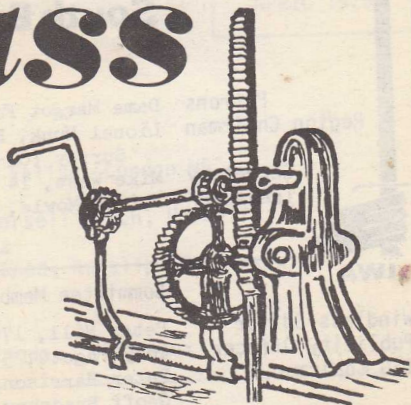


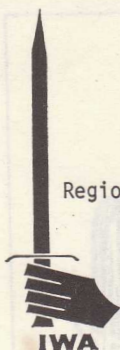
windlass

Number 127
April 1975



INLAND WATERWAYS ASSOCIATION

South East Region



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Surrey (01-398 0271)
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Guildford
Hertfordshire
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J. Anderson, 276 Worplesdon Rd, Guildford (Worplesdon 2337)
J. Jarvis, 27 Bedford Rd, Hitchin (Hitchin 3314)
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G. Matthews, 2 Rectory Cottages, Rectory Lane, Cliffe,
Rochester (Medway 220413)

Regional Working Party Organiser Nigel Stevens (address above)

INLAND WATERWAYS ASSOCIATION - General office: 114 Regent's Park Road, London NW1
Chairman: John Heap Telephone: 01-586 2510, 01-586 2556
General Secretary: John Taunton

Bright Bird Wanted

In its recent re-organisation of its committee structure, Council recently set up the Amenity Services Committee. This is to put proposals to Council regarding carrying on amenity waterways, maintenance and stoppages, and user facilities. It is to cover the whole range of amenity waterway use. It has a chairman, but it desperately needs a secretary, and the committee will not start work until it has one. This is your chance to save the IWA! We really need someone to look after the paper work, take the minutes, and type a few letters. It will be interesting and important work, and as meetings will only be once a month, the volume will not be very great. Surely there must be someone amongst the readership with just the talent required. If you are the someone, please write to Peter Harrison (address above).

A 70-ton steam-operated dredger, believed to be one of only two such vessels in working order in the country, is now operating on the Basingstoke Canal. Shown here at Colt Hill Bridge, Odiham, the dredger was purchased by the Surrey and Hampshire Canal Society from the Kennet and Avon Canal Trust in June 1973 and fully restored entirely by volunteers. (Photo: Courtesy Surrey and Hampshire Canal Society)

**Cover
Photo**

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Branch News

The new Hon. Secretaries of the various Branches are as follows:

Chelmsford: D. Johnson, 27 Sandford Road, Chelmsford, Essex. Tel: Chelmsford 50863.

Guildford: Tony Davis, 53 Holme Chase, St Georges Avenue, Weybridge, Surrey. Tel:
Weybridge 44261.

Hertfordshire: J. Milton, 2 Court Lodge, The Bourne, Ware, Herts. Tel: Ware 4172.

London: J. Cadisch (Social Secretary), 17 Belsize Court, Wedderburn Road, London NW3.
Tel: 01-435 7718.

Oxford: J. Taphouse, 11 Dean Court Road, Cumnor Hill, Oxford. Tel: Cumnor 2061.

Tonbridge: G.B.W. Clarke, Ivydene, High Street, Cranbrook, Kent. Tel: Cranbrook 3321.

CHELMSFORD BRANCH

Flatford Lock The official re-opening of Flatford Lock by the River Stour Trust is scheduled to take place on Easter Saturday, 28 March. The Official Opener is Lord Greenwood of Rossendale and he will be aboard the river cruiser *Lady Caroline* which has been especially chartered by the Trust to cruise from Brantham to Flatford Bridge.

Search for old barge For several years now I have been investigating the possibility that the Chelmsford Branch might be able to find an old Chelmer Barge - the older the better - and raise and restore it in a similar way as the River Stour Trust are currently successfully doing for an old Stour lighter. The reason - I consider that the old Chelmer barges are as interesting as the Stour lighters. They too, were built to an almost unique design, not repeated anywhere else in the country, and therefore the world. The only boats anything like them were the Gipping lighters - of which, luckily one survives.

Unfortunately, the last of the old horsedrawn barges on the Chelmer disappeared some years ago when powered barges were introduced and the only barges remaining are modern boats. One of the original boats would be of considerable interest historically, and for that reason I have been trying to find one in a repairable condition.

As a result of enquiries I found a local tradition that one had been sunk at a pool at Paper Mill Lock some sixty years ago and I decided to ask the Chelmsford Branch of the Sub Aqua Club to investigate. After a full morning in which they explored the pool it was found that there were no visible remains, the pool being scoured clean of anything. Nevertheless, there was a suspicious long, low mound at one end of the pool with the odd piece of timber projecting which could have been the remains covered in mud and shingle. The whole operation was followed by press

representatives who reported the event faithfully in the local papers. A surprise development followed, when a letter was received from an old age pensioner - the son and grandson of two former canal foremen, and who was brought up at Paper Mill Lock house - who stated that a barge definitely WAS sunk and abandoned there.

Even so, there seems to be no prospect that there is now sufficient remains for it to form a restoration project and the search must go on elsewhere.

Repairs at Heybridge Basin Lock The lock gates to Heybridge Basin sea lock were recently removed in order that major repairs at the lock could be carried out. The gates were removed because water was seeping through the lock and their repair forms part of the normal maintenance of the waterway.

Conservation area The historic core of Heybridge Basin has been declared a conservation area by the Maldon District Council. The area takes in the original development which grew up around the Canal basin and sea lock as a result of the construction of the canal in the eighteenth century. Particular buildings of interest are a number of 18th century cottages, the old Lock House (still in use) and the Old Ship Inn. It is the Maldon District Council's declared policy to keep the attractions of the area and to enhance and improve it.

It is a matter of some interest that some of the people living at the Basin are descendants of the original navvies who built the Chelmer & Blackwater Canal - apparently these originated from the Suffolk area and came to build the Chelmer after completing work on the Gipping Navigation.

Chelmsford Branch AGM The First Annual General Meeting of the Chelmsford Branch was held on Friday, 14 February, at the Civic Centre, Chelmsford, Essex. The year's progress was reviewed by the chairman Mr Howard Binns and guest speakers were Capt. Lionel Munk and Mr St John Percy, a Director of the Chelmer & Blackwater Navigation Company Limited. A slide show followed.

Working parties The Branch are proposing to organise a number of working parties to carry out a number of interesting projects and Mr Binns would be glad to hear from members wishing to take part.

Events

Sunday, 4 May Sponsored Canoe Cruise and Towpath walk jointly with Chelmsford Boating Club. Details from Hon. Sec., David Johnson.

Saturday, 17 May Branch Cruise on Adventuress II on the neighbouring Lee & Stort.

Details from the Hon. Sec.

JOHN MARRIAGE

Guildford Branch

Winter Meetings An audience of 180 turned out on 21 February at Weybridge Hall to hear a talk by Robert Aickman, our Founder and Vice-President. It was a great privilege to hear him speak on the early years of the Association, and especially to see some of his unique collection of photographs.

By the time you read this, our First Annual General Meeting at Woking will have come and gone, but we have one more meeting of our Winter session which will allow us, we hope, to meet members in the Reading area. This is on Friday, 2 May, at Walford Hall, Carey Street, Reading at 7.30 for 8 pm. Carey Street is the first right turn, off Castle Hill after Inner Distribution Road roundabout. Mr Neil McGowan will show a Sliderama of a canal journey through England. Late trains from Reading to other parts of the Branch area run as follows:-

Paddington Line 23.44 North Surrey Line to Waterloo 23.00

Guildford Line 23.25 Basingstoke Line 22.59

We are advised that there is a demand for IWA functions in this area, so may we ask all members in and around Reading for their support. Where we hold meetings next winter will depend partly on the support we have received in our varied venues this year. Any suggestions, both for venues and types of meeting, will be welcomed by the Committee.

Weybridge Rally of Boats 1975 By the time this edition of *Windlass* reaches you the Rally will be only 4 to 6 weeks away. A number of you who may not have offered to help previously, because it seemed too far in the future, might now find that they

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could spare one or more days over the Spring Bank Holiday to assist us on site. Please consider whether you might be able to help in this way, on such tasks as selling brochures, acting as gate stewards, assisting on one of the stands, etc. We would really appreciate all the assistance we can get to help make the event a success. Please offer your services, in the first instance to the Rally Secretary, Mike McGrath, 2 Weir Court, Thames Street, Weybridge (Tel: 47826).

Wey Navigation Two important developments are taking place on the Wey this year. Firstly, the National Trust are now offering in addition to their normal licences, short period passes. They are for 1 day, 3 days, 1 week and 2 weeks. The prices for non-power craft and power craft are as listed.

	1-day	3-day	1-week	2-week	1-month
<i>Non-power craft</i>	£0.25	£0.50	£0.75	£0.85	£1.00
<i>Power craft</i>					
Not exceeding 25' in length	£0.50	£1.50	£2.00	£3.00	
" " 40' " "	£0.60	£1.80	£3.00	£4.50	
" " 60' " "	£0.75	£2.25	£3.65	£5.50	
Exceeding 60' " "	£1.00	£3.00	£4.50	£7.00	

Note that Day Passes are issued at Thames Lock and cover return trip to below New Haw Lock only.

All these passes may be obtained from Thames Lock, Weybridge, from the Lock Keeper without prior notice.

These passes, which are an experiment for this year, are a great improvement on anything offered previously, and are a facility which the Guildford Branch of the IWA have been pressing for for some time.

The second new facility is the use of Catteshall Lock below Godalming as an emergency dry dock. Boat owners wishing to use the facility should ring Mr B.O. Ratcliffe on Guildford 61389 and discuss availability with him.

HERTFORDSHIRE BRANCH

The Branch committee offer their apologies to the fifty or so members who attended the February meeting at the Welwyn Rugby Club, for the lack of heating and refreshment which was outside their control. They promise that every effort will be made to ensure that such a situation does not happen again.

In spite of the most chilly reception, members were captivated by the most interesting and informative talk by Frederic Doerflinger on 'The New Canal Age'. His talk included numerous colour slides taken during the past two years whilst visiting the continent, and left little doubt in our minds that Britain was now lagging very far behind her European neighbours in the restoration of existing and even construction of many new canals for both pleasure and commercial craft. We were able to see many of the spectacular waterways achievements related to canal-side industry, and particular emphasis was put on the 'Push-Tow' system of commercial transportation which now seems to be the most accepted method on the European waterways. The evening finished with questions to Mr Doerflinger all of which produced much interesting data and discussion regarding the future of commercial water transport in this country.

Future Events

River Ivel Walk Don't forget to book your coach seats with Bernard Dean for Sunday, 11 May. Cost is 55p for adults and 35p for children, payment please to Bernard at 85 Archer Road, Stevenage. The coach will leave St Mary Square, Hitchin at 10.30 am

for Shefford where the walk will commence and we expect to be back in Hitchin by about 5 pm. Bernard suggests that packed lunches are brought with you, although he is at present sampling the local hosteleries on your behalf and will be making recommendations on the coach!

Dudley Tunnel Trip It is hoped, with sufficient support, to run a trip to the Dudley Tunnel and BCN, on Saturday, 14 June, and Trevor Taylor at Stevenage 51623 is at present taking bookings. It is intended that a coach will leave Stevenage at 8.45 am and return at approximately 8 pm. Cost is £2.00 for adults and £1.50 for children. We require a minimum of 45 people so hurry up and contact Trevor at 379 Lonsdale Road, Stevenage with your bookings please. Trevor promises a most interesting and enjoyable day.

Wednesday, 30 April At 8 pm at Welwyn Rugby Club. Mr J.F. Kelly, British Waterways Board Amenity Services Officer, Southern Area.

Buildings and structures Stuart Gardiner reports that the listing of buildings and structures is well under way and results are starting to come in now, there are however still a few sections to be covered and volunteers should contact Stuart at Hitchin 52659.

Branch Rally Your committee are currently considering the possibility of holding a rally of boats within the branch area during the early part of 1976 and further details will be made available as soon as possible.

Lee & Stort Development Committee We regret that Trevor Taylor has found it necessary to resign as a branch representative on this local committee and we would like to thank him for his work on our behalf. John Milton has agreed to join Norman Vines as the two IWA representatives at future meetings.

Membership This now stands at over 430 but there must be many more inland waterways enthusiasts who would be interested in joining us. Why not bring them along to our next meeting, or contact Pat Milton at Ware 4172 who will be pleased to make arrangements.

LONDON BRANCH

City Road Following on from our previous report, there is good news from City Road Basin. On the last day of the enquiry, the Electricity Boards submitted yet another set of completely revised plans, in which the proposed new buildings on the filled in 13% of the basin have been moved to one side, leaving the filled in area to be used as a Car Park. The scheme thus retains little credibility, but even if the Secretary of State allows it to go through, the reduced land take and leaving the end of the basin open are a terrific achievement, and our victory, even if not complete will be the result of immense hard work by our friends in CROBAC, by David Gibson, and most of all by Leslie Ginsberg. The gradual withdrawal of the Electricity Board's demands is the direct result of this pressure, and would not have happened had we not been so absolutely determined.

The other good news is that a dance organised by CROBAC in January was so successful that with other donations it raised the cost of representation by Leslie Ginsberg at the enquiry. This means that the profits from the City Road Canal Festival as a reserve if the fight has to be taken further. This also is a tremendous achievement by CROBAC (a group of eight amenity groups including the Branch).

Paddington Basin The bad news is at Paddington Basin where the Department of Health has announced that the redevelopment of St Mary's will not proceed for the present. This means that although the planning applications have been withdrawn, the whole basin and surrounding land are blighted until such time as the DOHS decides finally whether or not to build the Hospital - which could be five years or longer. Also the procedure adopted means that the Inspector's report does not have to be published, so we shall never know if we would have won. So now we have to face the prospect of a new enquiry some time in the future. In the meantime nobody will be prepared to invest any money in making use of the water or the derelict land - and yet in order to win next time, we have to be able to point to a thriving use of the water as a justification of its retention. The Branch, with Paddington Waterways Society is

urgently looking for ways in which the water space in the basin can be used. One possibility is another floating Youth Club - there's need enough in the area, and another possibility is moorings. We urgently need help with ideas, and people to set up the scheme. If you can help, please ring Nigel Stevens. We have a chance to use the basin: let's make the most of it.

Working Parties

April 26/27 Droitwich Canal Another visit to this Canal; work may include brick-work repairs and lock clearance. Good support for Richard Pearson, please.

May 17/18 Stroudwater Canal Our first visit to this new and exciting project. Work will be basic low-profile clearance, aimed at getting volunteers accepted. Let's give them a good turn out.

Details of both visits from Nigel Stevens (228 7009) or Rod Pawsey (902 8642).

Winter Meetings Both at the "Albert", 52 Victoria Street, SW1, starting at 7.30, all IWA members very welcome:-

Thursday, 17 April John Liley (now Editor of *Practical Power Craft*) on 'More Continental Waterways' (chiefly France), with slides.

Thursday, 15 May Last of season. Region AGM followed by Alan Simpson on his special topic - Canal Tunnels - not to be missed. With films.

1975/76 Meetings These will start on Third Thursday of September, and run through until May 1976. More information in next *Windlass*.

OXFORD BRANCH

Forthcoming Events

Wednesday, 23 April 'A Holiday on the Canal du Midi'. At 8 pm in the clubroom of the Cross Keys, Park Street, Thame (on the corner of the main street and the turning to Princes Risborough). Jack Taphouse will show slides and a film.

Wednesday, 14 May At 8 pm in the clubroom of the Magdalen Arms, Iffley Road, Oxford (bar open 7.30). 'The Future Planning of the River and Canal in Oxford'. Councillor Roger Dudman, Chairman, Oxford District Council Development Services Committee will lead a discussion. We hope that he will be accompanied by a Senior Planning Officer. An opportunity to discuss informally the future of the River Thames in Oxford and the city end of the Oxford Canal.

Meetings in Banbury The Banbury Group, led by Martin Gelling and his Committee held their first meeting of 1975 in the Buck and Bell on 24 February, which was very well attended. The Committee is planning to hold regular monthly meetings on the last Tuesday of every month at the *Buck and Bell*, North Bar, Banbury at 7.30 for 8.00 pm.

Tuesday, 29 April Social 'Ideas' evening. Bring your friends. A general discussion about future programmes.

Tuesday, 27 May 'The Development of the Oxford Canal in the Banbury Area'. Mr J. Kelly, Amenities Services Superintendent (South East), British Waterways, will speak.

The Banbury Group is well placed to keep its eye on possible problems arising on the Southern Oxford Canal in the Banbury Area. It has ideas for working parties to 'Tidy up' junk and rubbish both in and adjacent to the canal. Volunteers should contact Martin Gelling, 1 Coppice Close, Banbury.

Meetings of the Oxford Branch are open to all, whether members of the IWA or not. So bring along your friends and persuade them to join.

Bert Tooley's Boatyard It has been confirmed that a preservation order has now been placed on the dry dock which is part of Bert Tooley's boatyard at Banbury.

Jumble Sale A jumble sale to raise money for Branch funds will be held on Saturday, 17 May, at 2.00 pm in St Mary and St John Church Hall, Cowley Road, Oxford (opposite Bartlemas Road). We need lots of jumble (no shoes or hats please). Scrounge some from your friends. We shall also need plenty of helpers on the day: all offers of assistance to Maurice Lucas, 39 Barton Road, Headington, Oxford (Tel: 0x 61603). Jumble can be left with Laurie Lucas or Jack Taphouse (addresses above) or brought to the Magdalen Arms meeting on 14 May.

Weybridge Rally of Boats, 24-26 May It has been suggested that Boat owning members from the Oxford area might be interested in supporting the Guildford Branch by cruising in company to the Weybridge Rally. Anyone interested please contact Jack Taphouse (Cumnor 2061).

British Waterways Sanitary Stations The Oxford Branch Secretary Jack Taphouse has received a list of all Sanitary Stations on BWB waters. He will be glad to send a copy to any Branch member who would like one.

Volunteers wanted By the time this appears the Annual General Meeting will have been held and the new Committee elected. At its first meeting, the committee will have to elect its Officers (Chairman, Secretary and Treasurer) and also a Publicity Officer and Officers responsible for Working Parties, sending news to *Windlass*, National Restoration Fund, Membership, Social activities and Lecture panel. These officers need not necessarily be members of the Committee. Would any member willing to have a go, or assist in one of these jobs please contact the Secretary right away (Tel: Cumnor 2061).

Help with projects Most people think of the IWA in terms of boats and water. But it is just as concerned with the surrounding land and buildings.

We have been asked by Head Office to undertake two projects. One is to compile a list of buildings and other structures which are of historic or architectural interest, e.g. traditional canal bridges, locks, aqueducts, and various other engineering works as well as lock cottages, warehouses, etc. This will be the first step in our efforts to conserve what is worthwhile in the waterway scene.

The other project is to prepare a comprehensive survey of the waterside area in one town or city in our Region, together with recommendations for improvements and integration into the life of the community. The Oxford Branch Committee has agreed that the Branch should undertake a survey of the navigable waters of the City of Oxford.

Your help and knowledge of the Canal and its environment is vital to the effectiveness of these two surveys. Committee Member Ken Church is co-ordinating these projects and would be grateful for your assistance. You can contact him at:
33 Abberbury Road, Ilfley, Oxford. Tel: Oxford 779461.

TONBRIDGE BRANCH

Branch Rally Since the last *Windlass*, this Branch is beginning to SWING! The suggested Boat Rally at Gravesend Canal Basin is now a certainty. At the January Branch meeting, a Rally sub-committee was formed, consisting of the following volunteers: Geoff Matthews, John Epton, Anne Epton, Geoff Bailey, Iain Ruck, Bob McKinley (delegate from Gravesend Sailing Club), and Reg Hallwood. The first meeting was held on 19 February, responsibilities were apportioned, and we have started telephoning, writing and talking to everyone we can think of. There are a number of less demanding jobs still requiring someone to tackle, and if you can help (be it only one or two spare hours per month) please contact the Rally Secretary, Anne Epton (Tel: Gravesend 50377) - preferably members living within reach of Gravesend. The Rally will be held over the weekend 6/7 September. Full details as they are confirmed.

Meetings The January Meeting was well attended, and Mr John Davis of the Romney Marsh Waterway Amenity Committee, gave a most interesting talk on the history and present condition of the Royal Military Canal. The possibility of developing this canal for multi-purpose amenities was discussed. Subsequently, IWA Regional approval was given to the principle involved, and on Friday, 21 February, our Secretary Geoff Clarke, and Captain R.H. Millward of Trinity House Pilotage Service, joined with John Davis and Steve Godden to meet Mr Thomas, the Amenity Officer of Shepway Council, Folkestone, in whose area the Canal is situated.

A sub-committee is now urgently required to further this project, and anyone living within reach of Folkestone and willing to help, please contact Reg Hallwood (Tel: Ashford 25998).

The February Meeting was held at Lewes where members who are 50 miles or more away from these activities, could join in and perhaps start their own. Over 30 members turned up and it was decided to form an East Sussex sub-committee of the Tonbridge Branch, to organise events, meetings and activities for this area. Bob Ledgerwood

(Tel: Eastbourne 32248) volunteered to start the sub-committee, and H.F. Powell (Tel: Brighton 772472) together with S.L. White (Tel: Brighton 505250), also volunteered to help. The meeting then went on to hear Gerry Nutbeam of the Wey & Arun Canal Trust give a most inspiring talk, illuminated with slides, on the history of this Canal's recovery from dereliction. The amount of work that has been done by volunteers in the last four years is staggering, and it looks as though this restoration will rank with the best in all England.

Much more support is needed to continue, however. A fund raising sponsored walk along the River Wey will be held on 8 June, starting from Godalming Wharf. We know this isn't 'our patch', but if you are within reach, here's a great opportunity to help.

The next meeting of the East Sussex Sub Branch will be held at the Elephant and Castle Inn, Lewes, at 7.30 pm on 2 May.

Here are other Branch activities which have been planned. Please note them in your diary and come along if you can:

Wednesday, 16 April Branch Meeting at 7.30 pm at the County Hotel, High Street, Canterbury. The main item will be a talk by Mr T.W.J. Wright, Senior Lecturer at Wye College, Member of the National Trust and of the Stour Valley Preservation Society, the object being to enlighten us about this little known river and its problems. It is hoped that by holding this meeting in Canterbury, members in East Kent can also participate more easily in Branch activities.

Sunday, 20 April Working Party! 10.30 am. Yes, that's right - bring your rubber boots! The IWA mooring on the Medway at Tonbridge needs work done on it - grass cutting, fence repairing, bank improvement, etc. We can find room for children - bring some sandwiches - make a day of it - and pray for fine weather. The mooring is adjacent to Town Lock.

Friday, 2 May East Sussex Sub Branch meeting - 7.30 pm at Elephant and Castle, Lewes. Not had time to prepare a programme yet, but there will be something of interest.

Wednesday, 7 May THIS IS A MUST. Fred Doerflinger, Chairman of the Inland Shipping Group, will give a talk on the ISG aims and activities. This is the most interesting and most important lecture we have yet organised. Try and share cars to cut the cost of long journeys - DO ANYTHING - BUT COME. If you are within reach of any of the following telephones, ring through and see if we can help. Ashford 25998, Tonbridge Wells 30087, Gravesend 50377, Medway 220413, Cranbrook 3321, Pluckley 408, Eastbourne 32248. *Time* - 7.30 pm. *Place* - Maidstone Library.

Sunday, ? July Medway River Boat Trip. This popular event will again be organised by Derek Salmon. Full details - next *Windlass*.

Sunday, 27 July Coach trip Tour of the Royal Military Canal. Full details - next *Windlass*.

We look forward to meeting a lot more of you.

Wey and Arun

Wey & Arun Canal Trust

A Sponsored Walk is to be held on Sunday, 8 June, along the River Wey Navigation from Godalming Wharf to Weybridge (19.5 miles). Starting from 10 am onwards there will be terminating points at Guildford, Send (lunch break point), Pyrford and Weybridge with return transport available. A booklet with sponsorship forms and information, map, etc., will be available from Harley Watkins, Esq., Downs Cottage, St Mary's Road, Leatherhead, Surrey KT22 8EY, or Mrs Joy Wood, 24 Griffiths Avenue, Lancing, West Sussex BN15 OHW. It is hoped that a number of Celebrities will be taking part - so if you are unable to come and walk for us, then please sponsor a 'Celebrity Walker'. I do hope that many of my fellow IWA members will feel able to enjoy a lovely day by the beautiful River Wey, and help with our restoration scheme at the same time.

ROGER DUNBAR

REGION ANNUAL GENERAL MEETING

Notice is hereby given that the First Annual General Meeting of the South-East Region of the Inland Waterways Association will be held on Thursday, 15 May 1975, at the 'Albert', Victoria Street, London SW1, at 7.30 pm. The Agenda for the meeting, which will include the Region Chairman's and Treasurer's Reports, will be circulated at the meeting.

The Region Committee has been formed from the old London and South-East Branch Committee and the new Branch Chairmen and comprises:

Committee — Lionel Munk; Michael West; Philip Mowle; Peter Hill; Tony Pagett; Peter Harrison; Geoff Bradshaw; John Evans; Oliver Turner; Derek Salmon; Frank Greenhow

Branch

Chairmen — Nigel Stevens (London); John Jarvis (Hertfordshire); Howard Binns (Chelmsford); Mike Warner (Oxford); John Anderson (Guildford); Geoff Matthews (Tonbridge)

The Branch Chairmen are automatically members of the Region Committee. The remaining committee members have to be elected at this first Annual General Meeting and in future years one third of the Committee will retire in rotation. All the present committee members except G. Bradshaw are willing to serve on the new Region Committee. Nominations for members of the committee must be sent to the Region Secretary at least 14 days before the meeting. They must be signed by the proposer and seconder and also by the person nominated.

After the Region AGM has taken place, the London Branch Meeting (details elsewhere in this Issue) will take place.



Fuller details of the meetings and events listed below will be found elsewhere in this issue.

APRIL

- 16 Wednesday Tonbridge Branch
- 17 Thursday London Branch
- 20 Sunday Tonbridge Working Party
- 23 Wednesday Oxford Branch
- 26/27 Sat/Sun London Working Party Group on Droitwich Canal
- 29 Tuesday Oxford Branch - Banbury Group
- 30 Wednesday Hertfordshire Branch

MAY

- 2 Friday Guildford Branch
Tonbridge Branch
- 4 Sunday Chelmsford Branch
- 7 Wednesday Tonbridge Branch
- 11 Sunday Hertfordshire Branch
- 14 Wednesday Oxford Branch
- 15 Thursday SOUTH EAST REGION AGM followed by London Branch meeting
- 17 Saturday Chelmsford Branch
Oxford Branch Jumble Sale
- 17/18 Sat/Sun London Working Party Group on Stroudwater Canal
- 24-26 Sat-Mon WEYBRIDGE RALLY OF BOATS
- 27 Tuesday Oxford Branch - Banbury Group

JUNE

- 8 Sunday Wey & Arun Canal Trust Sponsored Walk on Wey Navigation
- 14 Saturday Hertfordshire Branch

SEPTEMBER

- 6/7 Sat/Sun TONBRIDGE RALLY OF BOATS

WEYBRIDGE

RALLY OF BOATS

MAY

1975

It was not possible at the time we went to press on the last issue of *Windlass* to give details of the concessionary licence that the Thames Water Authority has granted to boats entering this rally. The details are now available: the licence will be £2.50 for any five days and £5.00 for any ten days and will be applicable to any length of boat. This represents a large saving especially for 70-footers who it is hoped will now be encouraged to come along, and bring their boats onto the Thames for the Rally. Application forms for the licence will be supplied to entrants and these have to be in the hands of the TWA by 8 May at the latest - SO DON'T DELAY ENTERING. An entry form is reproduced below. FILL IT IN NOW. Should you require further forms they can be obtained by writing to Mrs S.A.Trott, 21 Lime Grove, Westfield, Woking, Surrey, or by phoning Woking 68607 any evening or at weekends.

RALLY OF BOATS on the Thames at WEYBRIDGE, SPRING BANK HOLIDAY, May 24,25,26. Complete entry form, return to S. Trott, 18 Woodlands, Constitution Hill, Woking, Surrey, (Woking 68607), preferably before May 5th, 1975. Entry fee £2 (including Rally plaque). Special rates have been negotiated with the T.W.A.

- 1) Any length of boat, 5 days, £2.50.
- 2) Any length of boat, 10 days, £5.00.

Tick below if you require T.W.A. licence. T.W.A. application form will be sent to you.

ENTRY FORM

Name of craft.....Type.....Fwd*,
Aft*, or Centre* cockpit
*Please delete.

Length.....Draught.....Beam.....

No. in crew.....Day of arrival.....ETA.....

Arriving from.....Period of mooring
required if longer than rally period (specify
dates please).....

Thames licence required, please tick 5 days.....
10 days.....

Parties of friends who would like to be moored
next or near to each other are requested to send
entries in one envelope to facilitate arrangements.
Can you please indicate here if you would be
willing to give help at the rally should this be
necessary. Please tick.....

I enclose cheque/P.O. made payable to Weybridge
Rally of Boats 1975 for £2.

Name.....Tel No.....
Address.....

I understand that no liability is accepted for
loss, damage or injury, however sustained, by the
organisers, the I.W.A., the T.W.A. or Elmbridge
Council.

Signed.....Date.....

Organised by the Guildford Branch of the I.W.A.

A Recipe for Making Money

Ingredients

Friends	Assorted 36
Generosity	A large amount
Speaker	The best possible
Films	Boxes or spools, several
Projector & screen	Perhaps friends have them
Chairs	Various, several borrowed
Accommodation	An average reception room & garden, if possible
Weather	Sunny & bright
Hard work	To taste
Float	£5 small silver, usually from Housekeeping

Method for making

Firstly send out the invitations - giving a good 'build-up' to whichever waterway cause you are supporting. In our case the Upper Avon Navigation Trust. Mention the attractive ways in which you are going to get your friends to part with their money, i.e. Bring & Buy, Cake stall, Raffles & Auctions, also the amount charged for entry, including coffee, snacks & biscuits, we charged 15p. To make the necessary borrowing of chairs easier, we asked for replies by a given date, 1 week before the event.

There is very little preparation before 'the day', apart from getting the Speaker, organising the loans of films, if necessary, borrowing chairs, & asking people to help on the various stalls. A few extra cakes, as a nucleus to the cake stall is a good idea. We held our event in the evening - it helps to have husbands around to swell the funds! We started at 7.30 pm with coffee, etc. - it was a beautiful evening in June, so we used the garden & terrace, where the cake stall and raffle tickets were sold - ALWAYS catch the people for entrance money as they cross the threshold!

At 8.15 we started the talk and film show, with a break at about 9.15, when the raffle tickets were drawn. One friend had won three prizes, after handing back one, he decided to auction the other. It was a small plastic watering can, it raised 60p. Another friend auctioned his second prize too, a box of home made sweets, this made 45p, all swelling funds. We had a few very nice prizes, and quite a number of small ones, this way more people can be lucky. We had been given a bottle of White Wine, by a friend who could not come, this we auctioned the Chinese way. Every 'bidder' paid 5p per bid, at the end of 4 minutes, the last 'bidder' had the wine for 5p. We made £2.50p that way, and no one was much out of pocket.

Another few boxes of slides were shown and more of the interesting talk. By 11 pm our friends had gone and the Speaker and our family sat down to a quiet, relaxing cup of coffee.

The yield to this recipe was £28, worth 10 times that amount to the waterway project. All that remained was to count the money and send off the cheque... it is a good idea to remember the float... Housekeeping learnt a lot about cheap cuts that week!

I strongly recommend this recipe, you can, of course, increase or decrease the amounts of ingredients, as you wish. But as we said in our invitations:-

'Nothing is too small, nothing is too large'.

Here's wishing you "Good Money-making".

B.A. CHAPUIS

WASTE-PAPER COLLECTION: NORTH/NORTHWEST LONDON

Owing to the recent substantial drop in the price paid for waste paper collections have been temporarily stopped. It will be resumed when the price goes up again. To date, over £200 will have been raised by this method - so, if you have the room, please hang on to your waste paper for the present.

PIRATES AT CAMDEN TOWN:

All canal addicts know the sheer joy and peace of a beautiful summer's day aboard, slipping past meadow or derelict warehouse alike. Here, in Camden Town, in the heart of London, children from mainly the latter type of area are being helped to share in this joy, too, and learn the responsibilities of waterway-users. The Pirate Club at Camden Lock, an adventure playground with a difference — on water — is over 1500 members strong, and growing. Youngsters from 6 to 14 years try out their adventurous spirits constructively, spirits that are so often chained in our crowded urban society. Under the safety-conscious eyes of trained staff, they learn boating in an informal atmosphere and learn responsibility by participating in the running of their club. These children, the canal-users probably of tomorrow, enjoy learning all manner of watercraft and lore, moving on later to sailing and the opportunity of going on Outward Bound Courses and the like.

At this time, the Club is in the midst of an all-out campaign to raise money to build a land-based head-quarters/clubhouse, to be called appropriately The Pirate Castle; this is desperately needed as they are currently without many basic necessities. The Charity Concert held at the end of March to which the talents of Sydney Carter, Donald Swann, Richard Digance, Rosemary Hardman, Joe Locker and Tom Paley (of the New Deal String Band) were generously donated, hopes to have raised a handsome sum towards the Pirate Castle Project. There are also countless other individuals who helped and are continuing to help with the concert and all manner of other fund-raising activities and who are all severally owed a very big vote of thanks.

The pirates of Camden are a gregarious, if sometimes scruffy, bunch, so if down their way why not call by and see them in action — they will be delighted to have captured your interest and if you are not very careful, get you thoroughly involved in their fun, too!!

SILVER SWORD AWARDS

Congratulations to the following Region members who have been awarded Silver Swords:

Mrs P.J. Heath, Thorpe, Egham, Surrey: *Cirrus*

W.H. Scott, Roydon, Essex

J.M. Lipscombe, Stoke Bruerne, Northants

A.E. Branch, Marlow

J.H.H. Sharpe, Richmond-Upon-Thames, Surrey (2 Awards)

CRUISES ON THE CHELMER & BLACKWATER

At last, with all obstacles overcome, regular charter day cruises on the Chelmer and Blackwater Canal are to become a reality.

The Canal Company have announced that it has placed an order for a specially built 48 Seat Cruiser, the *Victoria*, for delivery in April 1975, and which it hopes will be in commission by the end of that month and available for day or $\frac{1}{2}$ day charter by interested organisations. Fifty-five feet long, with a beam of 12'6", it is to be equipped with comfortable armchair seats for its 48 passengers who also have the use of a forward observation deck. A Bar and refreshment counter will be installed as well as toilet accommodation. Alternative seating plans allow for an open area for receptions, or with one or more tables, for meals, or meetings, for a smaller number of people. Cruises will be available for organisations almost throughout the year for the vessel is centrally heated. *Enquiries to:* T. Travell, 1 Bramley Close, Braintree, Essex CM7 7DU. Tel: Braintree 21473.

In addition the Canal is being opened over its entire length to motor pleasure craft. This provides a good opportunity for local yachtsmen to have a pleasant change from estuary navigation by spending a weekend on a cruise to Chelmsford. *Enquiries to:* C.K. Cooper, 20 Spring Close, Little Baddow, Chelmsford, Essex.

These two activities represent a major breakthrough towards the full development of the Canal's amenities said Colonel J.F. Cramphorn, Chairman of the Canal Company, and gives the opportunity to thousands of people to see and enjoy some of the most beautiful parts of Rural Essex hitherto out of reach.

Letters to the editor

WILTS & BERKS

Newbury, Berks

Dear Sir,

I do hope that Lionel Munk had his tongue in his cheek when in his article in the February *Windlass* he suggested that preliminary studies should be made of the possibility of the restoration of the Wilts and Berks and North Wilts canals abandoned in 1914.

I have tramped these canals from end to end many times when researching for my book and consider that they are far beyond restoration; well over half the bed has been filled in, all but three road bridges have disappeared and with one or two exceptions all of the 45 locks are either non-existent or in a ruinous condition.

The old course is covered by $3\frac{1}{2}$ miles of Swindon and two miles each of Melksham and Abingdon. These urban areas have used the line of the canal for various purposes and there are no ways round.

I believe that even a preliminary study, which I claim to have already made, would distract attention and money from the other projects named. We are in danger of spreading money and effort too widely already and any further spread would endanger the restoration of canals of which there is reasonable hope of restoration.

Yours faithfully,

L.J. Dalby

INFLATABLES

Hatfield, Herts

Dear Editor,

As a student of human nature (and a boatman — one-timer 'pro' — of nearly thirty years standing) I have been interested and amazed to detect a certain prejudice against inflatable craft in recent announcements and comments by some people. Granted, I do my boating on rivers rather than canals but when cruiser operations became, frankly, too expensive, careful consideration led me to the small outboard-powered inflatable run-about as the ideal small inland-water

craft — from everyone's point of view.

My Mapa 100, with a $3\frac{1}{2}$ -h.p. engine will, on the Thames, do about 5 knots on $\frac{3}{4}$ throttle, leaving a little in hand for emergency or going up-stream. Half-throttle gives about 4 knots — the regulation canal speed — and running on a 50-1 oil mix (with, thus, less exhaust pollution) the engine will happily run more slowly when required. Combined with a very shallow draft and a water-kindly shape, the wash is much less than from many solid hulls, despite which they, for instance, would be allowed a licence for the Wey, whereas (purely on the grounds that my hull is inflatable) I would be confined to oars on that waterway. It is said that this is because a few morons with over-powered inflatables have speeded, with obvious harm to the river and other users — but, surely, *any* craft that is over-powered and driven at excessive speed will cause damage and inconvenience, so why pick on one hull-form? Why not simply limit engine size, say to not more than 4 h.p. for craft up to 12-feet, *of all kinds*. This could be declared on the licence application form, as is done in the case of the TWA.

The inflatable has so much to commend it. It does no harm to other craft, to banks or to river gear with which it makes contact (as is inevitable on occasion, e.g. in locks), its light weight enables it to be picked out of the water and taken home, thus saving on mooring space and solving the vandal problem, its inherent stability and buoyancy lends itself to safe operation and it rides the wash of (often fast moving but nevertheless presumably respectable) cruisers much more comfortably than solid-hulled craft. Its shallow draft will permit of

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exploring backwaters and thus, in effect, extends the usable area of waterway.

Decency demands that *any* craft is handled with consideration for others, but a small minority will always tend to spoil things for the rest. If the 'logic' behind the Wey decision were to be made all-embracing, all cruisers might well be banned from the Thames on account of the apparently permanent lunatic fringe, which I for one would regard as a non-sense!

Yours faithfully,
C.V. Brutey
"Joe VIII"

TRING SCHEME

London N3

Dear Editor,

I cannot help but gain a little cynical amusement from the letters in recent issues of *Windlass* regarding the Tring Scheme.

As one in whose magazine the offending article first appeared, I would say that we are all falling into a neatly laid trap. I suspect, but I cannot prove it, that one of the reasons for the Tring Debacle was to 'show up the canal bodies and volunteers'. It was obvious to the most miniscule waterway brain that the scheme would create a furore in enthusiast circles by (a) the cost, (b) the negligible improvement to the channel, (c) the length of the stoppage, and (d) the attempt to lure volunteers away from their rightful priorities and thus create a split.

To a certain extent they have succeeded. The access from the Midlands to London has been practically stopped for six months of the year with only the faintest of bleats from those at a national or regional level. Winter boat trading over the Tring summit has been curtailed. En-

thusiasts are at each other's throats, and BWB (to their own satisfaction) have proved the majority of volunteers are unreliable.

All very satisfying - especially when you realise that they now THINK they will be able to get away with bigger and better closures during the winter 75-76, and because of their own experience will be able to announce the lamentably low-level of volunteer support for their far-sighted scheme.

Yours sincerely,
Graham Palmer
Editor - *Navvies*

★ ★ ★

Watford, Herts

Dear Editor,

I appreciate that Mr Warren (Dec. 1974) has grounds for criticising BWB over the Tring Improvement Scheme. In addition to his deploring the dissipation of BWB's work force in hedge-laying, etc., when 20 miles of the GU is closed for 5 months, I would add that BWB should have consulted the volunteers *before* embarking on such a scheme, when it was obvious that its success was dependent on the cooperation and goodwill of those volunteers. Furthermore, BWB in the last two winters, appear to have shown a complete disregard for the consequences of such closures to any revival of commercial traffic and the damage done to the goodwill of volunteers in general.

Nevertheless Mr Warren is guilty of just the same entrenched opinions and distortion of facts. He throws doubts on what might have been respected opinions when he concludes that the cutting through the Summit is mainly through rock. If he went one Sunday he would find that the Chilterns are composed of chalk and that the work is very necessary, so



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necessary that BWB should have concentrated maximum effort on it, doing a short stretch at a time with breaks for free flow of traffic. Also, it does not make for good relationships when Mr Warren suggests that those who *have* helped have done so against the advice of the 'thinking' section of our movement. Other people can think too, even if they hold differing views.

It certainly is not going to help the situation, at all, to encourage the development of two armed camps; volunteers versus BWB. This second stoppage has shown that the main casualty in such a situation is the canal, not only for pleasure boats but particularly for the struggling rebirth of commercial traffic.

What is required is the *encouragement* of volunteers who cannot afford the time or expense to travel to waterway recovery sites - which of course must have priority for those who can - but who want to do something locally. There *is* a reserve of such people. Such a change of attitude must of course be matched by a similar response from BWB. I have written to Sir Frank Price personally, pointing to the deplorable state of public relations and

asking for an answer to questions resulting from volunteers concerns outlined in Mr Warren's letter and in my own above, together with a request that he initiates any action which his answers reveal is necessary to improve relationships. I hope his reply will help to eliminate a repetition next winter of the tragedy of errors of this winter. I hope to report further in the next issue. *Bob Hampson*

★ ★ ★

Spratton, Northampton

Sir,

I am sorry if there is a risk of boring the knowledgeable readers of *Windlass* but regrettably I need to reply to Mr Smith's letter in the February issue.

My original article did not set out to criticise the volunteers personally but to ask the question why are the volunteers being used as an excuse for the prolonged stoppages at Tring? When the scheme was first announced as "A Major Step Forward" no mention was made of voluntary help and the published stoppage of 5 months took no account of any hours donated free. Even though many people have given time freely it has not influenced the stoppage programme by 1 minute and now the fact that volunteers can only work weekends is given as the reason for the stoppage.

Mr Smith's letter shows just what a superb con trick the whole affair is but he is unable to see it. His letter states that for the last six weeks the volunteers have been working above full water levels and he "believes" that the canal is open to navigation. Why "believe" - facts are easy enough to find out if one really wants to, there still is a stoppage notice in force until mid-March and the mere fact that Soulbury 3 are drained and padlocked is probably not worth considering if this is not your "local canal". The volunteers may not consider that Soulbury is part of the scheme but BWB do. Not you understand that any work has been seen at the locks for some weeks.

I do not wish to eat BWB sandwiches and see their man in his wellies; I just want to see the canals open for more than $\frac{1}{2}$ the year and I *believe* that this is what most of us have been working and fighting for during the life of IWA. Nobody really honestly thinks that the total of 1 year's stoppage has been

really justified surely and let us demand now that no continuation of this scheme happens next winter. The object of the association still states that it is to promote the fullest use of every navigable waterway and those who disagree shouldn't label those of us who still do 'subversive'.

Yours,
David Warren
Eastern Region Chairman

LIFTBRIDGES

London SE18

Dear Sir,
So Mr Smith's 220 lb was barely sufficient to open that bridge before Banbury. Imagine me trying this with my 130 lb only. When we went through earlier this year it took me PLUS two motorists to open it and while my wife steered our boat through we all sat on it with the dread that it might drop on the boat.

I mentioned this to a waterways man and was told that the trouble was mainly caused by the many grooves in the bridge which filled up in winter months with gravel, grit, dirt and made the road section heavier than it should be. It seems the Council are responsible for clearing this but don't do it often enough though the road is used a great deal.

Other bridges that we have had difficulty with include the last one on the Northampton arm, where we twice had to get assistance from the nearby factory... it again took a total of three people to keep it open.

However, the worst must surely be that at Foxton...the swing bridge. We only managed this with the aid of about 8 schoolboys, two passing residents and a motorist....and when we'd gone through they were quite unable to close it. I had to reverse the boat to get off on the correct side and even then we had to wait for more passers by in order to close it.

On the way back my wife just had no option but to hit it hard half a dozen times...and then repeat the process astern.

Yours faithfully,
Owen Bryce

HOUSEBOATS

Huddersfield, Yorks

Dear Sir,
In reply to F.F. Brundle's letter in the December issue of *Windlass*, I have always understood that waterways are for

EVERYONE to use and enjoy.

I am not a houseboat owner, neither do I own a boat, but I have done a considerable amount of cruising on the waterways and I deplore this feeling against the Resident Boat Owners.

I imagine Mr Brundle lives where he chooses so why should not some lucky people live in houseboats? Houseboats have been on our waterways for many, many years, and long before anyone thought of fibreglass and chromium plate for boats, many of which, incidentally, are used as 'weekend homes' and very rarely leave their moorings.

Houseboats lend variety and interest to the scenery, whereas there is nothing so dreary as long lines of boats filling one, or both, sides of a waterway.

Occupants of houseboats are no worse than a great number of ordinary boat owners regarding the disposal of rubbish.

As for the implied criticism of Robert Aickman for lending his support to the Boat Owners' Association, I should think that Robert Aickman is the one man in the waterways world who can please himself as to which Association or Society he lends his support. If he had not had courage and foresight nearly thirty years ago, Mr Brundle would most likely have no cruiseways at all as we know them today.

Yours faithfully,
Nancy Marsden

WORKING PARTIES

London N21

Dear Editor,
With regard to Mr Brock's letter in *Windlass* 125, I am happy to tell him that working parties are alive and well in London. They are run, on a monthly programme, by Nigel Stevens whose address is on the inside front cover.

The Waterway Recovery Group have recently formed a group, WRG Southern, based around London, who will be deliberately trained in the skills needed increasingly in restoration work. Brick-laying, welding, and plant operation are just some of the things in mind. Training is in hand and we hope the group will make a debut soon.

Concerning Mr Brock's point about publishing a list of working party organisers, the WRG publish such a list, with a complete run-down of working parties in our bi-monthly magazine *Navvies*. This journal covers the whole country and is available for a *minimum* yearly subscription.

ion of 25p from the Editor, *Navvies*, 4 Wentworth Court, Wentworth Avenue, Finchley, London N3 1YD. For all those interested in restoration work, either passively or actively, *Navvies* is a must.

Yours sincerely,
John Felix

TO YORK — UNPOWERED

Sunderland

Dear Editor,

I sincerely hope your correspondent Mr C.J. Spencer — and many, many other owners of unpowered craft — will sail, row, push or otherwise propel their boats to the 1975 National Festival at York. There will be a plaque (of sorts) and also the chance to win the Guinness Trophy awarded to the owner of the unpowered vessel, including canoes, which has made the most enterprising and meritorious voyage from point of departure to York between 1 July and the 22 August.

A 'civic reception' is not out of the question either! However many people come, and however they come, everyone will be assured of a warm and friendly welcome to this major event of the York Calendar.

Yours sincerely,
John Croot

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£1250	£19.00	£16.15	£3500	£38.00	£32.30	£6500	£65.00	£55.25
£1500	£20.00	£17.00	£3750	£40.00	£34.00	£7000	£70.00	£59.50
£1750	£21.00	£17.85	£4000	£42.00	£35.70	£7500	£75.00	£63.75
£2000	£23.00	£19.55	£4250	£44.00	£37.40	£8000	£80.00	£68.00
£2250	£25.00	£21.25	£4500	£46.00	£39.10	£8500	£85.00	£72.25
£2500	£28.00	£23.80	£4750	£48.00	£40.80	£9000	£90.00	£76.50
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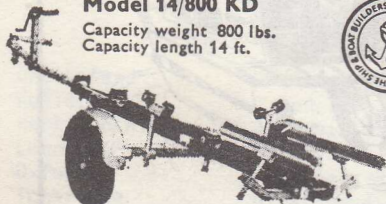
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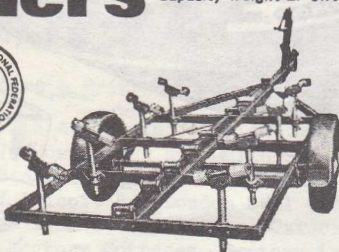
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