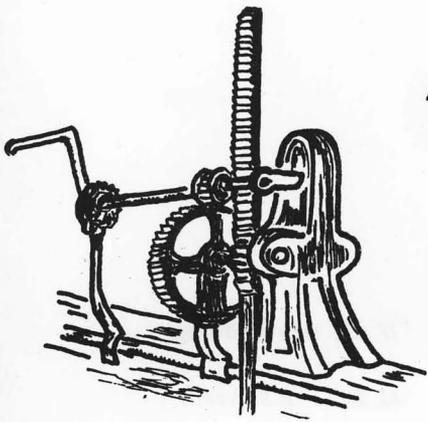
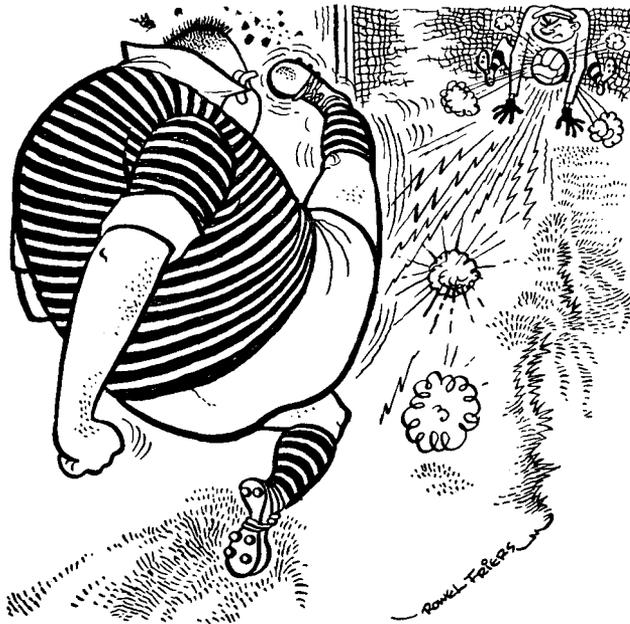


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96. July 1971





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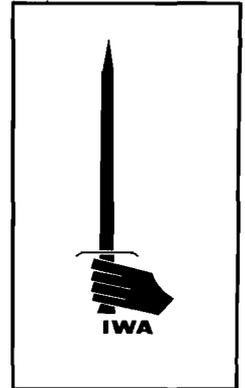
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Inland Waterways Association

London and South East Branch



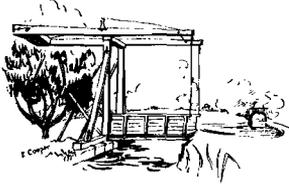
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- Working Party Organiser:** Graham Palmer, 4 Wentworth Court, Wentworth Avenue, Finchley, N.3.
- Action Group:** J Plummer, 17 Herbert Road, London S W 19.
- Advertisement Manager for Windlass:** Timothy Dodwell, Windover, Horsell Birch, Horsell, Woking, Surrey.
- Dispatch and Circulation Manager:** Martin Spratt, .57 Oxberry Avenue, Fulham, S.W.6.
- Branch Sales Officer:** David Rayner, 1a Twyford Gardens, Bishops Stortford, Hertfordshire.
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THE INLAND WATERWAYS ASSOCIATION LTD
General Office: 111, Regents Park Road, NW1
Chairman: John Humphries
General Secretary: Robert Shopland

COVER: From the large collection of old photographs made by Robert Wilson, 38 Greenhill Road, Kettering, Northants
The young lady later became Mrs Whitlock

TOWPATH TOPIC



Recently, I discussed the future of the IWA and its tasks under present conditions. Now I would like to focus attention on the individual members and what they should be doing to help achieve the aims of the Association.

The best way of examining these is to relate them to the work of the IWA. Let us first take campaigning for a specific waterway.

The foci of such a campaign will be rallies, public meetings and similar events. The success of these activities depend to a great extent on participation and help of IWA members. Participation is usually satisfactory but the organisation and running of most events usually depends on too few people.

Another important aspect of these campaigns is the writing of letters, both to the relevant authorities and the press. It is something that usually shows the best return on effort and yet is sadly neglected in the main.

Letter writing is not only effective for local issues. It is an important weapon in almost every campaign undertaken by the IWA. I often think that the establishment of a letter writing squad, who could be supplied with directives and targets as part of a planned attack, would reap tremendous rewards.

For those who are happier working in a more physical sense, working parties provide the ideal opportunity for usefully donating their energy. I have emphasised their value before and I am certain that this will grow: now that commercial traffic has virtually ceased, the waterways are going to require considerably more direct maintenance work.

Volunteer labour is the only answer. There will never be enough money to pay for all the work necessary, so willing hands are essential if we are not to have closures threatened because a waterway has deteriorated into an unnavigable state. Remember, there is no right of navigation any more.

Boat owning members have an important part to play too, by cruising waterways which look like becoming neglected and closed through lack of use.

On the other hand, some navigations are going to increase in popularity - one hears terrifying forecasts of overcrowding within ten years. Although I personally think that this complaint will only attack a small part, there is no doubt that considerably more people are recognising the delights of our waterways.

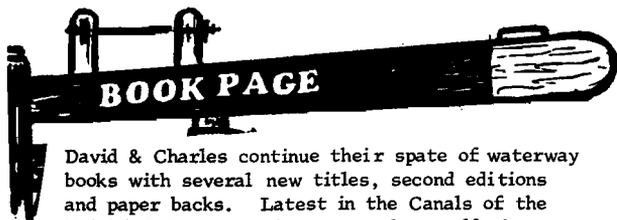
We must all be alert to the deterioration in amenities which could be indirectly caused by this development. Strict planning control is essential and it is up to IWA members to be aware of threats to the environment before it is too late to take action.

The effectiveness of all these activities depends on the IWA having informed and active members. All of them indicate their sympathy with its aims when they join, but many of them are little more than spectators thereafter. In some cases one cannot expect busy people to spend a lot of time on IWA work, but many others who could, and would, play an active role do not. The Branch Committee hopes that its new scheme for local groups will provide opportunities for these members to become more involved.

Mentioning administration brings up my final point, which is about the work necessary to run our Branch - a very necessary evil. All the activities need people to organise them, and for some the Branch is fortunate in being able to count on available talent - for instance Derek who runs an annual draw so successfully. More people are always needed: recently appeals have been made for help with minor cruises and running the stands at various events, publicising the IWA and our work. If members do not come forward on these occasions, the continuous work put in by our officers begins to lose its point, and then all our efforts will be needed simply to keep the organisation alive.

The last appeal for branch members to put their names forward to help in the Action Group produced the outstanding total of 40 - precisely 1.5% The new Action Group organiser is J Plummer, 17 Herbert Road, London S W 19. If anybody can help in any of the activities, would they please contact him.

COLIN ISAACSON



David & Charles continue their spate of waterway books with several new titles, second editions and paper backs. Latest in the Canals of the British Isles series is a two volume offering The Canals of North West England at £2.50 per volume. Joint authors are the well established Charles Hadfield and newcomer Gordon Biddle who has contributed the material for the Lancaster and the Leeds and Liverpool. The layout is similar to other volumes in the series whereby the complete history of each waterway in the area is covered from the time of its conception to the present date. Company records, minute books and Acts of Parliament are used extensively as sources of information resulting in a very complete economic history of the waterways, yet rather sparse social history. The reader is presented with a wealth of prices, tonnages and the such like whereas information relating to the everyday operation and maintenance of the waterway - a subject possibly closer to many readers' interests - is relatively limited. This is possibly the only criticism that can be levelled against an otherwise excellent series. In these two volumes the waterways of the Manchester and Liverpool area and the three trans Pennine routes are described with the exception of the Ship Canal which has a chapter to itself in British Canals. The photographs as usual are of great interest and one wishes there were more. One correction is worth noting however. The last boat through the Huddersfield Narrow Canal was called the "Ailsa Craig" and had been hired for the trip by our founder Robert Aickman from R. H. Wyatt's base at Stone. L.T.C. Rolt joined the boat at Diggle.

Holiday Cruising on Inland Waterways by Charles Hadfield and Michael Street first published in 1968 has been reprinted. At £2.00 it is excellent value and still the best of its kind. It also includes Stanfords Inland Cruising Map which, if bought separately, costs 50p. The bibliography has been enlarged and brought up to date and it is encouraging to note that the omission of Rolts "Green & Silver" mentioned in our previous review (see Windlass no 66) has been rectified although the same page numbers in the index are still astray (ref. to I.W.A. on page 17 which is a photograph).

A companion volume to the above entitled Holiday Cruising in Ireland by P.J.G. Ransom at £1.75 also represents excellent value. It includes a specially prepared fold out map which is unusual in as much as main roads and railways are also shown.

As a result the waterways tend to be rather submerged in slightly irrelevant detail. Otherwise

the book is a delight and should tempt many readers to cruise on the Irish Waterways. Strip maps and navigation charts for the larger loughs, list of hire cruiser firms, general boat handling and lock operating hints are all included although it is intended that the complete novice should read this work in conjunction with the previous volume reviewed.

In 1900 members cruising to the Northampton rally could have started their voyage from West Hallam on The Nutbrook Canal and even earlier pioneers could have started from Coleford on The Dorset and Somerset Canal although a low loader would have been necessary in order to connect with the K & A near Bradford-on-Avon. These two now completely derelict canals are the subject of studies of individual waterways by their authors Peter Stevenson and Kenneth R Clew respectively. Both fairly slim volumes and costing £2.00 and £2.25 they are published by David & Charles and must be considered as meat for the specialist. Of interest is the description of Fussells balance lock built at Mells which was an ancestor of those built later by James Green on the Grand Western Canal. The Dorset and Somerset was never completed. Originally proposed as a canal to connect Bristol and Poole only eight miles of a branch was built between Frome and Nettlesbridge before funds ran out. On the other hand the Nutbrook Canal, an independent branch of the Erewash Canal, was built mainly as a coal carrier to serve collieries at its upper end and the Stanton train works at its lower end. Completed in 1796 it was successful for many years until main subsidence hastened its closure. Both volumes have been very well researched and for those who enjoy remains as much as the real thing they are both recommended.

British Canals by Charles Hadfield is now available in paper back format at £1.50. Text and illustrations are identical to the hard cover version.

David Cooper.

Boat World 1971 (Sells Publications Ltd) £1.25

Once again this mine of information on all things boating has appeared - now in its eighth edition. As usual it is split into three sections: white pages (articles), blue pages (holidays and facilities available, coastal and inland including a special Inland Cruising section), and green pages (suppliers). Naturally it is the Inland Cruising section that will interest members most. Brief but useful descriptions are given of the waterways, and facilities available, although one wonders when some of the details were last brought up to date. I cannot speak for other areas, but in our own one notices some firms listed which are no longer in business and others omitted. There is however a criticism of detail in a mass of useful information which includes very proper reference to a number of waterway restoration organisations.

Tim Dodwell.

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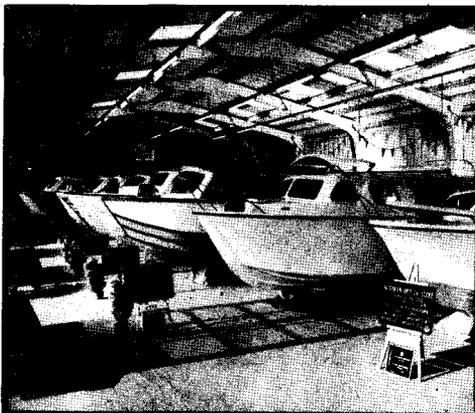


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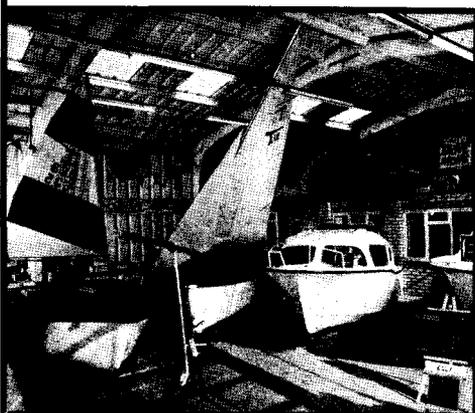
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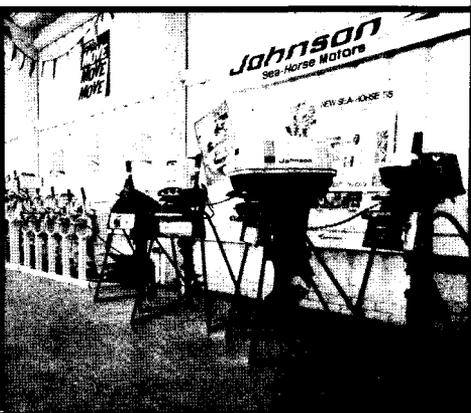
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WHAT'S ON - WHAT'S GONE

Regent's Canal Cruise 10th and 11th July

The arrangements for the cruise are now well under way. Mayors and Councillors from the canal side Boroughs have been invited to attend and it is hoped that a representative of the British Waterways Board will also attend.

Boats will assemble at Spring Lea Cruising Club on the River Lee on Saturday evening. Facilities are being made available by the Club. The guests will arrive early on Sunday morning, transport being provided from Tottenham Hale Tube Station (Victoria Line). The fleet will cast off at 9.30 and proceed via the Hertford Union Canal to the St Pancras Cruising Club. Here lunch will be served to the guests with afterwards a slide show and a short talk on the canal. The cruise will then continue to Little Venice and beyond if time permits. Disembarkation will take place at the latest at 6.00, but probably earlier. The Regent's Canal locks will remain open to enable boats to return to their moorings.

Wide publicity will be given to the cruise and it is essential that it is supported by as many boats as possible. We want to convince the Councillors of the potential of the canal not only for boating but also as a local amenity and linear park, and we must have places for the many who are coming. At present several Councils are considering opening up the towpath on lines similar to those at Paddington and the cruise may well help to tip the balance. Additionally it may stimulate interest in commercial carrying.

It is not possible to arrange a trip boat for members at a reasonable cost. However if after the guests have been catered for there are any spare places these will be allocated to members, strictly on a first come first served basis. Applications should be sent to me and everyone will be informed beforehand.

Further details of the cruise can be obtained from Reg Williams, 14 Hedgeman Way, Dagenham, Essex. (telephone number at home 01-592 2836). We would like to have definite details beforehand of all those coming by boat and details of the number of passengers they can carry.

David Gibson.

WORKING PARTY

July 17/18 Bath Locks

Help our friends on the Kennet and Avon at Widcombe. Contact Graham Palmer or Nigel Stevens (01-373 7234) Let us have a big turnout at Lock 11 (Abbey View) at 11.00 hours.

Slough Arm Cruise and Barbecue

Saturday July 24

Boats and towpath walkers meet at 14.30hrs at the 'Shovel' Cowley Lock on the Grand Union.

Please notify Colin Isaacson as soon as possible if you are coming, so that we know the numbers.

AUGUST 28-30

N.E. Midlands Branch Rally at Sheffield Basin, culmination of the campaign for the Sheffield and South Yorkshire Navigation. As part of the campaign, any boats which visit Sheffield Basin by water will be presented with a special plaque: proof of arrival can be obtained from the offices of Proctor's (Transport) Limited. Contact J W Baylis; 25 Bedford Avenue, Mansfield, Notts.

The St. Pancras Cruising Club will be holding an "Open Day" at St Pancras Basin, Camley Street, London N W 1 on Sunday July 4th. The proceeds will go to the Royal National Lifeboat Institute. All IWA members are welcome, especially craft on their way to the Regents Canal Cruise on the following weekend. There will be a Boat Handling Contest, side-stalls, demonstrations etc. Refreshments will be available and a licensed bar.

ACTIVITY CENTRES

We forgot to include Tim Dodwell in last month's list of contacts for local group organisers. He is co-ordinating activities in the Guildford area, at 'Windover', Horsell Birch, Horsell, Near Woking, Surrey.

"DO NOT WASTE WASTE PAPER"

All kinds of compact clean waste paper can be turned into money - as witness what happened when a member noticed some offices being demolished. All the old files of the firm that had gone into liquidation were still there, and about a ton of waste paper was removed and sold for the benefit of the N.W.R.F. There were also a number of more useful items which have been salvaged, and are now open to offers. These are as follows:

A large number of wallet files in good condition (mostly marked only with the client's name and reference number) - for sale at 2½p each plus postage.

Manila folders.

Lever-arch files - mostly suffering from damp but mechanism workable.

500 serially-numbered four-part Lamson Paragon invoices - with blank heading.

Over 500 duplicate Wages Slip /Summary Sheets (20 entries per sheet).

A quantity of NCR accounting stationery, stock record cards etc.

All enquiries please to Tim Dodwell (address at front or telephone Woking 65932). All the items listed could be a bargain for the right person, and at the same time help raise much-needed funds.

PLEASE do not send notification of changes of address to the Branch Secretary: they should go to the General Secretary at 114 Regent's Park Road.

GUILDFORD RALLY

Copies of the special Rally Edition of Windlass, including a pictorial record of the Guildford festivities, can still be obtained from the Circulation Manager, price 2/- (10p).

Congratulations to the Ladyline Group on opening a further showroom - Ladyline (Braunston) Ltd., The Boatyard, Braunston, Near Rugby. The company, whose turnover has increased from £7,000 to £550,000 in five years, sells a wide range of boats and engines.

River Wey

The outline flood relief scheme by the Thames Conservancy for work at Guildford, Old Woking, Byfleet and Weybridge has now been approved by the Ministry. Detailed planning work will now commence but because of a shortage of financial and other resources the River Wey Scheme will have to wait until similar work on the River Mole has been completed. It is not thought that work will begin before 1974, and it may be 1979 before it is completed. It is hoped to publish plans and details of the Thames Conservancy proposals in a later issue.

The effect of the proposed M25 Motorway on the Navigation was briefly mentioned in the March Windlass. The Public Enquiry set up to consider the objections to the draft scheme opened at Esher on June 15th. It is likely, by all accounts, to be still in session, by the time you receive this issue. The Branch have put forward representations for the improvement of the canal crossing, control of the landscaping, and preservation of amenity. They have not objected to the proposed line of the motorway in the New Haw area as there is clearly no feasible alternative.

Congratulations are due to our corporate members the Wey Cruising Club who celebrated their 21st Anniversary Dinner at Guildford on April 24th. Chief speaker at the event was IWA Chairman John Humphries.

Tony Davis.

SLOUGH ARM

The Slough Canal Group will supply a colour slide lecture on inland waterways to schools, clubs and other organisations who would like to know more about the history of our canals and rivers, and the opportunities they offer for transport and recreation. Applications to the Secretary, Mr M A Timms, 14 The Ridings, Iver, Bucks.

LEE AND STORT NAVIGATION

The Development Committee is holding a rally at Sawbridgeworth on September 25-26. BWB is making a strong attempt to catch un-licensed trailed boats using the navigation. September 25th-26th, rally at Sawbridgeworth, arranged by Lee and Stort Development Committee.



Letters to the Editor

79 Alsen Road
Holloway
London N 7

Dear Sir,

As one who has not shared "towpath gossip" for some time now, I would like to know what fellow members think of the reply by Mr Eldon Griffiths to a question about "Navigation Rights".

For myself I find it laughable! So much for an Association that has convinced itself of its supremacy in the Art of Waterways campaigning. What have we been campaigning for and how have we gone about it? By barbecues? Or firework displays? Or vast shows of pleasure boats?

Have they accomplished the complete dredging of even one canal, no matter how short? Is there one narrow boat extra on any part of the system than (say) ten years ago, or even five? Again, what about those working parties? Do we need J.C.B.'s or would it be better if we simply erected stop planks or sand bag barriers at 20 or 30 yard sections and completely cleared the empounded sector from bank to bank and to the original statutory depth?

With the number of people as now turn up for working parties not only would this be feasible but it would be equally possible to repair the banks themselves, where necessary. I merely suggest these things for thought but frankly I am quite convinced that for all the seeming efforts we have expended the basic situation is as poor now as the day I personally did my first working party stint just over four years ago.

Less easy to define, however, is the work of the Branch Committies and the way they use our efforts for the restoration and commercial development of the system. Should not the whole system and its complete utilisation be the 'backcloth' for all our 'restoration productions' with special regard for those 'narrow' sections on an otherwise 'broad' waterway?

The word to think of is expansion.

P Stevenson

202a High Road
North Weald
Epping
Essex

Dear Sir,

Recent letters have spotlighted the pros and cons of the commercial narrowboat and whilst I consider it to be outdated in this modern age at least it helps to keep the channel to a reasonable depth and enable the rest of us to cruise in a little more comfort.

My wife and I have just returned from a holiday spent mainly on the Leicester section of the Grand Union and in the course of two days on the summit level the only craft we saw moving (just) was a commercial boat from Foxton Boat Services, on the first occasion stuck on a bend above Watford and the second winching slowly through a bridge-hole, a job which took at least half an hour.

Later in the week we were met below the new Whilton Marine (now containing water) by a cigar smoking gentleman in a waistcoat at a speed I estimated at not less than eight mph, which caused our steel boat to rock and would certainly have damaged the bank but for the concrete piling.

I heard later from another hirer that further south a man was rushing about in a racing boat causing waves to break right over the towpath.

Until these thoughtless users are made to realise that they are helping to fill up the canals with mud I am afraid that we will have to continue relying on the occasional working boat to do the dredging which BWB seem unable to undertake.

P C Carter

Queen's College
Cambridge

Dear Mr Isaacson,

Enclosed is a brochure from a boat firm on the Leeds & Liverpool. I was so horrified by the idea I thought you might like to 'use' it in Windlass.

P F King.



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ANSWERS TO QUIZ No 22

- (a) Hall Green Lock is on the Macclesfield Canal.
(b) Hack Green Locks are on the Shropshire Union Canal.
(c) Hassall Green Locks are on the Trent & Mersey Canal.
- Shakespeare's head appears on the Western portal of Brandwood Tunnel.
- (a) Starvationers were a type of small narrow boat used in the Worsley mines.
(b) Pin boats are narrow boats which have their side planking held together by vertical pins which run right through the side of the boat.
- Both the Eddystone Lighthouse and the Birmingham & Fazeley Canal were engineered by John Smeaton.
- Woking, Bishops Stortford and Godalming were the sites of the first three Branch rallies.
- Stop grooves, at a lock, are situated above the top gates and below the bottom gates. The stop planks are slotted into them so that the lock can be drained for repairs.

The winner will be announced in the next Windlass.

"ADVENTURES"

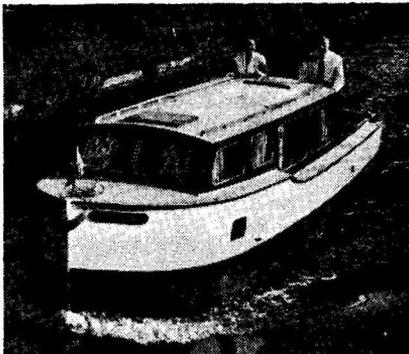
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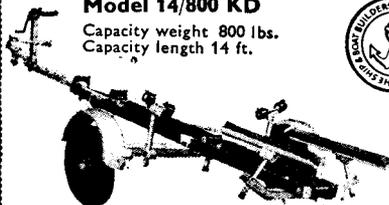
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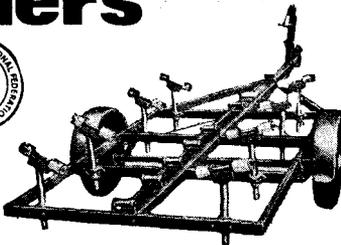
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