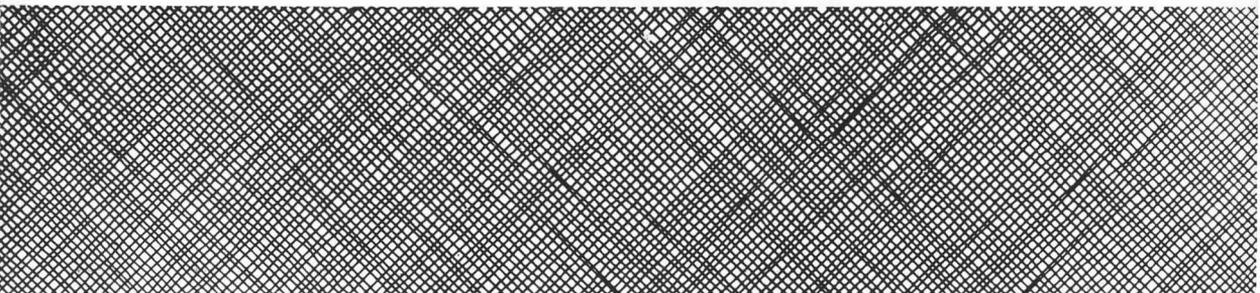
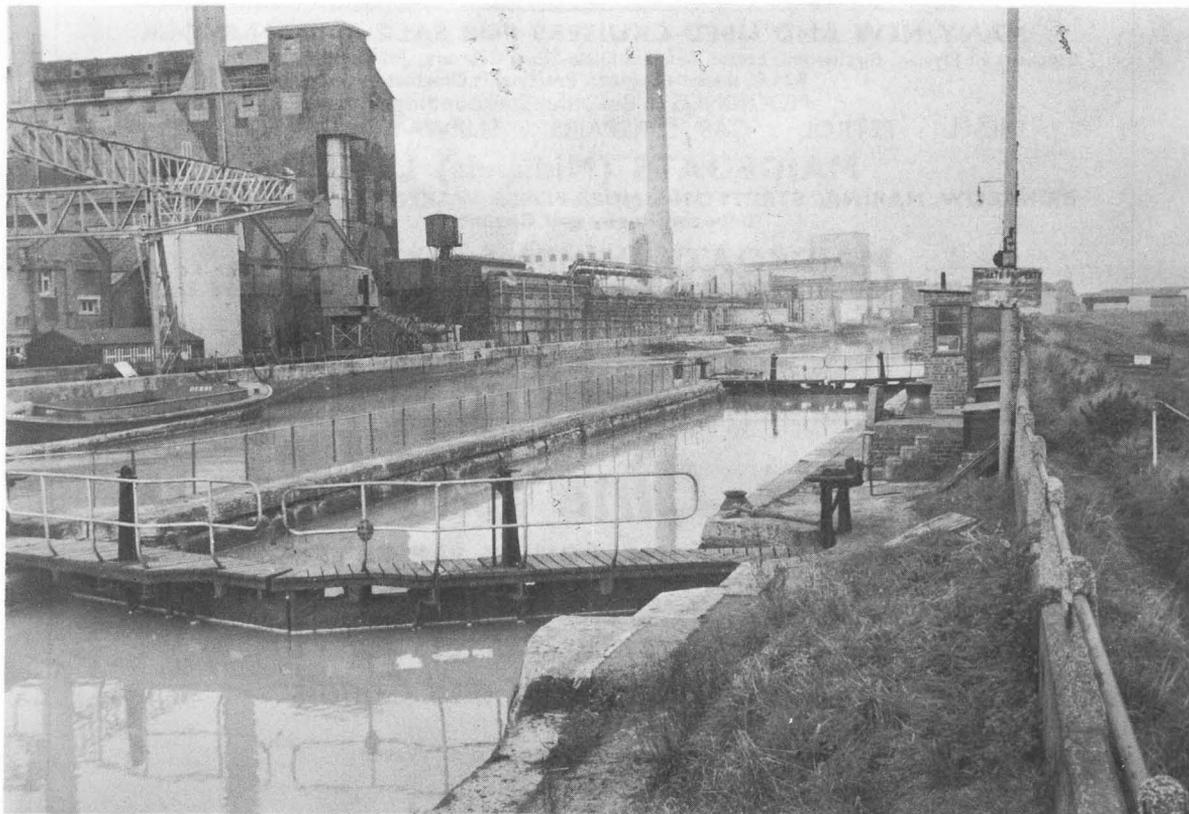
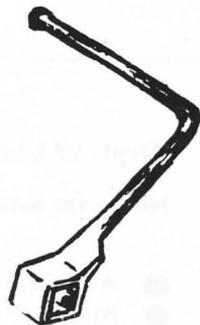


# *windlass*

no. 84 january 1970



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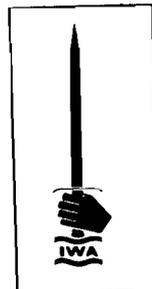
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**LONDON AND HOME COUNTIES BRANCH**



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**THE  
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ASSOCIATION LTD.**  
**General Office:**  
114 Regents Park Road,  
N.W.1.  
**Chairman:**  
Capt. Lionel Munk F.R.S.A.,  
A.R.I.N.A.  
**General Secretary:**  
Robert Shopland

**COVER PICTURE:** Dartford Lock on the Dartford  
& Crayford Navigation, one of London's lesser  
known waterways. An article appears inside.  
Photo by Jim Fleming.

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### Office

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Classes were begun in 1963 in response to the demand from people who had enjoyed dinner and buffet parties prepared by Mary Feast. They take place in a specially equipped kitchen. Teaching, in classes of 4-8 men and women, is by one of the Mary Feast group who all hold the Cordon Bleu certificate. Our lessons are designed to help anyone interested in really good food to cook and serve with confidence and enjoyment an attractive and delicious menu for the right occasion.

Afternoon classes are on Tuesdays and Thursdays from 2 pm-4.30 pm.

Evening classes are on Mondays, Tuesdays (only men) and Wednesdays from 6.15 pm-9 pm.

Short courses of 6 lessons costs 9 gns.

A variety of longer courses can be arranged.

Pupils take home with them the food which they have prepared and materials are charged for at cost.

Unless 24 hours notice is given for lessons missed, a charge unavoidably has to be made for unused materials.

Each lesson is based on 3 excellent dishes suitable for a luncheon or dinner party menu. The cookery courses include both simple and more complicated dishes.

Many are suitable for preparation in advance of a dinner party. For the inexperienced a course of 6 classes also includes all the basic cookery processes.

# From the Editor's Cabin

I would like to apologise for the deficiencies of layout and punctuality of this issue of 'Windlass'. Certain domestic upheavals such as a spell in hospital and the decorators in possession have meant that this issue has been compiled in a rush. It is also a little thin in news in some aspects; since there was no December issue this was not to be expected. But as the saying goes 'While the cats away.....' and unless I am around to crack the whip copy for 'Windlass' tends to be something people forget.

Plans for the National Rally at Guildford are now taking shape, and there is considerable interest in this, the first National Rally in the south for many years. It will spotlight a cause which should be of the utmost concern to us in the London & Home Counties Branch. I refer of course to the restoration of the Basingstoke Canal. The sight of well kept boats on a well kept waterway cannot help but convince canalside residents from the area that their canal too could be like this. The advantages of a living waterway as opposed to a refuse dump will be brought home to both local authority and riparian owner. This, therefore, is a Rally we should support to our utmost. Volunteers are always wanted for stand marning, and similar work; boat owners will find the journey most rewarding, for the Wey is a truly lovely waterway. But whatever the fun and games offered to all at a Rally the campaigning aspect of it is the important thing - and here we have a campaign worth fighting.

## HARRY STEVENS

We record with sorrow the death on January 13th. of Mr Harry Stevens of the River Wey. He was 82.

One has no hesitation in describing Mr Stevens as 'of the River Wey'; it was so much his life and love. In order that its quiet beauties might be kept safe for the nation, he gave the waterway to the National Trust in 1963. His family connections with the waterway go back to 1812.

In 1964 this Branch held its Whitsun Rally at Godalming, and no one who served on the Committee or attended the Rally will forget Mr Stevens courteous helpfulness. His regular attendance at meetings also proved an object lesson to us all.

It is only in the last year that commercial traffic in the form of the Stevens' grain barges has disappeared from the river, breaking one more link with the past.

A gentleman in every sense of the word, Harry Stevens will be much missed by all who visit the lovely waterway with which his name will always be linked.

\*\*\*\*\*

## o BRANCH SALES o

'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.

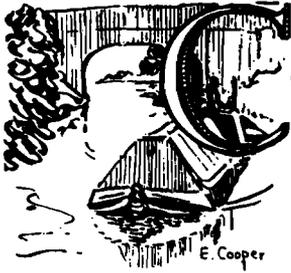
Restoration and design scheme reports:  
'Slough's Canal: the Future?' 2/6 post 6d.  
'Basingstoke Canal: the Case for Restoration' 4/6 post 6d.  
'Regent's Canal: a Policy for the Future' 6/- post 9d. For planners and campaigners.

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

o 169 FYFIELD RD, LONDON E17 o



## oming Events . . .

## Recent Activities

+ FEBRUARY 19th. (Thursday) WINTER MEETING: THE RIVER STOUR. A talk by Mr John Marriage, Chairman of the River Stour Trust. Venue: The Albert, Victoria Street, S.W.1. 7 for 7.30pm. Good parking and public transport facilities, nearest underground station; St. James's Park.

+ MARCH 19th. (Thursday) ANNUAL GENERAL MEETING. NOTICE is hereby given that the Fourteenth Annual General Meeting of the London & Home Counties Branch of the Inland Waterways Association Limited will be held on Thursday, 19th. March 1970, at the Albert Hotel, Victoria Street, London, S.W.1. at 7.30pm. Nominations for election to the Branch Committee should be forwarded, duly seconded, to the Honorary Secretary as soon as possible. Motions to be put to the meeting should reach the Honorary Secretary by 8th. March 1970.

LOGAN BROWN  
HONORARY SECRETARY.

5th. January 1970.

+ APRIL 10th. ANNUAL DINNER. At Lord's Cricket Ground. Excellent speakers- good food. Details next issue, book the date now.

Association, while others have given on more than one occasion ;in any case, all deserve our gratitude, especially perhaps Water Gipsy Cruisers, who were kind enough to donate the First Prize while they were still a young organisation experiencing all the difficulties of coming into the very competitive business of boat hiring.

Secondly, my thanks must undoubtedly go to the many of you who did so well in the sale of tickets. The prize list speaks for those who did particularly well, but in addition I would like to say a very personal thank you to those who wrote such heart-warming letters to me. It is almost impossible to answer them individually, yet each one really deserves a special mention. There was the letter for instance from an elderly lady who was bedridden and obviously not too well of, yet who managed to send her 2/- for the cause. To her and the many others who sacrificed time, effort and sometimes their widow's mite we owe the success of the Drae and through it, the success of our fighting fund.

There are those of you who, unfortunately received tickets, when it was against your principles or your conscience to sell them. If you had asked for your name to be deleted before and this had not been done, please accept our apologies. Sometimes through a change of address, renewal of an addressograph plate, or any one of a number of factors, tickets still manage to get themselves sent to you. Many are returned good humouredly, others not so. The former show a spirit which I personally welcome as being in keeping with the spirit of the Association; some of the latter I almost feel have no place in our ranks.

Perhaps because more of our members have come to realise the very valuable contribution which the Draw makes to our funds and perhaps because more of you now realise that the battle is hotting up rather than being won, the response this year has

### THOUGHTS ON THE 1969 CHRISTMAS DRAW.

As I have remarked before, one of the more difficult parts of running a draw is in trying to persuade one's friends to give really worthwhile prizes. I am often asked why we do not purchase all our prizes; the answer is, of course, that we do purchase a few of the lesser ones but to be responsible for buying the whole list would so seriously deplete the profit that the whole project would hardly be worthwhile.

My thanks must be given, therefore, in the first instance to those of our friends who so generously helped the cause by giving prizes. Some of them are not members of the

been quite staggering. Over £800 was returned, representing the sale of over 16,000 tickets, this giving a profit in excess of the £600 which was last year's total of receipts! If we keep this up, dare we hope for the magical £1000 next year? Whatever the new total is, you may rest assured that not only will it be urgently needed by then, but will be put to even better use than before.

I have no doubt that much liquid will be lost through leaky gates before next year's draw comes round, but in the meantime, can I leave you with this thought.

"Don't drain away any more Mr Mulley  
For there's scarce enough to drink  
Wat we want is water, water, everywhere,  
Nor any muck to stink."

DEREK CLEMENTS.

#### PRIZEWINNERS:-

1st. Prize of a week's cruise, - F. Payne, of Tarring, Sussex.  
Others:- J.C. Street, London S.W.1.; (2); 'V.M.S. Charlie' Clapton, E.5.; Mr. Boshier, Chiswick; Mrs. W. Child, Watford; F.R. Hammin, W.13; Fosters Wine Merchants, Blackheath; Mr Finlay, Ascot; D. Gill, Haslemere; Mrs. Weaver, W.5.; H. Green, Wood Green, N.22; Dennis Weiner, Wentworth, Surrey; D.K. Cassels, Gt. Barford; F.M. Harvey, Watford; T. Farmer, Chalgrove, Oxford.

Ticket sellers' prizes were awarded to the following:- 1st. Mr A.R. Hollidge who sold £16 worth of tickets.

Others:- Miss A.M. Clements; H.J. Williams; J.R.W. Bull; A. Gobey, F.M.W. Power; Miss L.M. J. McElnea; A.J. Laurie; J.A. Cadisch; W.C. Fuller; H.R. Harvey; and Miss S. Dodwell.

#### THE BRANCH COMMITTEE.

There have been the following changes on the Committee.

Mr. Gordon Webb has resigned from the Committee, where he held the position of Action Group Leader, owing to ill health. His place has been taken by Mr R.K. Stainton formerly of the North Eastern Branch.

Mr. Graham Palmer has resigned from the Committee to concentrate on his other activities.

Mr Norman Underwood has joined as representative for the Rivers Lee and Stort. He has for some time represented the Branch on the Lee & Stort Development Committee.

#### THE NATIONAL RALLY.

Volunteers are required for lock marring on the River Wey from the 4th. to 12th. August for the National Rally of Boats at Guildford. If you can assist for any period during this time please contact Mike McGrath, 36a Baker Street, Weybridge. Telephone: Weybridge 47826.

Plans for the Rally are now taking shape, and the Rally Chairman, Desmond Briscoe would like to thank members for the generous response to his appeal for volunteers in the last issue of 'Windlass'.

#### THE PENNY BRISCOE AWARD.

This award has been established as a memorial to the daughter of our Chairman. Penny Briscoe died in 1965 at the age of 15; so vivid were members' memories of her enthusiasm for the campaigns and activities of the Association, they have established this award named for her to be competed for each year by junior members or the children of adult members of the IWA.

The trophy, the silver sword of the Association set in a perspex cone on a metal base, will be presented to the youngster who makes the greatest contribution to furthering the work of the IWA and promoting greater use of the waterways. Exact details and rules will be announced later, and the award will be presented at the annual dinner of the Branch in which the recipient resides.

#### B.W.B. APPOINT ARCHITECT/PLANNER.

The appointment of Mr Peter White Dip. Arch. A.R.I.B.A. as Architect/Planner to British Waterways Board has just been announced. In a press release the Board says the appointment will assist the Board in demonstrating the tremendous potential which the waterways have, particularly in the provision of amenities in the urban and industrial areas of this country. Mr. White

Mr White was a Senior Architect in the City Architect's Department, Birmingham, and had special responsibilities for canal side development within the Department's Civic Centre Group.

#### URGENTLY WANTED FOR 'WINDLASS': PHOTOS.

Suitable for cover: must be full plate.  
Interior use: any size. Vital need to build up a photo library. PLEASE HELP.



## ROUND THE WATERWAYS

### RIVER WEY

The water level has recently been lowered in Guildford to allow the Council to remove a wall which collapsed in the 1968 floods, and had been causing an obstruction by the Bus Station.

The redevelopment scheme is now well under way, and Guildford Wharf is a scene of desolation, with every building razed to the ground, except the wheel crane which is to be incorporated in the new layout. Plans are on foot for a new by-pass to by-pass Guildford by-pass. This is expected to cross the river below Woodbridge, and the situation will be watched.

There is not expected to be the usual Easter-Whitsun stoppage this year, as although new lower gates are under construction for Newark Lock, a lengthy stoppage should not be needed to fit them.

TIM DODWELL.

### RIVER STOUR.

There will be a Regatta at Harlow on May 16th/17th. organised by Harlow Town Council. There will be all the usual attractions, plus a few new ones. Items include a Dog Show and a Donkey Derby. There will be a Regatta Queen. More information in our next issue, along with details of where to get a programme and entry form. There will be no charge for boats.

### KENNET & AVON CANAL.

The big news is that work should by now be starting on the restoration of the Widcombe Flight of locks in Bath, a scheme to which Bath Council have agreed to contribute generously. As this is strictly outside the Branch area we forbear to go into the matter more deeply. However the message is plain - the K & A must be restored throughout.

Available from the K & A Trust at 34 Springfield Park, Twyford, Reading, Berks, at 5/6 post paid is a most attractive facsimile reprint of 'An Authentic Description of the Kennet and Avon Canal' published originally in 1811, with a new introduction by KenRClew. This is a must for those interested in the history of the canal.

TIM DODWELL.

### RIVER STOUR.

A booklet entitled 'Dedham Vale Proposals' has appeared, jointly prepared by the Planning Departments of Essex, East Suffolk and West Suffolk. It sets out in detail the policy the three County Councils are to follow in dealing with the locality.

Generally the proposals are to be warmly welcomed. Unfortunately the navigational aspects, the principal concern of the River Stour Trust, are dealt with in a less satisfactory manner, stating that the use of the river should be limited to manually operated boats and canoes as motor boats would create problems of noise, pollution, and erosion. The Trust considers that whilst there is no place for large or high powered boats on the river, a number of low powered craft would actually improve the condition by restricting the growth of weeds, a hazard to both boats and anglers.

(From 'The Lock Lintel')

The Trust held a very successful meeting at Frinton in November, with a slide show of the River Stour and other waterways, by Miss Doreen Barratt. During the interval Major Logan Brown, Vice-Chairman of the Trust, spoke about its aims and objects, mentioning that at one time the Stour was navigable for 25 miles, with 15 locks. None of these are now working, and many are just sites. The aim of the Trust is to restore navigation over the full 25 miles, and a fighting fund of £2,000 is needed. The evening was most successful both as a publicity venture, and to raise funds for the Trust, which now has over 100 members after one year's existence.

# Josher's Column

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

Those of you who have read the reports of the Waterways in Planning Conference which have appeared in 'Windlass' and 'Bulletin', and those who were there in person, cannot fail to have been impressed by what Sir Hugh Casson had to say on the subject of how the waterways should be developed amongst other things.

Canals are vulnerable to success; we have created a sterile, vulgar and dangerous world; visionaries can become tamed; the time to take it easy is not now; getting rid of old ideas is harder than getting new ones; all points made by Sir Hugh, and all relevant to what I have been saying in this column since it began. If the canals are to retain that which attracts the average IWA member to them, a very hard eagle eye must be kept on development.

Imagine Blisworth Tunnel with fairy lights or 'ghosts' with the appropriate taped sound effects of sickly sweet music, or rattling chains and echoing laughter. Imagine a commentator at a popular lock-side giving a commentary on how to operate a lock to a lolly-sucking crowd with you doing the demonstrating.' Far fetched? Perhaps; but there are plenty of people this would appeal to - and one of the dangers of development is that there is a tendency to aim at the lowest common denominator.

Sir Hugh Casson said canal architecture is forthright and tough as well as graceful; it must not be allowed to get cute. Canal architecture is also there, ready and available for conversion and use. Knock it all flat and put up something in glass and chromium plate? Occasionally conversion prices may be higher than to knock down and build again from scratch, but not every time. And who would not prefer to empty their elsan in part of an old canal building blending perfectly with its surroundings, than in a new cold concrete blockhouse which sticks up like a sore thumb? Or equally bad, a mock Tudor twee cottage-ette such as one sees in municipal parks?

Canals are useful as well as beautiful. Beautiful to go on or alongside; useful as a means of arriving at that which is beautiful. A canal, for us to seek its retention and development, does not have to be a thing of leafy loveliness. Who can say which has the greater value - an ugly urban waterway linking a large area of population with the countryside or a pretty sylvan waterway going nowhere and linking nothing? Don't lets be too fond of talking about saving a waterway for its beauty; it wouldn't do if we were branded as only being interested in the pretty bits.

\* \* \* \* \*  
Looking at the Letters to the Editor I note one correspondent's liking for the saying 'Softly softly catchee monkey'. Has he heard, I wonder, of the people who went so softly they sank into a state of complete inertia - and the monkey caught them?

---

STOP PRESS, LATE NEWS. BRITISH WATERWAYS ANNOUNCE NAME OF NEW GENERAL MANAGER.

A British Waterways Board Press release just received announces the appointment of Mr David Gemmell McCance, aged 42, as the new general manager in succession to Mr David Kinnersley. Formerly a professional management consultant, Mr McCance has been the Board's chief accountant since 1966.



# Working Party Page

was much in evidence just to the west, cutting at times at an angle of 30° and more - but not quite falling in the water! The East Slough Residents Association had planned to join in, but thought better of the weather. Who can blame them? - it takes experience to put up with that sort of thing voluntarily.

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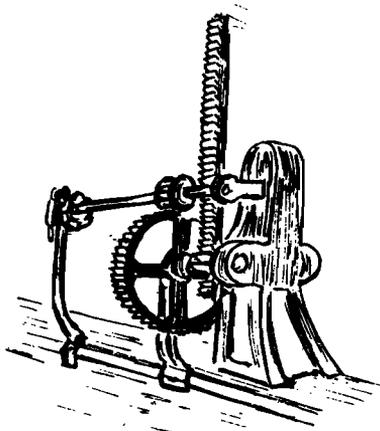
THANKS to the Association of Waterway Cruising Clubs for their most generous donation of £25 to the London WPG. It will be put to the best possible use.

## MARCH 14th./15th. KENNET & AVON - BATH LOCKS.

A week-end visit to give a hand with the restoration of the locks - not just tidying up as on our last visit. The work is expected to include lock and pound clearance, and the bottom lock should be completed by May 16th. the date of the K & A Trust AGM. Further details from and names of volunteers to Graham Palmer at 4 Wentworth Court, Wentworth Avenue, Finchley, N.3.

## SLOUGH ARM.

If the weather conditions on Sunday December 14th. on the Slough Arm were reminiscent of 'Op Ashton' the turnout was not. A combined group of Branch members and the GUCS worked hard all day inspite of both, and completed the clearing of the towpath along the wooded section east of Iver. The autoscythe



## **Active ... or apathetic ?**

**If you are prepared to work for the future of our waterways --- Read**

## ***Navvies Notebook***

**Subscription for twelve months 5/- post free from G. Palmer 4 Wentworth Court, Wentworth Ave, N.3**



## BOOK PAGE

No problem this month of disposing of those Christmas book tokens. All these volumes are from David & Charles, and they fill long needed wants in our canal libraries.

'Bradshaw's Canals and Navigable Rivers of England and Wales' (1904) Henry de Salis.  
Reprint. 490pp. 63/-

In May 1968 we invited readers of 'Windlass' to let us know which three books they would most like to see reprinted. Bradshaw was one of the selections and we therefore welcome this further addition to the David & Charles reprints.

Why should this volume be so popular? In many ways it is awkward to use as the reader must first know the name of the almost inevitable railway owning company before he can refer to the waterway of his interest. Later reference works that overcame this disadvantage and which include more up to date information have since been published, but the demand for Bradshaw continues. (see 'Windlass' Book Page for October 1962). Part of the answer probably lies in the fact that as soon as the book is opened the reader is transposed into an age when water transport still played a significant part in this country's economics. The author spent over eleven years in his launch 'Dragon Fly' travelling 14,000 miles of waterway so as to prepare, from first hand knowledge, a traders reference book which he hoped would encourage water borne traffic. Henry de Salis was therefore an enthusiast, a believer in waterways, and despite, or perhaps because of, the books massive factual content his belief in waterways is transmitted to the reader.

Whilst the main body of the book consists of lock and mileage information for every navigable waterway in England and Wales there is also a section at the beginning giving details of boat haulage, tunnels, aqueducts, locks, bridges, etc., Apart from the Royal Commission on Waterways published subsequently there is probably no other information that so accurately describes conditions as they existed at the turn of the century. A glossary of canal terms including that wonderful word - Gongoozler - completes the great work.

For the dedicated enthusiast a Bradshaw is a must now that it is can be bought at a reasonable price. For the newcomer it may just be a little too detailed and slightly confusing to use. It now remains to be seen whether our other two top favourites will be reprinted - 'Idle Women' by Susan Woolfitt, and Dashwood's 'Thames to Solent by River and Canal or the Log of the Una Boat Caprice'.

'The Canals of South and South East England'. Charles Hadfield. 393pp. 70/-

We tend to take for granted each new issue of this series of books about the canals of the British Isles; and yet each one maintains the very high standard set by its predecessors and it would be wrong for familiarity to breed contempt. A daunting amount of patient work and research has gone into this series by which canal lovers have benefited enormously.

Giving strictly factual accounts of the birth, life and regrettably in many cases, the death of a waterway, this latest issue will be of particular interest to Home Counties

members as it covers our own territory. 'The Canals of Southern England' published in 1955, and now out of print, has been replaced by this volume, and 'The Canals of South West England'. All waterways south of the Thames and of Gloucester and east of a line between Bristol and Christchurch are included.

In his foreword Charles Hadfield explains that the majority of new work in this volume covers those waterways which have not been the subject of special studies such as the Kennet & Avon, the Thames & Severn, Wey & Arun, and Basingstoke for which separate volumes have been published. In consequence the accounts of the Thames & Medway, the Medway, the Wilts & Berks. and many other smaller waterways have been greatly enlarged. In addition there are many good diagrams and photographs. As usual the author gives due credit to all his helpers and a complete list of references for further researchers is included.

In the last decade the number of books about waterways has probably increased four or five times. Not all will stand the test of time but 'The Canals of South and South West England' will be one of those that does.

'Canal and River Craft in Pictures' Hugh McKnight. 112pp. 50/-

Hugh McKnight will need little introduction to the majority of our members. Until very recently he has been editor of the IWA 'Bulletin' and for several years his advertisement asking for old photographs of canals has appeared. Many of us must have wondered whether the response has been worthwhile and, if so, what would become of the material he has collected.

'Canal and River Craft in Pictures' is one result of his labours. Truly a fascinating photograph album featuring all types of commercial waterway craft, including such rarities as Humber keels, Severn trows, Mersey flats, Tyne keels and Norfolk wherries. The coverage of canal narrow boats and wide boats is staggering, particularly as the author says in his introduction that even pictures dating from the last war period are difficult to obtain.

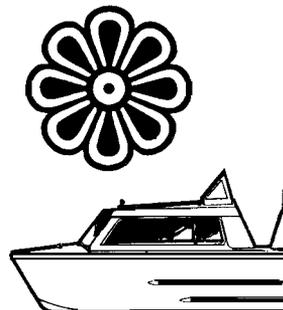
If there can be one criticism it is that the material deserves more space, particularly the colour frontispiece and title page that seem to shout at each other on adjacent pages. Most of the photographs have not been published previously and many date from the end of the last century.

This volume is the nearest thing that we shall ever achieve to a canal time machine. For those of us who long for a glimpse into the past to those days when the canal towing path resounded to the sound of horses hooves, the hiss of steam and the thump of new-fangled Bolinders, then this volume is a must.

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# SHORT CUTS or Little(known) Navigations

by Martyn Denney

## NUMBER TWO: THE DARTFORD & CRAYFORD NAVIGATION.

In 1840 an Act was passed empowering some commissioners to improve the Dartford and Crayford Creeks for navigation. This was done, and following its success a further Act of 1895 authorised the building of a tide lock at Dartford, providing a tide free basin.

The Dartford and Crayford Navigation now consists of the Dartford and Crayford Creeks and the River Darent as far as Dartford Mill. The navigation is  $2\frac{3}{4}$  miles long, with a  $\frac{3}{4}$  mile branch to Crayford Mill. Dartford Creek enters the Thames just over 18 miles below London Bridge.

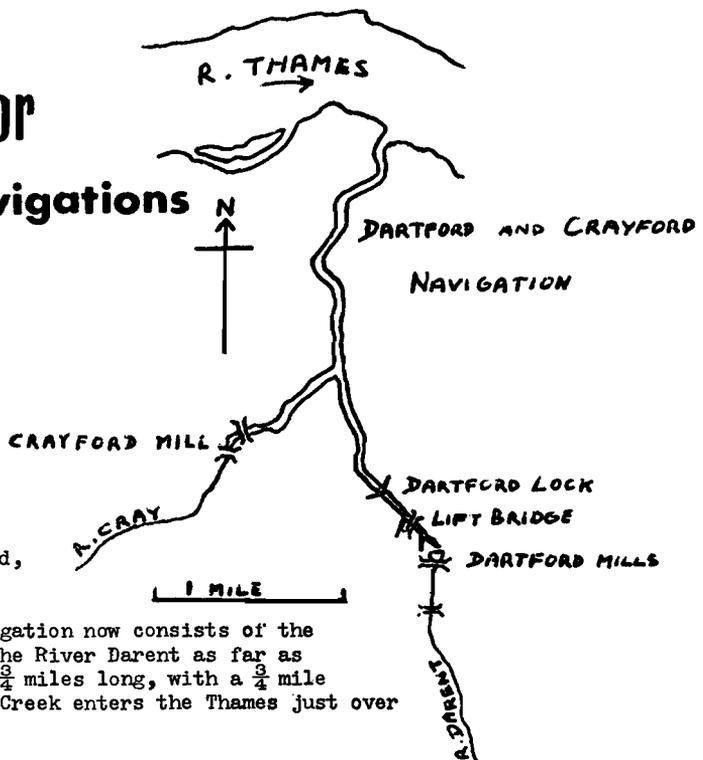
Dartford Lock will take boats of up to 165 feet in length, and 23 feet beam. A depth of about 6 feet is usually available to the head of navigation at Dartford Mills.

About  $1\frac{1}{2}$  furlongs from the head of navigation is the only bridge, a simple breed of lift bridge which has been painted green. About the same distance further downstream is Dartford Lock. The gates are operated by a windlass, bevel gear and pinion, acting on a curved rack which is mounted on a frame attached to the gate but on the opposite side of the quoin on which it pivots. At high tide the water almost makes a level. Below the lock the navigation is tidal for a further  $2\frac{3}{8}$  miles to its junction with the River Thames. The Crayford Branch joins the main line about  $\frac{3}{4}$  mile below Dartford Lock, and is tidal throughout. The navigation is used by Thames lighters throughout its whole length.

## NUMBER THREE: THE BAYBRIDGE CANAL.

Prior to the passing of the act which authorised the building of the Baybridge Canal, the Sussex river Adur was navigable only from the sea to its tidal limit at Bines Bridge. The Baybridge Canal Act of 1825 authorised the making navigable of the Western Branch of the the River Adur for  $3\frac{3}{8}$  miles from Bines Bridge to a basin near Floodgate Farm on the Northern arm of the river above West Grinstead. The bill authorised a capital of £6,000 and May Upton was appointed engineer. Two locks were built, one at Lock Farm near Partridge Green, and another behind West Grinstead church. Both the locks lie across tight bends in the river, keeping artificial channelling to a minimum i.e. about 70 yards including the length of the locks themselves, which were 75ft long and 12ft 6 ins.wide with a depth of 4 or 5 feet over the cills. The navigation was closed in 1875.

The Baybridge Canal never actually went to Baybridge; it ended in a small rectan-



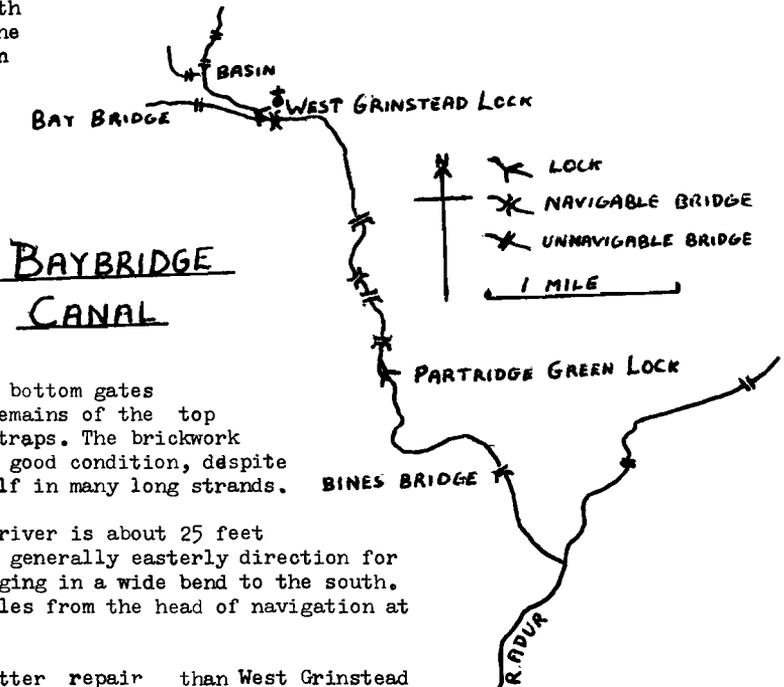
angular basin which is situated just downstream of where the foot-path from West Grinstead Church to the A24 bridges the river. The basin is dry now (since the stream has cut into the canal bed,) except in times of flood, and the river is winding and narrow until, passing two overspill weirs on the right, it reaches West Grinstead Lock. This first lock is on the north bank of the main stream, there being no more than two or three yards of cut either above or below it. A brick dam has been built across the bottom of the chamber where the bottom gates would have been, and all that remains of the top gates are the two iron quoin straps. The brickwork of the chamber is in remarkably good condition, despite the ivy which has attached itself in many long strands.

Below West Grinstead the river is about 25 feet wide and continues to head in a generally easterly direction for a further half mile before swinging in a wide bend to the south. The other lock is reached  $2\frac{1}{4}$  miles from the head of navigation at Bay Bridge.

Lock Farm Lock is in better repair than West Grinstead Lock; the brickwork is in good condition and the curved stone cill is intact. In addition all four cast iron quoin molds are in position, as are the wooden stumps of the bottom gate quoins, mitres and paddle frames. Both locks have top and bottom 'Breast' or 'mitre' gates.

Baybridge Canal paddle gearing is very interesting, there being two distinct patterns of reduction gearing for top and bottom gates - all were gate paddles.- The most interesting feature is that the spindles are rectangular in shape, rather than square which is more usual.

From Lock Farm the navigation gradually widens, and the banks become slightly higher to accommodate storm water and spring tides. For all its short length, the Baybridge Canal is well worth remembering, as in several decades time when the boat population has multiplied itself many times over, and the IWA and the many other waterways organisations have restored the major derelict waterways, the Baybridge would make a good mooring for light sea-going craft out of the tide; not to mention a strong cruising potential through the beautiful Sussex Countryside.



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# Letters to the Editor

North Harrow, Middx.

Dear Madam,

'Windlass' is an exciting, thought provoking and vibrant publication. It is well balanced and very relevant. It is difficult to 'read' at times, but this method of reproduction obviously has to be borne on the score of cost.

Josher's Column is always stimulating. He is the kind of writer whose mind is quick to see injustice, impatient to **al**lviate wrong and never suffers beaurocratic delays gladly; who really has something to say and believes in saying it come hell or high water. He has never pretended to be the diplomat, nor the softly spoken suave customer one looks at twice. he is to be respected for his courage in writing as he does as also is the Editor for publishing.

From some many years of dealing with local and central authorities on various planning, amenity and transport matters, I have no hesitation in saying that the only way to deal with authority is aggressively. Facts most be incontrovertible, phraseology precise, writers integrity unquestionable, sincere and quite impersonal at every stage. But never stop hitting, hard; never stop using every legitimate aid; never let authority forget that the memories of many of us are not short; always follow through to the bitter end, and then repeat it. Do not forget the past, but do not be personal about it.

It is axiomatic that nothing in this world worth having has ever been won without the little voice crying persistently, without the volunteer, and without authority - which by its very nature is bound to have more pending than action trays - being constantly reminded of its duty to those who gave it authority, in the most forceful terms.

Yours etc.,  
RAYMOND W. NEWMAN.

\* \* \* \* \*  
London, S.W.1.

Dear Madam,

I would like to make certain strong comments on recent ~~letters~~ in 'Windlass'. Now that the fight to save the great majority of the canals from closure has been won, it seems that some IWA members have been lulled into a false sense of security. These members do not appreciate that there is still a large difference between the objects of the IWA and the current actions of the BWB. It is of the utmost importance to realise that if the Board is not quite rightly criticised for its failings, they will assume that their shortcomings are acceptable. It would then be realistic to expect further deteriorating standards of already poor maintenance, until the canals become unusable to any boat drawing more than six inches. Thus the invaluable function performed by an independant commentator such as Josher can be seen; in bringing these shortcomings to the public eye. While Josher's opinions may not be shared by all members, his facts are not queried, and in making members think, discuss and write his column is without doubt extremely commendable. The implication in one letter that forthright comments, by possibly giving offence preclude civilised negotiations is misleading. It is unfortunate if an article gives offence, but if the basis of the article is correct, then it should be admitted as such. It is the facts disclosed and the action being taken which is of major importance. The individual style of writing should not be allowed to confuse the issues.

Yours faithfully,  
J. EVANS.

Windsor, Berks.

Dear Madam,

Month by month I have followed with dismay the increasing hysteria in Josher's writings and his antipathy towards Sir Frank Price and Mr. Kinnersley. In the first place I do not like to see the cloak of anonymity provided by his non-de-plume used to cover personal attacks and secondly as a 'feature' writer in the 'Windlass' his articles appear to reflect Branch policy. I hope the latter is not the case. If it is, do not include myself among its supporters as I consider that he has done much to reduce I.W.A. influence with B.W.B.

Josher despises 'the meek shall inherit etc.,' I reply 'softly,softly catchee monkey'.

Like Mr. Hutchins I consider that more can be gained from a position of mutual respect and a friendly interview than by hurling abuse and innuendos. Few, if any of those thrown in the present case appear to be substantiated.

Our waterways are suffering from 100 years of neglect and until the Transport Act gave them a new meaning little was done. Now in only one year Sir Frank is expected to restore all to a high standard.

In 700 miles this year I found much to complain about. My nobby boat draws 2'6" and in pssing other craft I went aground more times than I can remember. The lock gates and gear on the Staffs and Worcs. saw better days - years ago, nut how much can be done in one year on a limited budget at today's prices? Can I hear screams of 'Banbury'? With the atmosphere Josher is building up we are in no position to ask questions and incidentally, even if it does not please Josher, B.W.B. may have good reasons for the project. I can think of a few.

It seems extraordinary that when we want help from B.W.B. for a rally approaches are immediately made to the appropriate B.W.B. officers and great help they have provided. I speak from personal experience, and so should others. 'Yes but this is on a local level' I can hear Josher crying. I doubt that he would stop to consider that without blessing from above there would be no local help.

The I.W.A. is a campaigning body dedicated to the retention and improvement of the inland waterways. Its success has been achieved in the main by insisting on legal responsibilities being adhered to and by making friends and convincing them of the value of our cause.

I suggest that we continue on this course and stop hurling abuse about to our own detriment.

Yours sincerely,  
R.O.RADBOURNE.

+ + + + + + + + + + + + + + + +  
Other letters have been received on this subject. Mr Nigel Stevens wrote in support of Josher, and Mr W.P. Bush in support of Mr Hutchings.

Bristol.

Dear Miss Johnstone,

Compliments to John Marriage on his Royal Military Canal article. I spent the first 18 years of my life just ten miles from this cut, but only became interested in canals just before leaving the area. Having seen the canal on several occasions and knowing the area very well indeed, I agree that in view of the increasing popularity of pleasure boating in the Rye area, this canal will be very popular if made navigable.

To see this canal enjoyed by thousands of people I would advise you to visit Hythe when it holds it's annual carnival. The Canal through the town is used as the procession route with decorated porttoons used as floats, thus providing a carnival with a difference. This also provides free movement to the traffic of the town even at the height of the festivities.

At the Rye end of the Canal, members might be interested to know that the River Rother (into which the canal flows) is stil. navigable for some 12 odd miles up to Newenden road bridge (A28). Though now used only by one or two boats a year it has been

deepened and widened for flood prevention.

As Newenden was my home, I can remember hearing many tales of the coal barges that used to discharge their cargoes at the village wharf. I can also recall collecting a sack of coal from the dredgings out of the river in this area only a matter of eight or ten years ago.

Yours sincerely,  
COLIN EMMETT.

\* \* \* \* \*  
Dear Madam,

\* \* \* \* \*  
Watford, Herts.

As a native of Sussex I was very pleased to see the article by Mr. Marriage in your December issue on the Royal Military Canal, and his appeal for a restoration campaign.

The fact that the National Rally 1970 is to be held at Guildford on the River Wey may focus attention on that neglected waterway at the other end of Sussex, the Wey and Arun Canal, which joins the Wey Navigation not far from Guildford. This must traverse some very beautiful countryside, and I wonder if it will ever be reopened.

The restoration of 'London's Lost Route to the Sea' would be a very big task, but would surely prove that the IWA can get things done in the new decade. Perhaps if we all make a New Year's resolution to become more active members of the IWA we can put Sussex (and Kent) back on the canal map.

Yours faithfully,  
R.D. PRANGNELL.

EDITOR'S NOTE. Mr. Marriage's article has aroused considerable interest, and the fact of the navigability of the River Rother has been brought to my attention by several people. While one has every sympathy with those who hanker after the restoration of the Wey & Arun, the National Rally at Guildford will be focussing attention on a much better prospect for restoration- the Basingstoke Canal.

---

Below: Coal boats in Nash Mills Lock, Grand Union Canal. Photo by R.A.HYDE.





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# QUIZ ...



## NO. 17

1. Where is Dog-in-a-Doublet Lock?      2. Where is Tring Ford Stop Lock?
3. Which locks on the Lee Navigation are mechanised?
4. Why was the 'new' Harecastle Tunnel originally built?
5. How many staircase locks are there on the B.C.N.
6. Where, at a lock, can a heel post be found?

Answers please to our new Quiz Master Roger Stephens, 38 Sandhurst Drive, Seven Kings, Ilford, Essex, by February 28th.

### ANSWERS TO QUIZ NO. 15

1. If at an IWA gathering you heard people talk of 'Cutlass' 'Harborough' 'Braine' 'Allen' they would be discussing designs of narrow boat hulls built nowadays.
2. The unnavigable section of the Kennet navigation between Reading and Newbury is  $8\frac{1}{4}$  miles and there are 12 locks.
3. There are 57 locks between the Thames at Brentford and the first summit level on the Grand Union - which is at Tring.
4. The Grand Union Main Line has three summit levels: Tring, Buckby-Braunston, and Knowle-Camp Hill. The Canal is unique in this country in having more than one summit level.
5. Roxton Lock is the first unnavigable lock on the River Great Ouse that you meet going upstream; there is talk of its restoration.
6. Pinkhill Lock is on the Thames above Oxford.

### ANSWERS TO QUIZ NO. 16

1. The Seven Wonders of the Waterways are: The Anderton Boat Lift, near Northwich, Cheshire, the only one still working in this country; The 29 locks at Devizes on the Kennet & Avon, with their wonderful side-ponds; The fantastic Pentecost Aqueduct, 1007 ft. long 121 ft. high; The  $5\frac{1}{4}$  yard long Standedge Tunnel on the closed Huddersfield Narrow Canal; The superb Bingley Five Rise Locks on the Leeds and Liverpool; The Barton Swing Aqueduct, near Manchester, unique in this country; the mile long Burnley Embankment which overlooks the rooftops of that town.
2. Boulter's Lock is on the Thames at Maidenhead.
3. Cornard Lock is derelict on the River Stour in Suffolk.
4. Browning's Island is in the middle of Little Venice, Paddington.
5. The four Bascote Locks on the Grand Union have  $1\frac{1}{4}$  gates only, as the top two are a staircase.
6. The navigable, officially non-tidal length of the Thames goes from a stone post just below Teddington Lock to Inghelsham Junction. This is about 126 miles long and has  $1\frac{1}{4}$  locks. Intrepid navigators can reach Hannington Bridge if their craft has the right draft!
7. A swing bridge spans two canals at Northwich Road Swing Bridge where the Manchester Ship Canal joins the Runcorn and Latchford Canal.

The winners of the 1969 Quiz series are Miss P.N. Harris of 30 Orwell Road, Felixstowe, (a 1968 winner as well) and Roger Stephens who now takes over from me. They will both receive a canal book of their choice.

JOHN DOWELL.



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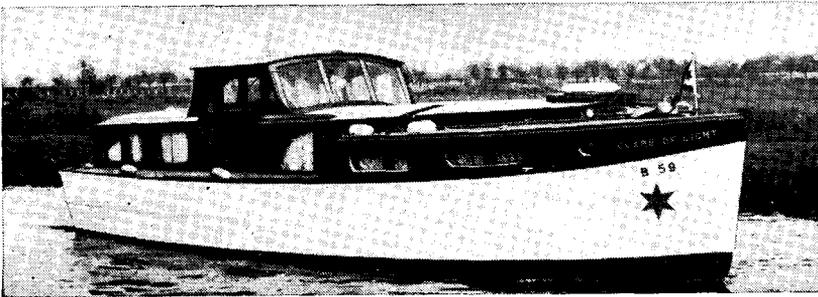
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