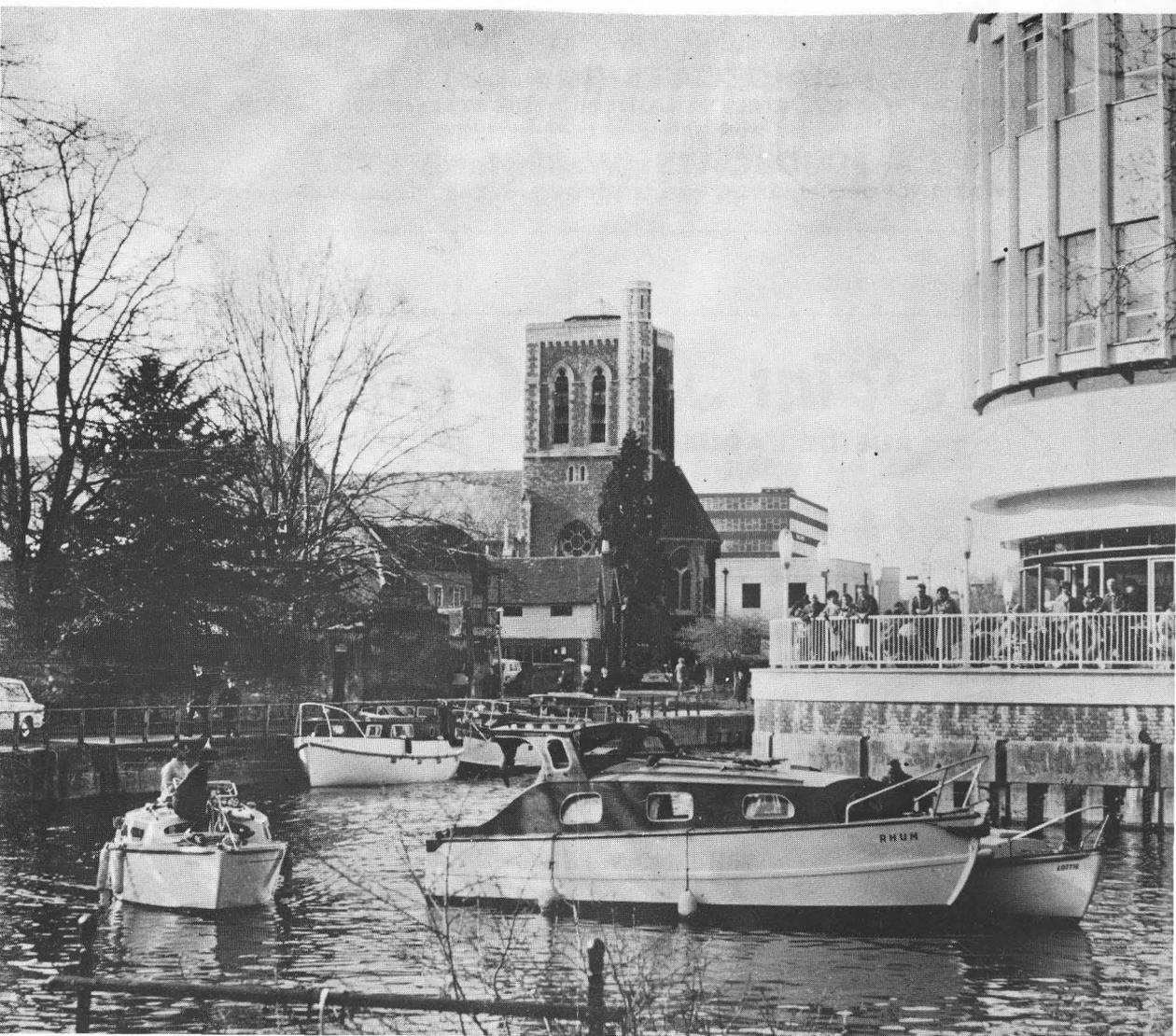
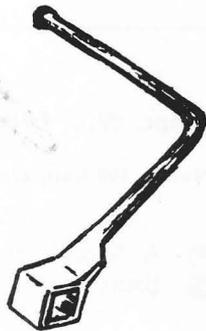


windlass

no.83 december 1969



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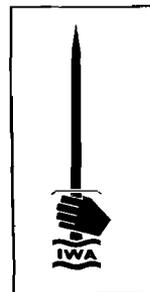
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COVER PICTURE

The River Wey at Guildford; site for next year's
National Rally. Photo by Dieter Jebens.

**THE
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Chairman:
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Chairman's Notes



May I take this opportunity of wishing you all a merry Christmas and a happy New Year; the new year which will bring the first IWA National Rally to the South for seven years. 'The Countryside in 1970' which is as you know Britain's contribution to European Conservation Year, gives the Association the opportunity to further its cause in preserving what is best in our environment. The National Rally will be part of the Association's contribution to 'The Countryside in 1970', with the main aim of raising funds for restoration purposes.

The organisation of such a major event involves a great deal of hard work from now until next August, by quite a number of people; the actual event, if it is not to be a burden to those who have undertaken a preparatory organisation, needs very many voluntary helpers.

For the last six years many of us have attended rallies in the Midlands and the North; they have all been enormously successful, both as events and as part of our campaign. I suggest that our efforts in the South, where we have a far greater number of members should not only equal but should surpass those of our friends!

I have already received offers of help from a number of members; this is very gratifying. But if you feel you can help in either the preparatory organisation or at the time of the Rally early in August, would you please let me or any Branch Committee member know. If you live within 20 miles of Guildford so much the better, but you can still help if you live in other parts of the Branch area. There will be jobs for everyone and full employment.

DESMOND BRISCOE.

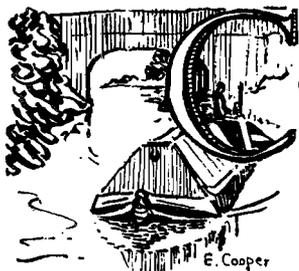
From the Editor's Cabin

I would like to add my seasonal good wishes to those of our Chairman, and to remind you all that 'Windlass' will not appear in January. We drop the issue for this month so that the Editor can enjoy her turkey. Last year we dropped the December issue, and I was typing the January one at 3am. on Christmas Day. Never again! I would also like to hand out a few suggestions for Christmas presents in the hopes that the recipients will adopt them as their New Year Resolutions.

For British Waterways, a proper realisation of the priorities of their task; for boaters and anglers, more mutual tolerance with the reminder that the angler who does not like boats can go and fish in a non-navigable waterway whereas the boater who does not like fishing line round his prop and maggots on lock beams has not that choice; for Surrey and Hampshire County Councils the vision and enterprise to restore the Basingstoke Canal to its rightful place in the waterway system; for all the authorities concerned with the Ashton Canal the same vision and enterprise to restore that waterway to its rightful place as part of the Cheshire Ring; for all passive members of the IWA the determination to do something active next year; for all active members, the strength to carry on; for all 'Windlass' contributors, clearer handwriting, better spelling and punctuality with their copy!

A merry Christmas and a happy New Year to you all.





Coming Events . . .

★ DECEMBER 10th. CHRISTMAS PARTY AND FILM.

Meet your friends and make new ones at our Third Christmas Party. Food, drink, and chat, with the excitement of the Christmas Draw. Come along and see if you have won one of the many grand prizes. The film will be John Humphries' film 'The Good Companions', the Narrow Boatowners Club Easter Rally, which was shown at the recent Conference at County Hall. Venue: The Albert, Victoria Street, S.W.1. Good parking and public transport facilities, nearest underground, St. James's Park. Time: 7.30. Note this is a Wednesday meeting.

★ JANUARY 22nd. (Thursday) WINTER MEETING: THE BASINGSTOKE CANAL. A talk by Mr Paul Vine, author of 'London's Lost Route to Basingstoke'. Mr Vine will be speaking about his work of researching into the history of the Canal for his book, the first comprehensive work of its kind on this waterway. Slides will be shown by the Surrey & Hampshire Canal Society's Vice-Chairman, Les Harris. Mr Vine's book will be on sale, and will be autographed on request for a small donation in support of our restoration fund. Alternatively bring your own copies for signature. Venue: The Albert, as above. Note this is a Thursday meeting. Time: 7 for 7.30

★ 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. 7. for 7.30.



Recent Activities

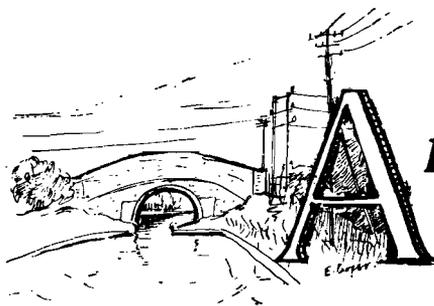
◆ LONDON'S CANALS ◆

Those who had thought the Regents-Hartford Union- Lee to be London's only canals came in for a surprise at the Winter Meeting on November 19th. when Oliver Turner showed a fascinating programme of slides of the lesser known waterways in the area. The Bow Back rivers, Kensington and Woolwich, Roding, Thames and Medway, Fleet Canal, Dartford & Crayford, were all there, a largely unknown section of our waterway system.

After seeing the slides I am sure many members will be keen to explore for themselves.

Mr Turner then went on to show slides of the Ronquieres inclined plane in Belgium. This magnificent feat of engineering showed just what can be done in a country which is forward-thinking about its waterways. There a 300 ton barge is a small one, and they all carry instead of a bike, a car on deck. The barges travel in tanks 300' x 11', each weighing 5000 tons, running on 236 wheels in four tracks. A quite splendid achievement.

NOTICE. It would be greatly appreciated if members with queries on various subjects could please look at their copy of 'Windlass' and write to the appropriate person. e.g. non-arrival of 'Windlass', incorrectly addressed, etc., to Martin Spratt; advertising to Sue Dodwell; financial matters to Peter Heywood; specific waterway queries to the member responsible for that waterway; etc., and not to send all queries to the Branch Secretary. We have a large Committee to spread the load of the vast amount of work we have to do. The less time and postage we have to spend on passing on queries the more we have to spend on campaigning for the waterways.



ROUND THE WATERWAYS

BASINGSTOKE CANAL



Mr S.E. Cooke, managing director and principal shareholder of the New Basingstoke Canal Co., Ltd., attended a public meeting of the Surrey & Hampshire Canal Society at Aldershot on November 13th. Mr Cooke was accompanied by Mr H.D. Swales, his solicitor. This is believed to be the first time that Mr Cooke has attended a public meeting since he bought the canal 20 years ago.

On behalf of his client Mr Swales said that the breach in Ash embankment was not repaired as the Company's engineer had reported that the embankment was unsafe regardless of the breach. Mr David Gerry, Chairman of the Society, replied that his organisation had also commissioned an engineer's survey. His initial comments indicated that the general condition of the embankment was satisfactory.

There were some heated exchanges between Mr Cooke and members of the audience in which he said that he did not wish to close the Canal. Nevertheless he re-affirmed his belief that powered craft on the canal would spoil the amenities for other users.

Mr Swales said that the Company was willing to sell the Canal and negotiations had taken place with Surrey County Council. He also said that the Company welcomed offers to help clean up the waterway from any organisation with the exception of the Surrey & Hampshire Canal Society. The Society was not allowed permission to work because of its antagonistic attitude.

An official from Aldershot Borough Council said that the Council regarded the dam as a temporary measure to safeguard the area from any risk of flooding during the coming winter.

The IWA has supported the protest lodged by the S & H.C.S. against the planning permission granted by Hampshire County Council for the dam. In a letter sent by the Branch, we pointed out that in our opinion the right of navigation still exists and that the proposed dam would therefore violate this right. We also expressed concern over the effect of the dam on Hampshire's current investigations into the suitability of acquiring and restoring the canal. We suggested

that if the breach could not be repaired immediately, then a temporary barrier of stop planks should be placed at a point 400 yards west of the lock, where there is provision for their installation. Finally, we advocated the repair of the breach, and Ash Lock together with the replacement of the upper lock gates.

The Council has replied to the effect that the Planning Committee, having regard for the need to protect the area from the risk of flooding, was obliged to grant permission since it is not in a position to recommend alternative action.

Following publication of the Society's protest, Mr Swales wrote a letter to the Press condemning the Society's expression of view on the grounds of lack of expert knowledge. The Society replied with a letter drafted by Tony Harmsworth (whose only claim to knowing anything about the Canal is that his family successfully ran the waterway from 1923 to 1949!) which must have made Mr Swales regret writing in the first instance.

As we enter a New Year it is hoped that it will mark the start of some positive action to save the Canal from its fast approaching death. Surrey County Council is ready to start purchase negotiations, though they have not said what they will do with it. Now it is up to Hampshire who will decide after Col. Bowen has filed his report on their section in March. So 1970 could be the start of a new chapter in the life of the Basingstoke.

DIETER JEBENS.

RIVER CHELMER



Essex County Council have refused permission for Moulsham Mill and Mill House, both of which are listed as Buildings of Architectural and Historical Interest, to be demolished, and have made a Building Preservation Order under the Town & Country Planning Act 1968.

Moulsham Mill was built partly in the early 19th. Century and partly in the later part of that century, and is one of the largest mills on the River Chelmer. It is

It is situated in Chelmsford, just off the Navigation on the original river. The original part of the Mill is a particularly fine weatherboarded structure and the Mill House is an interesting Georgian house. Wedged between the Mill and the Mill House is Moulsham Mill Cottage, which is in fact the mill house to an older mill which existed on the site. There has been a mill here for nearly 1000 years.

The owners proposed to demolish the buildings and build on the site a factory type building in connection with a Cash-and-Carry business they intend to develop. The Mill in the past has been closely connected with the Navigation as the owners conducted a coal business from the wharf and many years ago used to carry coal for Chelmsford Gas Works by barge from Heybridge Basin.

The Council are to be congratulated on their decision; there are now few historic buildings left in the Chelmsford area, and it is to be hoped that a successful alternative use can be found now that milling has ceased.

JOHN MARRIAGE.

GRAND UNION CANAL

It was free beer all round at the Grand Junction Arms, the Young's public house at Canal Bridge, Acton Lane, Willesden N.W.10 on November 14th. to celebrate the completion of a £20,000 'face-lift' to the pub, including the construction of a new saloon bar and lounge bar.

As well as the construction of the new bars, the mooring stage of the pub, alongside the Grand Union, has been renovated, anticipating the report on London's canals published by the Greater London Council, which urges Councils and commercial firms with canalside properties to tidy up the bank-sides and open up London's canals for more leisure use. The Grand Junction Arms was for many years a meeting place for the boat people. The present pub is some 100 years old, but the cellars show traces of an inn being there for many centuries before.

For the celebratory opening of the new bars the 'Jenny Wren' and 'The Fair Lady' tied up alongside the pub, having brought customers from Little Venice. The new saloon lounge, which has a music and dancing licence, is furnished with many objects connected with narrow boats, including water cans, cabin stools, water dippers, and ropework, and the stage is an exact replica of the forend of a narrow boat.

The architect responsible for the alterations, Mr Stuart Archer G.C. O.B.E. worked closely with Mr C.N. Hadlow, Curator of the Waterways Museum at Stoke Bruerne, to ensure the accuracy of the replicas and original narrow boat fittings used in the new bars.

RIVER STOUR

The Trust's application that the River Stour Canoe Race should be accepted by the British Canoe Union as a national long distance race has been granted. The Trust therefore expects that next year's race will be attended by about 100 paddlers - three times as many as this year. As well as demanding a larger number of helpers on the day, the Trust considers that the race will need permanent trophies or cups for each class. It would be very grateful for any donated...!

The first Annual General Meeting is expected to be on January 31st. Mr L.A. Edwards a Vice President of the Trust has been invited to be the main speaker. As well as being the Hon. Secretary of the East Anglian Waterways Association Mr Edwards has a very long standing interest in the river even prior to his being Hon. Secretary of the IWA. In 1938 he sailed along the lower section of the river and passed through the then newly rebuilt locks, and is therefore one of the few people to have operated them.

It is hoped that prior to the AGM the Trust will have enrolled its 100th member.

JOHN MARRIAGE.

RIVER WEY

A stoppage in early November took place to enable new upper gates to be fitted at Worsfold Gates. These were built at the National Trust workshops, virtually 'on site'.

The Thames Conservancy has now made public its proposals for flood relief works, following the flooding of September 1968. In the Weybridge and Byfleet areas these do not appear to affect the navigation channels, but at Guildford they include deepening and building up the banks of the river to the south of the A3, with new sluices, mitred flood gates and associated earthworks adjacent to the Guildford Rowing Club upstream of Milllead Lock. Downstream of the A3 widening and embanking is proposed, with a new bridge at Stoke, widening of the lock cut and modification of the locks to allow lower water levels below Stoke Lock where the existing embankments would be removed.

These plans are being examined in detail by the Branch Committee.

TIM DODWELL.



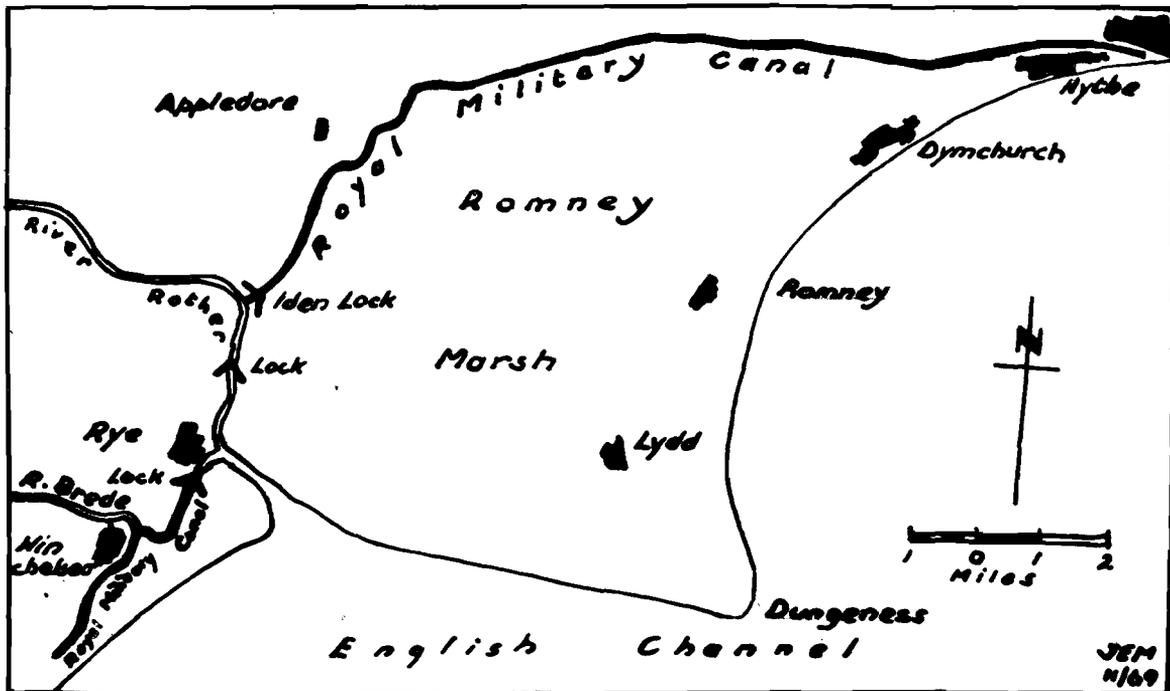
THE ROYAL MILITARY CANAL

John E. Marriage

I have long been intrigued by brief references to the Royal Military Canal, but generally have found little information on it, apart from factual details in Mr Edwards' book 'The Inland Waterways of Great Britain and Ireland'. A recent holiday at Winchelsea enabled me to study the waterway at first hand.

From information gleaned from Mr Edwards' book and other sources I found that the Canal, the main part of which runs in a huge semi-circle from Rye to Hythe, was built in 1804 as a defence measure against invasion by Napoleon. It was built virtually along the inner edge of Romney Marsh where the higher ground sweeps down to the marsh levels. The intention was that the French troops would be confined to the marsh side of the Canal which would be covered every yard by artillery. Running alongside the Canal on the landward side was a broad military road which would enable the English soldiers to move into position with great rapidity whilst the French would be hampered by the marshy conditions.

As we all know, Napoleon did not invade England. The Canal, however, became used commercially for the carriage of goods by barge between Rye and Hythe. Cargoes included blue flints, collected from the beaches and sent to the potteries. The last barge navigated the Canal in the 1880s and since then the Canal has been used solely for drainage purposes, as much of Romney Marsh is below high water level. Two pumps - at Kenardington and Appledore - are capable of delivering into the Canal two million gallons of water per hour.



All the water flows in an eastward direction, and is discharged into the sea near West Hythe by way of an especially constructed channel. A towpath still exists along the entire length of the waterway, although overgrown in places. In recent years a dam has been built at West Hythe, and the last three miles of waterway are under the control of Hythe Borough Council for amenity purposes, leaving the remaining 19 miles under the control of Kent River Authority.

Having absorbed the above facts I then set out to explore the Canal (by car, not boat unfortunately). My first inspection was at Iden Lock, the junction of the Canal with the River Rother which I already knew was not now usable. I found that although the lock chamber appeared to be in a perfect condition the lock gates had been removed and a fixed sluice inserted instead, complete with a measuring gauge. I then proceeded to motor alongside the Canal towards Hythe, for the first mile or so along the old military road and later by crossing and re-crossing the waterway by the remote marsh roads.

I found that about a mile above Iden Lock a bridge had recently been replaced by a piped section of Canal of about 20 feet, and a concrete road constructed at right angles across the line of the Canal, which led to a farm. Apart from this I found no obstructions whatsoever. Many of the original bridges still remained, mostly in reasonable condition. Although its artificial origins are clear to see, its well defined banks are well treed. I thought that the Canal, with the sweeping Downs one side and the flat marsh on the other one of the most attractive I had seen. The sturdy construction of the Canal itself, the military road alongside, and ancillary earthworks were deeply fascinating. I was greatly impressed by the beauty of the Canal along the whole length, and its well maintained condition.

From West Hythe to its terminus at Seabrook, the Canal runs through a built-up area, but still retains its beauty, and becomes in fact a feature of the area. On this section the Council have canoes and rowing boats for hire.

Having now seen the Canal I am strongly of the opinion that boats larger than mere canoes and rowing boats should be able to cruise along it, although I must admit that I do not know what the position is regarding navigation rights. In particular I think Iden Lock should be restored, the dam at West Hythe removed or fitted with gates, and the piped section near Appledore converted back to an open waterway. After Stratford none of these operations are impossible. Whilst I would not like to see the utter remoteness of the marshland countryside destroyed I feel that there is a strong case for pleasure boats to be able to travel from Rye to Hythe so that boatowners can enjoy one of the most beautiful journeys in this country with unique views of rolling downs, flat marshes, castles and walled towns.

A further section of the Royal Military Canal also exists, although less beautiful. This runs southwards from Rye towards Fairlight. A lock (which appears to be usable) connects this with the River Rother. At present this section is probably navigable as far as Winchelsea, about two miles from Rye, although small boats might penetrate further up the River Brede, which flows into the Canal at this point. A fixed sluice, which may once have been a lock bars navigation towards Pett, about two miles further across the marshes. This part of the Canal is much overgrown and probably was never used by barges.

With the extension of the Branch boundaries to include Sussex, the Royal Military Canal is definitely within the London & Home Counties Branch area. Surely the Branch, through local members should campaign to reopen to navigation the waterway between Rye and Hythe?

Josher's Column

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

We appear to be becoming more and more conditioned to the blind acceptance of restrictions and lowered standards. I have the gravest misgivings when I hear, for instance, that although plenty of people grumbled at the fishing restrictions on the Oxford Canal this summer, few would give their names when interviewed, and few complained in writing.

I have misgivings because as soon as a small not too serious restriction is accepted without a murmur (by those physically affected) it becomes all that easier for a further, and more serious restriction to be imposed; when protests are then made the bland reply will be 'But no-one minded last time'. The 'Oh let them do it this once, its silly to make a fuss about a little thing' philosophy will only drive the thin end of the wedge in further. As long as padlocked locks, restricted movement, slowed-up locking because of lack of gate paddles and the necessity to close all gates because they need repairing, etc.,etc., are accepted placidly, matters will not improve.

There is a generation of boaters coming onto the canals who have never known anything else. It will not occur to them to question restrictions, or to ask what was the reason for them. The question of closing all gates on leaving a lock has been dealt with admirably by John Liley in 'Motor Boat and Yachting'. It is of course done to prevent leakage of water where gates are in poor condition, and it has now become standard practice, causing another nail to be hammered into the coffin of narrow boat carrying. When commercial carrying was heavy, the boat people thought they had a good road when they found lock gates open, enabling them to go straight in; neither were they held back by the lack of gate paddles. It is so easy for a small restriction to grow into a big one, and for a temporary measure to become permanent. THE PRICE OF OUR WATERWAYS IS ETERNAL VIGILANCE.

+ + + + + + + + + + +
With the closure of the Transport Museum at Clapham one might hope some of the waterway material would find its way to the Waterways Museum at Stoke Bruerne where BWB already own an empty house suitable for an overflow exhibition. But no: they are going to open a canal souvenir shop instead. There already exists an excellent shop on the opposite bank; private enterprise v. nationalised just is not the way to do it.

+ + + + + + + + + + +
I note elsewhere in this issue the letter from 'Disappointed'. It is a condemnation of the age we live in that sometimes in order to be heard it is necessary to shout - and of course it is rude to shout. I am sure the idea that we were once regarded as loud-mouthed cranks will enchant our members - particularly those of long standing.

There is a very real danger that in becoming accepted as responsible we have sheathed our sword too soon. Nothing draws the teeth of a campaigning organisation as effectively as the acceptance, in principal only, of the ideals it is fighting for. Convention, not conscience, doth make cowards of us all.

+ + + + + + + + + + +
'..... if a waterway is no longer maintained for navigation, and works are carried out which make no allowance for the passage of boats, then the cost of eventual restoration can become prohibitive.....they thought it wrong to allow this to happen to those waterways which seem likely to have a valuable part to play in providing for the country's future leisure needs..... it was strongly represented that some waterways not now navigable should be restored for pleasure cruising'. No, you're wrong, it wasn't Michael Dower at the Oxford Conference when he said we must hold an excess of waterways to cater for the needs of the future; it comes from 'British Waterways: Recreation and Amenity' the 1967 White Paper.

Two years ago. How time flies.



1. Which are the Seven Wonders of the Waterways?
2. Where is Boulter's Lock?
3. Where is Cornard Lock?
4. Where is Browning's Island?
5. How many lock gates are there at Bascote Locks?
6. How long is the navigable, officially non-tidal length of the River Thames and how many locks are there?
7. Where does a swing bridge span two canals?

Answers please, for the last time, to John Dodwell, 'Wychbold', 19 Drill Hall Road, Chertsey, Surrey, by December 31st. The answers to this Quiz and to no. 15 will appear in the February issue of 'Windlass'. John's successor will take over for no.17.



Working Party Page

DECEMBER 14th. (Sunday) SLOUGH ARM.

Joint working party with the G.U.C.S. The work will include towpath clearance and rubbish removal. Meet at 10am. Follow the earth track on the south side of Thorney Road Bridge, and park by the factory fence (Grid reference 033802). Make this a good turnout for our last session before Christmas. Transport from Slough Station by prior arrangement with Tim Dodwell.

JANUARY 10th.-11th. UPPER AVON.

To celebrate the arrival of the New Year we shall be paying another visit to David Hutchings on the Upper Avon. The work will probably include clearing the river bank in preparation for dredging. Further details from, and names of volunteers to, Tim Dodwell, please. Make a New Year's Resolution to take part once a year at least in this project - AND GET OFF TO A GOOD START NOW!

FEBRUARY 8th. (Sunday) RIVER WEY STOKE LOCK CUT.

Some sections of the lock cut are considerably overgrown and promise us a full day's occupation in restoring the full width of the channel. Meet at Stoke Bridge, (A320) at Guildford at 10am. The 'Row Barge' is handy for lunch. As always bring your own tools, waders, etc., make sure there are enough to go round.

=====

W.P.G. BANK A lot of equipment has been purchased recently, and stocks of coupons and stamps have gone down accordingly. Keep the supplies coming in.

JIM FLEMING, 17 WEST GARDENS, EWELL, SURREY.



Letters to the Editor

7 Teesdale,
Highfield,
Hemel Hempstead, Herts.

Dear Madam,

DACORUM NARROW BOAT APPEAL.

At last in Hemel Hempstead a few of us have managed to get a number of people interested in using our local waterway by introducing a scheme by which there will be a narrow boat available to the young people of our youth division, which extends to include Berkhamsted, Tring and the outlying villages. Unfortunately, due to a little bad reporting by our local paper, a lot of people are under the impression that the local council are going to buy a narrow boat for this purpose, but this is not the case. A committee were elected at a public meeting, and this committee have got to do their own fund raising.

It is possible that the scheme may be grant aided, but a lot of money still has to be raised. When a boat is obtained and converted, a job that will be done by the local young people, it will obviously introduce a lot of people to our fascinating canal system, and will, I hope, make some new IWA members.

I know the Branch members are regularly being asked for cash for many good causes, but if anybody could find a little bit more to help us get this scheme off the ground, then it will be greatly appreciated. The Hon. Treasurer is Barry Gandy, 61 Figtree Hill, Hemel Hempstead, Herts.

Yours,
ERIC MCDOWALL.

* * * * *

Canterbury, Kent.
October 29th.'69.

Dear Editor,

Mr Thompson's letter in the last 'Windlass' makes a valid point. Not what he says, for the arguments to his questions have been thrashed out long ago, but the very fact that an IWA member of a year or so's standing is prepared to say what he has done.

For he raises the question, not so much of what we want from the Board, but what we want from our own Association - a canal enthusiasts group or an inland boat owners club. Perhaps in this period after 'The Bill' we should decide.

But with problems like the Cheshire Ring still outstanding I for one find it difficult to cheer for the Board, and to accept our decaying system with a smile.

Yours sincerely,
FRANCIS HODGE.

* * * * *
17th. November 1969.

Dear Madam,

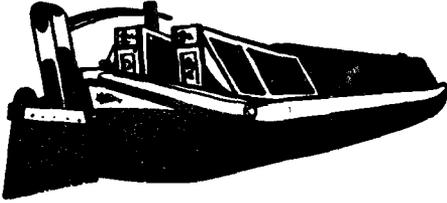
I believed that the IWA was at long last becoming accepted as a responsible organisation, and not a bunch of loud-mouthed cranks 'Josher's' latest outburst (November issue in the form of his personal attack on Sir Frank Price can do little to support this, or

to help our hard-pressed Council who have to deal with the authorities. Reasoned criticism, yes, but personal abuse gains nothing but ill-will.

Yours faithfully,
'DISAPPOINTED'

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BOOK PAGE

★ English Canals. Part 3, Boats and Boatmen. D.D. Gladwin & J.M. White.
The Oakwood Press. 88pp. 15/-

With the publication of this volume the joint authors have completed a unique treble of books about waterways. Unique for several reasons. The witty and uninhibited prose style; the authors' obvious concern for the future of commercial carrying and last but not least the wealth of new material, illustrations and knowledge they have contributed to the subject.

This third volume describes the inadequacies and inconvenience of the toll system, the various types of narrow boats and barges used on our canals including a fascinating chapter entitled 'Steam and Stink'. Passenger carrying boats lasted until about 1850 when railway competition finally killed them off but not before they had carried, sometimes in great comfort, many millions of travellers. Railway carriages of the period must have seemed rather cramped and uncomfortable in comparison.

Some interesting theories about the origins of canal boat people are propounded, together with a summary of the main reasons why they have now almost completely disappeared. The main blame must surely rest with successive governments who have remained completely indifferent to the possibilities of water transport for the last 100 years. Despite having an 18th. century canal system it is amazing how commercial carriage has survived for nearly 200 years - this must prove the worth of water transport.

No good book about canals is complete without its appendices and this book has five. Two are of particular interest - one lists the fleet of boats operated by Fellows, Morton & Clayton in 1947 (how few now remain) and the other gives details of the barges built on the Basingstoke Canal in the Harmsworth era.

As in the other two volumes the illustrations are new and clear, and the acknowledgements generous. The words of our review for the first volume apply even more so - truly a quart of information into a pint pot, and thoroughly recommended to all enthusiasts. A combined volume at £2 would be worthwhile.

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★ Narrow Boats. Voices, Sounds and Songs of the Canals. B.B.C. long playing record,
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It isn't often we have a record to review in 'Windlass'; this one is an essential for all canal lovers. This record is an audio pageant of the boat people, their voices telling of the life on the cut set against the sounds of paddle gear, water and engines. It is all here, birth, education, courting, marriage, working, fighting, singing; clothes, cargoes, boat painting, legging, horses, engines. The material has been drawn from B.B.C. Sound Archives, with more recent radio and television recordings, and the voices include those of Charlie Atkins, Leslie Morton, Sam Lomas, Herbert Tooley, Sister Mary Ward, the Skinners, and many others. The canal songs are sung by David Blagrove, which accordion accompaniment fits the mood of the record extremely well. The record is produced by Desmond Briscoe, and will be available from the IWA General Office after Christmas, and at the Boat Show. This a record to be bought and played again and again with increasing enjoyment of its riches.

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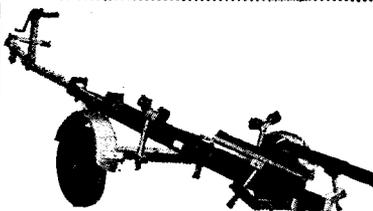
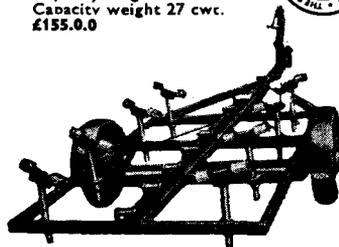
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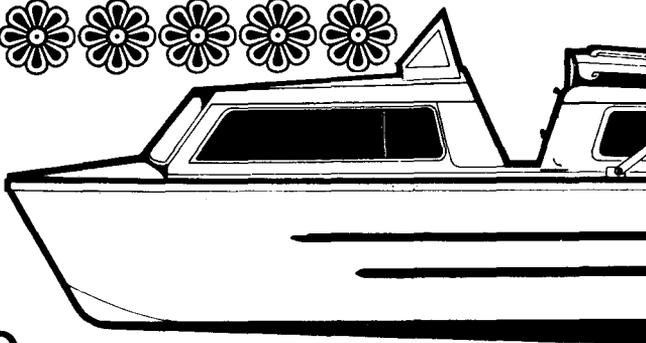
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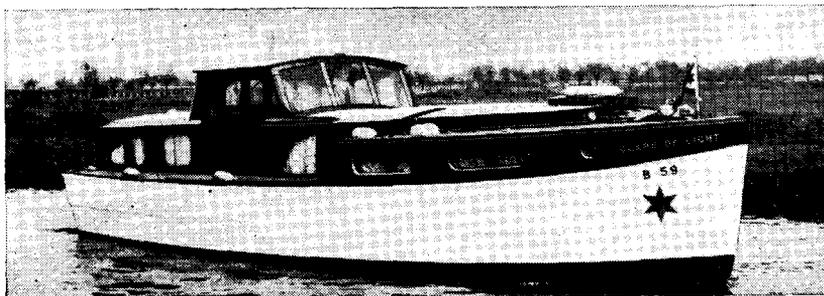
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