

THE WINDLASS

No. 29 APRIL 1962



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CHAIRMANS NOTES

A DECEITFUL BILL

The Bill promoted by the Minister at present being considered in Committee is, there is little doubt, one of the most underhand documents ever to have been presented to Parliament. So cleverly worded that even the I.W.A.—hardly a gullible body so far as waterways legislation is concerned—hailed it as a reasoned and reasonable document; only careful scrutiny by a counsel well versed in these matters made its intention apparent.

By this one document, many of the rights which have existed upon our canals since they were built are to be abolished—rights which, in many cases, have been the only safeguard against the waterway's abandonment, Boat owners, whether pleasure or commercial, would appear to be deprived of certain long established rights at ports.

Those responsible for the Bill appear to have based it upon a fundamental misconception, namely, that waterways are similar, as commercial undertakings, to railways, and that therefore what is appropriate to the one form of transport is appropriate to the other. But waterways are highways, and unlike railways, there are other users than the proprietors of the 'track'. Therefore, it is wrong for the proprietors to be given unlimited powers to deprive others of their means of livelihood. If a railway closes, although the public is inconvenienced, it can be argued that the real loss is sustained by the railway authority itself and if it wishes to sustain such a loss, who can gainsay it? In the case of waterways, there are other users whose interests must be taken into account. When canals were first built, such interests were most carefully considered, indeed, some canal companies were not even permitted to act as carriers on their own waterway. Legislation to date has, more or less, safeguarded such rights; but the present Bill aims to remove them.

Considering some specific clauses, clause 14(e) permits the authority to dispose of its undertaking as it sees fit. No safeguards for waterways users are included. Clause 43 is equally obnoxious: no longer are the charges or conditions imposed upon waterways to be 'reasonable'; they are to be as the authority sees fit! If it sees fit to impose a toll charge of £10 per mile, there is nothing that can be done about it. And what about 'reasonable' conditions? There have been several attempts to deprive yachtsmen of their right to navigate certain canals on exceedingly dubious (and unreasonable) grounds: where such attempts have met with failure, the Commission has tried to further deter the intrepid by disclaiming responsibility for damage, death or any other eventualities occurring on the voyage. By the Act, such pretensions (at present absurd) would become legal. That this is directed against the waterways is all too clear: clause 43(5) specifically prohibits Railway

Contd. on page 10

COMING EVENTS

APRIL 8th. Woking Rally working party. Meet at Monument Bridge, Woking 10.30 a.m.,

APRIL 20th.-23rd. Woking Rally.

All members of the Branch will by now have received a copy of the Rally Programme, and will know the events and activities which will take place.

This is the first Branch Rally to be held, and much hard work has been done in organising it. It is now up to everyone to come and help make it a rousing success.

Volunteers are urgently required for the following. a) To help the Secretary to run the Information stand throughout the whole period; b) To run the Barbecue, on Easter Saturday; c) To help assistants in the refreshment marquee; d) To help run the Balloon Race and/or the Water Sports; members willing to assist with any of the above events please contact the Hon. Secretary; f) Volunteer Lock-keepers; The New Basingstoke Canal Co., Ltd., staff will man the first two locks of the Woodham Flight. The General Manager Mrs. J. Marshall has agreed that experienced I.W.A. members should man the remaining four under the supervision of one of the canal staff, probably the foreman Lock-keeper, George Savage. At each lock it is desirable that there should be one member with experience of operating tricky locks, and one assistant. The crew of boats passing through may also be needed to assist. There is nothing basically wrong with these locks, the essential thing lies in breasting up the gates correctly. Two lock-keepers have already volunteered, leaving two senior and four assistant lock-keepers still needed. They will be needed on the Friday, Saturday and Monday of the Rally. Further information will be available when details of when boats will be arriving at Woodham Junction become known. Will members willing to help please get in touch as soon as possible with Tim Dodwell who will be Lock Convoy Marshal. Address Dover House, Chertsey, Surrey.

Working Parties will now be held every Sunday until the Rally date, and more volunteers are needed. The weather has been most inclement up to now, but with the coming of April Spring is well on the way, and the toilers in the mud can hope for a little warmth in the sun. What is needed now is for members to turn out by the dozen and make a great effort for the last week-ends left before Easter. The meeting place is Monument Bridge, Woking, 10.30 a.m.

MAY 3rd. A.G.M. (see page 10).

MAY 20th. (Sunday) **RIVER MEDWAY TRIP**

This year's Medway trip has a new feature which it is hoped will appeal to members. The trip will run from Maidstone to Chatham. From Maidstone the boat will first run up to East Farleigh and then down to Allington Lock. There will be a short stop there for members to inspect the lock and sluices and to refresh themselves at the Malta Inn. Then on to Aylesford where we shall stop at The Friars, which it has been arranged for members to visit. The Friars is a medieval monastery to which the monks returned in 1949. The ancient and lovely monastic buildings line the river bank. We shall land at the Watergate, tour the buildings and then carry on downstream to Chatham. There have been several changes to this part of the river since we last visited it; notably the Medway Towns Motorway Bridge, one of the longest bridges in Europe. The trip will end at the Sun Pier, Chatham and tea is arranged at the Sun Hotel.

The trip will leave Old Palace Gardens, Maidstone at 11 a.m. and arrive at the Sun Pier, Chatham at approximately 4 p.m. Packed lunch to be brought and protection from the weather. Tickets, members 12/6, non-members 15/-, tea 3/-. Apply early to Mr. D. Salmon, Springhill Cottage, Yardley Park Road, Tonbridge, Kent. Medway trips are popular and space is limited.

There is a bus service from Chatham to Maidstone. Cars can be parked at Maidstone beside the bridge. Trains as follows: Victoria 9.15 arrive Maidstone 10.19. Rochester 4.42 (hourly) arrive Victoria 5.35.

JUNE 24th. Boat trip on the Grand Union, finishing at Tring and including a visit to British Waterways depot at Bulbourne. Full details in June issue.

AUGUST 13th.-16th. Ninth National Rally of Boats at Stourbridge, under the auspices of the Association and the Staffordshire & Worcestershire Canal Society.

TRANSPORT WANTED

Our member Mr. John Diffey would like to hear from members in the High Wycombe area who would be prepared to help transport members of the scouts and youth clubs to Lapworth for Stratford Canal Working parties. Anyone so willing should contact Mr. Diffey direct, at 54 Ashley Drive, Penn, High Wycombe, Bucks. Even if members don't want to work themselves they might be able to offer transport there, and spend the day sightseeing or visiting friends.

Around The Waterways

THE RIVER MEDWAY

For some years the River Medway Sub-Committee have been campaigning for a public mooring at Tonbridge, the head of navigation on the Medway. At present there is nowhere in the middle of the town where visiting boats can tie up.

This will now be changed, as the Branch are completing negotiations with the Kent River Board for the lease, at a nominal rent, of a piece of land with 130 feet river frontage at Medway Wharf Road, in the Centre of the town. Some work is necessary to make this land into a usable mooring and volunteers are required for a working party. The main job is the removal of a number of underwater posts, remains of an old wharf, along the bank. To enable this to be done we have arranged for the water level in this pound to be lowered on Saturday and Sunday 7th and 8th April. A number of good stalwart members are needed, suitably rigged in gum-boots and old clothes, on those days to get the job done. Other jobs include erection of fencing, mooring posts etc. If possible volunteers are asked to inform Mr. D. Salmon, address below, or 'phone 3751 that they will be coming. **YOUR HELP IS NEEDED.**

Once again the River Medway Sub-Committee have negotiated with the Kent Board a continuance of the Medway Lock Scheme to allow members of the I.W.A. to work the locks on the river themselves.

This year the period commences on 1st. April and ends in mid-October. The scheme is open to all members who wish to work the locks themselves whether in their own or hired boats, and is an enormous benefit. Without it advance notice of passage must be given when navigating between Yalding and Tonbridge. The charge covers the use of a handle and free use of all locks for the period concerned. Details are as follows:—

Full period, 1st April to October

Boats 20 ft. & over £5. 0. 0.

Boats under 20 ft. £4. 0. 0.

Period of 28 consecutive days (any length) £2. 0. 0.

Deposit on handle (returnable) £1.10. 0.

Applications to Mr. D.C.N. Salmon, Springhill Cottage, Yardley Park Road, Tonbridge, Kent.

In the last issue of the Windlass it was reported that new gates have been fitted to Eldrige's Lock. This should have read Porter's Lock.

DEREK SALMON

CHELMER & BLACKWATER NAVIGATION

The death occurred in January of William Siggers who until his retirement some years ago had been Canal Foreman on this waterway for many years.

I shall always remember Mr Siggers as one of the last of the real old Essex characters with that distinctive dialect, which, unfortunately, is disappearing today. He was always zealous in looking after the Navigation's interests. His father had been Canal Foreman before him and nothing pleased him more than to tell tales of the old days when the Chelmer and Blackwater was an important traffic artery and how it was worked.

He lived most of his life at Paper Mill Lock House. This lock was originally a stopping point, being half way between Chelmsford and Heybridge Basin, and nearby there was a bunkhouse recalling the days when nine barges — more than there now are on the entire canal — would moor there overnight. He was buried at Little Baddow Churchyard, in rural surroundings overlooking the wide Chelmer Valley.

J.E. MARRIAGE

RIVER STOUR

The Action Committee have now decided that the Cruise of small boats on the waterway should be held on Sunday September 9th. This, it is hoped, will start at Langham and end at Brantham Lock.

Details and entry forms will be obtainable from Mr. I. Cane, La Retraite, Colchester Road, Alresford, Near Colchester, Essex.

J.E. MARRIAGE

THAMES VALLEY COUNTRYSIDE

This is the title of a quarterly magazine (Letchworth Printers Ltd., 1/6) devoted to Bucks, Berks, Oxon. and the Thames Valley, the fourth issue of which is just out. There is plenty to interest the lover of waterways; the cover is of cottages on the Grand Union at Marsworth, and our member Peter Chaplin writes on the outboard story. The illustrations, which are of an outstandingly fine quality, include many shots of the Thames bridges. But what a pity the old mill at Aldermarston, on the Kennet, is printed in pale blue thus rendering its details indecipherable.

OUR CANAL POPULATION

From 'Chamber's Journal'. Saturday, 27th April, 1878.

As much interest has lately been aroused concerning the population habitually living in the English canal traffic boats, we offer the following particulars on the subject from the personal observation of a correspondent. His narrative is as follows:

After allowing one or two barges to pass, the occupants of which seemed to be surly ill-favoured folks, one at length came in sight which answered our purpose, and we shall begin with it.

A cleanly dressed woman looked up at us with a pleasant smile upon her face as we bade her 'good-day', her husband at the same time answering our salutation heartily. Whilst waiting for the lock to fill he came to our side and volunteered some sensible remarks on the great saving of water effected by the use of the side pound system, which led to a conversation between us, and eventually to an invitation to step on board and go with them as far as Brentford. Accordingly we stepped on board.

INSIDE THE CABIN

When at length we were under way, and the man had relieved his wife at the helm she invited us to inspect the interior of their cabin, apologising for its unfurnished state as compared with other cabins, on the ground that she did not habitually accompany her husband on his voyages, preferring to stay at home, when possible, to keep the house in order. With no little pride however, she pointed out the usual arrangement of cupboards, lockers, shelves, hooks, etc., by which the limited space of nine feet by six was made to contain the utensils and necessaries for the use of a whole family. We looked round sharply for the sleeping accommodation but failing to discover anything resembling a bedstead — other than the tops of the lockers placed round two sides of the cabin, and which we calculated could not accommodate more than three persons — were considerably puzzled to understand how such families as we had seen on the other boats, were disposed of at night. Unable to solve the puzzle ourselves, we suggested that surely, where there was a family of five or six children, they did not all sleep in the cabin.

"Indeed they do," replied our hostess. "And this is how they manage. The father and mother with the youngest baby sleep at the end there, with maybe

the next youngest at their feet; then a couple of children at this side; and another, or two under here"

"Under here" being the space beneath the father's bed, a very kennel, closed on all sides except a portion of the front corresponding to the width of the floor — about three feet. Expressing our surprise that any person could possibly sleep in so cramped a space, our informant continued: "Bless you that's nothing! When there's a butty, he sleeps as best he can on the floor."

A BUTTY

"And pray, what is a butty?" we inquired.

"Well you see, by rights there must be two able bodied people on board every boat, besides a lad or lass to take turn about at driving. Generally it's the man's wife. But sometimes it happens as she's sick or what not; and then they have to get a growing lad of sixteen or seventeen to butty with them for a voyage or two; and then of course he lives and sleeps on the boat along with the family. Not as you must runaway with the idea that we all of us live entirely in the boats, as a good many of us have as good homes on shore as you'd wish to put foot in. But on the other hand, there's as many more who don't sleep out of the boat once a year, and hardly know what the inside of a house is like.

"Do I mean to say that children are born inside these cabins? Indeed I do, sir. What is more, many's the child that's not only born on board but dies on board too; for as I told you, there's many that have no other home than the boat, and no friends but what are boatmen too. So what are they to do? with their husbands a - travelling all over the country; Birmingham one week, and Brentford here maybe the next."

"How do they get on when they're sick?"

"Well, you see, it's mostly a town that we tie up at, at night, and there's generally a doctor to be found, however late it may be; and they get medicine that way. What about education? Both my lads can read and write; but there's nine out of ten as you see on the boats can't tell 'A' from a bull's foot, and on that account the new Act is sure to do good. But my husband can tell you more about that than I can."

to be continued.

RAILWAYS FROM CANALS

by J.D. CRANFIELD

PART III THE KENSINGTON CANAL

This was another canal built very late, but in this case the main purpose was that of water supply. It cost some £40,000 and was opened on the 12th of August 1828. Navigation, however, was not precluded, as the canal was built to be capable of taking barges carrying up to 100 tons, and its section was 100 feet wide. This would allow for ease in passing moored craft. The company's income from wharfs, and tonnage carried, was estimated at £2,500 per annum. Bradshaw's Guide for 1832 shows the line as running between the Thames at Chelsea Creek and the Great Western Road, a distance of 2 miles, 4 furlongs. The canal ended at Warwick Road, or Kensington Basin, a site nearly half a mile south of the present Addison Road (or Olympia) Station, now occupied by the Warwick Road goods yard. The River Thames must have been very much cleaner at that time, for this was Kensington's source of water for several years.

In 1836 the canal was vested in the Birmingham, Bristol and Thames Junction Railway, which had been incorporated in the same year to build a line of railway from the London & Birmingham Railway near Willesden to the Kensington Canal basin at Warwick Road. In 1840 the name was changed to the West London Railway. An Act of 1845 authorized the leasing of the line to the Great Western and London & Birmingham Railways. This solved the financial difficulties in which the company had involved itself to get started. It is worth noting that experiments into the Atmospheric system were conducted on part of the line by Clegg and Samuda, but nothing permanent was built.

Developments of this sort had no adverse effect on the canal, in fact it formed quite an important link in London freight communication. However as more railways were built it became inevitable that through traffic would become more important, without transshipment. Hence in 1847 the G.W.R. wanted to extend the line to Vauxhall over the river and even obtained an Act for the purpose, but this project fell through in the general collapse of 1848-9. The W.L.R. working was then left entirely in the hands of the London & North Western Railway, the L. & B.'s successor. This company used the line for a considerable coal traffic to Shepherd's Bush and Warwick Road basin.

The extension project was revived later and in 1859 the West London Extension Railway was incorporated to complete the scheme. The G.W.R. and L.N.W.R. each subscribed one third of the capital, and the L.S.W.R. and L.B. & S.C.R. one sixth each. Total capital was £300,000. The line

was to use part of the bed of the Kensington Canal from Warwick Road as far as King's Road, Chelsea, where the line climbs up onto an embankment in order to cross the Thames to Clapham Junction. The W.L.R. had been laid as mixed gauge and the new railway was also so laid at G.W.R. expense, through to Victoria Station, and a passenger service was run to and from various parts of the G.W.R. The Victorians, being realists, came to the conclusion that a much needed cross-London railway link was of more importance than a canal that led nowhere and only served a very local need. However the most important part of the navigation was left untouched. This is partly Chelsea Creek and partly canal. It serves a gas works and several wharfs, and Lots Road power station is situated on the banks. Fairly large shipping can enter but only Thames lighters can get into the basin of the gas works which is entered through 18" lock gates. The canal is tidal throughout and at low tide the upper end is dry. No locks appear to have existed on the closed northern portion and it is open to speculation as to how a large volume of traffic was conducted as far as Warwick Road. Even more obscure is how water supplies were regularly taken out for Kensington.

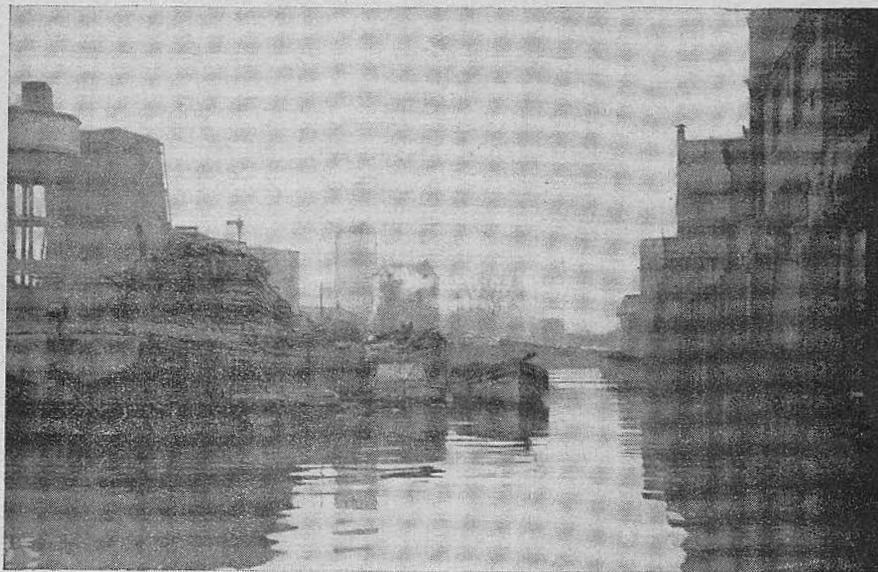
The new line was opened in 1863 and from then until 1948 remained under joint ownership. Freight was the line's mainstay in the beginning but later a very comprehensive passenger service was built up with many different railway companies operating trains on a host of cross-London and circular services. These have now all gone, and only London Transport operate a service today, from Earls Court to Olympia. This lack of passenger services is a pity, for here would be one of the answers to London's dreadful traffic problem. North to South traffic is very great and very difficult; one has only to travel from Shepherd's Bush to Clapham Junction to get the general idea. The W.L.R. was electrified through to Earls Court by the L.N.W.R., but no extensions were ever built, and in 1941 the service was withdrawn, and the conductor rails removed after the war. Although suggestions have been made from time to time to restore passenger services, B.R. has always countered that the volume of freight and through passenger trains is such that the line is fully occupied. This is obviously not strictly true. The line at one time carried a far greater volume of traffic and with modern traffic control methods it could be worked to several times its present capacity.

As for the remnants of the canal, here again more traffic could certainly be handled, although the industrial side seems to be pretty well filled. The sec-

tion between Cart Lane Bridge and Stanley Bridge, King's Road is due to be filled in to shore up the railway embankment which is slipping. Whether this stretch could have been turned into pleasure boat moorings is in doubt. Although centrally placed, the canal is surrounded by a gas works, a power station, and numerous small factories. The noise level in neighbouring Lots Road is pretty high and

although some stalwarts could stand this, it probably would not be for long. Unhappily no opportunity of trying this out is forthcoming and this canal can truly be said to have died.

(For a good general history of the W.L.R. and W.L.E.R. see *Trains Illustrated* Vol. V, 1952, pages 324 (Sept), 385 (Oct), and 395 (Nov). For recent developments see *I.W.A. Bulletin* 59, July 1959, p.44.)



The Kensington Canal in 1959

Block by courtesy of The Bulletin

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THE THAMES AND MEDWAY CANAL

by *Derek Salmon*

The description by Mr. Marriage in the October issue of *The Windlass* of his visit to the Gravesend basin of this canal reminded me that it was several years since I last saw it. It appeared from his account that there must have been some changes, so one sunny Saturday afternoon at the beginning of October we piled into the car, put the folding dinghy in the boot and set off for Gravesend.

Canal spotting aside, a visit to the Promenade at Gravesend is always interesting, particularly around high water, as there is usually plenty of shipping to be seen. We were lucky — the tide was nearly up when we arrived, and we spent the first half hour watching the ships.

Turning our backs on the river, the first thing that was apparent was the mud at the western end of the basin, and the number of yachts moored in the remaining water at the other end. This was odd as when I had last been there there had been plenty of water everywhere. We then made our way to the swing bridge over the entrance lock and the reason for the shortage became apparent. This lock was no longer a lock. One bottom gate had been removed and the wall on that side set back to widen the entrance. Thus the top gates are now tidal doors, and owing to leakage the water level in the basin gradually drops between one high tide and the next. While we were standing there the river made a level with the basin, and the lock keeper (complete in British Railways cap) swung the bridge and opened the gates to let a fishing boat in and three yachts out. There are more boats in the basin now than when I saw it last, and it seems to be much used by yachtsmen.

By now we were feeling peckish, so we ate our tea while watching the water cover the mud. When completely covered the basin looked quite different — its seedy, semi-derelict air vanished. After tea we took the dinghy around past the canal lock which leads from the basin into the canal proper. This lock is unusable; not only is there a bridge and pipe across the chamber, but the top gates are useless. The water in the canal was about eighteen inches below its proper level, but as there still looked to be plenty of water in the middle we made up and launched the dinghy. Then Charles and I embarked and my wife and Harry went off in the car to meet us by the bridge at Denton Halt.

From the lock the canal runs dead straight for about half a mile to the first bridge at Denton. Although the water was low, there was still about three feet under us in the centre of the canal. Passing the usual odd pram, bicycle and bedstead sticking up out of the mud along the sides of the canal, we had a very pleasant row and wondered how long ago it was that a boat had last navigated these long abandoned waters.

Arriving at Denton Halt we found that the bridge is not a bridge any more but is now an embankment. Beyond the road the water level was even lower and we should have had difficulty in rowing on it even in the small dinghy. We therefore folded it up and set-off in the car to the next road that leads down to the canal at Shorne Landing.

For some years the canal has been completely filled in for a few hundred yards westwards from Shorne Landing. Now the bed is being filled in on the other side of the road with waste material from the Oralite works close by. Beyond that the bed can scarcely be seen, rushes and undergrowth obscures any water that may remain.

It was then time to set off for home, so we made our way to Higham. Here the canal can still be seen, though solid with rushes. The railway now gradually encroaches into the canal as they enter the cutting that forms the approach to the tunnel, until just before Higham Station the canal disappears altogether. Beyond the station the railway disappears into the famous tunnel. An interesting cast iron bridge spans the cutting by the station; presumably it was erected by the canal company.

From close inspection of this canal it would seem that the length from Gravesend Basin to Denton Halt would have a future. The banks are good, the water is clean, and if the lock from the basin was working it would make an ideal mooring for pleasure craft. Water would have to be pumped back into the canal to maintain the level as it apparently has no supply of its own, but this should not present much of a problem. As I believe there is a great shortage of moorings near London, perhaps this canal, unfortunate in life, can still play a useful role in death. It needs some enterprising person to take an interest in it.

Board from imposing conditions which exclude them from accident and death liability; no such restrictions are placed on the waterways authority. Similarly, the charges of all the Transport Boards established by the Act are to be subject to review; with the exception of those of the **waterways** authority.

Clause 53 gives independent waterway undertakings the same powers as nationalised ones; although most such authorities will use their powers fairly and wisely, recent experience indicates that misuse might occur.

Are you a riparian owner of canalside property? Your right to keep, toll free, a pleasure craft is axed by clause 52. Clause 62 permits water to be abstracted from the waterways regardless of any alteration in navigational depth that such abstraction causes.

When the Transport Commission took over non-railway owned canals, they were assumed to inherit the duties of those companies so far as maintenance is concerned. The B.T.C. has unsuccessfully attempted to deny this in the past: clause 61 will give such denials legality. Clause 63, which suspends the statutory status of canals for a period of five years has been discussed elsewhere in detail; suffice it to say that the clause enables closure of practically any waterway to be effected most expeditiously.

There can be little doubt that the possible misapplication (from our point of view) of these clauses cannot have escaped those who drafted the Bill: one must respect the legal mind which has inserted, so unobtrusively, these highly charged ambiguities. Would that such powers had been devoted to making the waterways alive; proably, by now, we would have been clamouring for a by-pass waterway to relieve congestion on the Grand Union. From what is happening on the Continental waterways, such a suggestion is not fantastic.

What can we do about these attempts to infringe our rights? The solution seems to be to protest — but with what effect? The Minister has shown clearly his opinion of the Reading meeting; he will not be influenced by Public Protest meetings! Surely he cannot be unaware that, if there is any substantial group which concurs with **his** policy, they are at equal liberty to attend such meetings, and the unanimity with which **our** proposals are greeted indicates that we represent the greater part of public opinion.

Seen in this light, the large financial provisions made in the Bill acquire a new meaning. We often contend that closure and abandonment is a costly business; if the new Authority is given the wrong direction, those very large sums could be most useful.

NOTICES

ANNUAL GENERAL MEETING. Thursday 3rd. May 1962., At London Bridge House, 7p.m. for 7.30. p.m. notice is hereby given, that the sixth Annual General Meeting, of the London & Home Counties Branch, will be convened on the 3rd. May 1962. The next Committee to consist of 12 members, plus 3 to 4 ex. officio members. Mr. Brian Ambrose, Dr. Ray Glaister, Mr. Derek Salmon are due to retire, and Mr. Roy Mack is to retire from the position of Secretary. Messrs. Glaister and Salmon offer themselves for re-election to the Committee. Mr. David Cooper, and Mr. David Harman also offer themselves to be elected to the Committee, as they were co-opted during the past year. Three places are left to fill, and Members wishing to nominate themselves should put a notice in writing to the Secretary, this to be duly seconded. After the Meeting, films & slides will be shown by Mr. R. Chapman & Mr. G. Hart. If any Member has a motion that he would like to put to the Meeting, he should send it in writing to the Hon. Sec. Refreshments will be available.

The following are available from the Secretary. Souvenir programmes of the Noakesoscope display, 6d. each, postage extra. Some back numbers of The Windlass, price 1/- postage extra. Binding cases for The Windlass, price 8/- postage 1/3.

Small advertisement rates are 3d. per word, minimum 3/-, box number 1/- extra. Address replies to the box number c/o the Editor, address on page 3. Please mention The Windlass when replying to all advertisements.

Will any members having difficulties over the Sunday closure of locks on the Regent's Canal please write to Mr. O. Turner, 57, Fitzroy Road, N.W.1. with details, and not to the Editor as previously stated.

Mr. Geoffrey Hart's film of the Aylesbury Rally may be hired, and he is willing to show it, provided reasonable notice is given as to when it is required. Please contact the Secretary.

Reports on the last two Winter Meetings are held over for the next issue.

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. Please note that this amount should be paid to the head office.

RIXON, Donald Louis, Moat House, Champion Hill, S.E.5.

GRAHAM, Miss Dorothy, West View, Stonards Brow, Shamley Green, Guildford, Surrey,

BECK, Mrs. Ruth, 50 Clarence Road, St. Albans, Herts
DUNKERLEY, Miss Joan, 2 Sandelswood End, Beaconsfield, Bucks.

FREE, Roderic John, Roundhill Cottage, Cold Ash, Newbury, Berks.

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HARLEY, Harold James, 10 Fulmer Drive
Gerrards Cross.

THOMPSON, Martin Edward, 15 Dirdene
Gardens, Epsom, Surrey.

HART, Jonathan, 48 Lemsford Road, St. Albans,
Herts.

LEE, Robert Nicolas, 27 Oatlands Close, Weybridge
Surrey.

LONDON, Miss Tracey, 68 Madrid Road, Barnes,
S.W.13.

REECE, Frederick David, Beechcroft, Crowthorne
Road, Bracknell, Berks.

RICHINGS, Reginald, c/o 95 High Street, Thames
Ditton, Surrey.

WALTERS, Miss June, 97 Pepys Road, New Cross
Gate, S.E.14.

PRESRON, Dr, Arthur, 12 St. Floras Road,
Littlehampton, Sussex.

THOMAS, David Alfred, 2 Glebe Close, Lancing
Sussex.

TYRELL, Master A. 6 Limes Grove, Lewisham
S.E.13.

TRENGROVE, David, 26 Windmill Close,
Goldington, Bedford.

VERLANDER, David Victor, 147 Alicia Gardens,
Kenton, Harrow, Middx.

WESTWOOD, Miss Beatrice A. 2 Alexandra
Avenue, N.22.

WHITE, Alfred Douglas, 42 Vincent Road, Luton,
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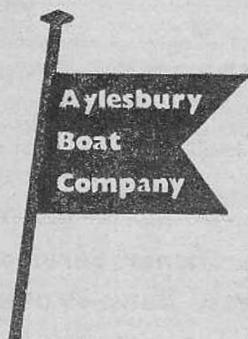
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