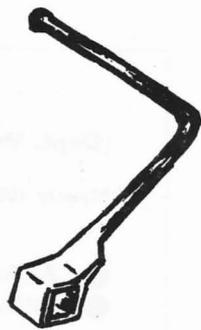


windlass

no. 87 may 1970



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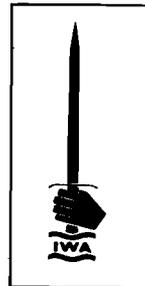
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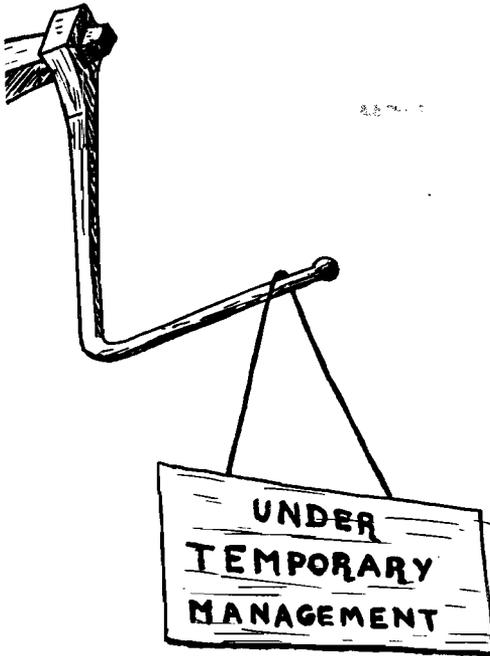
General Office:
114 Regents Park Road,
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Chairman:
Capt. Lionel Munk F.R.S.A.,
A.R.I.N.A.

General Secretary:
Robert Shopland

COVER: The Barge 'Diligent' above Stoke Bridge, Guildford, making her final trip down the Wey. The last barge owned by William Stevens & Sons, 'Diligent' was built in 1940 and was presented to the Dolphin Sailing Barge Trust by Mr Harry Stevens shortly before he died last January. She will be preserved at the Trust's traditional barge building yard at Milton Creek, Sittingbourne, Kent.
Picture by Hugh McKnight Photography.





WHATEVER view one may take of the reasons and principles which led Claire Johnstone to resign from the editorship of 'Windlass', it would be wrong to let the occasion pass without paying tribute to her devotion to this task during the past nine years. She has consistently endeavoured, and with success, to improve the presentation, liveliness and news-value of the magazine. Indeed the fact that 'Windlass' has for some time been appearing ten times a year instead of six was at her instigation, notwithstanding the extra time, and effort required, particularly with the new method of production. The fact that she has felt unable to continue under present circumstances is a matter for regret - it should not temper our thanks for what she has done, nor affect our determination to pursue the Association's campaign.

A sudden loss of this kind leaves a gap that cannot easily be filled, and the present editorial team are only in office on a temporary basis to ensure that the Branch members are kept informed of what is happening - particularly in relation to the Association's major annual event, the National Rally. In consequence of the late appearance of this issue there will be no 'Windlass' in June, but we hope that the July issue will be out early in the month (copy date will be 8th June). As usual there will be no August issue, and by September we hope a new Editor will be in office. So - any budding editorial geniuses, please contact the Chairman. At the same time Sue Dodwell, the Advertising Manager, has expressed the wish to resign as soon as possible. Some experience of advertising is desirable, but not essential, in this post, which in the right hands can lead to a considerable reduction in the net cost of producing the magazine. Volunteers please to the Editors.

An editorial should not consist solely of notices, and we commend to Your attention certain parts of Nigel Stevens' thoughtful letter (see correspondence). Although we find his analysis of the problem perhaps too simple every member should consider what he has to say. Is the campaign in our area being waged with all the vigour it should? The Committee cannot know what goes on everywhere. That would require something like an A.A. helicopter looking for traffic jams. But with your help they can be alerted to where protest or other action is called for. Your views and your news of what is taking place (or not) can help ensure that the Branch achieves maximum effectiveness.

There is no comment column in this issue. However we hope that the next issue will see the start of a new one. We hope you will find it stimulating.

TIM AND LIZ DODWELL

Chairman's Notes

Spring is with us, at last, and spring is a time for rebirth, renewal and rethinking; a time of change. The Branch has grown enormously during the past year and now has more than 2,500 members - more than a third of the Association, and yet very few of the membership take part in Branch activities, or express any opinion on matters of administration or campaign: they are indeed a 'silent majority'. The more active, more vociferous minority recently had their say at the Annual General Meeting (reported fully elsewhere), and it is very heartening to know that members do care about the way in which the campaign is conducted. It is equally disheartening when talent and energy are squandered, and it is with great regret that I have to inform you that events at the A.G.M. led to the resignation of Claire Johnstone as Editor of 'Windlass'. However, at the same meeting, she was elected as a Branch Committee member, so we shall not be entirely deprived of her services.

May I take this opportunity of welcoming all the newly elected Committee members, and to thank those retiring. It is invidious to mention names, as all the Committee do a great deal of work, and give up a lot of time to I.W.A. affairs, but the retirement of Stanley Tims should not pass unmentioned. He was a founder member of the Branch Committee, and, having given his time, effort and loyalty for fourteen years, deserves our sincere thanks.

The other major event at this time of year is the Branch Annual Dinner, which for the past two years has been poorly attended. We have discussed the future of the Dinner in committee and I'm sure our Social Secretary, Jim Street, would be pleased to hear from those who have any suggestions for making this a more popular occasion. This is the one purely social event of the year, and should be enjoyed by as many members as possible.

This is going to be a busy summer for the Branch: very many are already involved in the organisation of the Guildford Water Festival and National Rally of Boats, but more help is still needed, particularly during the Rally, 7th, 9th, 9th and 10th August. Please let Liz Dodwell know if you are available.

The Committee are most grateful to Tim and Liz Dodwell for editing this edition of 'Windlass'. Meanwhile, if any member feels that they have the ability, the time and the knowledge to take on the Editorship, will they please get in touch with me. It is an interesting and very worthwhile task, of considerable magnitude, particularly if the standard we have come to expect is to be maintained. 'Windlass' is of great importance in Branch affairs: it is primarily our means of internal communication, in all ways, one with another, though it is of course widely read by non-members. This communication is essential if we are to continue a sustained campaign and if members, particularly the 'Silent Majority' are to be kept informed, and possibly spurred into action.

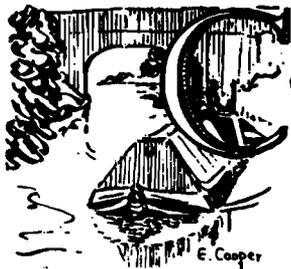
DESMOND BRISCOE

Action

Applications for lectures have been coming in thick and fast as various organisations fill the gaps in their current programmes and start thinking in terms of the 1970/71 season. One can detect certain cycles in these applications as one lecture leads to several others in the same area; a tribute to both the interest of the subject, and the skill of our speakers.

This encouraging demand has put a great strain on our list of lecturers, and we do urgently need further volunteers who are prepared to speak about the Inland Waterways. Most organisations seem to want talks on leisure and amenity aspects, illustrated with slides. If you talk with enthusiasm about your canal holidays, please let me have your name to help meet all the demands on our service. Remember, if you do not have slides of your own, our Branch Slide Librarian can supply them.

RON STANTON



Coming Events . . .

Recent Activities

K & A COACH TOUR Sunday July 12th

A coach has been booked to take members on a special tour to places of interest on the eastern half of the K. & A., leaving Reading Station at 10.30 a.m., and returning by about 6.00 p.m. (There is a good train service from Paddington.) The route will include the riverside at Reading, Tyle Mill (present limit of navigation), Aldermaston, Newbury Wharf and Lock, Kintbury (for lunch - at the Dundas Arms, sandwiches etc available if required), Hungerford, Bedwyn and Crofton Pumping Station. If time allows it may also be possible to visit Savernake Tunnel. It is hoped to provide tea at Crofton or Savernake. TICKETS price 12/6d (not including tea) and full details from R.O.Radbourne, 5 Frymley View, Hayse Hill, Windsor (Tel:63978). There is a chance that Crofton Engines may be in steam - if so, an additional charge will have to be made.

AYLESBURY ARM RALLY - Saturday May 23rd

To encourage use of the Aylesbury Arm Dunstable and District Boat Club and users of Aylesbury Basin are organising a Rally during which boats will be cruising to Aylesbury for a Barbecue. Further information is available from Mr I.M.Cave, Old Beams, Mill Lane, Greenfield, Beds. (Tel: Flitwick 2180)

SLOUGH ARM - Saturday August 15th

The Slough Canal Group are organising a further barbecue at or near Iver Boatyard. This, following the National Rally at Guildford, is designed as an attraction for boats returning northwards from the River Wey. Details from M.A.Timms, 14 The Ridings, Iver, Bucks.

Both these last two events are on parts of the waterways which are not being used enough. Anyone able to should try to support them, or at least resolve that next time you cruise that way you USE THE ARMS OF THE G.U.

ANNUAL DINNER

April 10th

Just on 100 members and guests attended the 13th Branch Dinner held in the Banqueting Suite of Lord's Tavern, and all appeared to enjoy the evening which was presided over by the Branch Chairman, Desmond Briscoe. The toast of 'The Branch' was proposed by Mr David Kinnersley, late of British Waterways and now General Secretary of the Association of River Authorities, who spoke in a most entertaining manner free from the restraint which was apparent on previous occasions. The reply was by Captain L.R.Munk, who was his usual ebullient self and expressed regret that it was probably the last time he would attend the Branch Dinner as Chairman of the Association. The health of the Guests was proposed by Robert Shopland, the General Secretary, who touched on a number of matters, but nevertheless managed to condense his speech to about six minutes, which was probably a record for any speaker at a Branch dinner. The reply was by Colonel R.John Venn, Chairman of the Lee and Stort Development Committee, who gave a brief resume of activities on the Lee and Stort, and finished by inviting the Branch to hold another Rally in Bishops Stortford in the near future.

At the Dinner members were proud to learn that Derek and Jill Clements had won the John Heap Trophy in recognition of the work they have put into running the Branch Christmas Draw. Mrs Kinnersley kindly presented Derek with the trophy - his wife was 'otherwise engaged' following the recent birth of their son, Timothy. Well done on both counts!

JIM STREET

A. G. M.

March 19th

This was attended by about 100 members. In the course of the usual detailed review of the Branch's activities, the Chairman, Desmond Briscoe, mentioned that although the 1969 Branch Rally at Slough had made a slight

financial loss it had largely achieved its aims as I.W.A.A.C. have now recommended the retention of the whole of the Slough Arm and its addition to the cruising network. Under the chairmanship of John Humphries the Branch had organised the "Waterways in Planning" Conference in London at County Hall. The London Working Party Group had put in over 550 man days in the year, and had adopted the southernmost $1\frac{1}{2}$ miles of the Stratford Canal as a project for improvement.

In presenting the Annual Accounts, the Treasurer, Peter Heywood, reported a surplus for the year of £236-3-1, and after some questions the accounts were adopted.

The election of Officers and Committee followed: Desmond Briscoe was re-elected Branch Chairman, and Hugh Compton, Derek Clements and Oliver Turner were re-elected to the Committee. Of the members who had been co-opted during the year, John Crosby, Claire Johnstone, Ron Stainton and Norman Underwood were confirmed in office, while Kay Seymour-Walker and Ralph Radbourne were elected after an election in which Neville New was outvoted, it having been previously agreed by the meeting that the total number of committee members should be limited to 18 under the Association's Branch By-laws. It was subsequently agreed that a formal Branch Constitution should be prepared for presentation to the 1971 A.G.M.

There was a lengthy, and at times heated, discussion on the I.W.A. Council's reported ban on anonymous articles in Branch magazines, during which it was explained that the actual Council minute read 'Anonymous articles in I.W.A. publications should be avoided'. Finally the resolution that "The Branch deplores the Branch Committee's resolution discouraging the printing of anonymous articles in the Branch magazine, since this will prevent the printing of much effective criticism" was put to the meeting and defeated by 42 votes to 32.

At this point Claire Johnstone declared that in view of the vote she was resigning as Editor of 'Windlass' - although an immediate vote of confidence in her was proposed and carried unanimously.

Robert Shopland, the General Secretary, then addressed the meeting in the absence of Captain Munk who was attending the North East Midlands Branch dinner, and the proceedings concluded with the showing of another of John Humphries' excellent films, this time of a cruise on the Caldon Canal.

(Extracted from the Minutes by the Editors.)

WORKING PARTIES



RIVER WEY

Sunday June 14th

Our final effort on the river before the National Rally is likely to be spread over a number of different places. One will be the cut at Bowers Lock upstream from the bridge - the section we missed out last summer. Meet on the bridge at 10.30 a.m. - take the Jacobs Well turning off the A3. We look forward to seeing you.

UPPER AVON

July 18th/19th

Once again we are returning to this scene of real activity in the restoration line. Full details in 'Navvies Notebook' or from Graham Palmer, at 4 Wentworth Court, Wentworth Avenue Finchley, London N.3.



BATH W.P. REPORT - March 13th/14th

About 30 people from the London and Home Counties area joined about the same number of local volunteers to work on the Widcombe Locks in Bath. With the help of four dumpers and two cranes a lot of 'splurge' and solids were removed from Locks 7 and 8 and adjoining pounds.

Two bright spots reported were the excellent tea and cakes produced each afternoon by the locals, and a lady dumper driver being much disturbed to find she had a live eel in her load. Did she rescue it, one wonders? Excellent work was done, contributing towards the reopening of these locks, starting with the first, plus due pomp and ceremony, on May 16th. This to coincide with the K. & A.C.T. A.G.M. and Reception.

WEY REPORT - Sunday April 12th

Thirty assorted members, friends and members of the National Trust (from the newly formed National Trust Centre based on Guildford) turned out in very unfavourable weather. In spite of this clearance of the overhanging trees in Stoke Lock Cut was completed, and a vast pile of branches was burnt. We hope that some of our enthusiasm made an impression on Mr Vernon Henley of I.W.A.A.C., who came to see what was going on.





ROUND THE WATERWAYS

BASINGSTOKE CANAL

NEW BOOKLET

The 12-page booklet 'Restoration of the Basingstoke Canal - Some Questions and Answers', which was mentioned briefly in the April issue is now available on sale. Any member wanting a copy, please send 1/- plus 6d postage to S. & H.C.S. Sales Manager, Paul Dyson at 53 Wyke Avenue, Ash, Aldershot, Hants.

TOWPATH WALK

Members of the Surrey and Hampshire Canal Society enjoyed a 30-mile walk along the Basingstoke over two days of the Easter Holiday. Concern was expressed over the low water levels throughout the length of the canal, caused by the dam at Ash Lock and the leaking aqueduct over the Whitewater near Odiham.

Members planning the walk from Farnborough Wharf Bridge, recommended in the Branch's Towpath Walks booklet, may care to note that the first section at the back of the R.A.E. near Puckeridge Gate and Claycart Bridge is rather overgrown by gorse, making walking difficult.

REPORT FOR HANTS C.C.

At a meeting of Hampshire County Council's Countryside Committee early in April, it was reported that Col. Bowen's report on the condition of the Hampshire section of the Canal would be published shortly. Arrangements were made for members to make an official inspection of the Canal later in the month, to be followed by a special meeting in Fleet to consider what action should be taken.

DIETER JEBENS

CHELMER & BLACKWATER

RIVERSIDE WALK FOR CHELMSFORD

Among the list of public works to be carried out by the Corporation of Chelmsford for the current financial year is the construction of a riverside walk from New London Road to Moulsham Bridge.

This is a scheme which has been pressed for by the Chelmsford Society (affiliated to the I.W.A.) and other bodies for so many years that it has become something of a wry joke and it almost with a feeling of shock that I read of the proposed work - almost akin to what I might feel if I read of the proposed building of a canal from Chelmsford to Harlow, thereby linking the Chelmer & Blackwater to the national system.

The effect of the construction of the footpath will be to complete a gap in a pedestrian system so as to provide a continuous riverside walk along the River Can completely through the centre of Chelmsford. In the future walkers will be able to pass from the western suburbs of the town to the eastern side and continue directly along the canal towpath down to Heybridge Basin, in all a distance of about 17 miles. Nor need the walk finish there as a public footpath continues along the sea wall to the open sea.

It is to be hoped that the Corporation will not rest on their laurels, and will go on to provide a similar walk along the River Chelmer - also long advocated - and further, dare I mention it, the provision of boat rollers at various obstructions upstream on both the River Chelmer and the River Can as suggested by both the Chelmsford Society and the Chelmsford Sports Council (at the suggestion of the I.W.A. and the Chelmsford Boating Club).

JOHN MARRIAGE

KENNET AND AVON CANAL

DEVIZES--WESTMINSTER

The Devizes to Westminster Canoe Race was completed in record time, less than 19 $\frac{1}{2}$ hours. A number of Belgian and Danish crews entered this year. One crew dropped their canoe on a locked farm gate and found their craft in two halves, one on either side of the gate. They had to retire.

IMPROVEMENTS

B.W. have constructed a superb looking spill weir above Garston Lock. This should do much to reduce the problem of too much water in the lock or too little in the cut. New paddle gear has also been fitted to the bottom gates, the breach in the turf side filled and some dredging carried out in the approaches.

The approach to Sheffield Lock has also been dredged and the water alongside the bank deepened so that craft waiting for the swing bridge can moor.

Footpath clearing is now complete between Ufton and Aldermaston locks, and it is possible to walk along the towpath from Reading to Aldermaston without difficulty.

County Lock will not be manned by K & A members every weekend this year, but only at Bank Holidays and when cruising clubs visit the waterway.

RALPH RADBOURNE

RIVERS LEE AND STORT

CONSERVATION YEAR

The Lee and Stort Development Committee have circulated the Lee Valley Towns with a request that they take active measures to support the project. One result is that Bishops Stortford intend to improve the river frontage. This will include some landscaping and bank improvements which should also provide better mooring facilities. A small part of the basin will be filled in to provide space for a new road, but this should also make for easier moorings in the long term.

THE LEE VALLEY REGIONAL PARK

Hertford Council have passed a resolution to approach the Authority with a request to extend the planning scheme to Hertford. The present scheme only extends to Ware.

FLOOD RELIEF WORKS

Pressure is being applied to the Lee Conservancy to speed up the flood relief works which have now reached Cheshunt. The initial programme was based on an estimate that the relief channel would reach Hertford in about nine years time. It is now estimated that this can be improved by two years.

A new dredger has been stationed on the Stort and a full programme for dredging from the northern end down to the Lee has been worked out. It is at present dredging upstream from Roydon, taking off the worst of the high spots.

Ware Council have agreed to allocate a sum of money to provide permanent moorings.

Ware Week will be held from June 27th to July 4th. Activities on the 28th will be concentrated on the river, and a rally will be held on that day, organised by boating clubs on the river - any visiting craft will be welcome. The Council want the inhabitants of Ware to realise that they have a real amenity on their doorstep.

NORMAN UNDERWOOD

RIVER WEY

The new lower gates for Newark Lock duly went in according to plan in the first week in April, and as previously announced there will be no major stoppages between Easter and the Spring Holiday this year.

The width of channel at Dapdune Railway Bridge, Guildford will be restricted by repair works to the piers until late in June, and St Catherine's Lock is expected to be closed from the 27th May to the 3rd June for fitting new gates.

At Papercourt Lock Mr Jesse has recently taken over as lock-keeper, while anywhere on the river one may expect to meet the National Trust's newlyacquired 'push-pull' tug "Bantam VII". This vessel is reported to draw over 3 ft. and was seen at Catteshall recently. Her regular passage should help keep the shallower sections clear.

TIM DODWELL

NATIONAL

DESPITE some members feelings on the subject, the National Rally being held at Guildford is a real challenge to our campaigning instincts. In addition to the other aims of the Rally no one should lose sight of the Basingstoke Canal in this welter of Water Festivals and accompanying gaiety. You'll find the subject well covered in the Rally Brochure, which should be out with the May Bulletin; on site in the publicity stands; and the local school children doing projects think of little else except 'Our Canal'.

This makes it all the more important to organise the Rally really efficiently, whilst raising money at the same time.

PERHAPS YOU CAN HELP IN ONE OF THE FOLLOWING WAYS?

I.W.A. STAND

The sketch at the top of the page is an idea for an IWA stand by the river and near a busy footpath. It doesn't need to be made of very durable material. It will only happen if a volunteer (or several) comes forward with the materials and the time to make it. Can you help? Offers to Liz Dodwell please.

LOCK MANNING

We want all locks manned from the Thames to Guildford before and after the Rally, and volunteers are still required on any of the following dates - 4th, 5th, 6th, 7th, 10th, 11th and 12th August. If you can help please contact Mike McGrath, 36a, Baker Street, Weybridge. Telephone Weybridge 47826.

TENTS

We would like to borrow small frame tents or others suitable for erection by entry gates for storing programmes etc. These will be well looked after. Surely some members can help?

Also needed is a large dark marquee (e.g. Army type) since we would like to run film and slide shows throughout the Rally. Offers for both these to Liz Dodwell please.

ART EXHIBITION

It is planned to have an Open Air Art Exhibition on canal and other watery topics. Exhibits will be on sale on the Rally site, 10% commission to Rally funds. More details will be available later, or contact Mr R.C. Chapman at San Michele, Shepherds Hill, Merstham, Redhill, Surrey.

TRANSPORT

Anyone able to tow a Bolinder on a Land-rover trailer down from the Midlands? Malcolm Braine has offered to run it as an attraction on site. Offers to David Gibson, 4, The Ridgeway, Acton, London W.3. 01-992-3764.

SHOP WINDOW DISPLAYS

In July it is hoped to arrange a lot of local publicity for the Rally - three publicity groups have been set up. One of the most effective ways will be by window displays incorporating photographs, models, water cans etc. with posters and car stickers. Anyone who can help by loaning any of their canal treasures please contact Martyn Demey, University of Surrey Union, Guildford, Surrey.

BOAT TRIPS

Boats are needed for giving trips to members of the public at the Rally. They should preferably be over 12 ft. long. If you have a suitable craft and can help please contact Les Harris, 198, Hermitage Woods Crescent, St. John's, Woking, Surrey. Phone Brookwood 5071.

THAMES MOORINGS

Do you live by the Thames or wield influence over anyone who does? Offers of mid-week moorings would greatly assist some boats coming to the Rally. If you can help please contact Charles Stephens, 38, Sandhurst Drive, Seven Kings, Ilford, Essex.

RALLY

VOLUNTEERS

In addition to the lock manning already mentioned there is going to be a lot of work to be done on the Rally site itself. Over the weekend and the days before help will be needed with putting up fences, preparing the site generally, erecting banners, stands, lights, bunting, signs etc.etc. During the Rally we shall need a lot of volunteers on the gates, I.W.A. stands and office, helping with boat trips and sideshows, to name but a few. And after it's all over there'll be the clearing up.

For a form on which you can indicate the nature of the help you can offer, and the times you'll be available, please write to or phone Liz Dodwell at Windover, Horsell Birch, Horsell, Woking, Surrey. Phone Woking 65932.

SCHOOLS PROJECT

As mentioned in the March 'Windlass' local schools are being urged to cover the subject of canals in connection with the Rally and the Basingstoke Canal campaign. Several schools have had a speaker to visit them, and a special selection of our Branch slides are being made available on loan, complete with cards to describe them. It is hoped to use some schools' material in Shop Window displays and competition details are now available, so once again please tell Liz Dodwell of any teachers you know who may be interested.

GRAND RALLY DRAW

In addition to the National Draw being circulated with 'Bulletin' (the proceeds of which will go to the National Waterways Restoration Fund) there will be a Grand Rally Draw. The proceeds, along with the other Rally profits, will also go to the National Restoration Fund, but will be earmarked for the Basingstoke Canal when (and if) restoration to navigability starts; meanwhile the money will not lie idle.

Tickets for the Rally Draw are being distributed to members of the Surrey and Hampshire Canal Society and local Boat Clubs. Messrs. J. Tims and Sons, of Staines, have very generously donated the first prize of a week's cruise for four on the Thames in one of their cruisers, and other prizes have generously been given by local firms.

We are not enclosing draw tickets with 'Windlass' as the Branch covers an area far larger than that just around the Canal. Members who want to help the Basingstoke Canal by selling tickets should write to John Dodwell at Wychbold, 19, Drill Hall Road, Chertsey, Surrey.

If we can raise a substantial sum of money from the Rally, including the Draw, this will strengthen our case with the local authorities. This is a crucial year for the Canal. Money does talk. Help us to get the money by selling tickets. The Canal has had a lot of local publicity; local people should be only too glad to buy tickets. Please help.



A WELCOME TO THE KENNET AND AVON CANAL - THE GATEWAY TO BERKSHIRE

Now, as I.W.A. members plan their route to the National Boat Rally at Guildford in August, most, no doubt, will be thinking of a 'Round Trip'. Here's the long awaited opportunity to visit the Reading end of the Kennet and Avon Canal. There are some 8 miles or so of quiet and beautiful waterway navigable, with just 7 locks for craft up to 13'10" beam (70"x13'10"x8'6").

Members going to Guildford via the Oxford Canal and the Thames will meet turf sided locks for the first time - a feature not found north of the River Thames.

Full details for cruising the waterway are in the K & A Trust's Publication Booklet no.5, 'Reading Cruiseway'. These will be on sale at the Trust's publicity stand at the Rally, but for those of you who wish to visit it en route, copies can be obtained from Ray Denyer, 34, Springfield Park, Twyford, Reading, Berks. (2/6d post paid). Windlasses for the K & A locks are 1 1/2" dia. These can be hired from Reading Marine. Moorings are available at Burghfield 1 1/2 miles upstream, or at Tyle Mill, the end of navigation. At either of these places boats could be left as intermediate stopping points working to and from the Rally.

In fact British Waterways and Reading Branch Members of the K & A Trust hope you will make use of these facilities, and we welcome you to the Kennet and Avon Canal.

Mrs E.V.DURANT.

TAMING THE THAMES

Ernest Pull

Introduction

The River Thames has been recorded as flooding its banks on occasions for at least 700 years. Serious flooding occurred in 1953 when much of Canvey Island was inundated, and it was as recently as 1928 that parts of central London were flooded and 14 people drowned. At the present time there are about 55 square miles of London and over a million Londoners living at a lower level than the peak height of water reached in 1953. An increase of relatively few inches above the 1953 peak height would cause catastrophic flooding in Central London. One would expect to find 60% of the underground railway system inoperable, electricity, gas, water and sewers out of action and most communications disrupted. It is estimated that it could be six months later before life would return to normal.

Clearly something needs to be done, and the G.L.C. has been spending a lot of time and money (about a third of a million pounds to date) studying the problem. Apart from mathematical studies, measurements of flow and silt in the Thames itself, and numbers of bore holes for watertable measurements in the Thames valley, a detailed model of the river using 400 square feet of concrete has been constructed. This is complete with a wave maker at the estuary end and level recorders along its length. Some of the preliminary conclusions of these studies have now been published.

Causes of Flooding

Especially high levels occur in the tidal Thames due to the combination of spring tides, easterly winds holding the water in the river, and recent rainfall providing a copious flow from the upper reaches. But these alone are insufficient to cause flooding. It requires a further factor, the meteorologists's 'depression', to provide an additional flow of water at the crucial time.

A simple calculation shows that a drop of one inch in the barometer reading (say from Set Fair to Changeable) is equivalent to a foot rise in water level. Thus if this depression appears at the mouth of the Estuary and moves westwards with sufficient velocity, a surge of water can be forced upriver. And if this surge should occur simultaneously with the normal high water factors, flooding will occur. Since this surge is associated with weather conditions which are notoriously unpredictable, there is an immediate problem in providing more than a few hours warning notice.

Future Prospects

Clearly the present position is sufficiently serious to warrant the urgent and large scale attention it has been receiving. But it is equally necessary to look towards the future and current predictions suggest that the problem will become worse. Already the water level in Central London is one foot higher than in 1930 - the last time the flood walls were raised. Measurements indicate that the river level is rising about three feet per century. Furthermore, the land in S.E. England is slowly sinking and allowance has to be made for this. The sum of these effects can be written thus:-

Water level increase since 1930	1 foot
Expected water level increase 1970 - 2070	3 feet
Sinkage of land	1 foot
Safety margin	1 foot
Total	6 feet

Thus to maintain even the 1930 standards for the next 100 years, the defences have to be raised by six feet. It might be considered uneconomical to plan so far ahead, but this is not a matter which can be approached in a small way. Already nearly two years has been spent in

this intensive but preliminary study, and since the quickest solution will take some seven years to implement, nearly one tenth of the century will have elapsed before the defences can be completed.

Methods of Protection

Some forty proposals have been examined and now all but the three methods described below have been eliminated.

Wall Raising

At first glance this is the most obvious solution, and has the advantage of not hindering traffic. On examination of the work required it is seen that it is not the least expensive, and actually requires the longest time to implement. The advantages to river traffic are not so obvious as might have been expected. There are already periods of the day when the larger ships cannot move with comfort above the Royal Docks. The other projects under consideration, barrages and barriers, maintain a better depth of water upstream and consequently improve traffic conditions, albeit at the expense of some delay due to locking through the barrage or barrier. Raising the walls would also detract seriously from the amenity value of the area, which the G.L.C. are intent on improving. The possibility of a breach in a defence wall also has to be considered.

Fixed Barrage

Protection could be effected by a fixed barrage or dam. Sluices would permit the river to flow out and prevent the sea entering. A lock would be needed for the passage of ships. One advantage of a fixed barrage is that the need for warning against 'surges' is eliminated. But there are problems, particularly of large scale silting downstream of the barrage and of pollution upstream due to the loss of oxygen. The permanently increased water level above the barrage could weaken the foundations of many of London's older buildings.

Movable Barrier

A barrier is, in effect, a movable barrage and could be one of several types. It might be retractable into docks in the banks, a drop gate type (as at Richmond), or rising from the river bed, preferably with a drum gate rather than a flap gate. As with a barrage a ship-lock would be necessary, but since the barrier would disappear at half tide there would be less traffic dislocation than with a fixed barrage. Silting problems would be small. Pollution and ground water level problems would be negligible. It would be advantageous to use the barrier regularly at half tide as this would improve the upriver amenities and greatly reduce the flood warning time needed.

Choice of Sites

Many sites have been considered for a barrage or barrier from as far upstream as Cannon Street to the Estuary, one particular scheme involving an immense barrage from Clacton to the North Foreland. The following table lists the more likely sites and compares their estimated costs and building times:-

	<u>Barrage</u>		<u>Barrier</u>	
	Time	Cost	Time	Cost
Cannon Street	-	-	10yrs	£47M
Blackwall	7yrs	£58M	7yrs	£47M
Woolwich	8yrs	£58M	6-7yrs	£47M
Crayfordness	12yrs	£79M	10-11yrs	£60M

The above costs include an amount for the associated work of raising the defence walls in the area, this particular cost varying with the site chosen. At Crayfordness about one third of the cost is for defence works and other items, whereas at Cannon Street the cost of the structure itself is estimated as only £5M, the remaining £42M being for wall defences and compensation. Because of the great amount of wall defence works required the Cannon Street site has now been ruled out.

These figures should be compared with those resulting from providing the protection solely by means of raised walls - 13 years to complete the work at a cost of £65M.

Conclusions

The G.L.C. had forwarded its preliminary conclusions to the Government along these lines:

- a) Improved protection is urgently needed.
- b) This might best be provided by a tide controlled barrier in the Woolwich-Limehouse area.
- c) Improved flood defences downstream are necessary to provide the same degree of protection throughout.
- d) Crayfordness is suggested as an alternative site.
- e) Further studies are needed before a firm choice of method or site is taken.
- f) The G.L.C. feel that this is more than a local matter and funds should be made available by the government.

In arriving at these conclusions many groups of people have been involved. Apart from five Ministerial bodies there have been three river authorities, four research organisations and several firms of consultants all working on particular aspects. The coordination of these efforts has been an immense task and the G.L.C. are to be congratulated on arriving at these conclusions in so short a time. This is probably the largest waterways project considered by the Nation for some time, and one which it is felt should be supported by the I.W.A. Indeed members can take pride in the fact that their President, Sir A.P. Herbert, was one of the earliest proponents of such a scheme.

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LADYLINE, the Big name in boating takes pleasure in announcing that in conjunction with British Boat Auctions Ltd., they are holding their SPRING BOAT AUCTION at 2.00 p.m. on Saturday May 23rd, at Market Drayton. Additional entries invited. For further details contact LADYLINE LTD., Betton Road, Market Drayton. Tel: 3101/3102/2267.

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Letters to the Editor

London S.W.7.

The current debate is not about the principles of anonymous articles, but about the attitude of the IWA towards its own campaign. The cruiseways so thoughtfully bestowed on us by a beneficent State are but a shadow of the canals for which the old IWA fought with such vision and determination, yet the IWA seems since the Transport Act to have lost all the passion and enthusiasm which have in the past so distinguished its activities. The principal campaigning event of the year, the national rally, has become an occasion for concern more for the provision of adequate toilet facilities than for the aims of the campaign.

The canals are being provided increasingly with the amenities of the cushioned society from which the IWA once sought escape: as in the world, so on the canals it becomes yearly more difficult to find outlets for enterprise and initiative. The aesthetic values of an age when man respected nature are everywhere vulgarised and cheapened; the insipid and mediocre are pursued at the expense of quality and character.

IWA members seem to forget, or indeed never to have known that the principle in forming the old IWA was a philosophy extending beyond the narrow world of the cut to the whole of life; they believed in the quality and integrity of the individual life, and were concerned lest the massive bureaucracy of modern society should extinguish them. Although in many ways the substance appears to have won the real aims are still unattained, and the challenge rests with us.

Those who are concerned only for their boating should ask themselves how it should be that informed protest from the IWA was alone able to save the canals they cruise, those who care more deeply for our waterways should remember how much remains to be done, and should look beyond the immediate issue to the more important one of what they consider constitutes a world fit to live in.

Yours sincerely,
NIGEL STEVENS.

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Brookwood, Surrey.

As expected the April Windlass contained letters supporting Josher and undoubtedly many more will continue to arrive.

If Josher has been silenced because of 'troublemaking' the Branch should take a long look at itself. We are supposed to be a campaigning body and one of the main ingredients of a good campaign is to voice one's views loud and clear. It is unfortunate that most of his criticism was aimed at B.W.B. - but there again they are responsible for approximately 95% of our canals. To my way of thinking Josher was only printing what many people, members, are thinking. I hope that he is expressing Branch opinion. If he were still writing I would hope that his next article would be critical of your committee.

Josher wrote about the Banbury Marina on more than one occasion. Now B.W.B. have announced that their plans are being revised. Dare we chance a guess at their true reasons for the change in plan?

If we follow Mr Radbourne's advice (Windlass Jan '70) the Branch should write to B.W.B. requesting that the Marina be retained. Once again Josher has proved himself right. The Branch Committee should stand on its own two feet and reinstate Josher. The only bright spark in Windlass.

Yours sincerely,
E.J.WOOLGAR.

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London N.W.3.

According to the Annual Statement of Accounts which was presented at the A.G.M. the income derived from membership subscriptions does not, by about £200 , cover the cost of Windlass (other sources of income must be subsidizing it, I presume).

This fact must come as a horrifying revelation to members who believe that their subscriptions are, in the main, supporting the fight for the London and Home Counties' Inland Waterways.

In view of this would not members prefer to receive one communication, the Bulletin, from the Association each month. In this national magazine each Branch in the country could have, say, a six-page section. This would nearly double the present size of the Bulletin but since postage would not equal the cost of distributing a multiplicity of magazines a considerable saving could be made in this way alone.

When every available penny is needed to "restore to good order every navigable waterway" is it not our duty to cut down on luxuries, or who are we to grumble at B.W.B!

Yours sincerely,
VERONICA PERRIN.

* * *

Bristol.

I read with interest the letter you received from R.D.Prangnell hoping some attention may be drawn to the Wey and Arun Canal at the Guildford Rally.

We all hope I'm sure that this rally will achieve its aim in focusing the restoration prospects of the Basingstoke Canal. But does this mean that we must miss this ideal opportunity to start campaigning for the inevitable restoration of the Wey and Arun Canal.

This is work that will take an unanswerable number of years but each year a little more of the Canal goes (new bridge at Stonebridge last year). Surely we can without lessening our efforts on such waterways as the Basingstoke Canal and K & A Canal, make a start on this canal which was once a vital and only link with the South Coast.

This must be the most important derelict canal we must look to in our efforts of restoration, because of its future usefulness.

LETS START NOW.

Yours faithfully,
L.BERTRAM.

* * *

Worthing, Sussex.

I was very encouraged to see Mr Prangnell's mention of the Wey and Arun Canal in his letter in the February issue. It appears that general opinion considers this canal beyond hope of restoration, but, although I agree that it would be a considerable task, it is surely not an impossible one.

Your comment that the Basingstoke Canal is a "better prospect" for restoration is no doubt true, its present condition being better than that of the Wey and Arun, but the latter considering its southern destination, has a far greater potential (no hard feelings Basingstoke).

The restoration of the Wey and Arun would connect the South Coast to London and the British Waterways network. The South Coast is already a vast boating area e.g. Chichester, Littlehampton and Shoreham, and now a Marina is to be built at Brighton for over two thousand boats and a smaller one at Littlehampton at the mouth of the River Arun.

The River Arun is navigable to Pulborough and the Sussex River Authority are, at this moment I believe, dredging and widening the section from Pulborough to the first lock near Pickhurst.

Is this not an incentive?

Yours faithfully,
J.P.MARKWICK.

P.S. Any thoughts on the Chichester Canal?

(Undoubtedly a link to the South Coast would be of great value. But is restoration of the Wey and Arun feasible? The land has been split up and some sections built over. How about a detailed study, Wey and Arun enthusiasts? Ed.)

* * *

Gosport, Hants.

I note in the quiz answers in the Windlass a reference to the fact that the Barton Swing Aqueduct is the only one of its kind in the country. I was under the impression that it was the only one existing at all, but perhaps I may be proved wrong.

Perhaps a few comments from one who has seen it working scores of times in his younger days may be of interest. If it is the only one, considering this and the fact of the several hydraulic operations required to release, swing and resecure the bridge, it has given comparatively little trouble in its now nearly eighty years of existence. These operations consist of, of course, the pairs of gates at each end, the pairs of jacks required to lift the U shaped wedges at each end, the locking bolts and the central press which relieves the weight on the rollers by some six hundred tons.

In the days when I knew it better the hydraulic power was supplied by a set of steam engines and boilers in the adjacent house. These engines are a joy to see with their immaculate paintwork, gleaming brass and copper work and shining can rods. All this is now scrapped, as with other sets at the locks and swing bridges, and the power is supplied by electric pumps driven off the mains supply.

I have photographs showing Brindley's stone aqueduct still in place just before demolition on completion of the steel bridges. It may be of interest to note the aqueduct could not be tried out swinging until Brindley's one had been demolished, as it lay close alongside between the control tower and the steel aqueduct. Little remains now of Brindley's work, except some stonework of his embanked part of the canal which can be seen from the road on the north side. However the deviation turns of the canal leading on to the bridge give a clue to the old line which lay in a gentle curve, except for the aqueduct itself. The present day voyager does not have as many opportunities of seeing it in operation as he might have once had, due to the heavy decline in the Bridgewater's coal traffic to the power stations and factories in Trafford Park, and also to the considerable drop in numbers of vessels employed on the Ship Canal's coastwise and short sea trades, due to various factors. The possibility of seeing coal boats passing over the tops of tugs and barges is now very unlikely, but the writer has seen it, also vessels using both sides of the swing bridge at one time.

Finally one point in the operation which I should have mentioned, is that before the U wedges can be jacked up some three or four feet the pressure has to come on the end gates. This is done by the engineer opening a valve in his cabin at each end. This allows the water contained within the area of the wedge to escape into the Ship Canal below. The reason for the wedge, and its being raised, is to give a swinging clearance to the aqueduct.

Yours sincerely,
E.N. (Bill) TAYLOR.

* * *

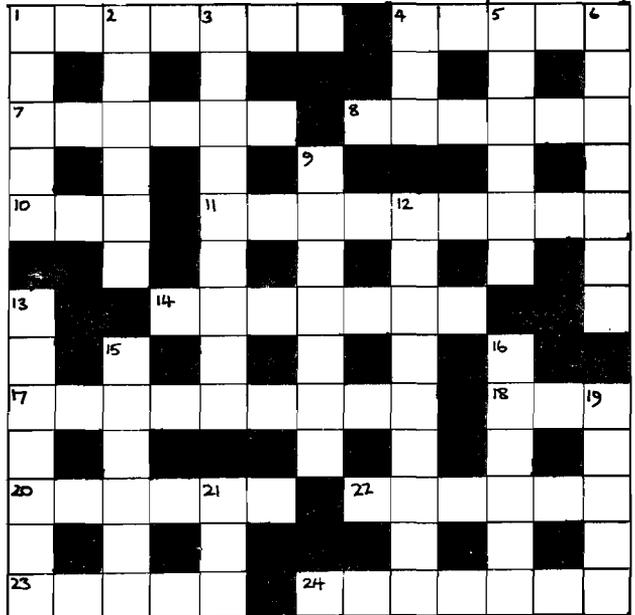
CROSSWORD

compiled by BRIAN KINGSMILL

ACROSS

Solution next month.

1. Locks needing restoration on the Cheshire Ring (7)
4. Another name for a staircase (5)
7. West Country canal featured in book by M.C.Ewans (7)
8. Waterborne goods used to be, in canal warehouses (6)
10. Old form of power for some boats (3)
11. The end of the number 2 line (9)
14. City where the docks are in danger of closing (7)
17. Must be abandoned on way to the 1970 National Rally (5,4)
18. The blunt end (3)
20. Tunnel which once had railway and canal running through simultaneously (6)
22. Vertical extension of tiller used when steering a high load (6)
23. Middle Level town (5)
24. Location of a beer town (2,5)

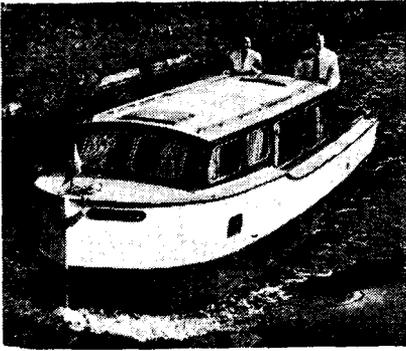


DOWN

1. B.C.N. branch from the Walsall to the Bentley (5)
2. North Country 16 down (6)
3. Peak Forest aqueduct (9)
4. What too many canals have been left to do (3)
5. Boatmen's term for propeller driven boats (6)
6. Villages on upper reaches of river navigable from Ilford to Barking (7)
9. Dock branch of isolated canal (7)
10. Unlovely abandoned arm on the Cheshire Ring (9)
13. Last locks before the sea (7)
15. Journey from Marple to Castlefield is made over 60 miles by present state of Ashton
16. Device found in the ground and occasionally in gates (6) (6)
19. Several lock cottages are (2,3)
21. Embankment which burst over the Farnborough Air Show (3)

ANSWERS TO QUIZ NO.18

1. Double Rail Lock is on the Leicester Arm of the Grand Union Canal and is supposedly named after the accidental drowning of the lock keeper's wife while crossing the lock at night, after which the lock was fitted with double hand rails.
2. Ducketts Cut, named after Sir George Duckett, the first owner, is usually known as the Hertford Union Canal and joins the Regents Canal to the Lee Navigation.
3. Iffley, Sandford and Swift Ditch (Abingdon) were the first three pound locks to be built on the River Thames and were built by the Oxford-Burcot Commission in 1635.
4. The Exeter Canal in 1566 was the first canal to use pound locks.
5. The largest canal tunnel is Netherton with a width of 27 ft.
6. A collar is a metal strap which is keyed into the masonry at the top of the lock wall and holds the heel post of the gate against the quoin.



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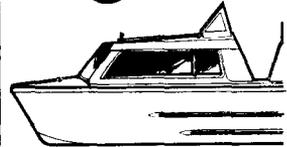
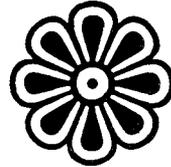
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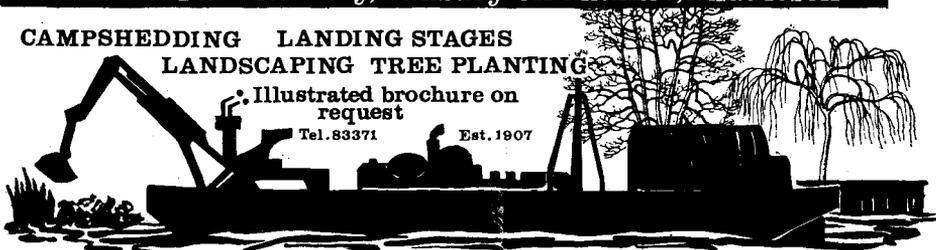
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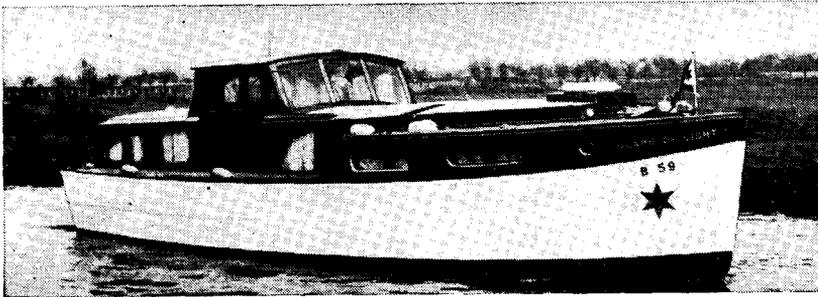
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