

# THE WINDLASS

No. 3 JUNE 1962



*photo by David Cooper)*

Easter Sunday at Woking

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## CHAIRMAN'S REPORT — 1961/1962

### General Association Matters

This year has seen the publication of the Minister's Transport Bill. Initially heralded as a triumph for the Association, close scrutiny has revealed that its powers, if misapplied, can result in the total extinction of our system of Inland waterways. That such powers may be misused is all too obvious and much of the Association's time this year has been spent in attempting to have them altered. Nonsensical remarks have been made about the Bill implementing many of the Bowes Committee's findings, and Members should disbelieve these statements. There is much still to fight for: a waterways conservancy which is so constituted as to increase water ways traffic and to ensure that any monies that are made available are devoted to improving the waterways, not disposing of them.

The second Bill is that of the British Transport Commission — an unusually unpleasant document this year, containing, as it does, proposals to abandon a dozen stretches of waterway, four of which were recommended for retention as navigations by the Redevelopment Committee. Attempts to have these four stretches deleted from the Bill have failed, and a notable failure must be that of Mr. Wells' Instuction

which was withdrawn by him at a time when hundreds of Members may have written to their M.P.s urging them to support it. When the Bill was debated in the early hours of the morning there was an unusually high attendance for a Parliamentary debate at such a time, and there is little doubt that that attendance has resulted from our Members — many of them in this area — writing to their Parliamentary representatives urging their attendance. It seems more likely that had Mr. Wells pressed on with his Instruction it would have been passed on to the Standing Committee. However, there is still a possibility that these four stretches may be saved when the Bill is debated in the Lords.

During the year British Waterways presented their Boat Show at Little Vencie an affair enlivened by the intrusion of highly unsuitable speed boats into the display. My letter commenting on this unsatisfactory display appeared in The Times and was replied to by Mr. Ives. During this year several articles have appeared, both in newspapers and in magazines, drawing attention to the Association and what it stands for, which have been written by Members of the Branch Committee, and this activity we hope will increase in the coming year.

### Branch Matters

It has been a most successful year in that Branch activities, which have been well supported, have both given pleasure to Members and furthered the aims and objects of the Association.

The Branch is somewhat isolated from the waterways of the country which have been actively concerning the Association in its campaigning and therefore, of necessity, its activities have been largely

confined to publicising the work of the Association both by general activities and the holding of meetings of a social nature which can be publicised. However, this year has seen the revival of working parties organised within the Branch area, a step which has made the fulfilment of the aims and objects of the Association more complete.

(cont. on p. 9)

# **THE WOKING RALLY**

"A great success" ran the headline in one newspaper — true words, indeed, for the inhabitants of Woking were treated to an aquatic spectacle such as they had never dreamed of on their canal. About 30 boats, including four narrow boats, a wide boat and several large cabin cruisers, attended — more boats than have been seen together on the Woking Pound for many years.

Craft started arriving on Good Friday, the first lock convey being formed of five boats. Locking-through continued throughout Friday and Saturday morning. Unfortunately not all the craft had assembled by the time Councillor Leam, Chairman of Woking U.D.C., arrived to perform the opening ceremony but by the following day — Public View Day — all craft were in position, save for two which encountered obstructions before they got into the canal and were thereby incapacitated, and three craft which arrived some hours after the last stipulated time for the locks to be opened and which, regrettably, could not therefore be admitted. Councillor Leam arrived by boat, having been met at Sheerwater top lock by Mr. Edgar Pallant in his craft Halkion and Mr. Carter in Wagtail. On arrival at Monument Bridge he was piped ashore by the local sea cadets, was welcomed by the Branch Chairman and inspected a small Guard of Honour formed from the local cadet forces. After inspecting the smart array Councillor Leam and the rest of his party, which included Mrs. Leam, Mr. Braithwaite (Deputy Clerk to the Council) and Mrs. Braithwaite, were conducted to an eminence from which the opening ceremony was performed. Waiting there to assist in the opening ceremony were Mrs. Marshall, General Manager of the New Basingstoke Canal Company and Captain Munk, our Associations' Chairman.

## **Praise for Our Labour**

In his opening speech Councillor Leam drew attention to the splendid work of the Association in removing the vast quantities of rubbish which had been surreptitiously deposited in the canal over a number of years by local residents. He urged all who wished to see the canal become the amenity it could and should be to treat it with respect and do all they could to assist in preserving its appearance. He reminisced about the extent to which the canal was used and hoped that those days would return. Speaking on behalf of the Association Captain Munk commended the Branch for its zeal in initiating the Rally and thanked Mrs. Marshall for affording

facilities for it. He spoke of the need to assist in every way possible in ensuring that canals retain a place in our national transport network and urged all those present to help the Association in its campaign. Mrs. Marshall, on behalf of the New Basingstoke Canal Company, spoke of her desire to see the canal fully utilised both for commerce and pleasure. She thanked the Association for having helped in maintenance work, pointing out that her Company would do everything it could to see that the canal was used, but that the best way of ensuring that it remained navigable was for people to cease looking upon it as a rubbish dump. She looked forward to the day when commercial traffic would return to the canal and hoped that many people would use it for pleasure boating. The Branch Chairman closed by telling the assembly something of the activities of the London and Home Counties Branch and thanking Mrs. Marshall for having so generously co-operated in the Rally venture.

## **Rain, Sun and People**

After the opening ceremony the whole party, which included Lady Redgrave, were entertained to tea on board Stirling Castle, returning, after a voyage of inspection of the craft, to Sheerwater; once more by boat. Throughout the proceedings, which were watched by a crowd of some 400 or 500 people, there had been a light drizzle; almost immediately after the opening ceremony this turned into a downpour and, apart from the valiant participants, the site was deserted. The barbecue for Rally entrants, attended by some 70 persons, was accordingly held on board Arcturus, which Mr. Nicoll kindly made available, cooking being carried out on Mr. Pat Saunders' boat Firebrand, and we should like to extend our thanks to these gentlemen for making the occasion a complete success in spite of the inclement weather.

On Easter Sunday, the main day of the event, the weather was perfect — an almost cloudless blue sky throughout the entire day. The Rally Cruise in the morning, entered by most of the shallow-draft craft, though far from being a neat, orderly line was watched by many and enjoyed by all. In the afternoon the attendance was simply staggering; at one time it was estimated that some 4,000 people were on the wharf watching the boats and the various displays that the local cadets had arranged. Balloons soared merrily skywards; everything edible and drinkable was sold from the refreshment tent; Association literature was bought by the poundsworth. The whole scene, alive with bunting and boats, was one which will long be remembered by all who participated. A big disappointment was the inability of Arcturus to give trips as planned. Her draft, somewhat greater than had been anticipated, made her

(contd. on p. 10)

## COMING EVENTS. . .

### RECENT ACTIVITIES

**JUNE 23rd, (SATURDAY) GRAND UNION CANAL TRIP** The whole trip will be about 20 miles from Hunton Bridge, near Watford, to Bulls Bridge, junction with the Paddington Arm. For the convenience of members, it has been divided into four parts, with alternative joining points.

We will leave Hunton Bridge Lock, No. 73, near where the A.41 crosses the Canal, at 9.30 sharp. An LTE bus, No. 322 to Hemel Hempstead, leaves Watford Junction at 9.12; last trains to connect with this area: B.R. from Euston—dep. 8.18, arrive 9.03

Bakerloo line, from Baker Street—dep. 8.05, arrive 8.53. There is also a Green Line coach, no. 708 to Hemel Hempstead, Marble Arch dep. 8.19; book to Langleybury Church, arrive 9.20.

The first part of the trip is through the attractive Cassiobury Park, arriving at Batchworth Lock, Rickmansworth at about 11.45; liquid refreshments will be available on board. For the second leg of the trip, we will pass through the side lock at Batchworth into the River Chess, up which we hope to navigate for about  $\frac{1}{2}$  mile, passing a second (but disused) lock and the old Rickmansworth town basin. We return to the main line about 12.45 for lunch; members should bring packed lunches, there are also inns nearby. For those joining at Rickmansworth, there there are ample LTE buses and trains.

We then leave Batchworth Lock at 1.30 sharp for the third leg of the trip, past Harefield and Denham to to Uxbridge. After leaving Cowley Lock tea will be served on board. We arrive at Bulls Bridge about 5.0, where British Waterways have arranged for us to pay a short visit to the Depot. We expect to disperse about 6.0.

Apply early to Oliver Turner, 57 Fitzroy Road, N.W.1. Tickets, members 12/6d, non-members 15/-, children 7/6d, Teas 2/6d. Please indicate whether you are joining at Hunton Bridge or Rickmansworth, before or after River Chess trip.

**JULY**, see insert

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

**SEPTEMBER**, River Cam trip.

### The Annual General Meeting

This was held at the Bridge House Restaurant on May 3rd. and our Branch Chairman's Report is published in full in this issue. Mr. Robert Aickman spoke at on the general waterway situation, painting a picture that was gloomy indeed, and our Treasurer presented the financial report.

Major M.G. Stephen and Mrs. G. Spratt were elected to the committee, Dr. Ray Glaister and Mr. Brian Ambrose were re-elected, Mr. David Cooper who was co-opted during the previous year, was elected, as was Mr. David Harman as Branch Secretary, to which post he had been co-opted during the year. An appreciation of the work done by Mr. Roy Mack was warmly applauded. Mr. Mack had retired during the year as Secretary, and did not stand for re-election to the Committee. Mr. Mack will be greatly missed by all.

Two motions were proposed and voted upon. The first, that the Branch should ask the Council of the I.W.A. for permission to extend the Branch area to include Sussex and Hampshire was amended to apply only until a separate Branch for the south-coast be set up, but was defeated. The second motion proposing that the editor of The Windlass should be appointed annually was amended, the words 'by the Committee' being added, and passed.

The meeting concluded with a film show, with some excellent slides shown by Mr. Chapman, of the Woking Rally, and Mr. Geoffrey Hart's film of the Rally, and the working parties which had helped to make it possible. Mr. Hart also showed film of a circular tour up the Grand Union and down the Oxford Canal. Both these served to enhance Mr. Hart's already shining reputation.

### The Noakesoscope Display

Many of us must have wondered, as we made our way to the Lyric Opera House one wet Sunday evening in March, exactly what was the Noakesoscope? Our queries were partially answered on arrival, for an excellently produced programme (some copies still available price 9d. from the Branch Secretary) gave us, and the Friends of the National Film Archives, with whom we were sharing the evening's entertainment, a history of the Noakesoscope, and a brief synopsis of the scenes we were to see.

The Noakesoscope dominated the dress circle centre gangway. Over eight feet high, this unique machine was the same one used by its inventor, the late D.W. Noakes, when he gave a series of lectures in the 1890's, including several at the Royal Albert Hall. In some ways the Noakesoscope can be considered as the forerunner of the modern cinematograph, since by means of its four projection lenses set vertically one above the other, an illusion of movement can be obtained by superimposing slides. This feature gives it its unique appeal, as the audience was to find out during the evening.

The slides we saw, expertly projected by the present owner, Mr. Harold, and his son, were entitled "England Bisected by a Steam Launch". This rather alarming title was in reality a trip on canals and rivers undertaken by Mr. Noakes in 1890, by (cont. on p.8)

# OUR CANAL POPULATION

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

part 2

"None such easy work after all — is it, sir?" inquired the husband, as after passing through several locks all within a few score paces of each other at every one of which he had been very hard at work opening and closing sluices, he stepped on board the barge and took the helm from his wife. "There is them as thinks we bargees have nought to do all day except lean our arms on the tiller, smoke our pipes, and chaff anybody we come across. But you can see for yourself, sir, as we have all our work at times." We requested him to enlighten us on several matters connected with his particular class, which he willingly did.

## WAGES AND HORSES

"About our earnings? Well, I suppose we can't grumble as times go. Take it all the year round, one week with another, I and the lads earn perhaps a couple of pounds a week. We get paid mostly by the voyage so much a ton from one place to another; and if we could only get loaded as soon as we emptied, we shouldn't make a bad thing of it; but the worst of it is the waiting about for a load when one voyage is finished before we can start on another.

The boats the master finds; but the horse is my own; and out of what I make I have to feed him, which must be on the best corn and hay that can be got for money. Look at that corn sir! Better you won't find in any gentleman's stable. Of course we don't walk the whole day through, along-side the horse; but we take it turn about, five or six miles at a spell; though sometimes when we are working quick voyages, night and day that is—owners finding relays of horses — we have regular hours to drive, like watches on board ship; but there ain't much of that kind of work now.

"Do I think that railways will do away with canals in time? No, sir I don't. Because, you see, there's lots of goods that don't well bear the packing and unpacking as is necessary for railway travelling, as can be put straight on a barge and never be shake even, till they are unloaded just at the very place where they are wanted. And lots of other goods there are that we can carry cheaper than the railway, where a day or two more on the road don't matter. Besides which, there's plenty of brickfields, collieries, iron-works and such like just on the canal banks and some distance from railroads, that will always use barges to save the expense of carting; so that I don't think canals will go out of fashion yet awhile. And that's why I'm glad to hear as they're passing an Act to do something for the poor children. You see it's just this way, sir: our people as a rule don't

know how to read and write themselves, most of them having been on the boats since they could remember, and therefore they don't see why they shouldn't have the advantage of their children's assistance in working the barge, the same as their father's had.

## OLD AGE

"What becomes of us when we get old? Well, most of us stick to the barges as long as we can; and when we are obliged to give up; If we haven't put by enough to keep us comfortable, which I'm sorry to say there ain't many of us do, there's generally a lock to be got or a job of some sort at the docks; all depending on the sort of character we've kept. "Well, here we are, sir at our journey's end for this time," he added, as the boat slowly floated into a small open basin, there to remain for the night. The boatman's wife, being already shawled and armed with a capacious basket, stepped on shore as soon as the boat came near enough; and with a cheerful "goodnight" to us, went away to do her marketing before the shops should close.

Tying up the boat, my bargee friend sent the boys with the horse to its stable, and proceeded to gather together and stow away in their respective lockers the odds and ends that had been in use during the day.

An unclouded moon was shining upon the calm water of the canal and upon the gaudily painted cabins of some twelve or thirteen barges, which lay motionless in the basin, displaying no other sign of human habitation than the thin columns of smoke which issued from their stove pipes. We bade our friend "goodnight", and started on our homeward walk, well satisfied with the experience we had gained while spending an hour or two with some of our 'canal population'.

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# A SUGGESTION FOR HOLIDAY TIME

## THE BUDE CANAL

by HUGH COMPTON

Some of us who read articles about people's holidays on canals, find ourselves envying the more fortunate ones who can spend their time on a cabin cruiser, whereas we have to be at the seaside so that our children can bathe and play on the beach and we just laze in a deck chair. In their spare moments the family may go for walks and trips into the surrounding country-side. For those of us who are in this category I would strongly suggest a stay at Bude, North Cornwall, where the sands are extensive, the sea is the best in the country for surf-bathing and what is more important; there is a CANAL!

The Canal, owned by the Bude U.D.C. is an interesting one, since it begins as a small ship canal where the River Strat flows into the sea, thence to a wide canal and finally to a tub boat canal.

If one is standing on the breakwater by the childrens paddling pool at low tide, the walls of the sea lock (116' x 29'6" x 9'6") look like the battlements of an ancient castle, not to be confused with the Bude Urban District Council's Offices which are in a Victorian castle. This lock is in perfect working order, but can only be entered between 2 hours before and one hour after high tide. Beside the lock there is a small bridge over the river Strat, which is covered at high tide; on this bridge can be seen the remains of the horsedrawn tramway, which up to 1942 conveyed sand from the beach to the Quay for loading, formerly into canal boats and latterly into railway wagons. The sand is used as a fertilizer and is not conveyed by road.

The towing path from the sea lock is macadamized and incidentally is in the same condition right up to Helebridge. A minute walk brings you to the Quay, where until 1946 the Traly of 150 tons, a two masted schooner conveying coal regularly used to visit it. The view across the canal is a pleasant one, a wide grass verge, a low stone wall, Breakwater Road, gaily coloured houses and above them Efford Down. Bude Harbour Branch of British Railways Southern Region comes alongside the Quay and is still used, but not alas for waterbourne traffic such as coal which was formerly conveyed to this Brickworks at Bridgerule.

The swing bridge which divides the upper and lower quays has not been open to shipping for many years and only recently the Council have added a fixed footbridge to it. By the bridge stands the Falcon Hotel from whose forecourt up to about 1910 a coach and four used to leave for Bideford at 9.00 a.m. daily.

Opposite the towing path on the far side of the bridge is the disused lifeboat station. The lifeboat was removed from Bude in 1933 as it could only be launched when the tide was sufficiently high enough to float it out of the sea lock. Over the towing path

fence are horses belonging to the Falcon Riding Stables. A few buildings still remain to be seen on the upper Quay as well as a picturesque cottage all on its own at the far end.

You are now in the country with fields on either side, the towing path is well maintained and seats provided at frequent intervals. The Canal is now a wide one only disturbed by skiffs, rowing boats and other small craft which may be hired at the lower Quay for a trip up the Canal to the Lock a mile away.

If you are observant you will see the one mile post erected by the Canal Company, and shortly afterwards a gate is reached which opens out into the bye road from Bude to Upton. Cross the Canal by Rodd's Bridge and you will see the lock (63'x14' 7"x4'6") which bears the same name and now marks the limit of navigation. Before the war teas could be had in a cottage near the lock, which made the trip up the canal the more enjoyable, but all traces of the cottage, except the orchard, are now gone.

The gates on the lock have gone, the top pair being replaced by a concrete wall. The side paddles are still there and are used to regulate the water in the pound above, a bridge being provided across the lock. The Canal now assumes a closed air, weeds and silt abound, but the towing path is the same as before being smooth enough for a baby in a pram or a child in a push-chair.

A  $\frac{1}{4}$  mile on the next lock is reached, which is identical to the previous one, a little further on one meets a small bridge used by a farmer. Cross this and view the wier from the field over which it first tumbles from the Canal above, the wier being repaired by the river Board three years ago. Continue on the towing path and pass over the River Bude, skirt the Railway Arches where the Strat and Canal converge and immediately afterwards one comes upon the Stratton — Boscastle Road (A39), cross this and the canal by Helebridge, and view the silted up Marhamchurch Basin.

Here traffic was transhipped from the barges to the Tub Boats (20' x 5'6") which only conveyed 5 tons and were lifted up the incline planes, one of which is situated at the other end of the Basin. Beside the Basin stands a fine residence which was once the Canal Company's Offices and on the other side of the Basin can be seen the remains of a warehouse.

The towing path here is much like that of any other canal, but if you care to walk along it and up the inclined plane you will find the Tub Boat Canal probably waterless, you will be forgiven if you think it is only a ditch. A little way on the towing path meets a road which leads up into Marhamchurch a quite village with a large square and a good bus service to Bude two miles away.

## OIL PAINT — and Water ?

by Nick Aston

Painting landscapes outdoors has made friends and provided me with all sorts of humorous adventures. Once, I was working alongside a canal at Little Venice. There were rows of garden-walls backing onto the tow-path and a man had climbed up to sit on one of them and watch me paint. We were soon in a friendly conversation.

It was a hot day, and after a couple of hours I had a thirst. Knowing there was a cafe not far away I asked my new friend to keep an eye on my easel while I went there. He agreed readily to do this, and let me go through his house to the street. This he explained, would save me a long walk to get round the houses from the tow-path.

I had a cup of tea at the cafe and walked back along the street. It was only then I realised I hadn't bothered to look at the house number. And every house in the row was the same as all the others!

On such a fine day, every front door was open wide and I could see right through the passages to tiny backyards beyond. Presently I saw a man sitting on his backyard wall and decided this was my friend. So I walked through the opened door, calling out; "Hello. I'm back!"

But there was nothing friendly about the man who sprang at me from the wall! This man was red-faced and blustering. Obviously he'd taken full advantage of the midday session at the local.

Before I had time to offer any explanation, a blow had sent me spinning. Further attempts at getting a hearing were drowned by his bellow;

"I'll show ye! Breaking into me house!"

His shouts aroused the rest of the family and in a moment I was being mobbed by the children. While their mother tried to reason with her husband, Grandma shrilled from the stairs;

"Burglars!! Police!!"

At that moment my friend popped his head over the wall.

"What's up? He's not a flippin' burglar. He's a flippin' ARTIST."

His description of me brought long OOH's from the children and even the red-faced man stopped bellowing while he thought it over.

Soon I was back at my easel. The man who'd kept his eye on my gear apologised for his neighbour who liked his drink. And his wife kindly brought me out — a cup of tea!

That, as you might say, was where I came in.

contd. from p.5

way of Greenwich, Brentford, Berkhamstead, Braunston, Kingswood, Birmingham, Worcester, Gloucester, Bristol, Bath, Devizes, Newbury, Reading, and so back to Greenwich.

The slides, many of which were hand coloured in the most delicate manner, and the model commen-

tary by our Founder Mr. Robert Aickman (brief and accurate with an occasional witty digression) transported the whole audience back to an age before the motor car, when railway and canal were the only means of transport for commerce. The canal scenes were of great interest, so like today, and yet so different. It is difficult to imagine the Grand Junction with narrow locks on the main line, but here was the Lizzie being worked through them by her crew. Conditions on the Kennet and Avon were difficult even then; heavy weed being encountered which resulted in the crew having to bow haul. The illusion of movement was demonstrated very dramatically when we saw the fire which swept through Warwick Castle in 1871.

The evening concluded with the showing of the first moving slide ever made — an old gentleman smoking his pipe, reputed to have been shown to Queen Victoria in 1851, and a finely coloured set entitled 'The Grange'. This showed a country house in daylight and dusk, followed by the lighting of lamps, drawing of curtains and a snowfall in the night which resulted in a truly fairy-like scene the next morning. We were transfixed; this had been a wonderful evenings entertainment for the audience of over 350 people. When is the next showing?

Our very sincere thanks must go to Mr. J. Baxter Somerville for allowing us to use the Lyric Opera House; Mr. Harold and his son for their able projection; our Founder for his excellent commentary; and Messrs. Kodak Ltd. for the loan of the screen.

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(contd. from p. 3)

Several trips have been arranged for Branch Members, again being organised in such a way that Members have an opportunity to see waterways outside their own vicinity. In April 1961 a fine trip on the Medway was organised, being from the head of the navigation in Tonbridge to Maidstone. In July there was a trip on the Slough Arm, the boat (a British Waterways craft) failing to reach Slough because of the poor state of the canal. A trip on the River Lea from Ponders End to Hartford on 30th September was followed by a round trip on the Regent's, Hartford Union, Limehouse Cut, River Lea and Thames. For this trip some 120 applications were received for the 60 places, and Members should take note from this that they must book seats on all trips at an early stage in order that adequate accommodation can be arranged.

In August was held the Aylesbury Rally, in organising which several Branch Members participated. It resulted in a great deal of attention being drawn to the Association and its aims, and could rank as one of the most successful National Rallies from that point of view.

The winter meetings have been of an unusually varied nature, commencing with a talk by Captain Munk of his cruise through the northern canals. In January a meeting was held at A.E.I. House, at which films and slides of the Aylesbury Rally were shown. The proceedings were embellished by an exhibition of canal prints and literature kindly made available and arranged by Sir Arthur Elton, Chief Publicity Officer of A.E.I. The meeting was very well attended and a member of the Redevelopment Committee was present. We should like to give our grateful thanks to Messrs. A.E.I. for the use of their sumptuous premises.

In February Mr. Aickman gave a talk to Branch Members in which he gave a fascinating account of the early days of the Association. His talk was followed by a quiz arranged by Dr. Glaister and Mr. David Cooper, which was brilliantly organised and most cordially enjoyed. In March the Branch were fortunate in being able to organise a showing of the Noakesoscope and part of its amazing collection of slides, the Lyric Theatre, Hamersmith, having been made available for the purpose. The performance was arranged in alliance with the Friends of the National Film Archives. Mr. Aickman gave the commentary.

Also in March was held the Annual Dinner, at which the guests included the Earl and Countess of Arran, Mr. & Mrs. Morton, John Wells, M.P. and Mrs. Wells, Mrs. Marshal of the Basingstoke Canal Company, Mr. Stephens of the Wey Navigation and Mrs. Stephens, Captain and Mrs. Munk and Mr. Ackiman.

At Easter was held the Woking Rally of Boats, for which preparations in the form of working parties had been under way since late in 1961, the working parties meeting initially monthly and, towards Easter, weekly. They had devoted their efforts to removing the old iron which had surreptitiously been deposited in the waterways by the local inhabitants and in all some twelve lorry-loads of such rubble were removed.

Their activities aroused a great deal of comment (entirely favourable) in the local press. The Rally itself was startlingly successful and a full account is included in this issue. This is the first Rally ever to be organised by the Branch and its success should lead to the organisation of others.

On the Medway Mr. Salmon has continued his successful negotiations with the River Board. The lock pass scheme, by which members of this Association are able to use the locks on the upper Medway themselves has been continued and, at long last, land has been made available in Tonbridge for the provision of public moorings. Only a nominal rental is being charged and Branch funds are being invested in providing facilities for moorers. A working party has already been held to clear up the site, and it should be available for this season.

Our Member, Mr. Hart, shot and compiled a film of the Aylesbury Rally which was shown at A.E.I. House in the first place; since that time invitations to show it have been received from various bodies outside the Association. In addition, films made by Pathe and the National Coal Board about the Rally are also available. We hope that this activity will continue.

Mr. Ambrose has continued his fund raising activities with great success and I urge you to support the draws organised by him. During the year there have been several changes in the Committee. Mr. Harman succeeded Mr. Mack as Hon. Secretary; Mr. Baldy resigned as Editor of The Windlass and the Committee appointed Miss Claire Johnstone in his place; Mr. Cooper succeeded Mr. Haddleton as Advertising manager for The Windlass.

I should like to close this Report by thanking all Members of the Committee for their support. It has been a year in which, although the general situation as far as the waterways are concerned has declined, the Branch itself has prospered. This is a curious state of affairs and one which applies to the Association as a whole. It is an indication of public disagreement with the minister's conduct of his waterways affairs that this support for the Association grows, and we must continue to hope and to strive for a reversal of the present disastrous policy. In spite of the disappointments mentioned at the start of this Report we hope that every Member will continue fighting for the canals, both by writing to their Member of Parliament and in any other way compatible with the aims and objects of the Association.

(contd. from p.4)

encounter protuberances in the canal bed which all other craft had passed over safely — even the narrow boats. Here the small-boat owners came to the rescue: several of them offered their own services and the facilities of their craft for giving public trips. We should particularly like to thank Viscount St. Davids and Mr. Hugh McKnight in this connection. Each of these gentlemen gave of the order of a dozen trips. The spectacle of these small craft busily chugging up and down the waterway did much to enliven the scene. On the other side of Monument Bridge the Canal Company's horse, Captain, a fine animal of huge size, was occupied in pulling a maintenance boat up and down giving children's trips. One Member, provided with a collapsible inflated canoe, gave trips to the tiny tots two at a time.

Demonstrations of dinghy rescue techniques were provided by the A.T.C. and a novel method of crossing the canals displayed by the sea cadets and marine detachment. Several local children undertook hair-raisingly perilous journeys across the waterway, but nobody fell in. In the evening a film and slide show was arranged and local firms had donated towards a firework display. The latter, organised on the initiative of Mrs. Marshall, was a huge success and occupied two periods, on either side of the film and slide show. We were particularly delighted to see among the narrow boats William, the craft owned

by the Beauchamp Lodge Boys Club, under the guidance of the incomparable Mr. Jewis. We hope that from their point of view participation in the Rally proved a great success; from our point of view it certainly did. Refreshments organised by Mrs. Spratt and a host of related helpers were an enormous success. Dispensed at low cost to the crowds, they provided funds to defray Rally expenses, and the work involved in selling them was arduous. In addition, Stirling Castle provided a floating restaurant and refreshment hall for all helpers.

Our grateful thanks to one and all. So many helped behind the scenes that singling out for praise would not generally be possible. This was a fine Branch affair and great co-operation on the part of everybody concerned made it a resounding success. It was the first Branch Rally, but it won't be the last!

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## 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.

WARNER, D. Bath Road, Eastington, Nr. Stonehouse, Glos.  
BASSINGTHWAIGHT, Harold, 80 Belgrave Avenue, Gidea Park, Romford, Essex.  
BLACK, George, Elmdene Church Lane, Pinner Middx.  
GARNELL, Alan, 40 Bower Green, Longcot, Faringdon, Berks.  
FEAKES, Reginald, 8 Marsh Lane, Stanmore, Middx.  
ELTON, Sir Arthur, 10 Eldon Grove, N.W.3.  
DUNSTER, Colin Wm. Merrilies Althorne, Chelmsford, Essex.  
CHILTON-BROCK M. 17 Alwyne Villas, N.1.  
CLARK, Edwin Francis, 155 Church Road, Teddington, Middx.  
CROSS, Anthony Stuart, 12 Rosecroft Walk, Pinner, Middx.  
CROWHURST, Alan, 182 Long Riding, Basildon, Essex.  
MARTYR, Richard Graham, 144 The Ridgeway, N.Harrow.  
OLLIS, George S.A. Wayside, Stansted Road, Bishop Stortford, Herts.  
MILLINGTON, Norman, Sunnyside Nursing Home, 24 Livingstone Road, Gillingham, Kent.  
KENCH, Peter John, Roxwood, Coulsdon Lane, Chipstead, Surrey.  
EMMERSON, Sidney Arthur, 62 Abingdon Road, W.8.  
FERGUSON, Ewen Alastair John, c/o Records Section, Foreign Office, S.W.1.

MURAS, Miss Hazel L. 20 Gordon Place, W.8.  
STILES, John Walter, 38 Latchmere Lane, Ham Common, Kingston on Thames.  
BISHOP, Herbert William, 89 Ashburnham Road, N.W.10.  
ELVEN, Dr. Richard Thomas, 25 Thames Side, Staines, Middx.  
GIMSON, Alfred Grey, 40 Gloucester Circus, Greenwich, S.E.10.  
BOURNER, Cyril Alfred, 20 Glebe Road, Cheam, Surrey.  
BROWN, Eric Hastings, 52 Kynaston Road, Crpington, Kent.  
COLLINS, Miss Erica H. 5 Ringmore Road, Walton-on-Thames, Surrey.  
GIBBS, G.L. Woodland Cottage, Vine Grove, Hillingdon, Middx.  
JENNER, Colin, Arthur, Redcot, The Hillside, Pratts Bottom, Kent.  
KWASIEBORSKI, Andrzej Kemal, 72 Dorset Avenue, Chelmsford, Essex.  
LEDWITH, Peter Martin James, 29 Manor Road North, Esher, Surrey.  
NEWMAN, Anthony Charles, "The Gort" c/o Hampton Hall Farm, Rickmansworth, Herts.  
ALSOP, Lt. R.N. c/o Model Farm, Upper Winchendon, Nr. Aylesbury, Bucks.  
HAY, Nigel Alistair, 11, Montpelier Road, Ealing, London, W.5.  
PENDRED, V. 83 Augustus Road, London, S.W.19.  
GUEROULT, Denys John 34, Delancey Street, London, N.W.1.  
JENNINGS, R.W. Cedar House "Home" for Elderly Ladies, Stoke Road, Cobham, Surrey.  
RONALD, Warwick, Garden Flat, 45, Alma Square, St. John's Wood, London, N.W.8.  
WEIR, D. 10, Fonthill Road, Finsbury Park, London, N.4.  
CLARK, Henry William, 90, Knights Way, Brentwood, Essex.  
GROVES, Miss Pauline Frances, 20, Highdown, Worcester Park, Surrey.  
PHILLIPS, Colin, 6, Crescent Wood Road, London, S.E.26.  
PLAISTER, Miss Doris Marion, 10, Bloomfield Terrace, London S.W.1.

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