

# *windlass*

**no.88    july    1970**



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sides and deck

$\frac{1}{8}$  in. steel roof and  
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*46 ft. version as exhibited at 1970 International Boat Show*

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From February 1970 issue of *Broadsheet* of the Staffs. and Worcs. Canal Society—"Maidboats 46' cruiser . . . certainly looked most suitable to face the hazards to be found on the canals. The accommodation was well fitted and most luxurious . . . it appeared to be a very sound investment".

From 14th January 1970 issue of *Yachting Weekly* . . . "prices are exceptionally competitive . . . For a really rugged yet exceptionally good looking canal cruiser of this class, a better bargain would be difficult to find anywhere".

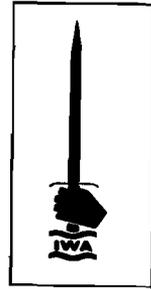
PLEASE WRITE OR TELEPHONE:

## **MAIDBOATS LTD.**

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**The Inland Waterways Association Ltd.**  
**LONDON AND HOME COUNTIES BRANCH**



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'WINDLASS' is the journal of the London & Home Counties Branch of the Inland Waterways Association Ltd., and is published ten times a year. Copyright the London & Home Counties Branch. I.W.A. 1970. Copy date 14th of the month preceding issue. Advertising rates on application. 'Windlass' is not published in January or August.

**THE  
INLAND WATERWAYS  
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:** Cruise to Arthur's Bridge, Woking Rally 1962. This was where our Branch Rallies began. Will we ever go there again? The answer could well depend on the success of the Guildford Rally - make sure you do your bit. Picture by Hugh McKnight Photography.

# Editorial

We make no apology for using an old picture for our cover, because it is very topical. Whatever the wider objectives of the Guildford Rally, the Basingstoke Canal was the reason for choosing that location. The news (reported elsewhere) that Hampshire County Council is ready to start negotiating to acquire the canal is a real breakthrough - BUT THERE IS STILL NO GUARANTEE THAT, EVEN IF THE COUNTY COUNCILS ACQUIRE IT, NAVIGATION WILL BE RESTORED. Please, all of you, especially boatowners, who want to see the Basingstoke navigable again, WRITE NOW to Surrey County Council at County Hall, Kingston-upon-Thames, Hampshire County Council at the Castle, Winchester, or your own County Councillors, to impress on them the need to restore the canal for use by all suitable craft. Don't forget, without navigation the other amenities will suffer

The future Editor of 'Windlass' has not yet been found - at least not using present production methods. We have one volunteer, living on the west side of London, who would join a team, and possibly an Advertising Manager. We still need the rest of the team, particularly a good typist. If you can help, whether with the whole job, or in part, please write to Desmond Briscoe. If there are no volunteers, 'Windlass' cannot continue in its present form. It is up to you! Some members have plenty of criticism of how things are run - but are often reluctant to stand up and prove that they can do better.

We regret that a number of letters have had to be held back due to lack of space and finance. Please keep your letters short - this gives everyone a better chance of publication. Incidentally we are not much inclined towards printing circular letters sent to other I.W.A. publications. We take a particularly dim view of 'Navigation's' action in printing a letter marked 'Copy to Windlass'. It is up to each journal to decide what it will print, and in this case the letter was withdrawn when the writer had received further information, which made part of it irrelevant.

TIM AND LIZ DODWELL



## Action

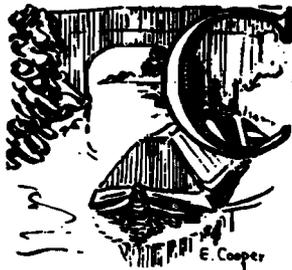
As there have been many new members to the Branch recently, it may be opportune to explain the objects of the Action Group for those who have only a vague idea of what it is all about.

The Action Group, which is distinct from the Working Party Group, consists of Branch Members who have volunteered to undertake certain activities to assist the Branch, the I.W.A. and the Campaign generally. These activities vary from lock-manning to giving talks to interested members of the public or doing clerical work at home. A register is kept which gives details of members' interests and skills so that requests, for example, for a handyman to make something for the stand, or someone to provide transport can be quickly met.

One of the main problems of running the group is keeping records up to date and it has been found that much of the existing information requires revision. A form is enclosed with this issue of 'Windlass' which it is earnestly requested that new volunteers and existing members fill in and return to me at:- Middle House, Station Road, Pluckley, Ashford, Kent. The Branch needs the active support of ALL its members so please, even if you can only spare an hour or so every now and again, fill in the form. It will only take a minute or two, so don't put it down to get lost, fill it in and post it off NOW.

The appeal for speakers in the last 'Windlass' resulted in several replies for which I'm very grateful, including that of Mr Webb of Plumstead which was given to me in person as our respective boats were tied up next to each other at Newbold-on-Avon! We do, however require more, particularly from those who are free in the afternoons. So once again please fill in the form.

RON STAINTON



## oming Events . . .

## Recent Activities

### K & A COACH TOUR

Sunday July 12th

Tickets for the coach tour along the Kennet and Avon Canal reported in the last 'Windlass' are still available from R.O.Radbourne, 5 Frymley View, Windsor (Tel. 63978), price 12/6d (excluding tea). To remind you of the plans, the coach leaves Reading Station at 10.30 a.m. and should return by about 6 p.m. 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), Hungerford, Bedwyn and Crofton Pumping Station. If time allows it may also be possible to visit Severnake Tunnel. It is hoped to provide tea at Crofton or Severnake.

### TOWPATH WALKS

Sunday July 12th Tring - Aylesbury

Meet at Tring Station 10.45 - a convenient train leaves Euston at 9.50 and Watford Junction at 10.14. This walk will include the whole of the Aylesbury Arm and a suitable pub has been selected for lunch.

August 22nd/23rd Kennet & Avon Weekend

Two days walking on the canal in the lovely Pewsey area. It is hoped to reach Devizes to the west and Severnake Tunnel to the east. For further details please contact P.M.Ward at 21 Lennox Gardens, Dollis Hill, London N.W.2. (Tel. 01-452-9943)

### SLOUGH ARM

Saturday August 15th

Another reminder - the Slough Canal Group are organising a barbecue near Iver Boatyard for the benefit of boat-crews returning north from the National Rally at Guildford. If you're planning to return up the G.U. book the date now before you forget. Details from M.A.Timms, 14 The Ridings, Iver, Bucks.

DON'T FORGET - USE THE ARMS OF THE G.U. \*

### STOUR EXCURSION

Sunday September 20th

A unique opportunity to explore the whole length of this beautiful river from Sudbury to the tidal estuary, and to see Dedham Vale - Constable's country - now designated as an area of natural beauty. Coach leaves Colchester North Station at 10.30 a.m. (ample parking for cars; train from Liverpool Street 9.30 a.m. arrives 10.25 a.m.), returning to connect with the 5.45 p.m. train from Colchester (arrives Liverpool Street 6.45 p.m.). The tour will coincide with the British Canoe Union canoe race from Sudbury to Nayland (100 entries expected), and you should see both start and finish. Packed lunches should be brought - lunch stop at the 'Anchor', Nayland; tea at Flatford. TICKETS 7/6d. EARLY booking advisable, to Major Logan Brown (address on page 1), Vice-Chairman of the River Stour Trust, who will conduct the tour.

\*\*\*\*\*

### ALONG THE G.U.

The Mayor of Hemel Hempstead, Councillor J. Doyle, blew a decorated boatman's horn to start the Dacorum Boat Project's 30 mile canoe event which took place on April 26th. Ten of the twelve starters completed the course, but one sank after hitting some submerged ironwork in the Langley pound. The project's committee are very pleased with the results, but still have a long way to go before they can provide this amenity. The Project would like to acknowledge the assistance of the following: The Evening Echo, A.Wander Ltd., (Ovaltine), and the Grand Union Canal Society for their assistance in making this event a success.

In the Times of Monday May 11th we saw a photo of people walking through the rain as they took part in a sponsored walk along the Grand Union Canal from Brentford to Kings Langley to raise funds for the British Council for Rehabilitation of the Disabled. Why not for the Waterways Restoration Fund next time?

## MARLOW REGATTA

Organised by the Harlow Round Table and the Lee and Stort Development Committee on Saturday and Sunday, 16th & 17th May, this was held on the riverside extension to the Town Park.

Among the 51 craft which attended was the working narrow boat 'Towcester', and a floating class room from Reedings School, Sawbridgeworth. From the Development Committee's point of view, the regatta was very successful and well organised. It is hoped to make it a regular annual event on different parts of the river each year.

NORMAN UNDERWOOD

## AYLESBURY ARM CRUISE

A successful barbecue, enlivened by a steel band, was held at Aylesbury Basin on the Saturday of the Spring Bank Holiday weekend. Arranged by Binkie Bush and the Dunstable and District Boat Club, this achieved its object in attracting boats to the Aylesbury Arm, for 47 craft, 11 of the narrow boats, attended. The Aylesbury-based contingent had cruised up to Marsworth to meet the visitors, and the whole flotilla then cruised down the Arm to the Basin.

KAY SEYMOUR-WALKER

## CRUISE OF CANOES ON THE STOUR

On Sunday May 31st the River Stour Trust organised a cruise of canoes down the River Stour from 'The Anchor' wharf, Nayland to Stratford St Mary in order to formally exercise the public right of navigation which exists on the river. Over ten canoes took part and all the paddlers were members of the Trust either as individuals or as members of affiliated clubs. The cruise was over a 7 mile length of the river with one portage at Boxted. A weir at Langham was 'shot'. The party were able to use for the first time the landing stage built by a working party of the Trust at Nayland several weeks ago.

JOHN MARRIAGE

LADYLINE, the big name in boating. The boat-showrooms of the Midlands. Distributors and stockists for Burland, Dawncraft, Dolphin, Inlander, Fairline, Marina, Micro-Plus, Nauticus, Norman, Shetland, Teal, Shakespeare, Vanguard steel hull, etc., 40 secondhand boats for sale, send for list. Call seven days a week. LADYLINE CRUISERS LTD., BETTON ROAD, MARKET DRAYTON, phone 3101/3102/2267; and BARBRIDGE, NANTWICH, phone Wattenhall 682.

## WORKING PARTIES



### UPPER AVON

July 18th/19th

Help make this another really successful session. Details from Graham Palmer, 4 Wentworth Court, Wentworth Avenue, Finchley, London N.3.

\*\*\*\*\*

### STRATFORD W.P.

May 9th/10th

The Birmingham Road Lock was really cleared out, right to the bottom - bricks, mud, the kitchen sink and several short (and useful) scaffold poles, to name a few of the items that came out. The towpath was levelled to the next bridge down, and several lock-sides trimmed. Altogether, in spite of the heavy rain, the weekend made a considerable contribution to our aim to make this section of the canal an attractive feature of Stratford.

### WEY

June 14th

A total of about 40 people turned up on the Wey Working Party which included members of the Wey C.C. and the local National Trust Centre. Work was in two places - one clearing the towpath and overhanging branches above Bowers Lock, and the main group cutting back and laying a gravel path in Guildford alongside the Rally site. A baking hot day, most people were glad there was a slight shortage of work.

### TRAILER

Offers wanted to convert ex-caravan chassis into useful box-trailer for working parties. Apply Tim Dodwell (Woking 65932 or write).

## CLASSIFIED ADVERTISEMENTS

FOR SALE 'Weaver Canal Cruiser Hull 24' x 6'10". Designed by P.W.Blandford, built by R.C.Marine. Painted polyurethane, cost £287 before painting. Now available for £200 or near offer. Telephone Chelmsford 54857.

FOR SALE 46' steel Narrow Boat by Allen of Oldbury 1967. Sleeps 5/6, h & c, heating, fridge, cooker, Dormal diesel, London mooring. £2,900 01-937-8515 (outside office hours).

CLASSIFIED ADVERTISEMENT rates are 3d per word. Try a classified advertisement to obtain what you want or dispose of what you don't.

# Letters to the Editor

May 30th London N.3.

Dear Sir,

My 'Windlass' arrived the other day - eagerly I opened its August pages and out fluttered a tiny piece of coloured paper. Gazing at it on the doormat, I thought "Good - another pink stamp for the Working Party Bank" !.....Later, however, peering at it through my bifocals at the statutory distance I distinctly gained the impression that it was intended to be a car sticker advertising the Guildford Rally! Please, Mr Editor, would you confirm? For if it is, I can well imagine the Rally Committee getting into hot water for producing an item designed to increase multiple shunt conditions on any road where the driver of one car managed to get close enough to read the 'message' among all the whorls and superfluties of this brilliantly designed work of art.

On a more serious note, may I comment that the letter from Nigel Stevens reproduced in the last issue comes as a breath of fresh air after the cant and patronising twaddle we are doled out month after inactive month. At last someone sees the real reason behind the formation of the I.W.A. For I am increasingly conscious that the prime objective these days seems to be to preserve the Association under the guise of preserving the waterways. This is Parkinson's Law conditions personified. A vast proportion of the energy of the Association is channelled into maintaining the status quo of the organisation. This is, I feel, the reason, the real reason for all the publication problems of late and is symptomatic of the decline and eventual fall of the I.W.A. as a campaigning organisation. As long as there are a few who still understand 'what it is all about' as Mr Stevens does, there is a chance of sanity and purpose rather than self-perpetuation prevailing.

Finally I note the two letters from the Wey & Arun campaigners...Yes, it would be a lovely canal to regain, I have walked the whole length and can immediately confirm that any thoughts in that direction had better be accompanied by a Motorway construction-type budget and Compulsory Purchase powers. PLEASE forget for a while the 'possibles'. Let us get our priorities into view and put all the energies and funds we have into retaining the 'Remainder Waterways' and after that concentrate on making what we have into the waterways that those who founded the I.W.A. dreamed of, not a nasty watery nobby-boaters paradise, populated and exploited by those who have made or who are making the country into a plastic and candy-floss manufacturers paradise.

Yours faithfully,  
GRAHAM PALMER

June 2nd Horsham , Sussex.

Dear Editors,

We were very interested in the two letters in the May edition of 'Windlass' regarding our nearest canal - the Wey and Arun - as we had already planned to do some tow-path walking and exploring along the canal. So far we have only visited two short sections, the first from Newbridge, near Billingshurst, and the second from Pickhurst Lock.

.....  
From the condition of these two sections restoration of the canal seems feasible, but there would be bridges and locks to rebuild and when the route of the canal is studied on the Ordnance Survey map the prospect does not look very hopeful because the greater part of the canal is shown as dry earthworks and it disappears altogether in several places. The derelict Horsham to Guildford railway line might provide a solution in the Bramley area but that would mean building part of the canal from scratch. Then there is the question of ownership. Does the canal now belong to the people whose land it crosses? An adequate water supply could also be a problem.

We entirely agree that this would be a very useful canal if it was restored but doubt whether it would be possible.

Yours faithfully,  
LEN & CHRISTINE BUTLER

Owing to lack of space it has been necessary to leave out some details from this letter. We have heard again from Mr Markwick, who thanks members for their letters, and hopes more Wey & Arun supporters will write to him at 59 Ardsheal Road, Worthing, Sussex. Ed.

# NATIONAL

Entries for the Rally are now pouring in, and the organising committees will need all the help they can get from members. Most of the requests on page 8 of the May 'Windlass' still stand, and in particular we still need small frame tents, a large tent in which to show films, material on loan for shop window displays and offers to give boat trips - also needed are cash tills and cash-boxes. If you can help with any of these, or if you are not attending the Rally by boat ( in which case you will be asked automatically) and could help with manning gates, stands etc. etc. please contact Liz Dodwell, Windover, Horsell Birch, Horsell, Woking (65932), Surrey.

## LOCAL SUPPORT

Contrary to murmurs of forboding, the people and shops of Guildford seem very pleased to welcome the Rally to Guildford. As you will see when you send for your Rally Draw tickets several local firms have given prizes for this, and also for the Festival Queen Contest (details available on the Rally site), the Schools Project Competitions and other events. Many shops have agreed to display material and posters in their windows so at least everyone in Guildford should know all about the Rally. Posters should be appearing shortly all over an area within 20 miles of Guildford, but if your area seems neglected please contact Liz Dodwell (address above).

## RALLY DRAW

Only two members have so far shown enough interest in restoring the Basingstoke Canal to write and ask for Rally Draw tickets to sell. The proceeds of the Draw will go to the Rally funds, and the Rally profit will go to the National Waterways Restoration Fund where it will be earmarked for restoring the Basingstoke Canal. So, come on, all you Basingstoke fans, write for your tickets to Brian Kingsmill, 22 Ladywood Rd., Cuxton, Rochester, Kent.

## DOWN THE RIVER AND UP THE CUT

This is the fascinating title of the Waterways Entertainment with a difference devised by David Lyttle and Hugh McKnight for a special performance at the Yvonne Arnaud Theatre, Guildford, on Sunday 9th August at 8.30 p.m.

Guest Narrator: T.V. & Radio personality, MICHAEL SMEE

Narrow Boat Singer, DAVID BLAGROVE

and a Company of Professional Actors and Singers

Music by the Des Rogers Trio

A light-hearted look at those Golden Moments and Bright Days on Rivers and Canals, that have been and still are, the inspiration of Poets, Authors, Artists, and Writers of Songs \* \* \* Thoughts on the Pleasures of Towpath Walking, Swimming, Fishing and just Messing About in Boats \* \* \*

A Glance at the History of Navigating \* \* \* And an Affectionate Tribute to the Boat People \* \* \*

SONGS      POETRY      PROSE      HISTORY      SOUNDS      and      PICTURES

Projection Equipment by Kodak

Projectionists: R.Graham Martyr and John A.Cattermole.

This private performance is only open to members of the Theatre Club, IWA and their guests.

The number of seats available is limited. You can make sure of yours by sending 7/6d per seat to the Entries Secretary, G.R.Sweet Esq., 9 St Peter's Mead, Ash, Aldershot, Hants.

## BABY SITTERS

To help those who would like to go to the theatre on the Sunday evening, or the Dinner on the Monday, we hope to run a Baby Sitting Service. This may, in some cases, simply involve moving one boat next to another so that one person can keep an ear on two families. If you would like to use this service or can offer to help, please contact Mrs R.O.Radbourne, 5 Frymley View, Windsor, Bucks.

## WORKING PARTY

A working party on site to put up fencing, clear nettles, arrange the site etc., will be organised on Sunday August 2nd. Meet at the Rally Site at 10 a.m. Some work will also be done on Saturday August 1st, and during the following week.

# RALLY

## ORGANISED VISITS

During the Rally many interesting visits have been arranged for boat crews. Applications for these (and the theatre visit above) should be made by those attending the Rally by boat after submitting your entry, but anyone not coming by boat is welcome to enquire if there are any vacancies. Please contact John Ashford, Fairmount, Heath Road, Horsell, Woking, Surrey if you are interested in the first four visits, and Jon Talbot, 1 Madeley Road, Church Crookham, Aldershot, Hants if you are interested in the Basingstoke visits.

- 1) Friday Aug 7th morning. Visit to see fire engines and other heavy vehicles manufactured at Dennis Bros., Guildford, and also to inspect their collection of old models. 5/- per head
  - 2) Friday Aug 7th afternoon. Visit to and a trip on the Bluebell Steam Railway including a chance to see their Picture Gallery, Museum and Locomotive shed. 15/- per head
  - 3) Saturday Aug 8th morning. Visit to the Royal Horticultural Society Garden at Wisley 7/6 per head
  - 4) Monday Aug 10th morning. A coach tour of the Surrey countryside including visits to Farnham, Frensham Ponds, the Devil's Punch Bowl. 6/- per head
- Coach Tours to places of interest on the Basingstoke Canal:  
Friday morning, Sunday afternoon, Monday morning. 5/- per head

## NATIONAL OPEN AIR ART EXHIBITION

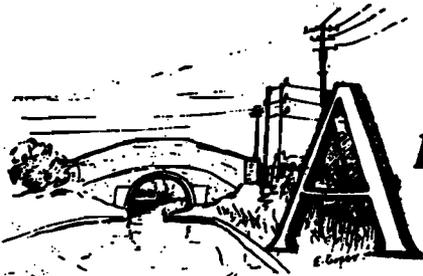
To the artists in your family! For the first time I.W.A. is organising an open air Art Exhibition on a national scale. With your help it could be one of the major attractions of the Guildford Water Festival and National Rally of Boats. And at the same time you can aid the Association's funds. You can bring your entries with you on your boat.

These are the rules for entry.

- 1) Exhibitors must be members of the Association or affiliated organisations. Families are also eligible.
- 2) Exhibitors are invited in the following classes: a) Paintings in any medium, drawings or woodcuts. b) Sculptures, carvings or models. All exhibits must have a WATERWAYS theme - river or canal.
- 3) The Exhibition will be in the open, but adequate weather protection will be arranged. All pictures must be framed. Screw eyes should be provided about 4" from the top with a label giving title, name of exhibitor and price. Wire for hanging should be attached. The same information to be repeated on the back of the picture. Sculptures should be similarly labelled.
- 4) To help assess the space required, exhibitors are requested to send details of entries in advance to Reginald C. Chapman, San Michele, Shepherds Hill, Merstham, Redhill, Surrey. For pictures please state number and dimensions giving vertical length first. For sculptures etc. give overall size. This information should be sent in by July 26th, marking envelopes "IWA Art".
- 5) All exhibits to be delivered to the site at the time of the Festival and Rally, but not later than 12 noon on Saturday August 8th, and must be removed before the close of the Rally, Monday August 10th 6 p.m.
- 6) The organising committee reserves the right to make a selection of entries for exhibition as dictated by the available space or for any other consideration.
- 7) Exhibits may be offered for sale. 10% of such sales will be deducted for Association Funds. All payments to be made to the Inland Waterways Association and the exhibitor to be reimbursed by the Association.
- 8) While every precaution will be taken to safeguard exhibits on the site, the Association cannot be responsible for their safety. Entries can only be accepted at owners' risk.

## Volunteers to help during the Exhibition

Reginald Chapman will be delighted to hear from members whether exhibiting or not, who are willing to assist with hanging of pictures and display of exhibits, and to assist in manning the sales desk on a roster basis.



## ROUND THE WATERWAYS

### BASINGSTOKE CANAL

At last news has come of Hampshire County Council's agreement to join Surrey in opening negotiations with the owners of the Basingstoke Canal with a view to acquisition. Following a survey of the condition of the Hampshire section, the County's Countryside Committee recommended purchase at a Council meeting held on 1st June. The Committee described themselves as "convinced that once restored, it would be of lasting benefit for recreation to the large population in North East Hampshire."

An I.W.A. observer at the Council meeting reports that the Committee's representative spoke enthusiastically and with conviction about the great potential amenity value of the Canal.

Contrary to previous unofficial reports, it appears that Colonel Bowen's report of his survey was "encouraging to the extent that deterioration in the condition of the canal appeared less serious than had been previously assumed". The success of the negotiations now rests largely with the Canal Company. "It is understood that the owners are prepared to sell the canal to the two County Councils but it is not known whether their terms of sale are likely to be realistic", reports the Committee. A progress report is expected to be given to the County Council at a meeting being held on 27th July. At the same time they will be presenting their proposals for restoration, maintenance and development of the Hampshire section.

DIETER JEBENS

### CHELMER & BLACKWATER

A meeting was recently held at the Chelmsford Boating Club to discuss the setting up of a Chelmer and Blackwater Subcommittee. John Marriage was elected acting chairman, although he stressed that he wished to be relieved of

this as soon as possible. Hon. Secretary is to be Mrs J.Gough of the Bays, Fryerning, Ingatstone, Essex. A further meeting of the subcommittee will be held on July 14th and individual members of the Association interested in the waterway will be welcome.

JOHN MARRIAGE

### RIVER THAMES

#### SURREY DOCKS AND CANAL

It has been announced that commercial traffic to the Surrey Docks and canal complex will cease. According to the Port of London Authority this step is considered by the Minister of Transport to be prudent.

Apart from those in the dock area itself, there are 69 firms with premises on the canal and about 18 of these make some use of the waterway. The Minister of Transport admits that the network of roads in S.E. London is inadequate, and already 400 ton containers from the 'New Orleans', the LASH project, are working in the Thames not far from the dock entrance

It is difficult to see what is prudent about this recommendation. As yet neither the Ministry of Transport nor the Port of London Authority have vouchsafed a detailed answer.

ERNEST PULL

### RIVER STOUR

The River Stour Trust Council has been horrified to discover that the river has been culverted where it passes under the new Nayland By-pass. This leaves a depth of only 4'6" and maximum headroom of 7'6" in a 12' diameter pipe. Apart from the present ugliness of the structure in a designated 'Area of Great Natural Beauty', the increased flow is likely to make navigation hazardous. It is understood that the West Suffolk County Council have now stated that work is not yet complete.

JOHN MARRIAGE

## REGENTS CANAL

### PADDINGTON BASIN

It is understood that the Ministry of Health has put forward proposals for the rebuilding of St Mary's Hospital which would involve the filling in of most of the Paddington Basin. The Branch Committee is strongly opposed to the filling in if a way can be found to preserve the water area for navigational, and especially mooring purposes in view of the continuing demand for moorings in the London area.

Members will recall John James' imaginative scheme for the area published some time ago, and one may ask why development of this kind has not been vigorously pursued. The views of B.W.B. and I.W.A.A.C. are not yet available, and one wonders if they are objecting or whether they have agreed to filling in. Have they considered alternative plans, and, if so, what? Or is the answer simply that land values in that part of London are such that development as moorings is hopelessly uneconomic when considering such a large area which is not part of the main line of the canal? If the Basin is sold it should fetch a fair price (very high figures indeed have been suggested). Will this be earmarked for some really worthwhile project - like restoring the K & A? It should certainly not be merely swept up into the Board's overall finances. If the money is to be used properly, which should one prefer, - moorings in London or the K & A reopened?

Some of these are the questions to be put to the relevant authorities by the I.W.A. and other interested parties like the Regents Canal Group, which is actively investigating the matter. When the facts are known we can decide on our course of action.

TIM DODWELL

### LITTLE VENICE BOAT SHOW AND FESTIVAL

The 150th anniversary of the opening of the Regents Canal is to be celebrated from 8th to the 15th August at Little Venice with a full programme of events each day. British Waterways Board, sponsored by the Evening News, have organised a Boatshow and Trade Exhibition, supported in the evening by concerts on a waterside stage, including folk dancing, ballet, choirs and orchestral programmes. Each day's events will close with a 15 minute firework display.

OLIVER TURNER

## RIVER WEY

### LOCK MANNING

The National Trust have succeeded in enlisting the help of a local church youth club to man Pymford Lock on both Saturdays and Sundays this summer. With the special problems existing at this lock continuity of personnel should be helpful, and it is hoped that I.W.A. members will offer their help at other unmanned locks, and also at Pymford when the youth club members are not available. To avoid duplication please let Martin Steiner (4 Arundel Gardens, Winchmore Hill, London N.21. Tel. 01-886-3884) know when you are available. The first priority will probably be Millmead Lock in Guildford.

### NEW LANDING STAGE FOR THE PELICAN

A new landing stage with space for several boats has been built at the 'Pelican', a pub between Coxes and Weybridge Town Locks. But beware of approaching at too fine an angle as only the channel immediately opposite has been dredged.

TIM DODWELL

## KENNET AND AVON CANAL

Work on Watlington Street Bridge was due for completion at the end of May. This should lead to the removal of the unfortunate notices displayed on Thames Locks indicating that navigation of the Kennet was not recommended due to bridge works, although in fact the channel under the bridge was only partially restricted.

It looked like disaster for the Trust's steam dredger when most of the brass gauges and bearings were stolen in April. However, thanks to the powers of observation of one man a car number was secured and the police have recovered all the parts stolen, which had been dumped in Foundry Brook.

R.O. RADBOURNE

### STUDENTS' REPORT ON READING WATERWAYS

A group of students from Reading College of Technology, after a 12 month study of the town's waterways, have reached the conclusion that parts of the Kennet and Thames were 'a disgrace to the town'. They urged that an 'Operation Spring Clean' be put into action. We hope it will.

## RIVER STORT

- COMMERCIAL TRAFFIC

The N.B. 'Towcester', owned by Mr N. Hollis, will be used to carry 900 tons of piping between Sawbridgeworth and Harlow for a new sewerage scheme.



## BOOK PAGE

As you make your leisurely, or hectic way to Guildford this July there is no reason why you should be short of new canal literature. In fact, a 'bumper bundle' has been launched at the enthusiast in the last three months and space limitations must unfortunately limit the length of our reviews this month.

From the stable of David and Charles the titles continue to flow. In the reprint series Phillips Inland Navigation 1805 has been issued which, with Bradshaw and Priestley already reprinted, completes the trilogy of volumes necessary for a basic study of British Canals. Phillips worked for Brindley and then travelled extensively abroad before coming home and strongly proposing a London - Kings Lynn Canal. Although it created little interest Phillips was not deterred and he set to and wrote a history of inland navigation both at home and abroad. This volume is the fifth and last edition and it makes fascinating reading, and to the well-read the sources of many other writers become apparent. Good solid stuff - nearly 600 pages at 5 guineas. Also as a reprint Edwin Pratt's Transport and Communication 1912 (over 500 pages and another 5 Gns.) is really transport historians' meat. It does, however, have some very interesting chapters on river and canal history before going on to deal with railways, tramways, buses and private cars as they were then in 1912. Source footnotes and a useful bibliography complete the volume which would prove very helpful to the prospective canal author.

Bulletin's loss has been D & C's gain. In a remarkable work Hugh McKnight (British Isles Editor) and David Edwards-May (Overseas Editor) have combined together to produce under the general editorship of Charles Hadfield the Canal Enthusiasts' Handbook 1970-1. In hard cover form (200 pages, 35/-) it is a weighty volume and includes a staggering amount of data. Even the advertisements are more interesting than usual. Chapter headings include Waterways Authorities, Associations and Societies, IWAAC, Commercial Transport, Voluntary Working Parties, Pleasurecraft, Hotel Boats and many others. Three waterways personalities chosen for potted biographies are Robert Shopland, Iltyd Harrington and Michael Street (of Blue Line Cruisers). It includes a good selection of photographs and maps. The overseas section, which as usual makes the reader long for glories that might have been in this country, covers the main waterway networks of Europe and North America, and includes information on passenger carrying services and hire craft. Let us hope that it will be updated regularly otherwise a reference book of this kind soon loses its usefulness. Very good value.

Continuing the individual waterways history series Kenneth R. Clew's The Somersetshire Coal Canal and Railways (175 pages, 50/-) has been compiled from secondary material such as newspaper and colliery records as the original company books have been lost. Despite difficulties encountered during its construction in the choice of a suitable device to overcome a severe change of level at Coombe Hay (lift, inclined plane and locks followed in quick succession) the canal went on to become very profitable before succumbing at the end of the last century to the local railway. The photographs are mainly of crumbling remains and one feels that the author would welcome more material, especially photographs, for further editions.

Finally from David and Charles E & P.W. Ball have written Holiday Cruising on the Thames (150 pages 42/-) which is a companion volume to the 'Holiday Cruising on Inland Waterways' Published in 1968. Stanfords strip map is included though it would have been preferable to have included it in a pocket so that it could be removed for easy reference. A strip map is also included in the text. The Thames has been neglected by writers recently, and this volume is therefore welcome as it deals competently and thoroughly, if a trifle staidly, with the river between Teddington and Lechlade. The tributaries and joining canals are not forgotten. There are plenty of photographs, but many look rather formal. More people enjoying themselves would have helped. A good workmanlike volume which fills a long felt need.

From Chatto and Windus comes Hugh Malet's In the Wake of the Gods (220 pages, 42/-) which is a fascinating account of the waterways in Ireland with plenty of background information about customs and religion thrown in. Hugh Malet, of course, wrote 'Voyage in a Bowler Hat', and this volume contains the same humour and slight eccentricities. Most eccentric of all, however, is the author's boat and his courage in navigating the large loughs in it is nothing short of remarkable considering the violent storms that could (and did) develop while he was cruising. For anyone contemplating exploring the lesser known waterways of Ireland this volume is a must. There is a bibliography and many photographs although a large number depict religious relics. In describing a way of life, which after all is the IWA, Hugh Malet has succeeded very well.

DAVID COOPER

## Comment Column

A recent newspaper report told us that B.W.B. had before it a proposal to issue a give-away glossy monthly magazine, which one supposes, would give news and views on inland waterways. A hundred thousand copies were to be given for free to boat and angling club members etc. etc. It was to be financed 80% by advertising, and the balance by the Board, this balance being £80,000 per annum.

Would this really have been necessary? It sounds like another extravaganz\* to spend money for "image" purposes rather than maintaining and restoring waterways.

I was delighted then to read in the press report that the Board had turned down this scheme; a blast of reality at last! So disappointed was the Board's Press Officer at this rejection that he is leaving. That may or may not be a pity, but I congratulate the Board on being wise enough to reject this foolish scheme. By the by, if B.W. have £80,000 to spare, why not spend it on restoration? £80,000 would probably be enough for the Ashton.

Recently B.W.B. have provided cruising clubs with the motor narrow boat 'Gardenia', all freshly painted up, with a part load of sand and gravel, bearing a placard "keep the channel clear campaign". Members of cruising clubs can use the boat to navigate various parts of the canal system in order to keep the channel clear.

This idea is really a non-starter. We all know that it is the regular passage of fully loaded narrow boats that keeps the channel clear. The occasional passage of a partly loaded boat is inadequate. Anyway how many cruising club members want to forsake their own boats in order to handle a narrow boat, which they are, by and large, unaccustomed to handling? Possibly, if those members who do know how to handle narrow boats steered 'Gardenia' up and down the same section regularly, there might be some merit in it. As it is, the only benefit I can see is that those who are used to steering craft of a small draught will appreciate the problems experienced by captains of deeper draught boats. One press report referred to 'Gardenia' being stuck four hours on an oil drum at Minworth near Birmingham, and the last report I have is that it is at the top of Perry Bar Locks with the engine broken down.

JOHN DODWELL

# QUIZ ...

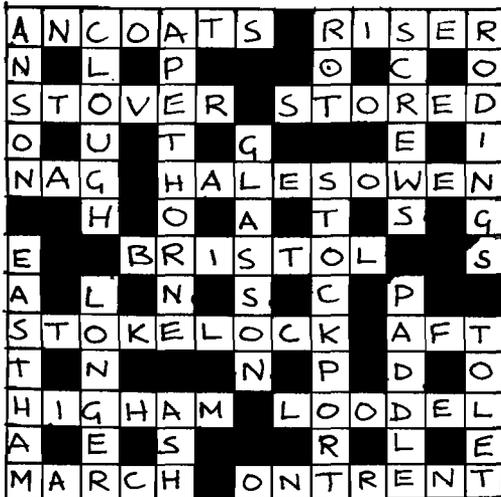


## 19

1. Where does a short tunnel lie within a flight of locks?
2. Where is Endon Wharf?
3. Where is Wrens Nest Basin?
4. What is a tide mill and where, in London, can the remains of one be seen?
5. Which reservoirs feed the Tring Summit level of the Grand Union Canal?
6. Where, at a lock, can a strapping post be found?

Answers please to Roger Stephens, 38 Sandhurst Drive, Seven Kings, Ilford, Essex by July 30th 1970.

BELOW: Answer to Crossword No. 3.



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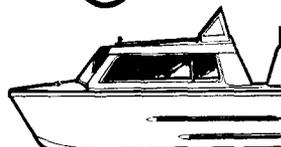
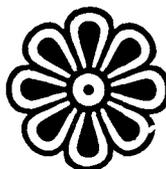
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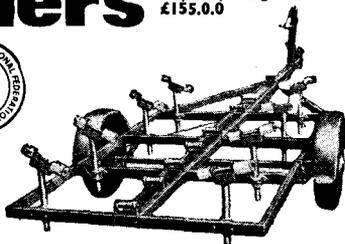
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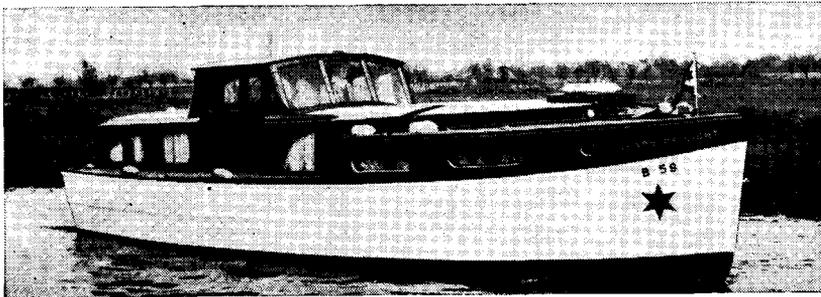
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