinghamshire*—towpath shown as public; *Surrey*—towpath shown as public; *Middlesex*—most shown as public right of way.

"Of the 19 ferries previously operated by the Conservators, only two are now in use, both on a part-time basis; so that continuous pedestrian access along the banks is no longer available."

NEW MEMBERS

WE WELCOME the undermentioned who, having joined the Inland Waterways Association and residing in the Branch area, are automatically made members of the London and Home Counties Branch for a year. We sincerely hope that at the end of their first year they will think it worthwhile to pay the Branch annual subscription of 5s. in order to continue their Branch membership. The number of Branch memberships that lapse at the end of the first year is considerable. We feel sure that some of these are accidental and result from the Branch subscription being overlooked.

ANGEL, William, 127, Rye Lane, London, S.E.15.
BELL, Michael J. de, Mogador Point, Lower Kingswood.

BOND, W. J., 57, Fairview Crescent, Harrow.
BRIDEN, Edward, 19, Chestnut Court, Middle Lane, N.8.

BUTLER, Michael, 24, Carlton Road, S.W.14.
GODFREY, David, 73, Leamington Avenue, Morden.

G.S.O. Film Unit, 39B, Burnt Ash Road, S.E.12.
HARTLEY, H. L., 111, St. James Road, Croydon.
HEAPS, Ronald, The School House, Weald Green, Sevenoaks.

HOLMES, Mrs. Jennifer, 63, Harrington Garden, S.W.7.

HORSFALL, Miss Selina, c/o David Horsfall.
MATHEWS, Mr. E. D. J., 3, Ebury Street, S.W.1.
PUGH, Alan, "Alwyns," Cokes Lane, Chalfont St. Giles.

ROSCOE, Philip, 49, Denman Drive, N.W.11.
ROSE, Ian, 44, Ashley Court, S.W.1.

ROWELL, John, 51, Onslow Square, N.W.7.
ST. DAVID, The Viscount, 18, The Little Boltons, S.W.10.

WHITE, Barry, The Pastures, Hammersly Lane, Tylers Green.

WINTHROP, Harold, High Point, Fryerning, Essex.

TEUNON, William, c/o 43, Golden Lane, E.C.1.

BRANCH GEOGRAPHY

Numbers of Members

London, S.W.	...	...	...	68
London, N. and N.W.	...	...	...	76
London, W.	...	...	...	80
London, E. and S.E.	...	...	...	47
Surrey	...	...	...	119
Middlesex	...	...	...	83
Hertfordshire	...	...	...	65
Essex	...	...	...	45
Kent	...	...	...	62
Buckinghamshire	...	...	...	26
Berkshire	...	...	...	21
Hampshire	...	...	...	8
Other parts	...	...	...	36

From the Honorary Secretary

This might be the last printed edition of "The Windlass." Our journal will continue to appear on the first day of October, December, February, April, June and August, but we have to find a cheaper method of publication because income from Branch membership subscriptions does not cover the cost of printing and postage. We have hitherto relied on the extra income brought in by the Christmas Draw and the Derby Draw. These sweepstakes were started as a temporary means of creating a fighting fund and out of the £1,002 that Brian Ambrose has raised by these draws, £300 has been set aside for this purpose; the remainder has been spent on printing "The Windlass." Now that the Draws are terminating it is obvious that we will have to economise and perhaps the Branch subscription will have to be increased.

"The Windlass" has no editor at present, and all correspondence and contributions should be sent to the Honorary Secretary. Mr. Michael Baldey retired as editor at the recent Annual General Meeting and we are grateful to him for establishing a strict timetable of publication, and for generally enlivening "The Windlass." The present policy is that information about the present state of waterways in the Branch area should take preference over other material, and there is a desperate need for reports from members of navigational difficulties, boat movements and similar topics. Material for the October issue must be submitted before the end of August, although it is sometimes possible to incorporate urgent notices that arrive a little late. The committee hope to appoint a new Editor soon.

Our statement in the last issue that Godalming Wharf is the head of navigation of the River Wey is questioned by our member E. M. Aplin of Loughton, who has taken a 16-foot cabin cruiser, drawing 21 inches, up to the bridge that carries the A.3100 road, about 250 yards above the wharf. At the bridge there is a memorial garden to Chief Telegraphist of "The Titanic" and Mr. Aplin reports that it makes a pleasant mooring. Further navigation is prevented by shallow water. However, we still maintain that Godalming Wharf was authorized and constructed as the statutory limit of navigation. Those who came on the last Branch trip to Godalming will testify that it is no easy matter to turn a narrow boat at Godalming, because the former turning point has been allowed to silt up. It was necessary to go astern to the junction of the river with Catteshall lock cut in order to turn.

The Stratford-on-Avon Canal is not in the area of this Branch, but we are giving great attention to its restoration because The National Trust and our Midlands Branch have a big job on their hands and need all possible assistance in order to complete the exacting three-year schedule. The National Trust now has the necessary funds, so the major requirement is now voluntary labour. It is a pity that so few Branch members have responded to our appeals for help. We are glad to acknowledge the keenness of John Diffeley of Tylers Green (Bucks) who has not only induced the local motor club to transport a youth club for a day's work on the canal, but who has arranged for a party of Scouts to attend the July working party of this Branch (which took place after this went to press). We could do with more efforts of this kind.

We print excerpts from the Basingstoke Canal Act in order to show the specifications affecting navigation that were laid down in 1778 and have never been revoked. The present owners claim that the waterway is now "private" and the provisions of the Act do not apply, but they claim support from other parts of the Act, such as that relating to the penalty for dumping rubbish. The New Basingstoke Canal Company cannot have it both ways—either the entire Act is still in force or the whole of it is in some way void. On the basis of the provision that canal lands revert to former ownership if disused for five years, it would appear that the flight of 14 locks at Pirbright has only two more years to go before this can happen!

The Lower Avon Navigation Trust has published, in the Summer edition of "Avon News," plans for the restoration of the final 600 yards of navigation. The major problems are removal of the weirgate at Crophorne and dredging to a depth of six feet. When this is done, Fladbury lock will be tackled. The address of the Trust is 4, Avon Street, Evesham.

Rumours that the lowest bridge over the River Wey at Shalford was to be rebuilt were dashed by a letter we received from the County Divisional Surveyor. The present bridge, carrying the road A.248, is only about 6ft. 2in. above water.

THE INLAND WATERWAYS ASSOCIATION
(London and Home Counties Branch)
INCOME AND EXPENDITURE ACCOUNT FOR THE YEAR ENDED 31st MARCH, 1961.
BALANCE SHEET AS AT 31st MARCH, 1961.

		£	s.	d.		£	s.	d.
	To Cost of "Windlass"	272	5	8				
100	Less Income from Advertisements ...	50	7	9				
	.. Hon. Secretary and Hon. Treasurer's Postage and Stationery ...	40	15	5	221	17	11	
44	.. Donations to Appeals from other Branches ...	50	0	0				
50	.. Campaign Expenses ...	8	15	8	£505			
3	.. Accountancy Fees ...	5	5	0				
	.. Depreciation:—							
	Addressograph ...	10	0	0				
2	Typewriter ...	1	5	0				
	.. Excess of Income over Expenditure for period ...	55	2	8	1	15	0	463
119	.. Bank Charges ...	1	8	0				
	.. Gaming Registration ...	1	0	0				
	.. Cost of Lectures ...	2	0	0	24			
£318		£367	19	8				
		£	s.	d.				
103	By Branch Subscriptions ...	124	0	0	9			
2	.. Donations ...	6	8	6				
	.. Net Profit on Public Meetings and Social Functions ...				10			
11	.. Profit from Sweepstakes ...	214	13	11				
176	.. Excess of Income over Expenditure on Boat Trips ...	15	1	0				
22	.. Interest Received on Deposit A/c.	9	16	3				
4								
£318		£367	19	8	£505			

		£	s.	d.		£	s.	d.
	ACCUMULATED FUND							
	Balance as at 1st April 1960 ...	502	4	4				
	Excess of Income over Expenditure for year ended 31st Mar. 1961	55	2	8				
		557	7	0				
		£570	13	8				
	CASH AT BANK							
	Current Account ...	189	8	8				
	Deposit Account ...	300	0	0				
		439	8	8				
	TYPEWRITER							
	Balance as at 1st April 1960 ...	23	10	0				
	Less: Depreciation ...	1	5	0				
		22	5	0				
	ADDRESSOGRAPH							
	Balance as at 1st April 1960 ...	9	10	0				
	Less: Depreciation ...	10	0	0				
		9	0	0				
	LOAN: AYLESBURY RALLY ...	50	0	0				
		£570	15	8				

We have prepared the above Balance Sheet and Income and Expenditure Account from the books, vouchers, accounts and from information supplied to us, and hereby certify that they are in accordance therewith.
Creek House,
East Molesley, Surrey. 12th May, 1961. (Signed) S. E. MOSS & CO.,
Chartered Accountants.

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IT IS worth joining the Midlands Branch to receive their stimulating monthly journal "Navigation." Quite easy—you just send 4/- annual membership subscription to the General Office of the I.W.A. at 4, Emerald Street, London, W.C.1. (and be quick because the subscription is about to go up!).

The June issue of "Navigation" contains the following progress report of work on the Stratford-on-Avon Canal.

Lock No. 21 (the first lock): new bottom gate and cill installed; top gate repaired and two new ground paddles fitted; **LOCK NOW OPEN.**

Lock No. 22: Top gate repaired and two new ground paddles; new bottom gate and cill; extensive repairs to brickwork of the lock chamber (which was bulging inwards); **LOCK NOW OPEN.**

Lock No. 23: New top gate and bottom gate; two new ground paddles; repairs to brickwork of chamber nearly completed.

Lock No. 24: New top gate and ground paddles; it might be possible to repair and retain bottom gate.

Lock No. 25: New top gate and ground paddles; fitted with gear taken from the Wyrley and Essington Canal.

Lock No. 26: Top gate now being repaired; new balance beam fitted. Dredging: about $\frac{3}{4}$ mile of canal (including the locks) has been dredged; work has started on the pound between locks 26 and 27.

The June issue also contains the report of a cruise on the Ashton Canal in May, by Michael MacFarlane. The difficulties that were encountered and the heroic efforts that overcame them were almost unbelievable. There were missing paddles and even missing lock gates and most lock gates were fouled by enormous quantities of rubbish.

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