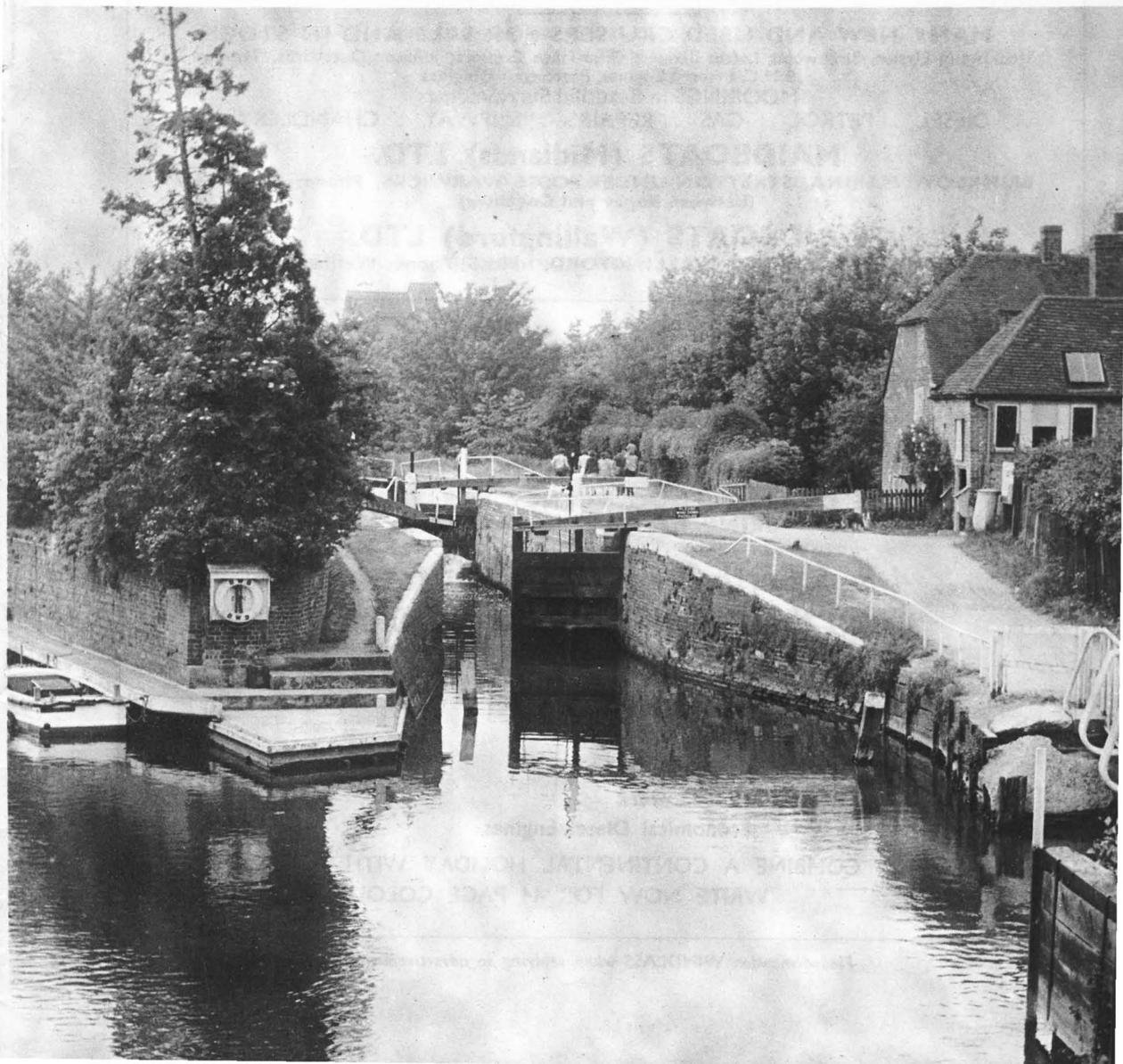


# *windlass*

**no.85    march 1970**



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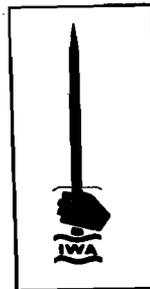
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**THE  
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A.R.I.N.A.

**General Secretary:**  
Robert Shopland

**COVER PICTURE:** Newbury Lock on the Kennet &  
Avon. **Photo:** Hugh McKnight Photography.

# ***From the Editor's Cabin***

The IWA Council has issued a ruling that there are to be no anonymous articles in Branch journals. 'Windlass' has had a regular anonymous column 'Josher's Column' since 1966 and is therefore most seriously affected by the ban. The anonymous column has ever had its place in British journalism and has provided an outlet for the views of many a person whose circumstances required the cloak of anonymity, whether from fear of loss of livelihood, ease of access to information, safety from reprisal (which could affect other activities) for criticism, or to avoid offending the family or annoying the wife!

From now on 'Josher's Column' will my personal column, and will remain the personal and independent view from the towpath, within and without the Branch area. I stress the word 'personal': the party line will be found in the Editorial and in Chairman's Notes, but if you want the private views of an ordinary member of the Association and a waterways enthusiast you will find the mixture as before in 'Josher's Column'. That this will add immensely to the already heavy task of an Editor goes without saying; I hope none of Josher's numerous followers will be disappointed with the result.

\* \* \* \* \*

I shall never know why dated the last issue January instead of February: my apologies for the confusion, I only hope no one thought we were THAT late! Dates have always been my weak spot, particularly when they have to be set with Letraset.

\* \* \* \* \*

Elsewhere in this issue there is an appeal for help with the organisation of the Rally at Guildford. I hope it brings plenty of replies. There is something else well within the capabilities of all Members close to Guildford. You can talk about the coming Rally. I don't mean in public; but to your neighbours, shopkeepers, fellow workers. It is not possible for us all to help, or even to go whether by boat or land transport. But we can all talk, and should try to ensure that as many people as possible know about the Rally. This particularly applies to people living near the Basingstoke Canal. The more people who go to the Rally and see what an amenity a properly maintained waterway can be, how alive it looks with boats and people on the banks, the more will appreciate how their own waterway could be.

---

## SLOUGH - THAMES LINK: ANOTHER PROPOSAL.

Our Member Thomas Christie has produced a most interesting proposal for a navigation and towpath walk between the Thames at Staines and the Slough Arm of the Grand Union Canal at near West Drayton. Entitled 'The Colne Valley Navigation' this document was inspired by the Colne Valley Park scheme which extends from Rickmansworth to Staines incorporating as an essential part, nine miles of the Grand Union Canal. Mr Christie envisages a continuation of navigation and towpath by way of the Colne, and the Wyardisbury rivers, with some artificial cuts. There is much to commend in this route.

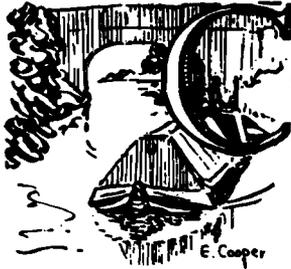
The proposed navigation would cross some singularly attractive country, and would greatly enhance Staines, not noted for its waterside facilities or attractions. The report contains sketch maps showing the route and sites of locks and weirs, as well as a detailed description of the proposed route and the possible difficulties. It is, of course, only a preliminary survey, and the technical problems have not yet been investigated. Anyone interested in obtaining a copy should write to:- T. Christie, 5 Weald Rise, Tilehurst, Reading, Berks.

EDITOR.

---

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# oming Events . . .

## Recent Activities

### ★ MARCH 14th.

**WEY CRUISING CLUB MEETING: THE UPPER AVON.** David Hutchings will be speaking to Club Members about the great Upper Avon Restoration scheme, and Branch Members who missed his talk in London last Autumn will be very welcome. Venue: The Prince of Wales Hotel, Wood-bridge Road, Guildford. 7 for 7.30pm.

### ★ MARCH 19th.

**BRANCH ANNUAL GENERAL MEETING.** At The Albert, Victoria Street, London, S.W.1. The formal business will be followed by a showing of a film of the Caldon Canal by John Humphries. Refreshments available; good parking facilities; easy public transport, nearest underground is St. James's Park.

### ★ APRIL 6th.

**KENNET & AVON CANAL TRUST MEETING: AN ILLUSTRATED TALK ON COMMERCIAL CARRYING ON BRITAIN'S INLAND WATERWAYS.** Branch Members welcome. Venue: The Old Stone Building, Central Car Park, Newbury Wharf, 7.30pm.

### ★★ APRIL 10th. BRANCH ANNUAL DINNER. BRANCH ANNUAL DINNER.

By popular demand the Branch Dinner is being held for the second year running at The Banqueting Suite of Lords Cricket Ground, St. John's Wood, N.W.8. on Friday April 10th. at 7pm for 8pm. A very good menu has been chosen and a galaxy of well-known personalities invited, which, together with the sumptuous facilities of this venue, should ensure a good evening being had by all. Dress: informal.

Unfortunately there is a slight increase in the price of tickets over the previous two years, but in common with most other things prices have risen and we are obliged to pass on the increase. Tickets may be obtained from the Social Secretary, J.C. Street, 52 Moreton Street, London S.W.1. and early application is advisable. Please use the order form enclosed with this issue. Price 46/- per ticket. The Chairman and Committee look forward to welcoming you all at the Dinner.

### ★ MAY 16th/17th.

**HARLOW REGATTA.** Entry forms are enclosed with this issue, and programmes will be available shortly.

### ★ AUGUST 7-10th.

**GUILDFORD WATER FESTIVAL AND NATIONAL RALLY OF BOATS.** The first National Rally in the Branch area for some years should attract a grand turnout of boats and supporters. Remember the dates and come to support the restoration of the waterway adjacent to the River Way - the Basingstoke Canal.

### \*\*\*\*\* THE BASINGSTOKE CANAL WINTER MEETING. ◆◆◆

At the meeting held at the Albert on January 23rd. Paul Vine gave a most interesting talk to a full house on a subject not very often explored.

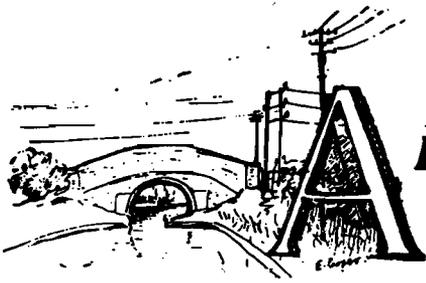
Basing his talk on 'London's Lost Route to Basingstoke' he explained how one sets about the nightmare task of tracking down all possible sources of information. From responses to advertisements, personal contacts like Mr Harmsworth who once owned the Basingstoke Canal, patient sifting of material available in museums and libraries he gave a fascinating picture of the detective work necessary in building up a comprehensive history of the canal.

Mr Vine's talk was followed by slides of the canal shown by Les Harris of the Surrey and Hampshire Canal Society.

FLO WOOLGAR.

### \*\*\*\*\* THE JOHN HEAP TROPHY. ◆◆◆

We are proud to record that the John Heap Trophy has been awarded to our Members Derek and Jill Clements in recognition of their astounding achievements with the Branch Draw. The Trophy is awarded annually to the Member raising the most funds for the Association. Our warmest congratulations to Mr and Mrs Clements.



# ROUND THE WATERWAYS

## BASINGSTOKE CANAL

The Annual General Meeting of the Surrey & Hants Canal Society was held on January 26th. June Sparey, in her report as Secretary, recalled the achievements of the Society during the year, mentioning the petition calling for public ownership and a policy of restoration. 10,000 signatures were handed over to representatives of the two Councils at Ash Lock, for which the Society later completed the construction of a new pair of lock gates. The 1,000 member was signed up in September. The Committee had also been busy behind the scenes meeting representatives of both Councils to put the Society's views on restoration.

Speaking of the future, David Gerry, Chairman, said that this year being European Conservation Year would make an excellent opportunity for the two Councils to make a worthwhile contribution by purchasing the Canal for amenity use.

DIETER JEBENS.

## KENNET AND AVON CANAL

News of progress at Bath, where work on Lock 7 is well underway, is most encouraging. A dam has been installed at the tail of the lock to keep out the river, and the old lock gates and cills removed. The new top gates have already been built, and the bottom ones are under construction at Devizes workshops. Meanwhile volunteers have cleaned out the chamber and adjoining pounds. All being well the lock should be completed by mid-March.

TIM DODWELL.

The extension of the navigable length of canal between Newbury and Hungerford has recently been the subject of much discussion. The hold-up of the link between Reading and Newbury due to the M4 motorway construction has caused the Trust to look west of Newbury. The Trust and the IWA have jointly proposed to donate £7,500 towards the cost of extending to Hungerford and restoring the seven derelict locks currently separating the two towns. The IWA

will assume responsibility for the re-creation of Hamstead Marshal Lock.

When the link between the two towns is complete it will attract a large number of trailed craft, and already Newbury Corporation have had constructed an excellent slipway in the Northcroft Park. There is a first class swimming pool, and camping and fishing are available for the trailed cruiser and it is expected to be a popular area next summer.

## RIVER WEY

There were more lowered water-levels, this time at the end of January, in the Paper-court area, where it was necessary to clear accumulated debris from the lock area. This was another useful job done to maintain the condition of the river.

TIM DODWELL.

## National rally

.....or to give it its full title, Guildford Water Festival and National Rally of Boats. The committees are not set up and, along with deciding on the above impressive title, have really got plans moving. Later we shall be calling for large numbers of site helpers, but at the moment the cry is for more specialised things.

The site organisers are trying to arrange facilities and services, and if anyone has any good contacts which will save money (and thereby put more into the kitty) please let me know (address on page 3, same as Tim's) You know the sort of thing? P.A., electrics, water pipes and taps, toilets (yes, a mobile unit out of a hat is just what we need!) tentage, fairy lights, internal telephone, fire-works, scaffold poles, planks, fencing, etc., These arrangements must be made soon, so it is really only definite ideas that will help - the comfort and enjoyment of a lot of us will depend on good services.

On a similar subject we shall need practical help from experienced (professional

or amateur) plumbers and electricians. Names and addresses to me again please.

Now too is the time to produce suggestions for entertainments, displays, exhibitors (clubs or for the trade show) etc., But please don't be disappointed if all your ideas can't be used.

Finally, help with publicity. We are planning a network of people covering all angles of publicity within a twenty mile radius of Guildford. If this is your line, again contact me. If you have already written to anyone on the Committee offering help your letter should have found its way through to me, so you will already be earmarked!

At the same time a campaign is under way to interest as many schools as possible in the River Wey and the Basingstoke Canal areas. 250 letters have been sent out to nearby schools, and both Surrey and Hampshire Education Departments have included notes about the Rally in their Schools Bulletins.

The main object is to encourage as many teachers as possible to introduce the subject nearest to our hearts (canals in general as well as particular) to their pupils. It is hoped that competitions for essays, projects and paintings will be organised, depending on response.

I have more copies of the letter which has been circulated, it contains a book list and other bits of useful information, so if anyone knows of any schoolteacher who has not heard about the scheme and would be interested, (wherever they are situated) please send me names and addresses.

I can see my post should increase enormously, but please do be sure to indicate in which of the above categories any names and addresses belong.

LIZ DODWELL.

## WANTED

a secretary for the National Waterways Restoration Fund.

The Association has appointed John Dodwell as Appeal Secretary for the IWA National Waterways Restoration Fund, which will be a voluntary, spare-time job. He requires secretarial assistance. The work will probably involve drafting and typing short letters, typing from a tape-recorder (for choice), recording details of covenants and money received. Ability to work by yourself for much of the time, and to be prepared for anything would be a distinct advantage.

This is a very important job, as it will relieve the Appeal Secretary of this work

and enable him to concentrate on work more directly concerned with raising money. His secretary will be playing a very necessary backing-up role in raising money to help restore canals and rivers.

At present it is anticipated that only a few hours a week (to suit the applicant) would be needed. It might well appeal to a lady without a full-time job, maybe a Member's wife. The area of residence is not critical; any one of the following areas would do, North, East, South, West or Central London, or around the Windsor-Guildford area, but other places near London might be adequate.

If you can help the Restoration Fund in this way, or know of someone who could, please write to John Dodwell, at our General Office, 114 Regent's Park Road, London, N.W.1.

## WORKING PARTIES



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

Help with the restoration of Bath Locks. The more effectively volunteers can show their talents, the more the prospects for the rest of the Canal are improved. Names please, to Graham Palmer, at 4 Wentworth Court, Wentworth Avenue, London, N.3. Transport by arrangement.

★ APRIL 13th. (Sunday) RIVER WEY.

There are a variety of jobs to be done in preparation for the National Rally. Meet at Stoke Bridge (A320) Guildford, at 10am. We shall be finishing off tree-cutting in Stoke Lock cut, and, subject to sufficient numbers, sending out detachments to take on various smaller jobs elsewhere. When the expected hordes of visitors arrive in August we want to make sure that they get a good impression of one of 'our' waterways.

## FEBRUARY REPORT.

If the weather forecast was to be believed conditions at Guildford on February 8th. should have been like those at Slough in December. But the sun shone most of the day, and 44 people ignored the forecast. As a result a great deal of work was done, even if some enthusiast cut down so much that a few gallant spirits were working to a late hour to leave the channel clear. Stoke Lock Cut is now much clearer, and the greater part of the work done. We were particularly glad to welcome a strong contingent from the Southampton Canal Society, as well as members of the Wey Cruising Club.

# Josher's Column

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

Rather than hamper the other activities of my previous columnists by asking them to sign the column, I have taken it over myself. Josher survives. Those of you who find this column stimulating will continue to find in it the mixture as before. Those of you who find it carping and unedifying can continue to enliven the correspondence pages or if really put off by hard hitting truth can read the book reviews or turn to some other journals of the acquisent coffee table variety; there are enough of them.

Some correspondents raise the question of why I am always hitting out at B.W.B. over maintenance and developments such as Banbury projected marina. Not fair to expect B.W. to work miracles in such a short time with such little money; not fair to criticise them for their excursions into commerce.

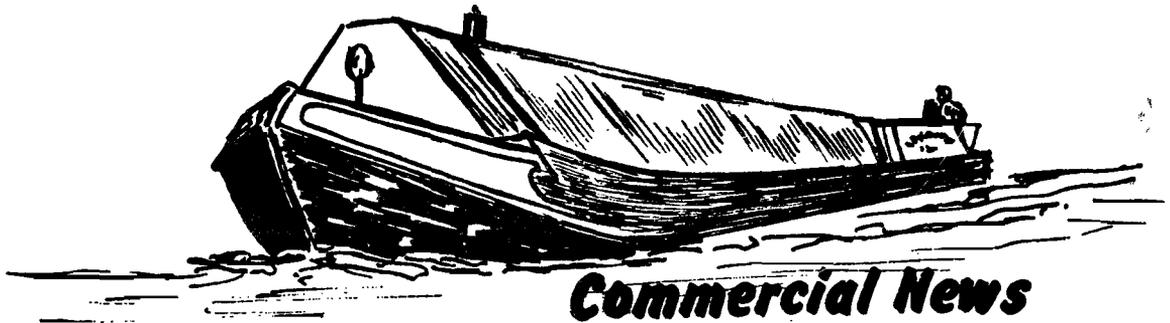
Which sounds the more sensible: improve conditions, leading to more boats, then build the facilities; or build the facilities and let the boats continue to struggle and maintenance staff struggle, with worn-out locks and choked channels and have a large turn-over of newcomers to canal cruising who go away saying never again? Remember the majority of hirers on the canals are people who are trying it for the first time. They won't be members or enthusiasts, taking a masochistic delight in bow-hauling and poling, sheeting leaking gates, and fighting ill-balanced balance beams. They will be Mum, Dad and the kids, perhaps with Grammy and the dog as well, looking forward to a new type of holiday. If they enjoy it, the enthusiast of tomorrow, perhaps even a working party type. A little hard work, to make it different is fine; but after getting stuck (in the rain) and falling in while poling off, having to work all the locks himself because the paddles are too stiff for the wife, who is going to blame Dad if he arrives at the luxury marina and says 'Never again'? Only the purist who would say we can do without that type on the canals anyway. But as there will never be enough purists to provide enough traffic to make the canals viable commercially, the average man must be encouraged to take to the canals, and to become at least a moderate enthusiast. Let's face it, we are going to have to live with him, let's try and see he gets a fair deal.

Not for the first time, I recommend to you 'Motor Boat & Yachting', for February 20th. It contains John Liley's 'New Waterway Alphabet and Glossary of Terms'. These two pages contain more true comments on the waterways than I have read in such a small space for years. I quote: 'Rights, Public. Inconsequential institution which merely allowed people to use inland waterways if they wished to. Extinguished in the last Act of Parliament on the grounds that 'there never were any anyway; that is why it is essential to remove them' (Ministry spokesman)' 'Gate Paddle. Quaint early device which enabled locks to be worked with great rapidity and convenience. Once widespread on the Grand Union and other heavily locked waterways. Now almost Extinct.' I recommend you all to buy this issue, two copies, cut out the pages and frame them.

A member of the House of Commons recently said he had been saying certain things for many years; it was not until another Member said the same thing, loudly and crudely, that anyone took any notice. There's a moral somewhere. C. Johnstone.

---

STOP PRESS. The Dacorum Narrow Boat Project is holding a 30 mile sponsored canoe event on the Grand Union Canal. The event is to be held on Sunday April 26th. and the monies raised will go towards providing a narrow boat for the young people of the Dacorum Division. The event will be started by the Mayor and Bailiff of Hemel Hempstead, Councillor J. Doyle at 9am. near Two Waters road bridge, no. 151. The course will run south to Hunton Bridge, then north to Bulbourn and return to Hemel Hempstead. Anyone interested in entering or assisting please contact Alan Kirby, 5 Wood Lane End, Hemel Hempstead, Herts. 'phone Hemel Hempstead 53086.



## Commercial News

### DUCKHAM'S OIL TRAFFIC STARTS

After serious delays caused by troubles with the design of tanks, 'Yeoford' and 'Pictor', a pair of Birmingham & Midland Canal Carrying Co., narrow boats, delivered 35 tons of unrefined lubricating oil to Alexander Duckham's wharf at Aldridge on the Daw End Branch of the Wyrley & Essington Canal, Birmingham Canal Navigations last month.

The journey from Ellesmere Port took longer than expected. Navigational troubles were experienced on the northern Shropshire Union, at the railway bridge on the Staffs & Worcs near Aldersley, on the Wolverhampton 21 and on parts of the Wyrley & Essington. Finally the boats were caught in ice. British Waterways local staff came up trumps (showing what they can do when allowed to) and had a dredger in attendance at places, and brought up an ice-breaker (surely unused for a few years) to break a way through for the loaded boats.

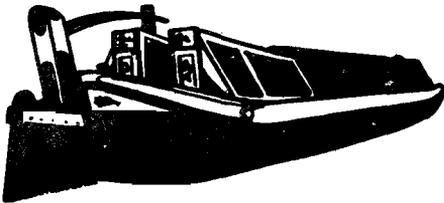
Duckham's are said to be delighted with the venture. Three more trial runs are planned before regular ones start and other pairs fitted out with tanks. It is hoped that the tonnage carried in a pair will increase markedly when the channel has been cleared better by the boats.

The starting of this traffic is great news, particularly after all the set-backs the company has experienced. Although the area of operations is outside the Branch area, 'Windlass' and Branch Members have supported narrow boat carrying over the years, and this merits mentioning the news.

One of the most encouraging points is that this is a completely new traffic for the waterways, and these are regrettably few nowadays. The Birmingham & Midland Co., are to be congratulated for persevering where others might have given up. Another good point is that the boats will be using a considerable part of the northern B.C.N. which helps tremendously the IWA campaign to save the B.C.N. from closure. Not long ago the Chairman of the

British Waterways Board said that if canals were being used the Board would never recommend their closure and would in fact resist any such attempt. I trust that B.W.B. are as delighted with this new traffic as I am sure our Members are.

JOHN DODWELL.



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s.a.e. **LEA & STORT HIRE CRUISES,**  
Little Hallingbury Mill, Nr. Bishop's Stortford,  
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# CROSSWORD

Compiled by BRIAN KINGSMILL

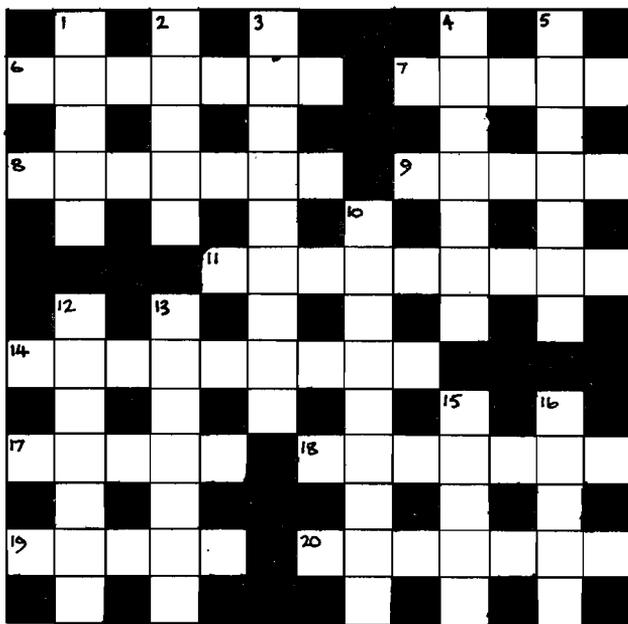
## ACROSS

6. Town with Thames-side gasworks (7)
7. Four lock flight in Staffs (5)
8. Green Main Line junction (7)
9. Recess into which the heelpost of a lock gate fits (5)
11. Junction on Cheshire Ring (9)
14. An early restoration (5,4)
17. Natural phenomenon sometimes seen on the Trent (5)
18. Town and former junction on North Eastern waterway (7)
19. Occasionally navigable river in Harry Lauder country (5)
20. Birmingham street with canal connections (7)

Solution next month.

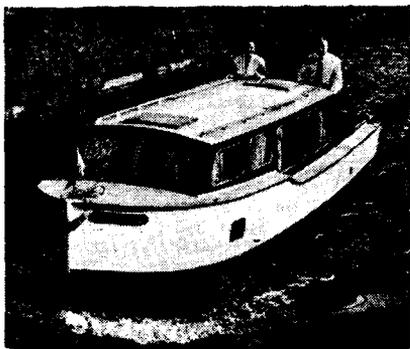
## DOWN

1. Constable's neglected waterway (5)
2. Turns round (5)
3. Short, derelict waterway at Llanelly (4,5)
4. Where a branch undergoing restoration joins its parent canal (7)
5. Lock below Romney Marsh (7)
10. Three locks on privately owned problem canal (9)
12. Tunnel between Bloomfield and Deep-fields Junctions (7)
13. Aqueduct on restored canal (7)
15. What the Ashby did at Moira (5)
16. Paid by canal traders (5)



## ANSWERS TO QUIZ NO. 17

1. Dog-in-a-Doublet Lock is six miles east of Peterborough on the River Nene and takes its unusual name from a nearby inn.
2. Tring Ford Stop Lock is a disused lock on the Wendover Arm of the Grand Union Canal and is the limit of navigation.
3. The mechanised locks on the Lee Navigation are Bow, Old Ford, Tottenham, Stonebridge, and Ponders End.
4. The new Harecastle Tunnel was built to relieve congestion through the old tunnel and both tunnels were used together for several years.
5. The top two Brades Locks on the Gower Branch form the only staircase locks on the whole of the B.C.N.
6. A heel post is the vertical post of a lock gate nearest to its hanging.



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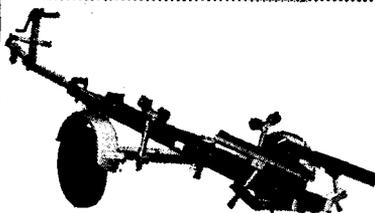
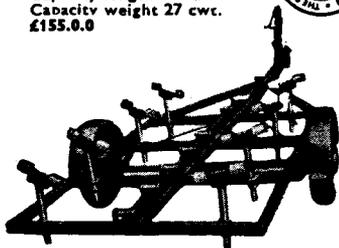
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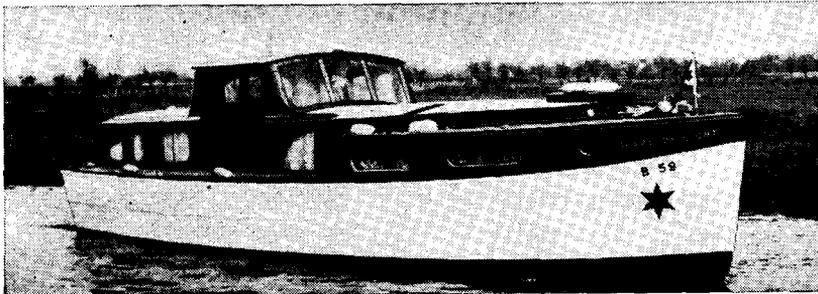
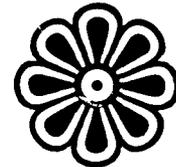
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