

WINDLASS

March/April 1979

Number 148

Tragic Loss of Life - English Canal System Dies

By the Editor

It is with deep regret that we have to announce the death on Thursday 8 February 1979 of the English Canal System as we know it. The sad bereavement was announced to an uncaring world at a meeting between BWB, IWA, APCO, AWCC, IWAAC and SBBNF. Fourteen major stoppages were announced over and above the (NALGO blacked and unpublished) '79 Winter maintenance programme. None directly involved SE Region but the overall result is to effectively eliminate through traffic from the south to the north of England. The Oxford will remain open, at least until it runs out of water, and then the only way north will be via the Wash. Taking SE Region boats to the National could prove a frustrating if not impossible exercise.

The closures are listed in full below, and although some are supposedly short-term (s) it is obvious that our system is crumbling before our eyes.

Rover Right Yet Again

"... In fact there probably won't be a canal system in a few years, just one or two truncated duck ponds, which should please the ducks, but could make boating difficult. ."

Rover, Windlass 145, Sept/Oct '78

Obviously even Rover can make mistakes, although it was only his timing that was a bit out. The duck ponds are here. Now.

The official reasons are:

(1) A close inspection of the suspect structures, as per the recommendations of the Fraenkel Report. (During an industrial

dispute, when no other recommendation has been carried out?!!!)

(2) A regard for the implications of the Public Health and Safety Act.

(3) The effect of the severe winter weather. And all these indicated that unexpected but instant action was required.

Legal Coincidence?

It is, of course, pure coincidence that this happened within days of the news being leaked of the possibility of senior BWB management being subject to legal action over the Coventry breach. Even to the innocent mind of *Windlass* it was obvious that major stoppages would follow within days, and of course they did. It could be that these events will at last bring matters to a head so that money can be spent on both critical problems and the ongoing maintenance programme, but I doubt it.

The Kennet and Avon, the Huddersfield Narrow, the Rochdale, the Thames and Severn and many more, all gradually sank into vandalised decay and oblivion after their through routes were cut by so-called temporary stoppages. How temporary can you get? Netherton was closed last Summer, West Hill in the Autumn, and so far not a trowel has been lifted. Braunston has been worked on through the Winter but the contract is ending without the job complete and it also will probably be closed all this year. Saddington on the Leicester section is also closed until further notice and may even have to be opened out into a cutting.

NALGO Sorry for Inconvenience!

In keeping with the normal tradition in such matters it is all nobody's fault. The Board regret the inconvenience; NALGO staff have no other choice and *know* that we all understand their *invidious* position! Although the DOE has allocated some Fraenkel money it cannot be spent; IWA must remain non-partisan; APCO are sorry for their customers, *etc, etc, ad infinitum, ad nauseam*. The trouble is nobody does anything about it and the guilty people are you and me, for none of us do anywhere near enough. As a pressure group we are virtually emasculated. We mustn't upset the Board, we mustn't upset the unions and we must observe the political niceties when cavilling to our Masters - we don't even deserve to succeed! How long will it take to get the message across? Our canals are dying and IWA must fight as it has never fought before if they are to be saved.

The insidious cancer of decay and decline that is spreading along the cut can only be removed by surgery that is both drastic

and revolutionary. The system **must** be saved, the public attitude **must** be changed and it must happen **now**. We must **fight** for a complete *volte-face* by Government; for total and sustained commitment from BWB in the future of the waterways system; for IWA to change direction and campaign for more investment and involvement in **existing** waterways rather than the restoration of derelict ones; for pleasure cruising not to be seen as the sole *raison d'être* for most of the system's retention; because, if we don't, in a few years time all we will have **are** the truncated duck ponds.

The fight is on, IWA **must** be a campaigning organisation, now more than ever we need new ideas, new faces, new approaches, new people and new Money. Far from maintaining present subscription rates they should be doubled or trebled. After all, even three times the present rate is only 25p per week, little enough when we consider what's at stake, for without adequate funds we will be too impotent to achieve anything.

Successful Campaign Vital

Nero fiddled while Rome burned - we are playing at canals while the system disintegrates before our eyes. Death is always followed very swiftly by internment and then by the regrets that so much was left undone and unsaid. If we desire to effect a resurrection then the only people who can bring this about are you and me. Just think what pressure groups such as Friends of the Earth and Green Peace have achieved in their campaigns. Why are they any more successful than we are? If we are not successful this time round then all we **will** have to look forward to are many happy years of joyful regrets!

Which is it going to be?

Leeds & Liverpool
Calder & Hebble
Trent & Mersey
Shropshire Union
Chesterfield
Worcs & Birmingham
BCN
Grand Union
Leicester Branch
Coventry

Foulridge Tunnel, Burnley Embankment (s)
Kirkless Low Lock (s)
Preston Brook Tunnel (s)
Tyrley Cutting (??)
Retford Aqueduct
Tardebigge Tunnel, West Hill Tunnel
Netherton Tunnel
Evvits Valley Embankment Solihull, (s), Braunston Tunnel
Crick Tunnel (s), Saddington Tunnel
Coventry Arm Breach (s)

Region Chairman's Notes

It is an unfortunate fact of life that there are only twenty four hours in the day, the Boat Show happens in January, copy date for *Windlass* is only one day after the end of that Show and I have to earn a living. For these reasons my notes for this issue will be brief.

Our Membership is growing fast. One thing that came over very clearly at the Boat Show was that although the number of new members was similar to 1978, those who joined the Association asked to do so, needing little persuasion. Clearly our message and purpose is now getting through to the public. The Association's aim of 15,000 members in 1978 was achieved and a new target of 17,500 for 1979 is set. So how about having another go at those friends who wavered last time you had a go at signing them up.

I hope that by the time you read this the dispute, which has resulted in industrial action by BWB employees, will have been resolved and that we can all get on with our enjoyment of our waterways and that we can see the work of maintenance proceeding. The longer this dispute continues the more danger there is of total dereliction of the canals. Unfortunately at present there are so many industrial disputes that a small group of waterway employees merits very little attention from media and Government. Whilst it is tragic that so much damage to modern society is caused by industrial unrest this particular dispute could result in the loss of an irreplaceable part of this nation's history.

Whilst on the subject of the system falling to bits, the repair works to Braunston Tunnel are proceeding apace under the direction of a well-known firm of civil engineering contractors, whose contract will expire in April with the work not complete. The questions remain - will the tunnel then re-open or will it stay shut until the next phase is carried out? If it stays shut why can't the necessary work continue? When will work start on Netherton and West Hill? The answer to all these questions must be when Authority comes to its senses.

Elsewhere in this issue you will see the announcements of Branch and Region AGMs. I hope to be present at some Branch AGMs but six meetings in one month is a tall order so if I am not at yours - my apologies - and I hope you will be able to come to the Region Annual General Meeting in May.

Michael West

South-East Region

Annual General Meeting

Notice is hereby given of the Fifth Annual General Meeting of the South-East Region of the Inland Waterways Association. This will take place on 15th May 1979 at the "Stag", 15 Bressenden Place, London SW1, commencing at 7.30 pm. The agenda for the meeting which will be as laid down in the Bye-laws, will be circulated at the meeting.

The Region Committee comprises M. West, Chairman; R. Carter, Vice-Chairman; Mrs J. Carter, Secretary; P. Mowle, Treasurer; N. Carter Windlass Editor; P. Dyson, ISC; Mrs. S. Davenport; Messrs. B. Andrews, O. Turner and D. Lodge, together with the seven Branch Chairmen.

Mr. N. Carter and Mrs. J. Carter were co-opted during the year.

Mr. R. Carter wishes to resign from the Committee at the AGM.

There are no Committee members due to retire by rotation and there are two unfilled vacancies.

Nominations for these vacancies 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.

To all members of the Branches of the Inland Waterways Association South East Region

Notice is hereby given that the Annual General Meetings of the various Branches of the South-East Region of the Inland Waterways Association will take place at the places, dates and times specified below.

Entry to the Annual General Meeting will be on production of this Formal Notice of the meeting.

Nomination for committee members must be made in writing, signed by the Proposer and the Seconder and contain the consent of the person nominated. Nominations must be received by the Branch Secretary not less than 14 days before the date of the Branch Annual General Meeting.

The Agenda for each of the Annual General Meetings will be circulated at the meetings and will be as laid down in the Association's Bye-Laws.

8 February 1979	Chelmsford Branch Civic Centre, Chelmsford at 8.00 pm.
28 March 1979	Hertfordshire Branch 'Beehive', Beehive Lane, Welwyn Garden City at 8.00 pm.
14 March 1979	Oxford and South Bucks. Branch Morris Radiators Sports Club at 7.30 pm.
20 March 1979	Kent and East Sussex Branch 'The Lamb', Fairmeadow, Maidstone at 8.00 pm
15 March 1979	London Branch 'Jubilee', York Road, SE1 at 7.30 pm
30 March 1979	Guildford Branch Centre Halls, Woking at 7.30 pm for 8.00 pm.
16 March 1979	Solent and Arun Branch Royal Arms (Punch House), East Street, Chichester, at 7.00pm.

Inland Shipping Committee - Aims for 1979

When IWA was founded in 1946 commercial carrying was still alive on many of our narrow waterways, and of course the Thames and many of its tributaries were thriving. Certainly as far as Narrow Boats were concerned though, this was a reflection of the intrinsic merits of carriage by water, and the dedication of their operators, rather than any particular utility of the boats themselves. Indeed for far too long the Narrow Boat has been the popular image in this country of waterway freight; an image of nineteenth century quaintness, irrelevant to modern transport problems.

The last decade has seen the virtual disappearance of Narrow Boat carrying, leaving, in the South East, the Thames tideway, some assorted tributaries and adjuncts, and the lower River Lee to represent transport by water. Starved, not only of Government investment and encouragement, but even of recognition, (Government statistics of waterway freight do not include Thames lighters, Coasters using the Thames etc.) this trade too has declined, leaving London's widest highway pitifully under exploited.

In the early days of the Association it was almost taken for granted that freight carrying was recognised by all members as being a prime use of the Waterways. This is no longer so. As commercial carrying declined, in spite of its continued vitality in almost every country except Chile and Nepal, the Inland Shipping Group was formed, with offshoots in the Regional ISCs, to galvanise members into action. The aim was, and still is, to get back to the fundamentals of the Association and of Waterways; the provision of efficient and pollution free transport by water.

In the national context of a lack of an overall transport policy, and an almost complete disregard for the potential of waterborne freight, the ISG working with other interested groups has scored many successes. (see Winter 1978 "Waterways".) In spite of its small size and limited budget, the Group has won a lot of publicity, and put water transport back on the map.

Readers of *Windlass* are I hope aware that the South East Region has its own active Inland Shipping Committee. Our aims are:

1. To win recognition from all sections of the community of the present contribution of Inland Shipping to the South East Region.
2. To preserve waterside sites for river users, by educating planning authorities in the advantages of waterway freight.
3. To campaign for the retention and development of Inland Shipping in the South East Region.

We consider ourselves realistic as well as enthusiastic. Many of the staple traffics of yesteryear have irrevocably disappeared; coal to many power stations and gasworks, lighterage traffic from and to the declining upper docks can never equal previous levels because the whole economy has changed. However, recent years have seen barge-carrying ship which can serve Europe and America, and low profile coasters which can penetrate European waterways and cross the Channel and North Sea. Much of the future lies here, for here is international door to door transport at a much lower cost, environmentally as well as economically, than the heavy lorry. That is our message. Inland Shipping is modern, is working, is happening now, **but** could do much, much, more.

Because it is quiet and unobtrusive, much Inland Shipping activity goes unnoticed, unlike some of its competitors. We in ISC hope to change that. We want a lot more people to know about waterborne freight, and that includes the whole of the region. Although our current campaign is for greater use of the Thames, this will benefit the whole region, both by keeping the capital commercially alive, and by reducing international traffic to and from the Channel ports on the region's inadequate road system. So all corners of the region are involved, and, we believe, stand to gain.

That is why, on behalf of the present committee, I am calling for greater support from all sections in 1979. Firstly, we warmly welcome any of you to attend our regular meetings at Regents Park Road. Secondly, we would like to see an Inland Shipping representative at every branch to help keep this aspect alive and draw to the attention of all members. Thirdly we are asking for members to write letters and send campaign material to all candidates at this year's general election, as well as write letters to MPs and local papers etc. And fourthly we need people to keep a sharp lookout for planning applications, structure plans etc that affect waterside sites.

We also plan to mount a campaign during the run-up to the forthcoming general election to obtain the support of all Parliamentary candidates in London and SE constituencies for increased freight carrying on the Thames and associated rivers.

This will be done by sending all candidates a copy of a Broadsheet recently produced by ISC with a covering letter. To have maximum impact this should come from a potential voter.

I feel sure that IWA members and sufferers from heavy traffic will want to help. If you are ready to do so please let me know. You will then be sent sufficient copies of the Broadsheet and a statement of the points we would ask you to stress in the covering letter.

It would be helpful if you could reply as soon as possible. You don't need to be an expert to join us, although anyone in the Industry is most welcome. We just ask for enthusiasm for one of the fundamental aims of the Association. Please get in touch with me at the address, below or phone Aldershot 29209.

Paul Dyson,

Chairman, South East Region Inland Shipping Committee.

53, Wyke Avenue, Ash, Aldershot, Hants.

IWAAC investigate prolonged towing path closures in London

Due to continuing pressure from IWA, Regents Canal Group, and local amenity societies the Central Electricity Generating Board is making efforts to improve the quality of its reinstatement work on the Regents canal towpath.

Just before Christmas members of the Inland Waterways Amenity Advisory Council made an official inspection of the progress of the work on the towpath and the following report is based on the findings of the members who took part in the inspection.

IWAAC have looked to ways in which the Central Electricity Generating Board could minimise the inconvenience to towing path users on Londons Canals.

The Inland Waterways Amenity Advisory Council recently met the Central Electricity Generating Board for an inspection of the London Towing Paths under which CEGB are laying a 400,000 volt high voltage cable to meet the increasing demands for electricity.

The lengths of towing path affected are that along the River Lee from Bow Locks to the northern outfall sewer and the Regent's Canal from Victoria Park to Lisson Grove.

IWAAC became involved when they received representations from IWA and local people. They were concerned that the whole length of the towing path would be closed whilst CEGB worked - probably until 1981. As the towing path provides a valuable amenity to areas of North London, and the Regent's Canal Walk is now well promoted both at local and national level, it was felt that as much of the towing path as practicable should remain available to the public at any one time.

IWAAC discussed possible publicity so that visitors to the area would know which parts of the towing path were closed, and were pleased to see during their inspection that notices had been erected at the majority of closed access points. Such notices gave the nearest access point where the towing path could be rejoined. Of course these notices are prone to vandalism and do not help the casual user from further afield.

IWAAC felt that CEGB could provide more detailed information on the extent of closures and details of the work being undertaken in the form of leaflets and local newspapers articles.

Boating users also need to know that access to the street may not be available.

One problem which was stressed was the necessity to change the planned programme frequently. This had already been the case owing to bad weather conditions in 1977 and manpower difficulties. However a source of reliable, accurate information should be available to all users. (See below for latest 1979/80 information)

It is to be hoped that the cooperation now established between CEGB, BWB, IWAAC and the local authorities will reduce the amount of time during which the towingpath is closed and that improved publicity is given to closures. The CEGB have also worked closely with the local amenity societies with magnificent results at Dingwall's Wharf, *(it is questionable whether the quality of the workmanship in the reinstatement of the stone blocks forming the wall of the bank in the towpath leading to the footbridge could be called magnificent, from the water the results look shoddy in the extreme - Ed)* and they are to comply with requests from amenity groups in Camden to reinstate a soft surface on either side of the concrete slabs covering the cables to allow natural plant growth.

Members of IWAAC were delighted to see these improvements to the CEGB's original approach - as a step in the right direction and they will consider at their forthcoming Council Meeting a series of recommendations designed to minimise inconvenience and environmental effects on perhaps the most sensitive stretch of Britain's canal towing path.

Windlass would be glad to hear from readers of their impressions of the present and planned state of the towpath.

Regents Canal above Sturts Lock - open April - September 1979, parts above Islington

Tunnel closed October 1979 - February 1980. Below Islington Tunnel closed October 1979 - April 1980.

Regents Canal below Sturts and Hertford Union Canal - Open June 1979.

Lee Navigation - Northern Outfall Sewer aqueduct (below Old Ford locks) to Bow locks closed till February 1980.

All dates are inclusive and there are no more CEEB closures scheduled after those listed above. Note that the whole of the Regents and Hertford Union Canals are open June-September 1979.

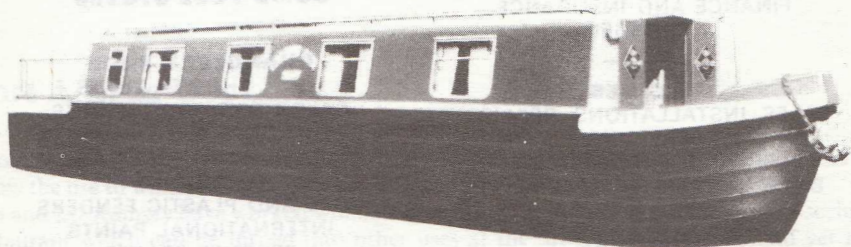
Rally of Traditional Thames Boats

Organised by the Middle Thames Branch of the River Thames Society, the second Rally of Traditional Thames Boats will be held in 1979 over the weekend of July 14/15 at Henley-on-Thames. While many IWA Members will be the owners of canal craft it is well-known that a small number happen to own the interesting and historic craft which qualify for inclusion in this rally.

Maybe you own a skiff, gig, randan, dinghy, punt or even an old steam launch or motor boat of Thames build, originally constructed before 1930. If you do, the rally organisers hope that you will be able to support them in staging one of the highlights of the River Thames calendar in 1979.

Further details may be obtained of the event and details of your craft will be welcomed at the address of the berthing officer: Denys D Hutchings, The Coppice, Elm Lane, Lower Earley, Reading, Berks RG6 2UG. Tel: Reading (0734) 82149.

Samson Quality and Craftsmanship and Samson Keen Prices



Pay only

£5,400 plus 12½% VAT

at Springer Engineering for a new fully fitted 36' Samson Canal Cruiser with a 16 h.p. air cooled diesel engine. We offer a range of narrow boats from 26' to 70' which can be purchased from bare hull to whatever stage you need at modest cost.

Basic prices for 26' hull and superstructure **£887** plus VAT
popular sizes;— 36' hull and superstructure **£1,474** plus VAT

Send now for full details or alternatively why not visit our works at Market Harborough, weekdays and Saturdays up to 4.30 p.m. Sundays by appointment.

**SPRINGER
ENGINEERING**

the best deal on the waterways

Mill Hill Road, Market Harborough, Leicestershire LE16 7DP
Telephone: Market Harborough (0858) 62982

A threat to a beautiful valley

Lovers of the Chelmer Valley are alarmed by recent press reports that the Anglian Water Authority are to investigate a drainage scheme for the valley between Chelmsford and Maldon. At a meeting in December, 1977, of the Land Drainage Committee of the Water Authority, under their chairman, local Mountnessing farmer John Norris, permission was given for the go-ahead of an investigation into means of solving the current flood problems of the valley. If a scheme is carried out it is estimated that local farmers will benefit by £1.8 million.

Farmers complain that at the present time the river between Chelmsford and Beeleigh Weir, near Maldon, floods regularly during the winter months as a result of winter rain and snow, resulting in soil of poor quality. In addition, at certain times a number of the minor roads across the valley are impassable due to flooding and a few buildings are temporarily isolated.

After studying an initial report the committee agreed that further investigations should be made into detailed proposals for providing better embankments and new flood and drainage

UXBRIDGE BOAT CENTRE

NEW STEEL NARROWBOATS

BUILT TO ORDER
FITTED TO ANY STAGE
FINANCE AND INSURANCE
ARRANGED

ENGINES

SALES, INSTALLATIONS REPAIRS,
SERVICING
BREAKDOWN SERVICE
B.M.C. AND LISTER SPECIALISTS

INTERIORS

MODERNISED AND REFITTED
CENTRAL HEATING, FRIDGES,
COOKERS, WATER HEATING
UNITS, GODWIN PRESSURE
SYSTEMS, PUMP-OUT TOILETS,
SHOWERS, ETC.

CONDITION REPORTS

UNDERCOVER STORAGE
WITH FULL D.I.Y. FACILITIES
DRY DOCK (B.W.B.)

TRADITIONAL CANAL PAINTING

ALL BOATYARD SERVICES
USE OF SLIPWAY AND GANTRY

PERSPEX WINDSCREENS
MADE TO ORDER

SOLID FUEL STOVES

CHANDLERY SHOP
G.R.P. SHOWER TRAYS
CALOR GAS AND FITTINGS
TRADITIONAL N.B. CHIMNEYS
BRASS PORT-HOLES AND
TILLER PINS
ROPE AND PLASTIC FENDERS
INTERNATIONAL PAINTS
SEAGULL SPARES
PLYWOOD AND HARDWOODS

**WATERLOO RD., UXBRIDGE,
MIDD.**
UXBRIDGE 52019

OPEN EVERY DAY
EXCEPT MONDAYS

channels. Conservationists and others interested in the beauty and tranquility of the valley are concerned at these suggestions for a number of reasons. Firstly, they fear that such a scheme will result in a complete change in the ecology of the valley, which at present is noted for its wide flat water meadows consisting of acres of rich green grassland with associated cowslips, butter-cups and clover, interspaced with occasional hedges and lines of alder and willow.

At present these spacious areas are devoted to grazing or retained for hay. With the water table lowered, as a result of any new works, the land will be available for intensive cash crops, such as wheat and potatoes, and so, it is claimed, there is danger that the valley would soon resemble the treeless, prairie type farmland which already exists in various parts of Essex. It is possible that such changes would result in the departure of the shy heron and kingfisher, the rare otter will be driven away and certainly the soaring summer skylark over the grass fields will disappear.

Concern has also been expressed that unless great care is exercised, harsh engineering lines of the proposed drainage channels and associated control structures would damage the visual appearance of the valley. The replacement of the natural banks of the rivers in the centre of Chelmsford by drab, straight concrete walls stands as an awful warning, as do the **improvements** carried out to the Crouch at Wickford over a decade ago. There are also worries about the effect on the canalised river itself.

At present it presents a charming integrated eighteenth century appearance with low earthen embankments, locks, bridges and other works of local materials built by the original navigators, adding to the natural scenery. Insensitive modern engineering works would obviously damage both their visual aspect and their industrial archaeological appeal. The Chelmer Valley is already unobtrusively enjoyed each year by thousands of people in the form of canoeists, boaters, anglers, ramblers, naturalists, conservationists, as well as those who enjoy just a few hours in the open air. For most of their enjoyment is based on the fact that the valley has the sort of quietness, remoteness and naturalness that is unmatched elsewhere an equivalent distance from London. It is important that their interests should be as carefully considered as those of a few farmers who, after all, can continue to use the land in its well suited traditional way.

At the committee meeting, officials explained that it would take at least a year for a report giving detailed proposals to be prepared. It is to be sincerely hoped that these are made available for public comments so as to allow the wider interests to be taken into account.

Port A Bella Dock

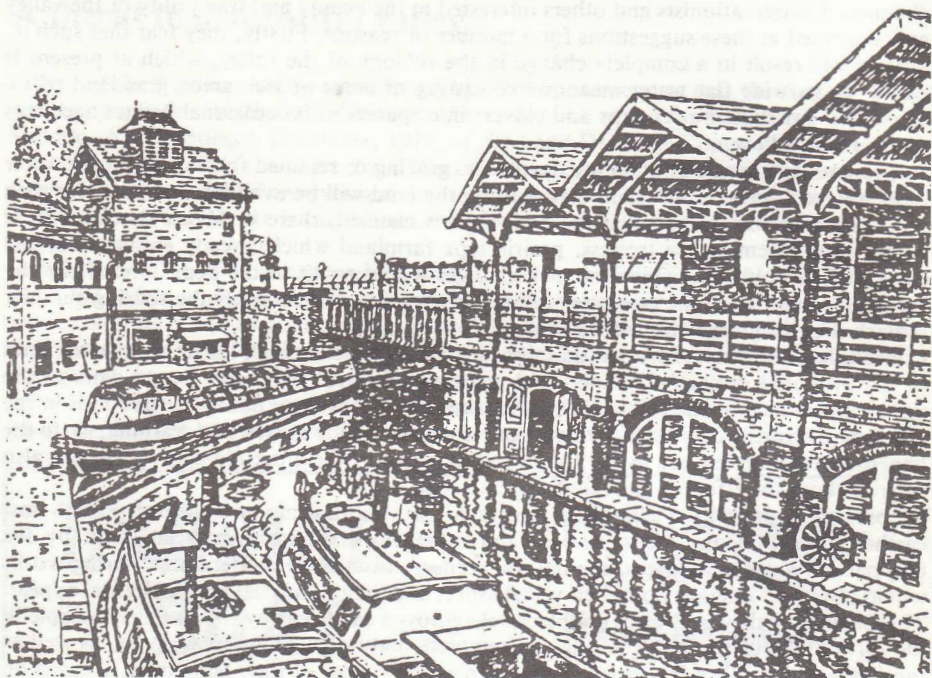
Those members who have visited what used to be Kensal Wharf in the past two years will know the use to which the old basin has been put.

Jim and Liz Ramsey have worked wonders in turning the old ash warehouse into a secluded restaurant which can be turned into other uses at the drop of a *Windlass*, and yet have managed to keep the greater part of the charm of this aged structure.

It was built in 1896 as a transhipment depot for dust and ashes and the designer made good use of the difference in the levels of the two roads.

The cargo was brought into the depot in carts and discharged through shutters into narrow boats waiting in the basin underneath, which were then taken out to Hayes to be unloaded. The area now used as the restaurant was a storage area, presumably for occasions when there was more ash than boat space, and the unloading area is now a car park. the roof over the storage area is supported on cast iron columns.

The buildings on the far side of the basin at Ladbrooke road level were stables and could take forty cart horses. These buildings had timber slatted "Lanterns" on the roof - the three



storey structure by the main gate still boasts one of these but the others must have suffered the same fate as the glass dome and clock tower destroyed by bomb on 19th February 1944. The dock was used until the horse was replaced by the lorry which left much of the site unused. The house built for the foreman of "Horsework" is now the "Western Arms".

In 1938 the dock found a new use. It was de-watered and used for the storage of sand bags and the sand with which to fill them. In April the following year the Home Office asked the Borough to provide sleeping accommodation for 60 people and cleaning facilities for a further 204. These people were ARP rescue and first aid squads. In 1942 the storage area housed a further 50 men from the Heavy Rescue Service who would be called out in the event of a Heavy Gas attack.

After the war the dock again fell into disuse, although the council used the Kensal Road side as a depot, until Jim & Liz, with support from Paddy "Father Christmas" Walker, came along in 1976 and started to work on what we see today.

The basin was dredged and the brick work on the arches made good and then the long haul to tidy the place up began.

At present there is the restaurant, where it is possible to obtain a really good meal with live entertainment and a disco afterwards, and the boat trip service. Both of these are available for private bookings and can be used for such things as private parties, sales conventions etc.

In due course the whole of the site will become available and Jim & Liz hope to have craft workshops, a chandlery a bookshop and other attractions.

London Branch has used the Dock for the end of the cruise from the East London Canal Festival, the CC '78 dinner, and the 1979 Branch Dinner. The NBOC had their 1978 Christmas Eve Supper there too.

It is pleasing to see old sites put to a modern use without the loss of atmosphere and charm - a very difficult thing to achieve these days.

Quiz

The quiz photograph seems to have stumped most readers but we are glad to report that we have one 100% correct reply. Not only was it the first reply received, it was the only correct answer to hand by the closing date, and we can do no better than to reproduce the winning entry in full.

The Editor,
Windlass.

Hadlow,
Kent.

Dear Editor,

The photograph in the New Year Quiz:

1 Was taken from the bridge over the canal in Thomas Jefferson Street, Georgetown, Washington DC (USA) looking downstream to 30th Street. The Building on the right houses (among shops) the Visitors' Centre of the Chesapeake and Ohio Canal National Park.

2 The canal is the Chesapeake and Ohio Canal.

3 The section in the picture was completed in 1831. The canal itself, Georgetown to Cumberland was completed in 1850.

4 The locks on this canal are 98 feet long and 15 feet wide.

(*We are not Americans*).

Yours sincerely,
Christopher and Patricia Collins

Congratulations to Christopher and Patricia who have not only won *Flower of Gloster* but have supplied enough further information to form the basis of a future article on the Chesapeake & Ohio canal.

Thanks for all the other entries which included suggestions of the River Wey at Guildford and Long Eaton lock on the Erewash.

Our second quiz is based firmly in SE Region waters. Again look at the picture reproduced below and answer the following questions. No prizes this time apart from the kudos of the result being published in *Windlass*.

1. To what three waterways is this the tidal entrance?

2. Apart from the above, name one other working sea lock in the Region (not on the Thames, its estuary or tributaries).

3. Where is there a working lock, not on the Thames or Kennet, but controlled by Thames Water Authority?

5. Whereabouts, on what canal, will you see a plaque of remembrance to men who died digging a sewer?

If you think that you know the answers to these questions, send them to the Editor, at the usual address, to reach him by 31st March 1979. The results and the winners name will be published in the next issue of *Windlass*.



Ambition Realised

It was said in the company magazine 'Have you an ambition, tell us about it and the reason and we will try to arrange it for you.' So I thought, why not: I wrote and they arranged it for me and that was how I found myself behind the controls of one of British Steel's giant draglines at Corby. As I drove up to it I thought, 'What have I let myself in for?'

There it was, with 285 feet long jib, 23 cubic yard bucket and weighing in at 1,800 tons. It did seem quite different from wrg Smalley, JCB or even our own draglines. Still, in for a penny etc.

The machine is a Rushton Walking, your Walking Dragline and is used for stripping the overburden above the iron ore in the quarries. It walks on two huge feet propelled by two eccentric cams which drag the main body over the ground in ten feet steps every minute. A few years ago it walked 13 miles cross country to a new quarry taking almost 3 months for the trip. The main electric feed cable to power the machine at one time stretched 7 miles to the company sub-stations.

The motor room was big enough to hold 4 normal semi-detached houses. Still it had to be big to hold all the electric motors and winches.

The walking feet were powered by two 500 hp motors, slewing by another 500 hp, buffing the jib was another 750 hp motor, the drag bucket was winched on by a 1000 hp operated winch and finally the bucket could be lifted by another 1000 hp motor, total hp used, 4,250.

The machine is designed to work to a depth of over 50 feet and her huge bucket can move almost her own weight in an hour at 41 tons a scoop.

Meyrick Jones, head of mineral operations at Corby, took me on board and introduced me to Bill Johnson, the driver.

Bill operated the brute with ease, or so it seemed to me. Two levers, one to drag in the bucket, one to hoist. Right foot pedal to slew right, off right foot, left foot on left pedal to brake. Release bucket drag lever. Out went the bucket and out and out it went. Would it never tip? There it went at last, then everything in reverse to drop the bucket in the next position. Yes, it did seem easy.

Now it was my turn! With trepidation I sat in the chair and took hold of the controls as Bill watched every move like a hawk. After a few scoops I was getting the hang of it, twelve scoops and 480 tons later it was time for Bill to take over again. It may have seemed easy but it certainly wasn't. The sheer size of the machine made everything seem out of proportion to anything I have ever used before.

Then we went on to see the rest of the quarrying operations. I tried to get British Steel to lend us the machine. Yes, they said, but we would have to arrange our own transportation. Still, if we can achieve our aims to re-open the Basingstoke canal and the Greywell tunnel, then the transportation is only a minor problem.

So, if you are driving through Corby and see a giant dragline with SHCS and wrg insignias on its windows, you'll know it's the one that we nearly had.

Martin Bowers.

(Reprinted from Surrey and Hampshire Canal Society News letter).

A cry from the heart . .

IWA have desperately needed a full-time professional media and publicity organiser for some time but felt that they could not afford the £15,000 per annum it could cost to buy this expertise. So if **you** are this man why not write to me and offer your services to IWA free, or on a consultancy basis. This need is now critical. If you love the canals as we do you cannot refuse your help. - Ed.

Your Letters

The Editor,
Windlass.

Sideford House,
Hercules Road, London SE1

Dear Sir,

“Electra of Emsworth” Electricity and Canals.

As a lover of canals for sixty years, and with an interest in electrical propulsion, since a boat hiring firm at Maidenhead adopted electricity as wartime expedient for its powered canoes, I was intensely interested in PD Gick's letter in your current issue. I should be even more interested in particulars of dimensions of Electra, and details of the propulsion.

A further point of interest is, just what is the mechanical equivalent of one towing horse, which I have seen pulling barges up to thirty tons on the Macclesfield Canal between Poynton and Marple, and the Bridgwater, passing through Trafford Park Manchester (one of which latter I recall had on the head of it's rudder post a beautifully painted thatch cottage)?

Yours hopefully,
Leonard H Pendlebury

P.S. The speed of the above barges would be 2/3 mph.

The Editor,
Windlass.

Manwood
Sandwich, Kent.

Dear Sir,

May I be permitted to add my small voice to that of Len House in *Windlass* 147. I do wear an IWA lapel badge; the questions I get asked are wonderful, like 'Why are you wearing the sword of Damocles?' - but still no-one joins!

My Bedford van is adorned with IWA badges and stickers; shortly I hope to paint traditional roses on a panel on the side.

I'm also building an 18 foot traditionally styled cruiser in my front garden - that causes some comment particularly in this corner of Kent!

Be **proud** of IWA membership - you'd be amazed just how many people don't even know the canals exist.

Finally; perhaps Admiral Gick could persuade his company to advertise in *Windlass* - I for one had never even heard of Emsworth Yacht Harbour Ltd; I was convinced that the Dudley tunnel electric narrow boat was the only one about. No offence meant, Mr. Gick, it's probably just that I don't read the right journals.

I, too, pass on my copy of *Windlass*, it circulates at least three non-members every issue and I heartily endorse Chris Cove-Smith's idea of an application form in each issue.

Yours faithfully,
A T P Aubertin.

The Editor,
Windlass.

Brewer Street,
Maidstone, Kent.

Dear Sir,

May I throw in a small piece of fuel to the sponsored walk controversy?

Whilst it would appear that IWAlk was an undoubted fund raising success, those critics who suggest that the effort involved would have been better used doing something constructive,

have a very good point.

The Kent and E Sussex Branch of IWA has decided to do something constructive!, and are going to try out the following idea:-

As the branch has already adopted Lock 19 at Deepcut on the Basingstoke Canal, we are now going to operate a **Sponsored Dig** for our workplan on W/E 28/29th April 1979. The method will be for the working party volunteers to be sponsored for actual hours worked during that weekend. Whether they actually dig out muck, lay bricks or any other work associated with the restoration of this lock, is immaterial. The criteria is hours worked. A sponsor will back a working party navvy, undertaking to pay £x (hopefully) for each hour worked by that navvy. Our working party organiser, together with certain observers, will certify each navvy's effort. For the benefit of those who would like to sponsor someone but do not know any of the navvies taking part. The branch committee has fiendishly decided to extract the branch chairman from his comfortable chair, and make him general navvy for such sponsorship.

Any funds actually raised will go into the IWA restoration fund, the beauty of the scheme being that a lot of good work will be done on the local project at the same time.

We would be most grateful if you would give this idea some space, and we will report back to you on the success of the scheme. Any readers who would like to sponsor the chairman and make him work for a change, should contact Ken Parrish, Working-Party Organiser, 201 Wincheap, Canterbury. Tel. Maidstone 61609.

Yours faithfully,

R L Hallwood, *Branch Chairman.*

The Editor,
Windlass.

Draycott Place,
Chelsea, London.

Dear Sir,

A doctor recently told me that he was in practice near Bull's Bridge when he was newly qualified. He said he very often had to visit patients on the working narrow boats, and once even delivered a baby aboard one.

As this doctor only looked middle-aged it made those days seem not nearly as long ago as the impression given by many writers.

Yours sincerely,

Nancy Scrimshaw.

The Editor,
Windlass.

Kew Road,
Richmond, Surrey.

Dear Sir,

I must take issue with my friend David Wood regarding the issues which he raises in his letter.

I happen to dislike the form of journalism represented by Rover's column. I know its supporters believe that it is a more effective way of informing us all of what is happening, but its effect on me is to regard everything in the column with suspicion. I should prefer to see more straightforward reporting which highlights the more important things which are happening in the Region and in the Branches. The amount of time and effort which 'Rover' spends on his column could be far better spent in honest reporting. Moreover, I happened to know that in some cases where Rover is deliberately destructive the fact is that some one, or some branch, has taken very effective action and it is a thousand pities that praise should not be given where it is due. This is particularly so where all concerned are working voluntarily.

As regards David's point regarding **bashers** I fully support Denys Hutchings (Letters *Windlass* No. 147) when he says that IWA has suffered in the past from too many **bashers**. I have always found that at all levels the staff of BWB are hard working people who are anxious to help in spite of the difficulties under which they labour, if given the opportunity, and I have the greatest admiration and respect for them.

Whilst I would agree that IWA should do anything it can to urge both sides in the present industrial dispute to solve the problem, I cannot agree that the staff of BWB "are carrying on a vendetta against us". Indeed I am sure that nothing is further from their minds. Like many other low-paid workers they are the unwilling victims of the Government's wages policy. Just as BWB itself is the victim of the same policy in its efforts to get Fraenkel implemented.

By all means let us aim our brickbats at BWB's political masters who whilst declaring their support for canals, by their lack of activity condemn those canals, and the efforts of BWB, IWA and everyone else concerned, to nought.

Yours faithfully,

Frank Greenhow, *Chairman, London Branch.*

The Editor,
Windlass,

The Lock House, Little Bourton,
Banbury, Oxon.

Dear Sir,

I want to take up a point raised by "Rover" in *Windlass 146* regarding lock cottages. I don't know whether BWB can't or won't let them when they become vacant - but I can hazard a guess as to why tenants are not forthcoming.

When I took my cottage nearly 11 years ago, there was peace and tranquillity as a return for the time and money spent on putting the place to rights, and boats passing through from time to time were an added pleasure. Now, the cruising season runs from March to October, and one only has to spend an hour or two lockside to realise that it's just a hell of engine noise and diesel fumes.

Of course, all that is needed is a simple rule of common courtesy - when using a lock with a cottage, control your boat with ropes, not the engine.

Any IWA boater, or better still APCO member, care to comment?

Yours faithfully,

Irene Pain.

The Editor,
Windlass.

Walpole Road,
Twickenham.

Dear Sir,

I would hope that Mr. Hutchings would admit that however much dirt Rover may throw up in his scratchings he does tell our members what is happening and gets over to them some of the 'in Group' rumours and views. Perhaps he is a little too parochical and ought to find some doggy friends outside London to scratch around and let him or Neil Carter know what's in the air.

I am sorry to hear that Mr Hutchings thinks IWA suffers from too many 'Bashers' and to my mind we are much too nice, easy going and conciliatory and only too anxious to see the officials point of view. As Alan Seal wrote 'we take to the canals to get away from an unfriendly civilisation' and I certainly don't want to be troubled by notices, restrictions byelaws or industrial disputes when I get away in my boat. However after a day at my office desk **with** such problems I can't help feeling that we need the Association to sort out what we actually do want to happen on our waterways and to try to see that these things

come to pass. I understand that in recent years we **have** made suggestions which have been considered and in some cases actually taken up. As a member of the London Branch Committee I hope that I am able to make some such contribution. I agree that it should not be for us to tell the Authorities with their expert staff how to run their shows or to get involved or to take sides in their internal affairs. However, recently a situation has arisen in BWB with some of the public servants we support as taxpayers for us as users of their waterways. I cannot think that we should concern ourselves with the pros and cons of their 'industrial dispute' but merely recognise that their 'industrial action' is making life difficult for us and consider what we can do. I have just returned from the Boat Show and seen the contempt for the working public shown by Board staff in walking out just when we can get there in the evening, and have just heard of the apparent bloody-minded bureaucratic refusal to issue licences for the Round London Marathon inflatables, not to mention the nationwide effort to wreck the voluntary restoration movement, our boats and indeed the system itself. We make a great fuss about some boater wasting a lock full of water but apparently IWA are making no comment about these official vandals throwing away millions of gallon of valuable water in our recent drought.

By their actions it is clear that these people are carrying on a vendetta against us and the system and I cannot see why IWA should maintain a low profile, be non-controversial and evasive. Putting aside such initial reactions to these frustrations such as a call to 'Lob a Lengthsman in a Lock' I feel that IWA must consider a positive reaction to the action of BWB staff if it is to be an effective and respected organisation.

We could urge our members to boycott the Boards hire fleet and publications, we could urge our boatowning members to withhold their licence fees and send the application forms and cheques to General Office, to be held there until BWB come to their collective senses. We could keep a full record of these aggravations to throw back in the face of the officials if they ever ask for our assistance in the future, that is, if there is a future for our waterways when they have done their worst. We could organise a mass meeting of members, perhaps with noddypoats on trailers outside Melbury House, Willow Grange and the HQ of the unions organising the industrial action. These ideas are probably illegal and may well constitute a criminal conspiracy, as only trade unionists seem to be allowed to do anything effective.

While I personally may have much sympathy for the situation in which the staff find themselves they are clearly pursuing policies which are contrary to our interests as users of the waterways and the least I feel we should do is to expel from the Association members of the unions promoting action contrary to the objects of the Association which Rover drew to our attention in the January issue of *Windlass*.

Yours sincerely,
D G Wood.

The Editor,
Windlass.

Dear Sir,

Your editorial in *Windlass* No. 146 will have stung many readers into calculating where their time goes, and why they never have time to help with waterways affairs. As my case may be typical of many, you may care to see the result; at least it may provide some 'copy'. I commute to and from London, leaving home at 7.45 am and getting back at 6.45 pm. Our main meal of the day is in the evening, at about 7.20, so it is not easy to attend meetings at (say) Woking or Farnborough unless I stay in London for dinner and go direct to the venue. It would then be difficult to get home afterwards, so I just stay at home.

My wife and I run a family house and quarter-acre garden with no help. She assists a society for the elderly and another for the infirm, and I spend my spare time as follows:

- (1) Treasurer of local cricket club. We don't play in the winter, but there is always work for me. Last week's jumble sale took all my spare time for a full week.
- (2) Membership of three scientific societies, and on the Council of one of them. Attendance at a meeting fills either an evening or a Saturday.
- (3) Business visits overseas. These take up about thirty days a year, and thus lessen the time available for anything else.
- (4) My mother lives in Devon, and my wife's mother lives in Scotland. We naturally like to visit them, and each visit takes at least a week-end.
- (5) I am a member of three or four waterways societies and a railway preservation society. I always seem to be writing to Ministers or MPs to protest about something or other on their behalfs. I also seem to be forever buying raffle tickets from them.
- (6) I play chess with my local club once a week, except in summer.
- (7) We try to find time for a theatre visit once a month, and I watch 'Lillie' on Sunday evenings. Otherwise I seem to have no free time at all.
- (8) Oh yes, holidays. I hire a narrow boat for at least one week a year, and also try to get to the Highlands.

So there you have it. The real problem is that people who love our waterways usually love lots of other things as well. Only the most dedicated can devote all their spare time to any one thing. If it's any consolation to you, things are very much the same in my cricket club, and probably in every society, club and trade union in the land.

Yours Sincerely,
G B

The Editor,
Windlass.

Leslie Gardens,
Sutton, Surrey.

Dear Sir,

Reading Waterways 124 (pages 12 & 24) and seeing that the Fraenkel Report recommends piling the canals end to end you'd think that few people bother to watch their wash - tell you what, you'd be right.

So why in heavens name are Hampshire County Council proposing to let loose grossly over powered dinghys on the Basingstoke. No responsible person would suggest using more than 2hp so why allow engines better suited to a 24ft canal cruiser to be fitted on the size of craft currently being licenced. Indeed electric outboards are capable of powering anything permitted on the restored length and as these can be fitted with remote controls nobody, but nobody, has any excuse whatsoever to be so blatantly irresponsible.

Why, oh why, has Hampshire County Council, instead of offering much needed leadership, encouraged the lust for power?

Yours, till water skis,
Alan T Moody.

The Editor,
Windlass.

Walpole Rd., Strawberry Hill,
Twickenham, Middx.

Dear Sir,

Re *Windlass* 147 and Alan Seal's comments on our advice to enquiries about cruising the London Ring.

I have a log from a Birmingham IWA member which vividly illustrates the problems that can arise if one arrives too late to enter the canal network at Limehouse, easily done if a miscalculation is made on the tide times or if one is delayed en route. Hence our suggestion of doing the **ring** entering at Brentford and coming out at Limehouse or Bow. As the

owner of a 7.5 hp engined boat moored and used extensively on the tidal Thames I take his point about the current but I have always understood one had far more steerage when going against the tide or current rather than vice versa.

The wrath of ISG and Watermans Hall might descend on Mr Seal for his comments on Brentford, one of the few areas of commercial activity left on Londons waterways, with paper pulp coming up river and an active BWB depot which at Christmas was busy with lighters full of steel goods for export, all neatly moored. No way could a tug skipper or lighterman keep out of the way of a noddy boater when towing that load. If you really want to meet lighters drifting about try Bromley by Bow. The only **Cowboys** around Brentford these days are the idiots who launch high powered speedboats at Isleworth and belt up and down with scant regard for other river users.

Yours,
Elizabeth Wood.

P.S. We are still issuing London Ring Plaques, £1 plus 10p postage to those completing the Grand Union-Thames trip clockwise or anti-clockwise!

The Editor,
Windlass.

Vanner Road,
Witney, Oxon.

Dear Sir,

May I reply to Mr. A.J. Seal's letter in *Windlass* 147, regarding the Oxford & South Bucks. Branch's quest for a meeting place for the Section in the Bucks. area.

Mr. Seal is obviously not aware of Branch boundaries! Our Branch extends to Marlow/Bourne End/Chalfont St Giles, but does not include any of the Beaconsfield District Council area -and certainly **not** Iver. I would think that Mr. Seal is a member of the London Branch, so perhaps that Branch would like to organise a meeting in the Iver area?

I am sure that members in the Bucks area would be pleased to know that our problems are over. With a 'little help from a friend' our Bucks sub-committee are now alive and well in Amersham (The Crown to be precise) and I am sure they would welcome any new faces from whatever Branch they belong.

Yours sincerely,
Pamela J Pugh, *Hon. Secretary*.

The letter printed below is not a letter to the Editor but rather a letter to the ubiquitous "Waterways" minister Denis Howell from an IWA member. On his own initiative Mr. Brown also sent copies to his local paper, Waterways World, the Sun, IWA General Office and Capital Radio. We don't yet know of any replies received, if any, but if his action was repeated by only 20% of our membership that would be nearly 3000 letters to the Minister, which would have to make him aware of IWA feelings. We are supposed to be campaigning organisation so why not invest 10 minutes of your time and a 9p stamp to help with the campaign. Oh, and let IWA know about your letter as well if possible.

The Editor,
Windlass.

Northwood Road,
Thornton Heath, Surrey.

Dear Sir,

It is with much dismay, and a certain amount of anger that I write, and I know I'm not alone in my views, with regard to the governments attitude to the maintenance, repair and upkeep of the Inland Waterways System. The only action we have had was agreement, at last, to the Sheffield and South Yorkshire Navigation modernisation scheme, and heaven

knows, that took long enough!

Despite the Fraenkel Report and the Select Committee's findings, which seem to have been largely ignored, we still have a system of canals, rivers etc, which every day, **yes, every day**, are falling more and more into disrepair.

It is absolutely crazy that the government can release money to the Job Creation Scheme, to enable such work as the rebuilding of canal bed at Limpley Stoke, and the restoration work of the Devizes Flight on the Kennet and Avon Canal, and then starve British Waterways Board of much needed cash to carry out maintenance work, to prevent the canal system falling into disrepair in the first place!!!

It is vital, now, that the government should encourage, not prevent BWB from getting on with their job. Every year more and more people are making use of the canal system for recreational purposes, and one only has to look at the growing number of hire craft using the system, to realise the vast sums of money being spent by the public in pursuit of recreation on the canals, proving their immense popularity and amenity value. (Local authorities, take note!) The government must not shirk its responsibilities a moment longer, to enable BWB to maintain the system to a good usable standard.

In spite of pleading from such bodies as the Inland Waterways Association the stoppages continue to increase, because of the backlog of maintenance. According to "Waterways World" magazine, Dec. '78., just on tunnels alone, there are four, all closed until further notice, all on very important canal routes.

And what, exactly, does "until further notice" mean? Is it until BWB repairs them, till volunteers of a restoration group does the work, or until the government wakes up to the fact that by the time they release the money for the necessary repairs to BWB it will, of course, cost them a lot more than the original estimate because of inflation!

Perhaps the answer is to vote Conservative at the next General Election, especially after reading a report some while ago, that the opposition leader Mrs. Thatcher planned to take some of her summer holidays, admittedly in France, but, nevertheless, **ON THE CANALS!!**

One final thought, now I've let off steam, no one wants to adopt a demanding or angry attitude when it comes to canals. They are mostly a quiet, unspoilt, peaceful and often very beautiful part of our countries heritage, that just humbly asks to be preserved, for the future enjoyment of both today's population and generations to come. The system has served the nation proudly for up to two hundred years, and must not now be allowed to die, as inevitably it will, because, given time, nature will relentlessly claim back her land.

Therefor, I, with many others, say, give BWB their money, so they can **SAVE OUR CANALS, NOW!!!**

We care, so should you...

Yours respectfully,

R R J Brown

The Editor,
Windlass.

Main Street, Leconfield,
Beverly, East Yorks.

Dear Sir,

As an exile from London it came as a pleasant surprise on a recent visit south to see a copy of *Windlass* 146 with a photograph of my (new) home cruising waterway on the front.

You may be aware that the possibility of increasing the size of the Aire and Calder is being given consideration by the local authority.

My main reason for writing, however, is in reply to your editorial. You complain that your committees never have enough members! I would suggest they probably have too many! Certainly if Council is anything to go by. Could I quote the same source as John Heap in the last edition of 'Waterways' viz. Parkinson's Law - (C. Northcote Parkinson) - The

coefficient of inefficiency. "The ideal size of a cabinet, council, (committee) usually appears to be five". I always suggest two with one off sick but perhaps that is going too far.

It is also interesting to note that most of the useful work of IWA was done when it was a much smaller organisation. It is now suffering from "Palsied Paralysis" (Parkinson again), this was brought home to me recently by the package sent out by the Sales organisation. Your sales officer will give you details.

If we are to win the battle of BWB we need to trim ourselves to a proper fighting size with a common objective - how about the original one way back in the 50's - otherwise we will again end up fighting amongst ourselves.

Wising you all the best for the Three Bridges Rally.

Yours faithfully,
Peter J Leadley.

The Editor,
Windlass.

Bean Road,
Greenhithe, Kent.

Dear Sir,

I am writing my first ever letter because of the Editorial in the November/December edition. As a canal user and boat owner of some long standing these editorials always make me feel guilty but in a way the sheer enthusiasm and indeed in some cases fanaticism of the hard core of workers is discouraging as they appear to feel all users should feel the same ignoring the fact other people have more diversified interests. In my case I have many other interests which occupy a considerable amount of my time and I literally do not have spare time to work on the canals and at the same time use the canals although I try and assist in a small way financially.

As I have taken the plunge in writing perhaps I may be allowed to put forward my own views on various aspects of the waterways and I am quite happy if these are taken out of context, if you feel they are of any general interest.

Firstly commercial development of the canals. I have been connected with the Short Sea and Lighterage trade for many years and I note with interest there is a trade union Representative trying to encourage the carriage of goods by water. The sole reason why goods are not carried by water is the fact that it is uneconomical. It is uneconomical, partly because in the past Master Lightermen were prepared to pay practically any increase rather than suffer a strike. Eventually they priced themselves out of the trade. All the talk of encouraging the trade back to water would depend solely upon the comparative cost with Road Transport and I mean to the consumer not as produced by an Accountant.

Secondly the question of **improving** canals to take bigger barges. I trust this will not occur except on waterways that are already highly commercial. I say this from an entirely selfish angle as in my opinion it would completely kill the charm of our canal system. By the same token the rather frantic anti-lorry lobby does not in my opinion do itself any good by not recognising the economic facts of transport life.

Living in Kent with extensive waterway close, ignoring the Thames, I can view the attempts to bring back into operation sections of the various derelict canals with an unbiased view. It does seem that it would be advantageous to concentrate on completing some of the larger projects rather than diversify to the extent that people are having to run to stand still providing local enthusiasm is not discouraged in the process.

I apologise for this rather long winded letter but thought I would get this off my chest whilst writing.

Yours faithfully,
C W Howell.

Dear Rover,

Sorry they wouldn't let you into the Boat Show. Your girl friend' Sally's tea towell sold very well and there were lots of IWA VIP's around discussing very important things. One of them seems to be encouraging an awful lot of people to visit those continental canals with his latest book. Lots of people seem to want to go on that canal which the man who didn't like you is busy trying to re-open and some even want to take their big boats down to the sea from near Guildford. Seeing all those boats with sticks on them that won't go under bridges has a bad effect on a certain Regional Chairman who was talking about going on his hols on a very big steel barge with acres of floppy things.

Your Mr Carter's proof reading isn't a patch on the Editor of *Waterways* or may be John Gagg didn't get it wrong and London Branch has become a Region, anyway their committee seems to be organising something on the River Graveney or are they claiming the Shrewsbury arm as being in London, funny I thought they were having a rally at Three Bridges, Norwood Top, not Norbury.

Yours

A Nonny Mouse

PS A nonny Mouse is a real cat that lives at Strawberry Hill and doesn't like boats, and the tea towell showed a dog relaxing on a narrowboat; rumour had it that Rover's sister posed for this.

PUMPKIN MARINE LIMITED



27 Holborn Viaduct,
London EC1
Tel: 01-353 5571/5615
Telex: 298346

London's newest Chandlers.

***A well stocked store in the centre of London, specialising in
pumps and generators.***

Open Mon-Fri 09.00 — 18.00
Sats. 10.00 — 17.00

Seasonal late night opening — Thursdays.

Around the Region

London Branch News & Events

London Branch Chairman's Notes. One of the things high-lighted by CC'78 was the need for guidance for skippers navigating the tidal Thames between Teddington, Brentford and/or Limehouse. This is also a point touched on by Alan Seal in his letter in the last issue of *Windlass*. We have now produced a set of notes which will be published in the March issue of 'Canal & Riverboat' whose Editor, John Beadsmoor has kindly agreed to print additional copies of the notes for us, which we hope will come in useful when planning a London Ring cruise. With the cooperation of Thames Division of TWA and of BWB copies will be available free of charge, from the lock keepers at Teddington, Brentford and Limehouse. Copies will also be available from the Branch Publicity Officer, Chris Cove-Smith, who prepared the Notes. Chris' address is: 63 Lambourn Drive, Cox Green, Maidenhead, Berks, SL6 3HN. Please send 12p to cover the cost of postage and packing, with your order.

David Wood has suggested that now that BWB has given us the "Freedom of the towpaths" IWA should promote the fullest use of them by instituting a "Silver Sword" scheme for towpath walkers and his detailed proposals will be going forward via Region for consideration by Council. (yes, I know only too well the problems caused by CEGB on the Regents' Canal but work of this nature has to be undertaken from time to time).

Elsewhere in this issue you will find an announcement of our Branch Dinner on Friday 23 March at Port A Bella Dock. This is a new venture and I hope it will be very well supported. It is being masterminded by the Branch Secretary Mike Stimpson who is also organising the Three Bridges Boat Rally which will be held at Norwood (Not Norbury as reported elsewhere - it's not in London Branch territory!) over the Spring Bank Holiday weekend May 26-28. All enquiries to Mike on both these events at: 83 Sunny Bank Road, Potters Bar, Herts.

At the end of 1978 I looked through the list of talks given by speakers on our lecture panel. Well over 40 talks were arranged through General Office and the individual speakers arranged many bookings of their own. The speakers have their expenses paid and the donations they receive make a valuable contribution towards our funds but their real contribution is the way in which they spread knowledge and interest in our waterways. The talks are mainly to ladies groups and no doubt the ladies go home and persuade the family that a canal holiday would be a good idea next year.

Unfortunately our Lecture Panel Organiser is giving up the job as from our next AGM and I would like to ask someone to come forward to take up the job. This involves contact with the various groups wanting speakers and the speakers themselves and is not in itself all that onerous. I must not forget to thank our speakers for their work in 1978 and while I should not, perhaps, pick anyone out I must express our thanks to the Rev Donald Strudwick and R Graham Martyr who take on so many of the afternoon talks, and amongst the evening speakers Ben Scott who doubles as our branch auditor, and Brian Hague who also leads the Regents Canal towpath walks with Dr Michael Essex Lopresti. I am sure they enjoy their work for the Association but we badly need someone to take on afternoon and evening talks in north east London.

Crane River Expedition. Volunteers are required to join the London Branch Expeditionary Force in their exploration of the interior of darkest Isleworth. The expedition will be under the leadership of 'Colonel' Bill Wheatley and is open to anyone with a (very) small boat/dinghy/canoe and a sense of humour. Base camp will be established at the 'London Apprentice' (Watneys + Food), Church Street Isleworth, near the entrance to Syon Park. There is a draw dock to slip boats and mooring for larger craft leaving Brentford as soon as

the lock is open or passing under Richmond half lock as soon as it goes up. Towage will be provided for unpowered craft from base camp to the entrance 'Lock'. Pith helmets & life jackets should be worn but elephant guns should be unnecessary. Machettes and pruning forks might be useful. It is believed that the waters are free from alligators piranha and sharks but bedsteads and overhanging branches have been reported from a preliminary reconnaissance. There is no need to fill in any application forms, just turn up on Sunday 10 June at 13.30 hours at The London Apprentice and report to Colonel Bill on Quo Vadis. Campaign medals (or plaques) are not expected to be awarded unless the volunteers decide to strike their own. No fee, no pay. For further information contact the London Branch planning officer David Wood (who is keeping a low profile) on 01-894 4154.

Note: The Crane is a tributary of the Thames navigable through flood gates at around High water for nearly half a mile and is under PLA jurisdiction. Although there was at one time a yard served by barges a few hundred yards up stream the river is really only navigable by dinghys.

There is a right of navigation where the tide flows and no navigation, however small, should be left unused, lest it be closed, like the River Ingrebourne last February.

Bow Back Rivers Walk Sunday 8 July 1979 meeting at Bromely-by-Bow Underground Station at 1100 hours. Bring a packed lunch with you. The walk will be conducted by David Wood.

Three Bridges Rally - May 26-27

It has now been decided that the London Branch Three Bridges Rally will be a "Rally of Boats over the Spring Bank Holiday week-end and that it will only be open to the public on the Sunday. The usual rally entertainments will be available, including morris dancing and folk singing. On the Sunday evening there will be a supper for boat crews only and boats depart the site on Monday. Entry is to be strictly limited (BWB edict again) so make sure to book early. If you don't want to damage your copy of *Windlass* entries will be accepted on plain paper.

Entry Form

Name

Address

Phone No. Day Evening

Name of Craft

Length Beam..... Draught..... No. of Crew.....

I will approach the rally site from Brentford/Bulls Bridge.

I understand that I must report to the Harbourmaster before entering the Norwood flight in order to conserve water.

I enclose my entry fee of £3.50 £ 3.50

I requiretickets for the boat crews

Supper on the Sunday night at £1.50 each £

Plus a donation to the rally fund of £

Total £

LONDON BRANCH DINNER

Friday 23rd March

at the

Port A Bella Dack
Ladbroke Grove, London W10

3 COURSE DINNER INCLUDING WINE AND COFFEE

Guest speaker from the Board
Mr D Smith - Area Engineer

LIVE ENTERTAINMENT + DISCO

£6.75 PER HEAD

TICKETS IN ADVANCE AT BRANCH MEETINGS OR FROM M STIMPSON.

Hertfordshire Branch News & Events

All meetings are on Wednesday at 8 o'clock and are held at the Beehive Public House, Beehive Lane, Welwyn Garden City.

Wednesday 28 March: AGM (Followed by talk from Graham Palmer 'We dig canals'.).

Wednesday 25 April: Dr. David Owen 'The Boat Museum'.

Wendover Arm GU. The Branch has continued to be concerned about the future of the Arm and has drawn attention to the absence of the Arm from the Silver Sword scheme.

The Fraenkel Report has stated (15.8.6) that it is an essential feeder to the cruising network. The Branch Committee has resolved to devote some of the proceeds of IWALK towards helping to make a winding hole at the end of the Arm.

Lee and Stort. The proposed marina development at Bishops Sortford has received conditional planning permission and it is thought that this development would enhance the river at this point.

The IWA's descriptive booklet and map of the Lee and Stort is now out of print and the Committee did consider the possibility of supporting a reprint but the likely costs were prohibitive. Mr J Wilkinson of Lea and Stort Cruises Ltd has published a leaflet on the Stort which will provide a guide to that river and copies will be available on the Branch Sales stand.

Shell Award Scheme. The Committee feels inhibited from applying to the 1979 scheme as it has not been possible because of difficulties with TGWU to arrange for work on the towpath embankment on the Tring summit level to be completed. The Branch received an award from the 1978 scheme for this purpose. The Committee intend to use some of the proceeds of IWALK to help pay for this work.

Other Items. The publicity stand will form part of a display on Waterways which is to be held in Watford Library from 3rd to 24th February at which the Grand Union Canal Society and other waterway organisations are to be represented.

Chelmsford Branch News & Events

All meetings commence at 8 pm and are held in the Civic Centre, Chelmsford.

Thursday 8 March: Hugh McKnight. Waterways of Western Europe.

Thursday 12 April: The Royal Society for the Protection of Birds.

Thursday 10 May: John H Boyes. Essex from the Air.

Peter Came was the guest speaker on Thursday January 11th when he gave a talk on the home waterway, the Chelmer & Blackwater Navigation which attracted an audience of about sixty people. This well illustrated and comprehensive history of the canal was thoroughly enjoyed by all present, which included the Chairman of the Company, Col J Cramphorn.

Susan There is bad news of the Branch lighter *Susan*. Despite various repairs which have been undertaken by the Newham Outdoor Activities Centre it has not been possible to successfully plug 2 leaks below water level. Consequently, as a result of a faulty bilge pump she has again sunk.

The Branch committee are therefore looking around for a permanent solution to the various problems which have beset their project - the preservation and use of the last of the Chelmer lighters on its home waters. Local councils have been approached to see if they are prepared to assist in any way.

Chelmer Valley. Alarming rumours are circulating about studies known to be currently undertaken by the Anglian Water Authority into proposals to overcome the current flood problems of the Chelmer valley (see article).

Some of the rumours suggest that consideration is being given to extensive embanking and even piping - although the latter seems unlikely. However any "Improvements" are likely to make considerable changes to this beautiful valley.

The Planning department of the County Council is known to be watching the position carefully and the Branch committee are to monitor the position.

It must be admitted however that AWA seems to be very much under the influence of the Country Landowners Association many of whose members are likely to want to maximise the value of their crops along the valley.

Oxford and South Bucks Branch News and Events.

Wednesday 14 March: Annual General Meeting at 7.30 pm. Followed by illustrated talk entitled 'Industrial Archaeology' by branch member and author Anthony Burton.

Wednesday 11 April: 'The History of the Oxford Canal' illustrated slide talk by Christine Bloxham of Oxford City and County Museum.

Wednesday 9 May: Waterway Brains Trust. Denys Hutchings, Chairman of the Kennet and Avon Canal will head a panel of experts covering aspects of the waterways.

All our regular meetings are held at 8 pm at the Morris Radiators Sports and Social Club, Frenchay Road (off Woodstock Road) Oxford.

Banbury Meetings

Tuesday 27 February: Illustrated talk by Anthony Burton, author of 'Backdoor Britain', highlights of his travels while gathering material for the book.

Tuesday 27 March: Return of Rhodes Thomes, Coventry Canal Society, this time to talk of 'Venice Amsterdam, Bruges and all that' an illustrated tour of some European canal cities. Meetings held at the Buck and Bell, North Bar, Banbury at 8.00 pm.

Our membership secretary has recently completed a survey of branch membership and has produced an excellent map for the committee to see where you all live. It has occurred to us

that those who are regulars at our meetings might give others a lift so please look at the map and see if you pass anyone's address en-route.

The committee have recently written to all MPs in the area, as was requested of all members in the Autumn 1978 issue of IWA Waterways. Now is the time if you have not already done so to put pen to paper for the IWA cause.

Many of our members will be aware that our branch includes within its boundary the River Thames from source to South Stoke in Oxfordshire. It is with this in mind that the committee have started a series of joint meetings with the River Thames Society, Upper Thames Branch. We hope to promote a more united approach to matters of common concern.

Our thanks to Ian Burgoyne who stood in at our January meeting and gave a very interesting slide talk about the River Thames from his view as a Navigation Inspector. We hope to see John Humphries' vintage films later in the year.

Guildford & Reading Branch News and Events

Friday 23 February: Anthony Burton will give a talk on Back Door Britain. This is a joint meeting with the K & A Trust. Held at Walford Hall Carey Street Reading.

Friday 30 March: AGM, plus waterway film on the Claverton Pump. Held at Centre Halls Woking.

Friday 27 April: John Humphries will give a talk and film about "French Waterways". This is a joint meeting with the Wey & Arun Trust. Held at Kings Arms, High Street, Godalming.

All meetings times 7.30 for 8.00 pm.

IWALK. A grand total of £6,788 has been received, this being 91% of the promised £7,460. Our Committee are very pleased with this result and pass on our congratulations to all members and canal societies who took part.

Lock One. A four day working party is intended for the Easter Bank holiday period. We hope as many members who can manage to help us restore this, the first lock on the Basingstoke Canal, will manage to come down, even for an afternoon. For visitors from other Branches and further afield we are arranging accommodation and food. Please ring Dick at Weybridge 42074 for details.

River Wey. Outline planning permission has been obtained for the intended Marina at Pyrford. Four pairs of new gates are being fitted to Unstead, St Catherine's, Paper Court and New Haw locks over the period 17th April to the 25th May 1979. Intending visitors and owners of boats moored in adjacent pounds, should contact the canal office at Guildford 61389 for stoppage dates, and the possibility of lowered water levels.

Basingstoke Canal. A three mile section in Hampshire is now open to small trailable craft. Boats of up to 14ft in length and powered by 6hp or less may obtain a licence for £1.00 per year. Applications to be made to; Canal Office, Ash lock cottage, Government Road, Aldershot, Hants.

Kent & East Sussex Branch News & Events

Thursday 22 February Canterbury Meeting

Branch meeting at 8pm at the Sydney Cooper Centre, St. Peters Street, Canterbury. Following usual business one of our own members John Morgan has gathered a superb collection of waterway slides from various sources and will be conducting a quiz on them. This is a new idea and promises to be a very enjoyable evening. So if you think you know your waterways - come along and see how you fare.

Weekend 3/4 March Deepcut Working Party

Our working party organiser Ken Parish, is quick off the mark this year with the first of the branches working parties for lock 19 on the Basingstoke Canal at Deepcut. Transport and overnight accommodation can be arranged if you phone Ken at Canterbury (0227) 68918. Progress is swift down at Deepcut; if you were one of those demolishing the lock walls last year you'll be pleased to know that work has started building them back up again! If you cannot make the whole weekend - just turn up on the day that suits you best.

Tuesday 20 March Branch AGM

The branch AGM will be held at 8pm at "The Lamb", Fairmeadow, Maidstone. Our large and welcoming attendances at the Canterbury and Lewes meetings, have in the past dwindled considerably when it comes to our annual general meeting. Considering that this is the most important event in the branch calendar, when you have your chance to influence the running of the branch and selection of the committee, this must be one night when the television ought to be missed.

After branch business, we have a speaker from the Thames and Medway Canal Association, who is going to give a talk on the Gravesend canal. Although without the magnetism of the Basingstoke, the Thames and Medway is by far our nearest neighbour and a lot of activity is now taking place there.

Sunday 25 March Tonbridge Moorings

The annual clean-up of our visitors moorings on the River Medway at Medway Wharf Road, Tonbridge, takes place from 10 am onwards. Bring grass clearing tools and muck in, to make our moorings something for the branch to be proud of.

Friday 20 April Branch Dinner

Our usual branch dinner will be held again this year at the Stour Centre, Ashford. This is always a very enjoyable evening and although we cannot disclose the name of the guest speaker at time of going to press, the committee are confident that the list of waterway celebrities of past years will be continued on this evening. A delicious menu has been selected by the committee for £4.50 each. Many may know that the dining room is not very large so the number of tickets is limited; so to avoid disappointment, send your cheques made payable to IWA Kent & East Sussex Branch to: Ian Ruck, 11 Wickenden Crescent, Willesborough, Ashford, Kent. (Phone Ashford 26792)

Weekend 27/28 April Sponsor a Navvy

No this is not just another working party to Lock 19 on the Basingstoke Canal - this is your chance to participate - **EVEN FROM YOUR ARM CHAIR**. You may well have received a sponsor form already for this far-sighted and unique project. Many members will be labouring under the Spring sunshine, but not just for the satisfaction of seeing a job well done, but also to raise money for the canal restoration cause. If you are a member who cannot run up and down ladders wielding shovels and trowels, you can still help by sponsoring a friend who is going, or one of the three members shown on the sponsorship form. Please support your branch on this project one way or another. Waterway folk all over the country will be watching to see if our scheme is successful. All navvies to advise Ken Parrish on Canterbury 68918.

Solent & Arun Branch News & Events

Friday 16 March AGM & Chichester meeting.

This meeting is to be held at the Royal Arms (Punch House) East St. Chichester. AGM will start at 7.00pm and after the break, Paul Vine will talk about Old & New Methods of Waterway Restoration.

Friday 20 April Midhurst meeting. This is another double bill, to be held at the Egmont Arms Hotel, Rumbolds Hill (main road) Midhurst at 7.45 pm. Jerry Skinner will show some slides of the Caledonian Canal and Peter Oates, chairman of the Itchen Navigation

Society will give an illustrated talk on this ancient waterway.

Itchen Navigation. The proposals for the M27 crossing of the Navigation have been published. The DOT acknowledge the existence of a public right of navigation but the planned diversion and bridging arrangements are not entirely satisfactory and an objection is being formulated.

Questionnaire. Members of this branch received a letter with the last issue of *Windlass* that sought information on members interests and invited offers of help to permit the branch to extend its activities. Please try to get round to replying if you have not yet done so, even though the Chairman admits he didn't fill in the questionnaire sent to him when he had first joined IWA. Let that be a lesson; if you don't send back yours, you may end up branch chairman!

Southampton University Industrial Archaeology Group. The very first reply to our help letter was from John Silman who is chairman of the above group. The programme of meetings covers a wide range of subjects from canals to aeronautics; IWA members are welcome to attend. Contact S & A branch secretary for details.

Beaulieu Boat Jumble '79. Sunday 8 April 11am - 6pm. It's nothing to do with IWA but we give it a free plug because you might get some bargains there. If you do go be sure to visit the IWA stand, run by Mr & Mrs Dannan, and spend lots of money.

wrg cosmo spring '79

weekend working parties:-

23-24 February	Basingstoke Canal.	7-8 April	Droitwich Canal.
10-11 March	Stratford Canal.	22-23 April	To be arranged.
24-25 March	Droitwich Canal.	6-7 May	To be arranged.

For further information contact Mike or Nick at 30 New River Crescent, Palmers Green, London, N13 5RF. (Phone: 01-886 4104)

Note: transport from London and from certain other parts of the country can be provided.

Restoration Lectures at Sutton College of Liberal Arts

Wednesday 21 March: Wey & Arun. Peter Beresford. Two thirds to three quarters of the 40p (OAPs and under 18s 25p) entrance fee goes to the project of the speakers choice.

For full programme phone the College before 7.00 pm.

Sutton College of Liberal Arts, Civic Centre Cheam Road, St. Nicholas Way, Sutton, Surrey.

WINDLASS PUBLISHING PROGRAMME

Windlass Number	Press Date	Emergency copy only	Publish Date
May/June '79 149	13.3.79	26.3.79	17.4.79
Jul/Aug '79 150	15.5.79	28.5.79	12.6.79
Sep/Oct '79 151	17.7.79	30.7.79	14.8.79
Nov/Dec '79 152	11.9.79	24.9.79	16.10.79

Windlass Advertising Rates

Display Whole page £40, Half page £22, Quarter page £12, Small display box £7.

Classified First 15 words £1.12, thereafter 5p per word.

Classified Advertisements

GENERAL ASSISTANT required at the Headquarters of the Inland Waterways Association to act as receptionist/telephonist and deal with general enquiries and sales orders from individuals and 30 branches. Typing essential, knowledge of waterways and experience of sales procedure desirable. Salary £3,200. Please write to Mr John Taunton, Inland Waterways Association, 114 Regent's Park Road, London NW1 8UQ, or telephone 01-586 2510/2556.

Full CC '78 Rally equipped (!) (Bletchely) Buckingham 20. 4 Berth. W/B inboard, Enfield Z Drive. Moorings - Little Venice W2. £2,500 ono. Alan Thompson 01-722 9897.

25ft Loftus Bennet grp 4/5 Berth Canal Cruiser, cooker, toilet, lights, full inventory. 15hp petrol/parafin Yamaha outboard, at Cosgrove, mooring available. £2,000 ono. Telephone Beaconsfield (04946) 6913.

FOR SALE NARROW BOAT 72ft Little Woolwich. National motor in excellent running order, many spares. A going concern currently operating all year round as hostel boat - would convert to family use. Spacious galley, dormitory accommodation for 12. Traditional boatman's cabin. Moorings Uxbridge area. Open to offers. Viewing by appointment. 30 Barrow Green Road, Oxted, Surrey (Oxted 2132 Evenings).

Secondhand H/Duty Ruston Marine engine 34hp at 1060 rpm. Ideal narrowboat/barge all accessories available. No gearbox. £350. (0279) 723568.

Stop Press: Region Draw Results

1. Mrs G Bridger, Farnborough. 2. Mrs G Rogers, Bishops Stortford. 3. C Hughes, Finchley. 4. M Marcus, Woodford Green. 5. M Norris, Marlow. 6. R Pettit, Croydon. 7. B Johnson, Enhurst. 8. Davies, Brentwood. 9. L Loakes, Bicester. 10. Terry, Southampton. 11. Bottle & Glass, Henley. 12. J Fairbairn, Romford. 13. A Cooke, Pinner. 14. R Bissett, Alton. 15. E Wallis, Wood Green. 16. J King, Stratford. 17. K Harris, St Leonards. 18. C Hogarth, Watford. 19. Mrs Cooper, Crawley. 20. H Miller, Hoddesdon.

Full details will appear in the next issue of *Windlass*.

Rover in Cinderella Land

Once upon a time in a faraway land called Camden Lock there lived two ugly sisters called North and Side. North and Side didn't actually live in their Castle, they were much too busy converting little houses in another part of London, so they let poor little Cinderellas rent the rooms of their Castle to work in. All these Cinders had to work very hard to pay the rent, and some of them had to spend their weekends out in the open trying to sell their goods. They liked their hard work and were very good at it for people came from all over the country to see them and buy their wares. One of the leaders of the Cinderellas, who we shall call Paddy Buttons, (to keep within this ridiculous pantomime framework) started taking people for rides up the canal on his little boat. And so it came to pass that Camden Lock became quite famous, and the Ugly Sisters got richer and richer because they could charge more money for their little rooms. Everybody should have been happy but the ugly sisters wanted even more money so they asked the wicked Baron Seefort to help them build a much bigger castle. The Baron was famous for designing and getting permission to build huge castles, he designed the Centre Point and Nat West Tower Castles, and then he

designed one for Camden Lock. Cinderallas did not like his Castle because they would not have been able to work and sell in it. They turned to their Fairy Godmother who was called the Camden Council. Lots of other people asked the Fairy Godmother to stop the ugly sisters and the wicked Baron from ruining their canal and so they chose the White Knight of IWA to put their case.

Of course the Fairy Godmother told the Wicked Baron to go away but he refused and went to the King saying the Fairy Godmother was not being fair. The King asked a Wiseman to go to Camden and tell the King what should be done. The Wise man spent days and days listening to the ugly Sisters and the Wicked Baron and their only friend Mr BW. Then he listened to the Cinders and Paddy Buttons and the White Knight of IWA and their hundreds of friends. And then the Wise man went away and read many serious books and checked what the law of the land said and finally advised the King that the Cinderellas and the Fairy Godmother were right and the Wicked Baron and the Ugly Sisters should leave Camden Lock as it was for all people to enjoy because that was the law of the land. And everyone was happy even though the Fairy Godmother had had to spend much of her rate-payers money out just because the nasty people had appealed against her just and fair decision.

The wicked Baron, being wicked, just ignored the Wise man's decision and has just put in another application to build a huge castle at Camden that will probably drive all the nice Cinderellas out of Camden and will definitely stop the nice people of Camden from seeing the Canal as they walk along the road. The poor boaters of the canal will not be able to tie their boats there because of vandals and the poor storekeepers of Camden will lose their customers.

But have no fear good people, if the Fairy Godmother tells the Wicked people to go away again and if they appeal to the King again the White Knight of IWA will be there again to protect **your** interests.

Little Venice, more accurately called Paddington Pool, was the Venue for NBOC Christmas gathering and what a lovely sight it was, £500,000 worth of boats brought the place to life, but a couple of days later it had returned to sterility. No doubt the ED has written up a report on it. (No doubt, but there's not room for it in this issue, and in any case one of the local residents referred to us all as "dirty stinking gipsies" and would probably object to seeing the record put straight; however, watch this space, *ED*). You would have thought that the Thames Lighterage Industry would have taken advantage of the Lorry Drivers dispute - they did but not as you may have expected, instead of offering Lighterage as an alternative mode of transport Lighters were offered as extensions to the warehouse business, and when the dispute was over the lighters were unloaded to lorries!

Talking of Industrial Disputes BWB staff are still non-cooperating with anyone they can think of including it would appear, their own employees. Try listening to Canalphone. This column is no place to criticise or condone individual actions, but one thing I feel very strongly about is IWA's position. Normally we should keep out of this sort of thing but if we do we shall be the losers, I would have liked to see IWA give NALGO our 100% support, but then I'm one of the few members who has actually taken the trouble to find out what is in dispute.

I hear from the ivory towers that the powers that be are still not to happy to have *Rover* because my sense of humour has dropped off (in this weather I hope that is all that drops off) but perhaps times are too serious. There are proposals to spend over £1,000,000,000 on roads in this region over the next five to ten years and Llareggub on canals. If in the light of this you think I should stick to trying to be funny, I don't.

But just so you're all kept happy a footnote from the minutes of Hertford branch committee meeting. "BWB announce a stoppage above Hertford lock for three weeks in order to construct a sanitary station Hertford Branch committee will be looking into it." (Why is it that dratted dog can't keep off lavatorial humour? *Ed*).



South east Region Inland Waterways Association

General Office: 114 Regent's Park Road, London NW1
Telephone: 01-586 2510, 01-586 2556
General Secretary: John Taunton

Patrons: Dame Margot Fonteyn and Sir John Betjeman
Region President: Lionel Munk
Chairman: Mike West, 14 Thurlstone Road, Ruislip, Middx. Tel: Ruislip 35811.
Secretary: Mrs. J. Carter, nb "Swan", Willow Wren Wharf, Hayes Road, Southall
Middx. Tel: 01-848 8054
Treasurer: Philip Mowle, Arbor House, The Woodlands, Amersham, Bucks, HP6 5LD
Tel: Amersham 3291

Windlass Editor: Neil Carter. nb "Swan", Willow Wren Wharf, Hayes Road, Southall,
Middx.

The IWA may not agree with opinions expressed in this magazine but encourages
publication as a matter of interest. Nothing printed may be construed as policy or an
official announcement unless so stated, otherwise the Association accepts no liability for
any matter in the magazine. Although every care is taken with advertising, no responsibility
whatsoever can be accepted for any matter advertised.

© IWA South East Region 1979

London

Chairman: Frank Greenhow, 204a Kew Rd,
Richmond, Surrey. Tel: 01-940 4318
Secretary: Mike Stimpson, 83 Sunny Bank
Road, Potters Bar, Herts. *PB 58134*

Hertfordshire

Chairman: Bernard Dean, 82 Lingfield
Road, Martins Wood, Stevenage.
Tel: Stev. 54659
Secretary: Steve Willot, 46 Mount Grace
Road, Potters Bar, Herts. Tel: Potters Bar
53293.

Chelmsford

Chairman: Gerald Parker, Flat 2, Coval
Cottage, Coval Lodge, Rainsford Rd.,
Chelmsford, Essex. Tel: 0245 50479
Secretary: David Johnston, 27 Sandford Rd,
Chelmsford, Tel: Chelmsford 50863

Kent and East Sussex

Chairman: R. Hallwood, 50 Brewer Street,
Maidstone, Kent. Tel: Maidstone 670169
Secretary: John Morgan, 49 Hillbrow Rd.,
Ashford, Kent. Tel: Ashford 27594

Guildford and Reading

Chairman: Jeff Holman, 'Barbary'
Chobham Road, Woking, Surrey.
Tel: Woking 63811
Secretary: Brian Percy, 21 New Road,
Marlow Bottom, Bucks. Tel: Marlow 4575

Oxford and South Bucks

Chairman: Tony Harrison, 13 Lyecroft
Close, Goringon Thames, Reading.
Tel: Goring 2380
Secretary: Mrs. P Pugh, 10 Vanner Road,
Witney, Oxon. Tel: Witney 71138

Solent and Arun

Chairman: A.C. White, Wheel House,
Pottery Lane, Nutbourne, Chichester,
West Sussex. Tel: Bosham 573765
Secretary: Peter Pesterfield, 46 Wyndham
Road, Petworth, Sussex.
Tel: Petworth 42755



Don't Forget

**now that we have increased our
highly skilled staff we can offer a
full range of engineering work:**

- **Outboard repair; Servicing & Winterisation**
- **Inboard (Petrol & Diesel) Installation, Repair and Service.**
- **Welding and Cutting**
- **Metal Fabrication**
- **Electrical, Gas and Water Installations**
- **Surveys and Condition Reports**
- **Painting**
- **Full Sand Blasting Service.**

HIGH LINE YACHTING LTD.,

Mansion Lane, Iver, Bucks. SL0 9RG

Tel: Iver (0753) 651496/653151