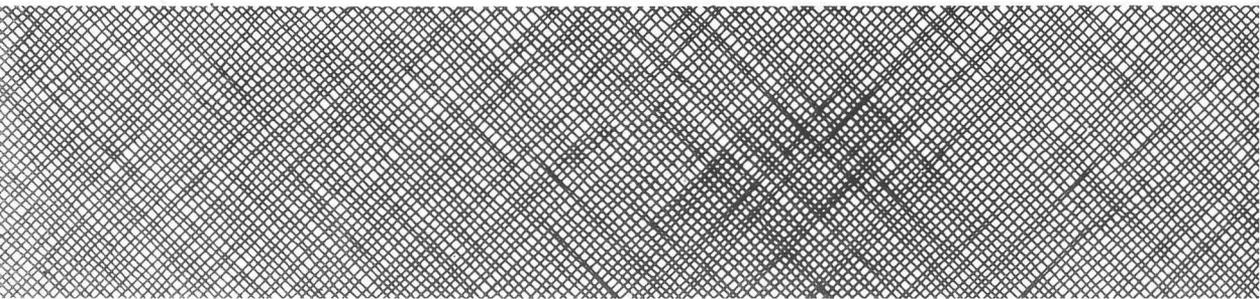
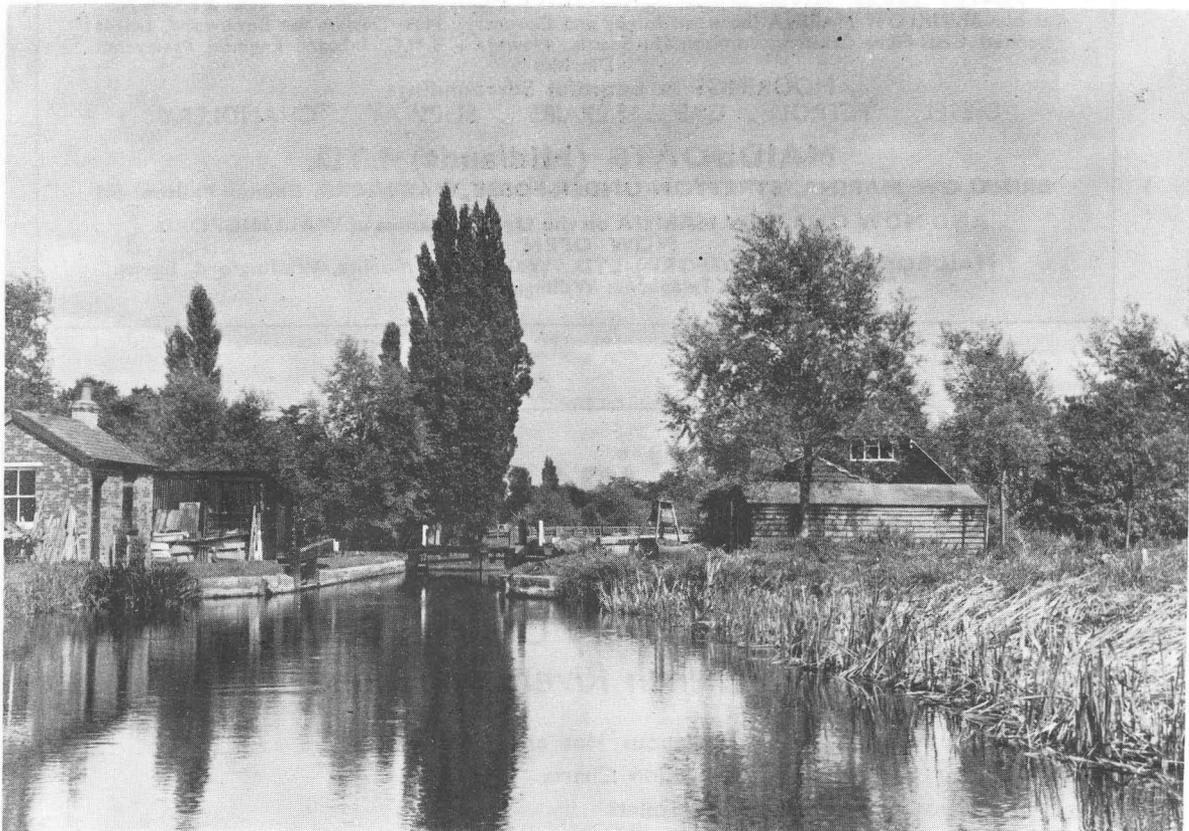
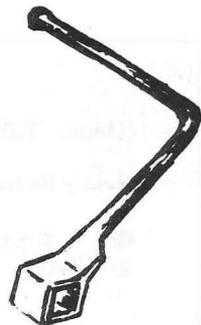


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no. 82 november 1969



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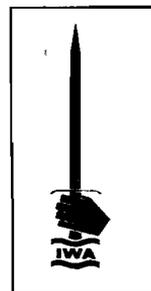
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COVER PICTURE: Paper Mill Lock on the Chelmer & Blackwater Navigation. Would the person who sent it to me please write again as I have lost his name and address and therefore cannot give him the credit he deserves.

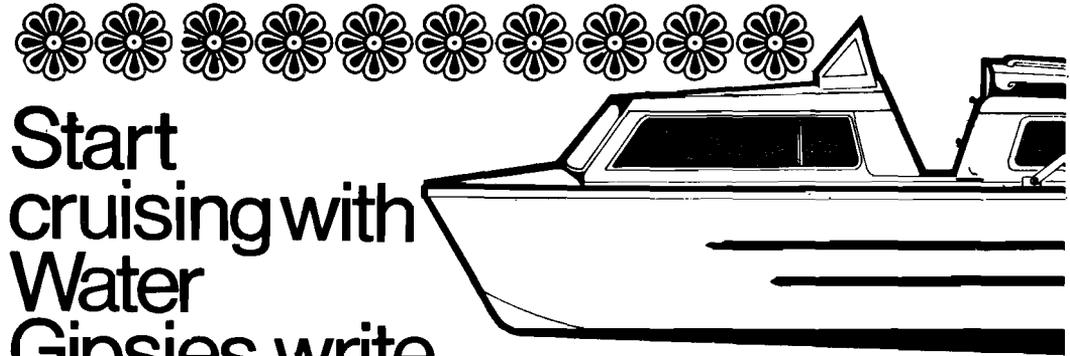
From the Editor's Cabin

The news reported in detail elsewhere in this issue that Hampshire County Council has given the New Basingstoke Canal Co., planning permission to build a dam at Ash Lock provides a further demonstration, should such a thing be necessary, of the Company's enmity towards their Canal and those who seek its restoration. The Company are frequently stating they have little funds for repair and restoration; yet they are prepared to spend money on a dam when the Surrey & Hampshire Canal Society has offered to fit, free, the pair of lock gates specially made by the Society for Ash Lock.

We are given to understand that Planning Permission was given reluctantly; it would be interesting to know whether Hampshire County Council made any attempt to urge the Company to fit the lock gates instead. Indeed the Council's attitude towards complete restoration will be judged by whether or not they remove the dam and fit the gates with all speed as soon as the Canal is aquired by the two Councils as we trust it will.

News of a happier kind is that the National Rally 1970 will be the responsibility of this Branch, and will be at Guildford on the River Wey, in August. The first moves had already been made towards organising a Branch Rally here at the Spring Bank Holiday, but this will not of course take place as well! The reason for the cancellation of the plans to hold a National Rally at Evesham is that it was felt the following year would be of greater benefit to the Upper Avon Restoration. I am sure all Branch Members will look forward with eager anticipation to the first National Rally in the south since Little Venice in 1963.

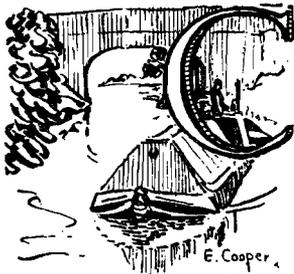
Although the new inclusive Association membership subscription has been in operation for some time there are still many members who have not yet altered their Bankers Order. Please do so, because it means needless time and money is being spent in sending out reminders and repeat reminders - time and money which could be spent campaigning for our waterways.



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oming Events

CHRISTMAS IS COMING.....

and with it our usual two appeals.

First, for our own Branch Christmas Draw. This is the way in which we obtain funds for the campaign for the waterways. Please sell as many tickets as you can; there is the usual splendid collection of prizes.

Second, for the Canal Boatmen's Institute. Mr F.J. Chapman, Missionary to the Institute, tours the canals as Father Christmas every year, taking toys, groceries, and other comforts to boat people both active and retired. He would be most grateful for any gifts of toys, sweets, groceries, clothes, and money. His address is: The Canal Boatmen's Institute, The Butts, Brentford, Middx.

BRANCH SALES

Ideas for Christmas Presents: the Branch Sales Officer, David Rayner, has large stocks of the following, waiting for customers.

'Windlass' binders. Dark blue cloth, title in gilt, to hold 24 copies. 10/-, post 1/3

'Canal and River Towpath Walks in the Home Counties'. Our latest publication. 5/- post 6d. Essential for walkers.

'Waterways of the Home Counties Series' Handbooks to the Rivers Wey, Medway and Stour. 3/6 each, post 6d. Essential for boaters.

Restoration and design scheme reports: 'Slough's Canal: the Future?' 2/6 post 6d. 'Basingstoke Canal: the Case for Restoration' 4/6 post 6d. 'Regent's Canal: a Policy for the Future' 6/- post 9d. For planners and campaigners.

Left over from the Slough Rally: Rally plaques, gilt on dark blue, a most attractive design. For those who forgot or were too broke at the time. 6/6 post 6d.

From

DAVID RAYNER
169 FYFIELD RD, LONDON E17

★NOVEMBER 13th. TALK: THE BALLINAMORE AND BALLYCONNELL CANAL. by L.A. Edwards, at the Irish Railway Record Society's meeting at the Lounge of the Fred Tallant Hall, 153 Drummond Street, London N.W.1. 7.15. The Society has kindly extended an invitation to IWA Members to come and hear what promises to be a most interesting talk.

★NOVEMBER 19th. (Wednesday) WINTER MEETING: LONDON'S CANALS. A slide tour, with historical notes, of some of London's known and lesser known rivers and canals, by Oliver Turner, Branch Vice-Chairman. There are over 300 miles of navigable waterway within 35 miles of Marble Arch; here is a chance to see them. Venue: The Albert, Victoria Street, S.W.1. Good parking facilities and public transport (nearest underground: St. James's Park); refreshments available; time, 7 for 7.30. Please note that this is a Wednesday meeting.

★DECEMBER 10th. CHRISTMAS PARTY AND FILM. Venue: The Albert, as above. Come and enjoy our annual get-together. This is another Wednesday meeting.

★JANUARY 22nd. (Thursday) WINTER MEETING: THE BASINGSTOKE CANAL. A talk by Mr P.A.L. Vine, author of the book 'London's Lost Route to Basingstoke', and slides shown by Mr L. Harris, Vice-Chairman of the Surrey & Hampshire Canal Society. Copies of Mr Vine's book will be on sale, and he will be pleased to autograph copies for a donation to the Basingstoke Restoration Fund. Venue: The Albert, as above. Note: back to Thursday meetings from now on.

★FEBRUARY 19th. (Thursday) WINTER MEETING: THE RIVER STOUR. A talk by Mr John Marriage, Chairman of the River Stour Trust. Venue: The Albert, as above.

For information about Towpath Walks contact Mr Peter M. Ward, 21 Lemnox Gardens, Dollis Hill, N.W.10, phone GLadstone 9943.



ROUND THE WATERWAYS

BASINGSTOKE CANAL

The Canal Company has been granted planning permission for a concrete dam across the Canal at Ash Lock. The application was approved by Hampshire County Planning Committee after previously being approved by Aldershot Borough

Council but then rejected by the Divisional Committee. Unfortunately neither the Branch nor the Surrey & Hampshire Canal Society knew about it until a report appeared in the local press.

Although the dam has been described as temporary, the Society is concerned about the effect it will have on the campaign for restoration.

It has been reported that Surrey County Council were informed and that both Councils agreed reluctantly. The dam is intended to prevent the possibility of Ash Lock collapsing which would allow water to reach the breach in the embankment, a few hundred yards below the lock. The Society is maintaining that the breach should be repaired and the Society's own lock gates fitted, which the Canal Company has already refused to accept. The Society is also opposed to the siting of the dam within the walls of the lock, and considers if it had to be built at all it should be located approx. 400 yards west of the lock where there is provision for a temporary barrier, and that it should be built of wooden stop planks which are used on other waterways as temporary dams.

There is also concern about the effect the dam and the breach will have on the eastern end of the Canal, especially through Woking. Since the breach occurred in September 1968 no water has been able to pass over the embankment from the sources at Greywell. As a result water levels at Woking have been much lower this year.

The Whitewater aqueduct is continuing to leak despite some attention from the Canal Company. Water levels in the Greywell area are considerably reduced.

At a public meeting to discuss the siting of the Horsell by-pass Miss June Sparey, Secretary to the S & HCS spoke against a suggestion to place it in the bed of the

Canal. The official proposal suggests siting the new road alongside the Canal for approx. one mile. A stormy meeting finally agreed that the road is not necessary at all!

DIETER JEBENS.

RIVER THAMES

The Thames Conservancy have made several amendments to the Launch Byelaws, Specification as to the Construction and Equipment of Motor Launches. The most important are as follows.

Part 1 Inboard Motors.

(a) Fuel filling & ventilation pipes.

To prevent fuel entering the interior of a launch (other than a completely undecked vessel) when the tank is being filled a filling pipe of not less than 1½ inches internal diameter of metal or flexible hose of non-perishable and non-kinking material must be connected with leakproof joints between the tank and a screw cap or plate on deck. A vent pipe of at least double the bore of the fuel feed pipe must be fitted to all tanks of more than 10 gallons capacity or in any installation where the fuel filling pipe is not completely straight. The vent pipe must be extended to atmosphere outside the hull and terminate with a flame arrester of mesh not less than 28 to the linear inch.

Part 3 Fire Extinguishing Equipment.

Owners of launches must carry and maintain on board chemical fire extinguishing equipment in accordance with the undermentioned table.

Hull length	number	type	capacity
up to 15ft.	1	dry powder	2lb.
15-30ft.	1	„	3lb.
30-40ft.	1	„	5lb.
over 40ft.	2	„	2 5lbs.

(all with the addition of a 3lb. capacity dry powder extinguisher if cooking and/or heating appliances are installed on board).

The extinguishers must be sited in a position convenient for their use at the fire risk points. Where 3lb. or 5lb. extinguishers

are shown on the table, smaller powder extinguishers of equivalent total weight may be carried if preferred., provided none is of less than 2lb.capacity. These requirements are not intended to exclude the use of Carbon Dioxide (CO₂) or foam extinguishers if these are preferred and if space is available for them. CO₂extinguishers of 5lbs. capacity or foam extinguishers of 2 gallons capacity are suitable alternatives to the 3lb. powder appliances, but attention is drawn to the danger of freezing in the case of the latter. Vaporising liquid extinguishers are not recommended because of their toxicity.

Part 5. Cooking and Heating Appliances.

(b) Continuous burning and pilot light appliances. The pilot lights and/or burners in all gas or paraffin refrigerators installed in petrol engined vessels must be completely enclosed and air for combustion piped to the appliance from (1) outside the vessel, or (2) from a point inside the vessel above the level of ports, windows or other means of ventilation in the compartment in which the appliance is installed.

We consider these are good regulations, and the Thames Conservancy are to be congratulated, particularly for being specific about fire extinguishers.

RIVER WEY CRUISE AND MEMBERS' TRIP

Although the Saturday evening of October 4th. was cold and misty, a pleasant time was had at the 'Jolly Farmer' by the crews of the boats moored on the landing stages and on the towpath on the other side of the river nearby. Shortly after nine o'clock the next morning Millmead Lock was the scene of great activity as the boats locked down to collect their passengers above High Street Bridge. A trifle late, but in good time, all the passengers were embarked, and the cruise to New Haw began. The sun broke through the mist for the start of a fine day by the time Stoke Lock was reached, and it was a pleasant surprise to find our former Branch Secretary Roy Mack at Bowers Lock, where he had, unannounced, taken on the task of working the boats through.

Lunchtime found us at Send as planned, and after a drink at the 'New Inn' the party split - some boats returning to their home moorings upstream, while the remainder continued to New Haw Lock, where the passengers disembarked, and those that had further to go went on. A total of 20 boats participated, of all shapes and sizes, and £16 was raised to start our own Basingstoke Canal Restoration Fund.

Our thanks are due to all who took part, particularly those who came from a distance, and for the support given by members of the Surrey & Hampshire Canal Society and the Wey Cruising Club. Considerable interest was shown by passers-by before the trip began, which bodes well for the success of next year's National Rally.

TIM DOIWELL.

RIVER STOUR CANOE RACE.

A most successful canoe race was held on the River Stour from Sudbury to Nayland (a distance of 12 $\frac{3}{4}$ miles) on September 21st. 38 took part, in 18 canoes, coming from many parts of the country. The dry conditions had created low water, and 'I have never canoes through a forest before' was one competitor's comment. The race was found to be not so much a test of paddling strength, but one of skill, watermanship and endurance. Despite the difficulties all the paddlers enjoyed the race, and promised to attend next year.

The race was organised by the River Stour Trust as part of its campaign to protect and encourage the use of the public right of navigation.

Action

EXHIBITION STAND. The Branch has acquired a considerable quantity of exhibition stand material, and volunteers are wanted to construct various kinds of mobile and static exhibition stands suitable for all kinds of functions and sites. Those interested, in either construction or design, please contact the Branch Stand Organiser, David Gibson, 4 The Ridgway, Acton, W.3.

The appeal in the last issue of 'Windlass' for volunteers to convey the present Branch Stand to and from exhibition sites met with the worst possible response - dead silence. Showing the flag is of the utmost importance; other organisations exhibit regularly at shows, libraries, other societies' functions, etc., we are lagging behind in this. So once again: Volunteers with estate cars, vans, or larger cars with roof racks, please send your names to David Gibson as above, so that a list of volunteer drivers can be made up. The stand is kept at David's address.

RETIREMENT OF MR DAVID KINNERSLEY.

British Waterways Board announce that Mr David Kinnersley, General Manager since 1968, will be leaving the Board at the end of the year to take up the position of Secretary to the Association of River Authorities.

SLOUGH ARM SAFE?

At the IWA Conference 'Waterways in Planning' on October 15th. Mr Hooper, Town Clerk of Hillingdon Borough and Chairman of the Colne Valley Working Party said that the relevant authorities, other than Slough Borough Council, had met British Waterways to discuss the four miles of the Slough Arm west from the G.U. main line. He said that this part of the five mile long Arm would be kept open if the local authorities found the money for putting the Arm into a suitable condition and the extra money required each year to keep it usable.

The money that the local councils were being asked to provide cannot amount to very much, and, indeed, Mr Hooper said that it could 'be considered as relatively small'. He did, though, indicate that the principle of proportional contribution was important, and that the local authorities would now be discussing how they should contribute the money. It seems they have agreed, in principle, to contribute the money.

However Mr Hooper did deride the idea of the Thames/Slough link, saying that it would be too expensive and was too ambitious. As the cost is not known and the Colne Valley scheme itself was no doubt thought to be very ambitious at one time I question the validity of his remarks.

Mr Hooper did point out that by using the Harwell locks to reach the Thames one would avoid 'the possibility that continuous repetition of attractive and scenic landscape can be monotonous. The rapid changes in character that are so much part of the canal way of life, warehouses, wharfs, factories, gardens, parks, embankments that enclose beautiful farmland, boatyards, and indeed the dereliction itself, should be experienced by all'. While I can see the reasoning of this argument for canal based craft, I wonder if it is equally valid when applied to Thames based boats who may only be tempted onto the canals by a Thames/Slough link.

This good news must be very rewarding for all those who have fought for the Arm, especially this years Rally Committee and the producers of the booklet 'Slough's Canal - the Future?' But what will happen to the vital last mile that runs into Slough itself? Until that question is favourably answered the fight will continue.

JOHN DODWELL.

for each month. Price 8/- post free, from Melbury House, Melbury Terrace, London, N.W.1.

DAVID HUTCHINGS AT THE ALBERT.

The Winter Meeting on October 23rd. was the crowded and enthusiastic success it had to be with a speaker like David Hutchings, and a subject like the Upper Avon restoration.

With his usual humour, and at high speed, David took us through the early planning days of the project, showing how each apparently insurmountable obstacle crumbled before them. A succession of slides were shown, and we watched enthralled as Harvington and Marlcliff locks took shape out of chaos. The highly unorthodox methods of lock construction were explained so lucidly and vividly that even the least technically minded among us could grasp what was happening.

The advantages of a small paid staff, and a labour force of volunteers, prisoners and army were dwelt upon; the room rocked at the story of the prisoner who had lost a finger, but it was only a little one! The work goes on wet or dry, seven days a week, sometimes all night by floodlight.

Among those present was our Founder Mr Robert Aickman, who spoke of the very earliest days when the project was first considered. Instead of our usual collection to pay for the meeting room, the collection was for the Avon restoration fund. We were delighted to hand over the sum of £37.

Question time went on far longer than is usual at our meetings, and gives some idea of the enthusiasm for the Avon. Volunteers and money are urgently wanted, so if you have not yet filled in a covenant form, please do so now. Those interested in working on the restoration will like to know that someone from this Branch will be going every weekend until Christmas. Anyone wishing to join in please contact John Dodwell at 'Wychbold' 19 Drill Hall Road, Chertsey, Surrey; telephone Chertsey 3278.

Our Branch Chairman Desmond Briscoe made a startling announcement at the meeting NEXT YEAR'S NATIONAL RALLY WILL BE AT GUILDFORD ON THE RIVER WEY, THE EVESHAM RALLY BEING POSTPONED UNTIL THE UPPER AVON RESTORATION IS FURTHER ADVANCED. The date is expected to be in August, and it will naturally take the place of our Spring Bank Holiday Branch Rally. This is the first National Rally in the South since Little Venice in 1963. Having run successful Branch Rallies for a number of years, we can now have a go at a National!

B.W.B. CALENDAR 1970

British Waterways Board are to produce a calendar again; it will be similar to last year's one, showing a different photo

WATERWAYS IN PLANNING

Conference Report

David Gibson

THE CONFERENCE OPENED with a short address by Mr John Humphries, Chairman of the Organising Committee, who apologised for the unavoidable absence of Sir Alan Herbert. He then introduced Sir Robert Grant-Ferris M.P. Chairman of the first session, who explained some of his love of canals, and appreciation of the work of the IWA whilst introducing Sir Hugh Casson M.A., A.R.A.D.I., F.R.I.B.A., F.S.I.A. the first speaker.

Sir Hugh in giving his qualifications to address the Conference stated that he was more of a sailor than a canal boater, but hoped that this would not prevent us from listening to his views. As the first speaker he felt he could be pugnacious, and be allowed to say things he could not in the formal sessions. He then sounded a warning on complacency amongst waterways enthusiasts. Although the IWA had achieved many of its aims and the British Waterways Board now had an Amenity Advisory Council, unless IWA kept pressing for even the better things we ran the risk of our ideas being lost in paperwork between committees. (I hope the writers of some of the recent letters in 'Windlass' will take note of this).

Speaking of commercial developments abroad, he mentioned L.A.S.H. (Lighter Aboard Ship - see 'Bulletin 87' March '69) system which would be starting shortly; a ship would be calling into the Medway and discharging laden barges or containers. Were the country at all forward looking we would be planning a new contour canal from Manchester to London to take advantage of this, as it is doubtful whether the barges can use the Lee, let alone Brentford Dock or the Grand Union Canal.

Sir Hugh then gave his views and advice on the planning of waterways for leisure. In his view society was surrounded by problems, such as poverty, poor housing, and lack of leisure facilities; these must all be attacked together, commencing with more creativity in schools and technical colleges. Canals were enjoyed by all the senses and the more successful they were the more conflicting interests there would be. Holiday makers could be compared to London overspill - they must be planned for. There must be controls, not a free for all as on the Broads. He enumerated his controls as:

(A) Overall control: (B) Skilled advice: (C) Individuals who care: (D) Policy and attitude. He then gave ten principles to be used in planning:

- (1) Every service brings a dis-service which must be looked for.
- (2) Plans and facts are no substitute for ideals.
- (3) See for yourself and distrust plans, drawings and photographs.
- (4) Suspect the answers of officialdom, for it exists on being believed.
- (5) Reason, but do not despise instinct.
- (6) Allow time for ideas to percolate.
- (7) Assimilation of new ideas is not difficult- but disposing of old ones is.
- (8) Act as if you are immortal - others will then follow in your footsteps.
- (9) Use your allies whoever they are, including those in the government.
- (10) Consult the genius of the area, i.e. canal architecture is sparse and practical, keep your modern developments the same where. 'Try to maintain the impression of loneliness'.

Going on to the problems of increased use, Sir Hugh asked whether restrictions on use would have to be imposed, how amenities could be provided without destroying the essential loneliness of the waterway. He could not answer the first point, but indicated that he thought that the number of boats allowed onto a certain stretch of water

might have to be restricted and at certain times priority given to other users, such as anglers. On the second point he was more positive and quoted the example of the Solent Protection Society who wanted all development concentrated at 'starting points' i.e. main permanent moorings and marinas with full facilities, and preventing it from dribbling along the whole length of the canal. This was a political, social and moral problem, there could be no return to complete privacy but as much as possible must be retained.

A most interesting and encouraging speech for the IWA, points 6-9 above being practically the story of the Association over the last 20 years, but at the same time giving both members and delegates plenty to think about.

SESSION 2. 'PLANNING' The Thames, London's Canals, Lee and Colne Valley Schemes. **GGGG**

After coffee the next session was chaired by Illyd Harrington J.P. Chairman of I.W.A.A.C. a most appropriate choice for a session concerned with London's waterways as he was the first Chairman of the London Canals Consultative Committee, A G.L.C. body. In his introduction of Councillors Mrs Forbes-Cockell and Anthony Bradbury, and his conduct of the session, he provided the touch of light relief, and also of culture, quoting from T.S. Eliot, and William Wordsworth.

Mrs Forbes-Cockell, as Vice-Chairman of the G.L.C. River Thames Action Sub-Committee gave an extremely well delivered talk on her committee's ideas for the Thames. Unfortunately although the committee obviously has many plans for the river, no feeling for the river came across in her talk, which appeared to be a succession of platitudes regarding walkways, green lawns and riverside housing. Although suitable for the non-tidal river they do not, to me, appear to suit the character of the tideway. Among points made by her were that the movement of the port downstream allowed the tideway to be used for recreation, industry is moving out leaving old buildings still cutting off the river from the public. These must either be pulled down or renovated for recreational use. The Thames is referred to in the G.L.C. Development Plan as a special area of strategic importance to all Londoners. She supported the idea of a Thames barrage or barrier, and felt that the money for this should come from national funds.

When asked about commercial traffic she seemed surprised and said that most of the barges she saw were tied up, but that her committee were happy for this traffic to continue. I would suggest she watches the river from County Hall occasionally, and notes the commercial traffic. She should take account of the fact that it must be actively encouraged and not just tolerated. Without commercial traffic London's River would lose much of its character.

Mr Bradbury, on the other hand, generated a note of enthusiasm as he described his committee's plans for the Grand Union and Regent's Canal. He saw them as a link between the Colne and Lee Valleys. His committee had formed five study groups, and these had now combined to produce 'London's Canals' showing their plans for future planning and improvements. (This was a very glossy publication given to all the delegates at the Conference). As on the Thames, projects are carried out by the individual Boroughs, assisted by the G.L.C. with advice and money if necessary, and the committees only act in an advisory capacity.

His aims are to open the canals as far as possible to all. Of the over 40 miles of canal in the G.L.C. area, 50% of the length is still used for industrial purposes and this provides an important contrast to other areas; housing occupies 20% and this must now be linked to the canal without walls; the remaining length is rural or waste land. In Inner London the only open areas are Victoria and Regent's Parks, although it is hoped to link Victoria Park to the Thames with a green corridor. Mr Bradbury would like to see bridge parapets lowered and replaced with railings but appreciated the danger this could cause to boaters. On the popularity of towpaths he mentioned the section of one mile opened by Westminster City Council, in which 300 people had been counted at one time. Where the towpath could not be opened at present he would like to see walks, separated from the canal by railings, such as Delamere Terrace, Paddington, and this was being done on new housing estates. This is a gradual process as it is too expensive to buy buildings to be pulled down for open spaces.

He made the point that British Waterways have no responsibility for canal-side buildings, and stressed that local authorities must co-operate with private owners. An example of this was that a copy of 'London's Canals' was being sent to all riparian owners. When questioned on towpaths he and Mr Kinnersley, B.W. General Manager, agreed that Inner

London towpaths could only be opened where supervision could be provided, usually not by B.W. but by local authorities, as the Board were liable for injuries caused to people on the tow-path with their permission. This appears to me to be a fallacy; children can get onto the towpaths in areas such as Ealing and Brent, with similar high density housing and industry, without supervision, and yet in Camden and Islington they need supervision?

After a pleasant lunch at the Royal Festival Hall Restaurant, the Conference re-assembled to hear Illyd Harrington introduce Mr L. Johnes, the Director of the Lee Valley Regional Park Authority. He provided the delegates with a written history of the scheme and its aims and developments. The Authority is a creature of statute, arising out of proposals made by the Civic Trust, and is empowered to precept a rate on the local authority in the area, whose elected members are appointed to form the Authority.

The Park runs from Hackney to Hertford and consists mainly of industry and industrial waste lands in the south, becoming more rural to the north. One of the aims of the Authority is to provide recreational facilities for the East End of London, and a large sports complex incorporating a discoteque and restaurant is being built at Enfield Lock. The surrounding area of waste gravel pits will be landscaped. Other areas are being developed, but Mr Johnes stressed that this was small compared with the total acreage; the idea being to have high intensive use areas such as sportsdromes, and low intensive use areas such as picnic areas and golf courses, with the river as a link, and a circular toll road running the whole length of the park. He, too, could foresee the day when the number of boats would have to be limited and did not appear particularly interested in commercial carrying by water.

He was followed by Mr G. Hooper, Town Clerk of the London Borough of Hillingdon, and Chairman of the Colne Valley Park Working Party. He explained that unlike the Lee Park, his was not a statutory body, but a voluntary group formed by the Local Authorities in the area to develop the area as a regional park. Two technical sub-committees had been set up, and in March 1967 they had produced a report entitled 'The Colne Valley - Studies for a Regional Park'.. At present local authorities were advised when considering planning applications of the attitude of the Working Party, but it is hoped to get Ministerial approval to a 'structure plan'. This would lay down the uses to which the various areas of the Park could be put. In contrast to the Lee Valley, there will be few organised facilities, the area being primarily reserved as 'an area for the quiet enjoyment of the countryside'. Sports such as water-skiing which could interfere with other peoples enjoyment are to be kept to a minimum.

The Grand Union Canal, running through the Park, Mr Hooper saw as part of a round trip via Braunston and Oxford. Where technically feasible he would use gravel pits, to be connected to the canal, for moorings, but would not provide for marina development. The Park included the first four miles of the Slough Arm, and he announced that negotiations with B.W. for the Arm to be returned to the cruising network, subject to the local authorities providing money for upkeep, were now complete. On the subject of towpaths he appeared happy with those in the Park area, but stated that gum boots needed to be worn as they had been washed away in places. (It seems unlikely there will be much casual towpath use if they are this bad).

Mr Hooper then turned to the subject of pollution, a topic on which he felt strongly, both from Maple Cross Sewage Works, and from boats and canalside industry. This led to rats, and he stated that a man falling into the canal at Hillingdon had swallowed some canal water and died from a disease caused by rats. Speaking personally, he said that Hillingdon could dispose of its rats if other authorities and B.W. would do so. He dismissed the subject of the Slough/Thames link in a few words stating that it was beyond anyones means in the foreseeable future. I understand that this point will be taken up with him again. Mr Hooper also provided a very informative leaflet for background information to his talk.

After the tea break Mr Humphries showed his film 'The Good Companions'. This showed several well known narrow boats cruising to a rally. I understand that the film on Swedish water planning could not be shown due to technical difficulties with the sound track. The film used was a splendid substitute and showed the beauties of the canals in March. It should help to convince delegates that moored boats can be an amenity to stretches of the canals.

SESSION 3 'RESTORATION'. The Basingstoke and Kernet & Avon.



The following morning Mr Tim Dodwell, in chairing this session, spoke of the work of volunteers on projects such as the Southern Stratford Canal and Upper Avon

Navigation. He mentioned the London Working Party Group and gave examples of some of the things which could be done by volunteers. He then introduced Miss June Sparey, Secretary of the Surrey & Hampshire Canal Society who made an impassioned plea for the restoration of the Basingstoke Canal. She showed slides of the canal, and these revealed the rapid decay which is overtaking it. Most of the details she gave are to be found in 'Basingstoke Canal: the Case for Restoration'.

Among the points Miss Sparey made were that 500,000 people will be living in the immediate area of the Canal in 1981; it would cost £2 million to fill in, or £700 to weir each lock - far cheaper to restore the locks with volunteer labour. If the County Councils purchased and did not restore, the Society would restore the 14 locks from their own resources. The County Councils are probably entitled to 75% grant for purchase and restoration; they will have volunteer help to restore, but not to fill or weir. £40,000 is quoted for restoration, but this is increasing fast.

At question time the representative of Surrey County Council stated categorically that his Council would purchase the Canal as soon as Hampshire agreed. The Hampshire representative stated that they had commissioned a report and would decide on its receipt. If they do not decide soon there will be nothing to report on, let alone purchase.

A film of the Kennet & Avon Canal, specially commissioned for the Conference from Mr Humphries was then shown. It showed the quiet beauty and splendour to perfection, and likened it to a sleeping princess waiting to be returned to life by restoration. A most eloquent appeal to the sensibilities of the delegates, which must have stirred most of those present. The Planning Officer for Berkshire then stated that although he wished to see the Canal restored this was impossible at present at the Berkshire end as there were eleven swing bridges which would need replacing at a total cost of £700,000. He did not state who had produced these figures, but they seem excessive even taking into account the cost of the earth embankments. In any event to state that they would all need replacing due to traffic holdups which would be caused by boats seems to be taking an exaggerated view of the number of boats using this section for at least some years to come. When asked what was being done about the problem he said 'Nothing'.

SESSION 4 'The Role of the British Waterways Board'.



The last speaker of the morning was Mr David Kinnersley, whose resignation as General Manager of B.W. had just been announced. He was introduced by Capt. Lionel Munk F.R.S.A., A.R.I.N.A., who chaired the session. Mr Kinnersley had apparently been given the title of his talk, and he felt that this unduly restricted him. He started by reviewing the British Transport Act 1962 and the Transport Act 1968. He stated that the '62 Act had given the Board the statutory duty to maintain the system with the minimum deficit and to report to the Minister on its future. Paying tribute to Mr A. Allen, the previous Manager, for his work in preparing 'The Facts about the Waterways' he said that this had intentionally made no recommendations but only presented facts. After receiving the Report the Minister had consulted local authorities and omissions in the cruising network may have been due to the then attitude of the local authorities. He felt that the Board had done an excellent job within the terms of the Act; but he appeared to have forgotten the statutory duty to maintain the Ashton and Peak Forest Canals.

The '68 Act gave the Board a 1400 mile commercial and amenity network with a positive duty to maintain and promote them. The Board could maintain to a high standard if it had the money, but the system (presumably the cruising network) was of little importance or interest by itself and must become an amenity enjoyed and used by many. The Board has a grant of £1½ million this year from the government to help maintain the amenity network. On the question of amenity he mentioned that the Board did not own the land on either side of the waterway and begged local authorities not to turn their backs on the canals, but to look towards them in their planning. He warned that this would be a task for up to 30 years but there must be a dialogue between the local authorities and the Board on acceptable future promotions. Like Sir Hugh he warned that the waterways were vulnerable to success.

Moving on to the remainder waterways, he stated the Board's duty to be to deal with them in the most economical manner possible. The Board was holding consultations with local authorities and did not want them to be 'bulldozed' by the IWA into accepting commitments they did not want. (Is the Board bulldozing them the other way in some instances and perhaps into greater expense?) Local authorities had a big stake in these waterways, even

if supported by central government funds, and this would be even bigger if they were not supported. He emphasised that restoration must be followed by use or it would be a waste of money.

In inviting local authorities who wished to open towpaths to contribute towards the cost, he stated that towpaths were of marginal interest and expensive to maintain. (If it is the Board's official policy not to maintain towpaths, it must be objected to strongly, as the towpath is an integral part of the waterway, both for boaters and other users). In conclusion he admitted that many miles of the cruising network were in a very bad condition.

SESSION 5 'Milton Keynes New Town Development in Relation to the Grand Union Canal'. 

The final session commenced after lunch, under the Chairmanship of Desmond Briscoe, who introduced Mr Stephen Osgood, Dip., Arch., A.R.I.B.A., M.C.P., one of the planners of the new city of Milton Keynes. He spoke on the relationship between the town and the Grand Union Canal. (I missed the first part of his talk, due to stewarding duties, but it appeared to consist of the criteria adopted in the planning of Milton Keynes, given in planners' jargon which was certainly not appreciated by all the delegates present). He then showed slides of the area, and commented on them in relation to the development plan. Among the points he mentioned were; that the intention was to link the canal with the River Ouzel in a water park; integrating the canal with the city would require many more bridges, for his purposes the canal was not wide enough, although the corporation did not appear to have considered widening it.

He quoted figures showing the expected participation in water sports, based on population, and explained how these must be balanced. From surveys it would appear that people were prepared to travel longer distances to take part in water activities than other recreations, and therefore as they had insufficient room to cater for all those expected to want water space the others must be prepared to travel. There would be a general rationing of space and moorings would be restricted. He also foresaw restrictions on boat movements to allow fishing, and vice-versa, especially if the fisherman was paying similar amounts to fish as the boat owner for his licence. He could not see how this could be effected, but felt it must come.

In answer to questions Mr Osgood said he had no objections to commercial carrying, but was not proposing to increase the present facilities (if any). He would be happy to see building materials carried by boat, but that would be subject to negotiations. One was left with the impression that if the Development Corporation accepted a little advice from a waterways enthusiast Milton Keynes would be a credit to the canal system as far as amenity and planning went.

THE CONFERENCE CRUISE AND DINNER; CONCLUDING COMMENTS.



The Conference then adjourned and delegates were taken along the Regent's Canal from Little Venice to Cumberland Basin in John James' narrow boats 'Jason' and 'Serpens', with the V.I.P.s. following in 'Clevanda' and 'Buccintoro', both converted narrow boats. It was sunny and the trip much appreciated by delegates, who were thus enabled to see the Westminster Council open towpath, although I heard some comments on the shade of green used in the P.V.C. netting, and the waste ground at Broadwater moorings. It was a pity that the trip did not extend to Hampstead Road Lock, and that Mr James did not give his celebrated commentary.

Delegates were then received at the Zoological Gardens restaurant, and were joined by many distinguished guests, including Sir Alan Herbert, and Sir Hugh Casson. After a first class dinner, Sir Alan gave an amusing address, telling among other things, how in 1939 he had introduced a Bill into Parliament to authorise the running of the first water bus on the Thames. Capt. Munk spoke on a more serious note of the aims of the Conference, and hoped that all present had enjoyed it, and learnt from it. The evening ended with the presentation of canal design tea-towels to the delegates; a most excellent idea, even if the two most talked about canals, the Basingstoke and the Kennet & Avon, were not included in the waterways map which formed the design.

I was very impressed by the smooth running of the proceedings, which showed the amount of hard work which had been put in before the start. (contd. overleaf.)



Working Party Page

★NOVEMBER 9th./10th. STRATFORD CANAL.

This to be the first visit to 'our own' section of the Canal - the last $1\frac{1}{2}$ miles from Bishopton Lane Bridge to the River Avon, on which we have arranged with the management to carry out regular work of varying types. It promises scope for rubbish clearance, lock maintenance, towpath clearance and improvement, and other agricultural work. We want to make this one of the 'star' sections of the Canal. Likely work on this occasion will include clearance of bridgeholes, and towpath improvements - it is very rough going in places.

Please contact Tim Dodwell if you are interested in taking part. Overnight accommodation and catering at cost as usual.

★DECEMBER 13th. (Sunday) SLOUGH ARM.

Joint working party with the GUCS for towpath clearance, rubbish extraction, etc., Meet at 10am by Thorney Lane Bridge and follow signs along dirt track on the south side. Bring

suitable tools if possible.

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TYLE MILL ON OCTOBER 12th.

An assorted crowd of workers from the London WPG, Reading K&A, Reading University Scout and Guide Group, Southampton Canal Society and Wessex Waterways Society (Southampton University), numbering 52 in all, made short work of an impressive array of nettles and other weeds growing on the dredgings above Tyle Mill for a considerable distance. With the aid of our veteran firefighters and others whose talents we were not previously aware of, most of the debris was cleared by the time work stopped.

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FURTHER AFIELD - MARPLE AND WELSHPOOL.

Two large working parties, with some 200 workers at each, with plenty of mechanized equipment, Mini-Ashtons they have been called, and rightly so, for the spirit of that memorable event was abroad again.

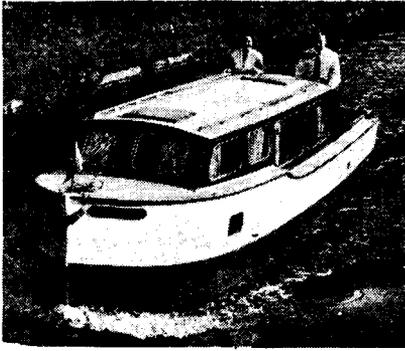
At Marple locks, pounds and gates were cleared, and painted dumpers scurrying with loads of rubbish and mud, crane buckets rose full, emptied swiftly and swung back into the lock chambers for the next load with a swift precision.

At Welshpool the astounded populace watched open mouthed as their canal emerged again from behind scrub and beneath rubbish to reveal its attractions again. The Mayor and Mayoress watched proceedings, and visited the volunteers in their sleeping accommodation on the Saturday night; on Sunday when the water level was restored they were taken for a short cruise on board a trailer launched outboard cruiser. Other small boats helped to show just what an amenity the town has in its canal.

Conference Report contd.) The Conference room was ideally suited to the purpose, being circular, with recesses for stands, and a large area at the back for the exhibition of planning and restoration schemes. Although the accoustics were very good for the speakers, it was very difficult to hear questions.

There were over 80 non-IWA and canal society delegates, and although some may have been prevented from attending by money considerations there were delegates from areas not noted for the amenities of their canals. The Basingstoke Canal area was well represented, with delegates from Surrey and Hampshire Councils, but it was very disappointing not to see Slough on the list of delegates. Delegates had plenty of opportunity of inspecting the exhibition of planning projects, which included not only those mentioned at the Conference, but those for Vincent's Terrace and Duncan's Terrace in Islington arranged by the Regent's Canal Group.

I would advise all members to read the fuller summary of the papers to be published in 'Bulletin' very carefully, and to consider them in detail, as this is the future for the amenity aspect of waterways.



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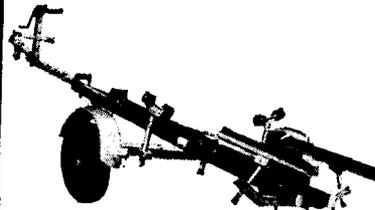
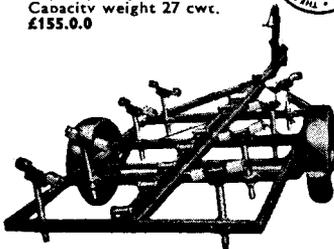
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Josher's Column

A PERSONAL VIEW OF THE WATERWAYS SCENE BY THE MAN ON THE TOWPATH.

Will ever the by now traditional game of musical chairs as it affects the waterways cease? After a dizzy succession of Ministers of Transport we know have what is referred to as a 'Super Minister', with obviously so much on his plate that I doubt if he will have much time to spare for the Cinderella transport media.

Of course the Minister will probably be a front man for the Civil Servants who have directed the course (if that word doesn't have too many allusions) of the waterways for so long. What will obviously happen will be the Minister's direct influence will be removed, if not by statute, at least by expediency. Unless a miracle happens the days of Barbara Castle who had at least an active interest in the problems, will have gone by. I only hope that the campaigns of the last few years have managed to get through to the 'Ministry Men'.

Continuing the party game, I now hear that David Kimmersley has resigned from his position of General Manager of British Waterways Board. This position has obviously become a hot seat; the new General Manager will be the third to occupy this position since Sir Frank took over the reins of this tired old carthorse in his now much publicised way. Expansive plans for the re-invigoration of the surroundings if not the track, plus a personality cult of the first order, have probably and will possibly continue to wear away any man who has the temerity to stand in the shadow of Chairman Frank whose dislike of criticism is so marked; yet a man of similar energy and drive is so much needed if the waterways are to developand survive. I forecast that this will not be the only vacancy on the Board before too long - there is at least one other member who has shown too much interest and initiative to be healthy for his survival - this attitude is, of course, courting disaster.

What should the Board look for in appointing this new Twentieth Century technocrat in place of Mr Kimmersley? Experience, yes of course. Who is available from the Atomic Energy Commission these days? Or could it be someone from the Ministry of Agriculture & Fisheries, ah, that has a suitable salty tang - excellent.... Of course it could equally well be one of the sons of the Black Country, because after all I imagine that the prime qualification of the new man would have to be compatibility.

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Browsing through my 'Daily Telegraph' on October 15th. I found an interesting article, which is sure to give one or two ulcers a twinge in Melbury House. Written by Roger Wickson, and headlined 'Are the Joys of Canal Boating to Erode Away?' it brings up many of the points discussed in this column of late, namely lack of intelligent maintenance, unsuitable development and developments, the creeping and sometimes blatant restrictions upon our freedom and rights. I quote:

'The rate of deterioration is distressing, and so too is the lack of any real evidence of determination to do anything about it. The Board has been asked to protect the banks, dredge the channel and keep locks, bridges and tunnels in safe working order. It is not suggested that they should spend large sums of money on marinas - that can be left to private enterprise.'

'The regular passage of loaded boats is the best way of keeping the channel navigable and weed free, yet there is a mere handful of boats left working.'

'Unfortunately commercial success today seems to have to bring with it much that is vulgar, tawdry and even squalid.....If that which has made the canals so attractive is going to be destroyed, there is little point in maintaining them'.

Having been printed in a quality daily, I doubt very much if it will bring forth the stream of letters which are so often the result of similar inferences in this column - why should this be so?

Could it be that in the main too many members have been lulled into a false sense of security 'After the White Paper and all that' and feel that by airing a somewhat non-party view evil and the curse of British Waterways will fall on the IWA? Could it not equally be true to say that the purpose of this column is to make you think? and as you well know an opinion gently expressed hardly ever gets the point home. (contd.opposite page)

QUIZ

15



1. If you heard people at, say, an IWA gathering, talking of 'Cutlass' 'Harborough', 'Allen' 'Braine' what do you think they would be discussing?
2. What is the distance of the unnavigable section of the Kennet Navigation between Reading and Newbury and how many locks are there in this closed stretch?
3. How many locks are there between the Thames at Brentford and the first summit level on the Grand Union Canal?
4. How many summit pounds does the Grand Union main line have? Is the G.U. unique in this country in having more than one?
5. Where is Roxton Lock?
6. Where is Pinkhill Lock?

Answers, please, to John Dodwell, 'Wychbold' 19 Drill Hall Road, Chertsey, Surrey, by November 30th.

ANSWERS TO QUIZ NO. 14.

1. Slapton Lock is no. 30, not far south of Leighton Buzzard on the G.U.
2. Peter Froud said 'Nothing is impossible except to a canal company' in 1964 when he and Bev Portman were struggling to take a commercial boat up the Rochdale Canal in Manchester (this was at a time when the Company detested boats; they've now changed their mind). The nine locks, covering about $1\frac{1}{2}$ miles, took 12 days to go through, as a lot of rubbish had to be removed! Passage is a lot easier now.
3. David Hutchings said 'We were not experts and therefore did not know what could not be done..etc.,' during the course of the restoration of the southern Stratford Canal. Thus cheaper methods, not thought of or not thought possible by experts, were used.
4. Foulridge Tunnel is on the Leeds and Liverpool Canal summit pound, near Colne.
5. Baitsbite Lock is on the River Cam, about four miles below Cambridge.
6. Monkey Marsh Lock (another I chose because I liked the name) is no.90 on the Kennet and Avon Canal, not far from Thatcham, Berks.

N.B. I shall be giving up concocting these quizzes at the end of the year. Would all those who are eager to take on this simple task - half-an-hour's work a month, please contact the Editor.

JOSHER'S COLUMN. contd.) I firmly believe the expression 'The meek shall inherit the earth' so nobly advocated by our appeasement-inclined members recently, would be the absolute death knell of the waterways as a transport facility now and forever. Perhaps 'Come into my parlour said the spider to the fly' would be a far more apt comparison, because too many people seem to have become enmeshed in the silky web of innuendo and 'politicians' statements. The meek will very soon find that they have inherited what they want. Linear duckponds..... six inches deep!



Letters to the Editor

Lower Earley, Reading.

September 10th. 1969.

Dear Madam,

If I were Sir Frank Price and I had read 'Josher's Column' in the September issue of 'The Windlass' (sic) I should be rather angry and not at all pleased with what was written. An open letter couched in these derogatory terms will do nothing to remedy the alleged state of affairs for it is almost a case of open abuse, and nothing was ever rectified by abuse.

I do not query 'Josher's' sincerity in the facts he reports, I know that everything in the garden is not lovely and in fact in whose garden is it all lovely, but before washing this dirty linen in public surely it would have been better to have written a personal letter to Sir Frank Price or possibly to have sought an interview and found out just why these alleged deficiencies occur.

'Josher' goes on to mention 'the shame of your predecessors' and to drag up the past. Why cannot the past be forgotten, if we are to achieve anything we must look to the future. In any case Sir Frank has no responsibility for what occurred before he became Chairman of the Board.

I do hope that this article to which I/referred ^{have/} is not the start of another public ranting that used to bedevil the I.W.A. in the past and that civilised negotiation over a glass of beer or cup of tea will soon be the order of the day.

As I feel sure that other members will agree with my ideas (I have not canvassed them as I have only just received my copy of 'The Windlass' (sic)) that you should publish my letter so that we can see just what other members think.

Yours sincerely,
DENYS HUTCHINGS.

Finchley, N.3.
13th. October 1969.

Dear Madam,

I am intrigued by Mr Thompson's letter in the last 'Windlass' and would like respectfully make the following observations:-

If Mr Thompson is satisfied with the present overall maintenance standard or at least thinks the standards are tolerable within reason, I would suggest he bears in mind that the present conditions have not come about overnight - but are merely the evidence of long years of decline becoming too obvious for comfort. I think the 'carping' attributed to Josher was intended to point out that the new regime have not yet come to terms with this simple fact, and are, shall we say, just a little mixed up with their priorities. I did hear the other day, an employee of the Board joyfully telling us that 'since the dredgers been we can now get a boat loaded with a whole seven tons of piles down the canal'.... there is no wind of change to compare with the current one!

I think the Banbury Marina ~~subject~~ has been well and truly aired.... but if I had £70-80,000 to spend on the waterways, I don't think it would be on the sort of marina envisaged for that jewel of the Oxford Canal at Banbury - facilities at Banbury of course they would be a good idea, but £80,000 worth, this does seem to be overdoing it a bit. And by the way, whatever account the money was coming from - its still taxpayers' money.

Having been somewhat involved with narrow boat trading recently, albeit on a

very amateur basis, I would mention that navigating a loaded boat almost anywhere on the 'Cruiseway' network is hell. I am convinced that the passage of loaded boats does improve the waterway. Of course narrow boats don't actually dredge, but they do at least maintain a channel depth adequate (just) for fairly deep draught craft. Ask the Ashby Canal anglers if commercial craft keep the weed down! Ask any intrepid pleasure boater about the difference in the ease of operation of paddle gear early in the season between a waterway that is regularly used by narrow boats twelve months of the year and a purely pleasure boat waterway that becomes a virtual water channel between the end of October and Easter.

We are also told about the economics of commercial boating, it may be true that there is not a vast profit to be made from this type of activity. I know of at least two firms that are managing to make a profit of sorts, by using and relying on carefully selected traffics. One of the main and I fear continuing reasons for the decline on this type of traffic is that the track is just not up to the job, therefore boats can carry less, boats get worn and engines strained and they move slower and slower. This subject could take up an entire page, but I won't stretch the Editor's tolerance here.

New paddle gear - if I read 'Josher' correctly, I think he was complaining about priorities, not design. I am sure that if it was desired to standardise paddle gear, the Board could do no better than to equip the entire system with BCN gear which is simple, efficient, and to my mind the most easily worked to be found anywhere.

It is obvious that if the bulk of enthusiasts think like Mr Thompson, we shall never get any of the narrow waterways built to a larger and more efficient standard, let alone the thought of building new waterways capable of carrying cargoes in bulk. If I thought I was in the IWA for the simple reason of facilitating the passage of 'nobby boats' through those nasty wide locks, with great big and numerous paddles I would immediately cease to be a member and take up stamp collecting.

Any statesman will tell Mr Thompson that to get a balanced view of the present and perhaps the possible future, it is necessary to look to the past to learn and view the precedents. This is how we all learn and possibly grow wise, by experience, and for me, the last ten or so years have been quite some experience, and not a very pretty one at that.

Sincerely,
GRAHAM PALMER.

Chertsey, Surrey.

October 9th.1969.

Dear Madam,

In answer to only one of Mr Thompson's points (letters, October 'Windlass') Banbury Marina - I, for one, and I am sure, the Association, have no objection to a marina there, as long as it is suitably planned. What I do object to is the idea of British Waterways spending money on it. They give the impression that they are short of money for restoration work. They also say that they've been inundated with enquiries from people who desire to invest huge sums of money in marinas'.

It seems simple. Let those people invest in marinas and let B.W. spend their money on restoration schemes. B.W. forecast that the waterways may be crowded by, say, 1980. Let them go ahead with re-opening derelict waterways to cope with this demand before further decay and vandalism increase the cost. After all, I cannot see B.W. letting private enterprise invest in restoration works.

Yours faithfully,
JOHN DODWELL.

QUOTE.

'That what we enjoy as canals today, is largely due to people like us looking after their interests in the not too distant past. Are we doing enough now for the future generation?'

Harry Machin, Chairman of the Shropshire Union Canal Society, in their journal 'Cuttings'.



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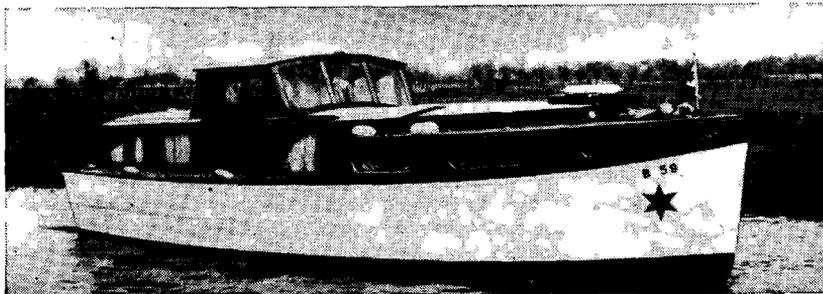
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