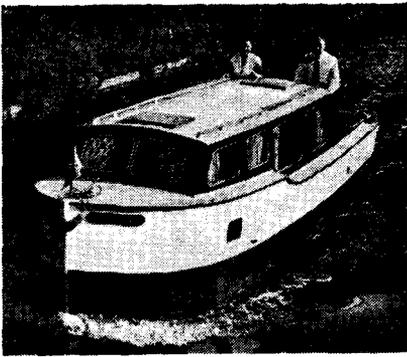


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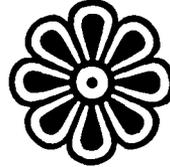
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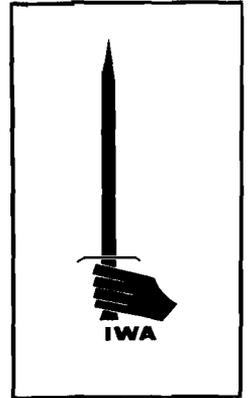
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South Eastern Branch



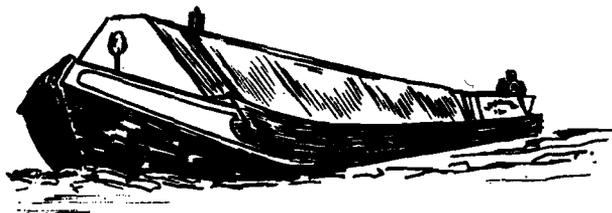
- Patrons:** Dame Margot Fonteyn and Sir John Betjeman.
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- Press Secretary:** Derek Clements, Lampkins, 24 Priors Road, Windsor, Berkshire.
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- Medway:** Derek Salmon, Springhill Cottage, Yardley Park Road, Tonbridge, Kent.
- Oxford:** Hugh Compton, 122 Hermitage Road, St Johns, Woking, Surrey.
- Wey:** Timothy Dodwell, Windover, Horsell Birch, Horsell, Woking, Surrey.
- Thames:** John Crosby, 44 Park Avenue, Wraysbury, Staines, Middlesex.
- Middle Grand Union:** K J Seymour-Walker, 19 King Harry Lane, St Albans, Hertfordshire.
- Kennet & Avon:** R O Radbourne, 5 Frymley View, Windsor, Berkshire.
- Other Member of the Committee:** Miss Claire Johnstone, Willow Cottage, Timsway, Staines, Middlesex.
- Honorary Committee Member:** Dr R J Saunders, 10 Lyford Road, London S.W.18.
- Membership Secretary:**
- Dispatch and Circulation Manager for Windlass:** Martin Spratt, 57 Oxberry Avenue, Fulham, S.W.6.
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- Branch Slide Librarian:** Tony Davis, 53 Holme Chase, St George's Avenue, Weybridge, Surrey.

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THE INLAND WATERWAYS ASSOCIATION LTD.
General Office: 11k Regents Park Road, N.W.1.
Chairman: John Humphries
General Secretary: Robert Shopland

COVER PICTURE Working boats on
the Shropshire Union (photograph by
P R Knight)

Commercial canal carrying is at its last gasp. Despite the stated aims of the BWB and the efforts of the IWA, regular traffic has almost all finished. Now, one journey by a pair of working boats makes headlines and the chance of a long-term contract looks like a miracle.



We have just heard that the oil deliveries to Duckhams have been terminated. There is also a rumour that BWB's lime juice boats will stop running before long (reported in the latest GUCS Newsletter).

The signs of the damage this run down is having on the canals is already noticeable. Navigable depth is decreasing significantly. Parts of the Grand Union were completely covered with weed this year - the first time anyone can remember. "Standardisation" of lock gates (ie omitting top gate paddles) is drastically slowing all traffic.

If we do not take action to improve this situation, everything the IWA has fought for since the War will again be in jeopardy. The need for commercial traffic has always been maintained, but the effects of this attitude are apparently not enough.

The time has surely come when every effort must be thrown into a campaign to rescue commercial carrying. If the economic pressures are too difficult under present conditions, then financial aid must be given - subsidies have been given to less deserving causes.

We hope that after this combined issue of 'Windlass' the situation will allow us to get back to normal monthly editions (excluding January and August). In order to maintain this, we would ask all contributors to note the change in copy date - it is now the 1st of the month preceding publication.

Grateful thanks to Tina Wright for drawing some new sketches for us at very short notice.

Changes in the production process will slightly alter the appearance of 'Windlass' - as you have probably noticed. We have no intention of changing the basic form of the magazine, which so excellently carried out its job of keeping members informed, under the past Editor.

Colin and Hilary Isaacson.

STOP PRESS!

It is estimated that this year's I.W.A. National Rally at Guildford, organised by the London and Home Counties Branch, made a profit of £2,400.

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Chairman's Notes

It is my pleasant task to welcome the new Editor to Windlass, Colin Isaacson; he has a formidable task ahead of him, but with professional experience behind him, and his wife, Hilary, beside him to help with production, we look forward to the continuation and development of Windlass as the branch's principal means of communication. I must thank all those who offered their services to Windlass; you may still be called upon to help in some way. I also regret the delay in the appointment of an Editor, but the Guildford Rally and its associated campaign has been a full-time occupation in recent months. Our thanks are also due to Tim and Liz Dodwell for editing and producing Windlass this summer, in spite of their very deep involvement in the Rally.

Windlass is our means of communication, and there is one very important item which arrived just too late for the previous issue; there has been some reorganisation of branch boundaries, with the result that it has now been agreed by your committee and the I.W.A. Council that this branch should, henceforth, be known as the South Eastern Branch. There may be some, like myself, who regret this change for it was as the London & Home Counties Branch that we made our reputation. Equally, however, I know many will welcome it, for we do indeed draw our 2,500 members broadly from the South East, and not just from London or the Home Counties.

There has also been change in the Council of the I.W.A. which concerns us, and on behalf of the branch I would like to congratulate our branch member Mr John Humphries on being elected Chairman of the Association. As our retiring Chairman Capt. Lionel Munk knows only too well, it is an onerous task. I am sure that the reputation which John Humphries has acquired for the energetic way he organised the Planning Conference last year, and for his tireless efforts as a Vice-Chairman of this year's Festival and Rally at Guildford bode well for the future policy of the Association.

I must also record our sincere thanks to Capt. Munk and his wife for all they have done for so many years. They have always supported branch activities in the past and I trust that they will continue to do so - and possibly be able to take an increased part in branch affairs, now that the burden of National Chairman has been laid aside.

A further Council decision affects branch activities; it has been decided that the National Dinner will again take place in London, not at the National Rally. It is to be a formal affair, our major prestige publicity occasion, and will be held in February 1971 when it is hoped that many members will come to London for the occasion. It has been suggested that branch members living in and around London might be willing to offer overnight accommodation to members from the other branches, thus reducing the otherwise necessary expenditure on hotel accommodation, on top of dinner tickets and travel. The branch secretary, Major Logan Brown, would be pleased to hear from those able to provide accommodation, he will keep a register and will organise the arrangements. This, apart from encouraging members from other branches to come to the Dinner, will provide a unique opportunity to meet people from other parts of the country.

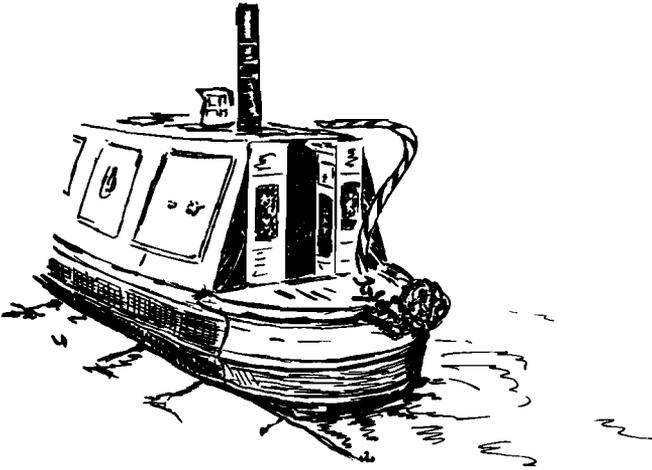
Your committee has, since last March, discussed the future of the branch dinner in some detail. With the National Dinner in February, it has now been decided to hold a branch dinner in the spring, but to investigate the possibilities of a less expensive, less formal, social occasion in the Autumn. Your suggestions will be welcomed by the committee.

Desmond Briscoe.

AROUND

THE

WATERWAYS



RIVER STOUR

The River Stour Long Distance Canoe Race, organised by the River Stour Trust, was this year held for the first time as a ranking race of the British Canoe Union. The course starts at Sudbury, Suffolk and ends at Nayland, also in Suffolk. Total distance is $12\frac{1}{2}$ miles, in which there are 9 portages.

This newest ranking race is obviously going to establish itself as a real endurance test as the river is a derelict navigation and the paddlers have to pass along wide deep stretches interspersed by shallow or reedy sections. Portages must be made around sluices and weirs of varying types - none very easy to negotiate. Such a race is not for those paddlers who like wide placid waters and simple portages like the Thames - or even the Grand National of L-D racing, the Chelmer. Rugged types who enjoy the K & A or even the Bedford as it was 10 years ago will find this river with a surprise round the corner more their cup of tea.

The Race is organised by the River Stour Trust as part of their campaign to protect and enhance the public right of navigation for use by mainly canoeists. They would however be the first to admit that the organisation of the race still needs to be improved, although it was much better than last year. A further look must be made at facilities at both the start and finish of the race.

J Marriage.

KENNET AND AVON

Crofton steams so the demand for coal became urgent in September. So much so that transport and unloading equipment had to be obtained to rush the fuel to the pump after Nick Hill's Jaguar arrived at Reading with a cargo from the Midlands. A second load has since arrived and has been transferred to one of the Trust's hoppers..

Work parties will be cutting back overhanging trees at Fobney if the weather is fine on alternate Sundays commencing on the 11th October. If wet, dredging will be carried on instead.

R O Radbourne.

RIVER WEY

Maintenance work over the winter months will be concentrated on bank strengthening and piling, and no stoppages are planned for the immediate future. Boats cruising in the Byfleet-Pyrferd area should keep a look-out for work boats moored to the banks. In the spring only short-term stoppages are expected for fitting new lock-gates.

The River Wey Handbook has been reprinted once again. There are a number of corrections and up-dating revisions, but fundamentally it is the same as the 1969 edition. Regrettably rising costs have compelled us to increase the price to 4/- (plus 6d for p. & p. if ordering by post).

Tim Dodwell.

PADDINGTON BASIN

The South Eastern branch has taken the lead in forming a Working Group to oppose the plans to fill in the Paddington Basin. Following a number of meetings, a press statement was issued to coincide with the close of the BWB Little Venice Festival. This was well received and extensively quoted in the National and local press. The Group is now preparing further activities, and is drawing up plans for alternative proposals, including public access to the basin, a mooring place, water bus terminal and possible slipway and launching facilities. A public meeting will be held when these have been completed.

Meanwhile, we print below the main text of the last press statement.

"As the British Waterways Board celebrated, by the Little Venice Festival, the 150th anniversary of the opening of the Regent's Canal, it is ironic that they are understood to have agreed, in principle, to the sale of the greater part of Paddington Basin for the extension of St. Mary's Hospital, as part of a deal involving an exchange of land with Westminster City Council.

"The three societies are opposed to this decision because it appears to have been taken without account of either the importance of the future use of the basin in relation to the canal, or the future redevelopment of the area surrounding it. The Societies have set up a Working Group to ensure that these needs are not overlooked and to press for proper planning studies.

"In the last few years there has been a steady increase in the use of canals for leisure and in London this has been accompanied by a growing awareness that the Regent's Canal is an important amenity of which account must be taken on redevelopment. Although there are official policies for the Regent's Canal, there are none as yet for its basins and there is a real danger that these may be destroyed piecemeal and without forethought.

"It is on the retention and imaginative improvement of at least some of the basins that the future of London's canal depends. There has been a marked increase in boat ownership in recent years and there is already a shortage of suitable moorings in the London area. At the same time, London has enjoyed a tourist boom and the demand for waterside premises, for public houses, restaurants and other uses has noticeably increased.

"It is clear that these trends will continue and that a great opportunity exists for creating in the heart of London an open space for recreational uses, centred on a marina and canal terminus. A similar scheme, on a more modest scale, has already been built in the middle of Birmingham. Here, in north Paddington, the density of population is high, yet it is rumoured that Whitehall is permitting the destruction of this open space when it is most needed.

"Of the basins in inner London, Paddington is by far the largest and best for the purpose. It is close to the West End and has good access to public transport. It is near Little Venice, already a popular and attractive part of the Regent's Canal, and leads to 27 miles of lock-free navigation and the main canal network of the country. Both the GLC, in their Report of Studies to the Greater London Development Plan and the GLC's London Canals Consultative Committee have stated that the opportunity exists for an "ambitious and interesting" scheme of this kind.

"The area around Paddington basin is, at present, mainly zoned for waterside industry, but it includes many obsolete buildings. Redevelopment is long overdue and it is significant that planning permission has recently been given for an hotel near the east end of the basin. No doubt a case can be made for a further extension of the hospital but not to the exclusion of all other planning considerations. We believe that there is sufficient space in this area to satisfy the hospital's needs and still allow the retention of the basin and the creation of water based recreational uses, provided that some careful and imaginative planning is done now.

"We shall be pressing the City of Westminster to prepare a local plan for the area and not to accept redevelopment proposals until it has been considered. At the same time we shall be asking the London Canals Consultative Committee to develop a policy for the future of all the basins in London in relation to the canal. We shall urge the British Waterways Board to go slow on selling off apparently surplus land without first considering whether it is not vital to their new statutory responsibility for recreation and amenity. We hope we can assist the authorities in their studies as we have in the past. But if the Board persists in its intention to destroy the basin, we shall press for a public enquiry."

O S Turner.

BASINGSTOKE

The latest stage in the negotiations between the Hampshire and Surrey County Councils and the New Basingstoke Canal Company is the appointment by both parties of surveyors to work out valuations of the canal. When these results have been obtained, talks will start in earnest. There is no indication yet how long the negotiations are likely to continue.

Dieter Jebens.

WORKING PARTIES

November 28/29 Upper Avon

For details and transport contact Graham Palmer, 4 Wentworth Court, Wentworth Avenue, London N 3 (01 - 346 4949)

Sunday 13th December. River Wey at Send.

Overhanging trees between the Tannery and the StepBridge are reducing the width of the channel, and this is to be the site of our next session on the Wey. Meet at 10.00 a.m. at Cartbridge, Send - on the main road through the village. Late arrivals will find the work about $\frac{1}{4}$ mile down stream. Transport from Woking Station by prior arrangement with Tim Dodwell.

BRANCH WINTER MEETINGS

November 25th

December 16th

January 21st

Venue: The Albert, Victoria Street, S.W.1.
7 for 7.30 p.m. Nearest underground station - St James's Park - good parking facilities and public transport. Refreshments available.

KENNET AND AVON

November 7th and 8th - Crofton engine will be steamed.

WRG Stamp Bank

Jim Fleming,
N.B. Tom Ran, Canal Basin, Aylesbury, Bucks.

From the latest G.U.C.S. Newsletter -

There is a growing feeling that B.W.B., having been given a grant, are not spending it in the manner in which it was intended, that the views and principles of the enthusiasts who brought about the White Paper are being ignored.

Several features have given foundation to the doubts.

1. Navigable depth is getting dangerously close to the two feet intimated - though later denied - in the glossy B.W.B. booklet issued at the time of the White Paper.

2. Lock Gates are being "standardised", ie omitting top gate paddles so that it takes at least three times as long to use a lock. How can this policy encourage expansion when expansion is already limited by such policies?

3. A fleet of narrow boats were brought to Wendover Arm and left to be vandalised before disposal.

4. Lock cottages are being wrecked and vandalised, because B.W. refuse to sell - only let on relatively short lease.

5. Commercial traffic is practically non-existent and is being made impossible because of poor or short-sighted maintenance.

6. B.W.B. recently held a Boat Show at Little Venice at unknown cost. Fireworks each night for a week - at which practically every type of non-canal type of boat was shown and nearly every non-canal activity encouraged - power boats, water skiing, the lot. Where was the message to the public - to use their Inland Waterways for leisure and commerce properly?

7. To cap it all, the Daily Telegraph has reported that the British Waterways Board are fighting a "lone battle" against the local authorities. What about the I.W.A., I.W.A.A.C, G.U.C.S., etc?



Letters to the Editor

16 Balfour Road,
Brighton,
Sussex.

1st July 1970.

Dear Sir,

Next year our Association will be twenty-five years old.

A quarter-century of battles against derision, obstruction, ignorance and downright chicanery, would, I think, make fascinating reading. It might inspire all of us anew to continue the campaign.

But where is the history of the Association? Who will write it?

Yours faithfully,

Gordon Webb.

33 The Orchards North,
Epping
Essex

Dear Sir,

In the May Bulletin, a picture was shown of vast quantities of rubbish at Minworth top lock. On a trip through these locks about a month later; no rubbish, and a lighter moored at the canal side about half full. It appears that someone took note!

However, on the upper Coventry Canal, near Atherstone, the 2' draught boat that I was on grounded several times. There were a number of British Waterways boats about, one of which was drifting about, only moored at the bow. The gentleman responsible for this was sleeping in the cabin, and on being woken as we rather noisily moved his boat; sleepily observed 'I did not know you was coming.' What are we to do, inform B.W.B. every time we move?

Yours faithfully,

R E Harste.

Longport
Newington
Folkestone
Kent

Dear Sir,

As one approaches the lock on the Welford Arm, there is a bascule bridge from which what appears to have been a track or bridle-way leads off to the south-west beside marshy country. Along this track, at comparatively short intervals, there are a number of very small metal bollards, rather like miniature milestones, on which are engraved the letters "G.J.C.CO".

The letters obviously stand for Grand Junction Canal Company, but I wonder if any of your readers could explain what was the significance of the bollards, what they demarcated and what purpose the track served.

Yours faithfully,

David Alexander.

QUIZ ... ?

QUIZ No. 20

- 1) Where is Whitsunday pie lock?
- 2) Which is the highest pound on the Grand Union system?
- 3) What was the original source of water for the Thames & Medway Canal?
- 4) Which canal carrying company first pioneered steam powered narrow boats?
- 5) Which reservoirs feed the summit level of the Southern Oxford canal?
- 6) Where, at a lock, can a quoin be found?

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



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ALSO
Barbridge, Near Nantwich, Cheshire. tel: Wettehall 682
AND
Hanbury Marina, Hanbury Road, Droitwich, Worcestershire. tel: Droitwich 3002 (daytime)

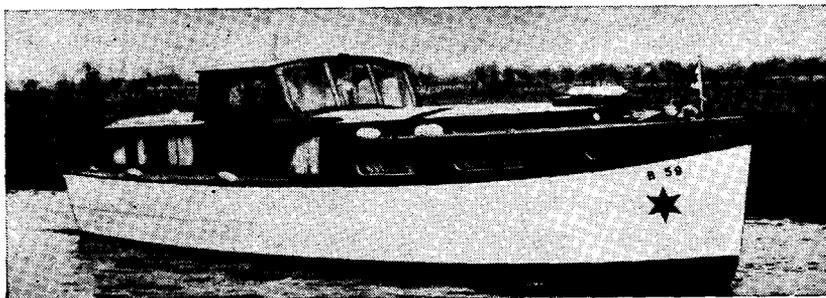
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