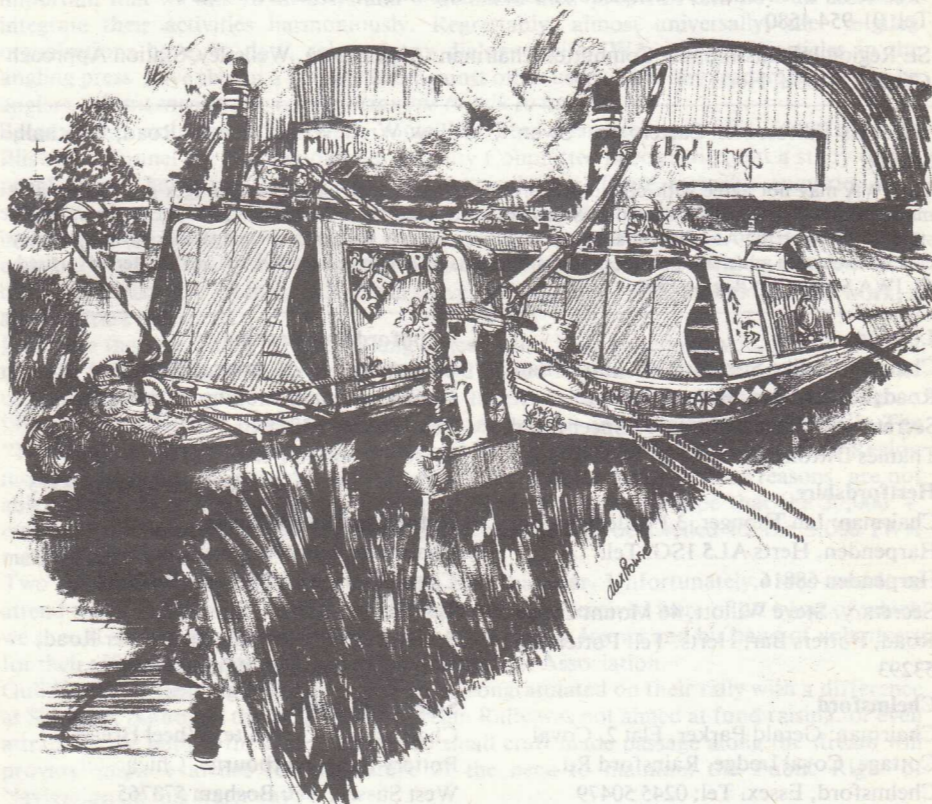


WINDLASS

Summer 1980

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Lee Valley National Waterways Festival 1980



*A single colour reproduction of the illustration used for the poster publicity for the Festival.
The drawing was kindly donated by Alex Prowse of the Cascade Gallery at Little Venice.*

16-17 August, 1980



Inland Waterways Association

South East Region

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Region Chairman's Notes

It is always difficult to condense into a few paragraphs the activity on the national waterways scene. All members have different interests and priorities and I hope that from Council's activities in regard to the Humberside Bill, Government grants to BWB, the Local Government Planning and Land Bill, the Anglian Water Authority Bye-laws etc, I can select a few matters of particular interest to South-East Region members.

I hope that all members will have read and digested "*Waterways Survival*". This document, for the first time, summarises the most important aspects of our campaign. Some will say that it says nothing new, but nevertheless, what it is saying is in a form which helps greatly in preaching our message to the unconverted. I hope it will be used in this way.

Council has been disappointed recently in the response we have received from our approaches to angling organisations. We are very conscious that IWA represents all users and lovers of waterways, be they walkers, boaters, anglers or whatever. As such, it is important that we talk to all users and understand their problems and how all users can integrate their activities harmoniously. Regrettably, almost universally, the angling organisations have, to date, rejected any dialogue with IWA and some articles in the angling press have shown a definite bias against other users. So if any readers happen to be anglers, *please encourage your associations to talk to us.*

Because the main north to south route has been restricted now for some time by Blisworth Tunnel the Navigation and Amenity Committee have carried out a study of the problem and have met BWB to discuss its resolution. These extensive enquiries have satisfied us that the Board is properly investigating the tunnel and, despite the inconvenience of this restriction, we can expect a long term repair to be effected in due course. It is an unfortunate fact that, as a result of the maintenance backlog, restrictions of this nature must be expected, but we will strive to ensure that, on completion of the work, a secure future is assured.

I am sure that the Editor will be finding space in this issue to remind you, if it is needed, that the National Rally this year is being held in our Region. It has been agreed that the opportunity of a rally in London will be taken to further our campaign through a "*Waterways Charter*" based upon our aims as set out in "*Waterways Survival*". The "National" is IWA's major annual event and let it not be said that the South-East Region members have not supported it. I know that many members, for various reasons, are not able to take an active part in the organisation of rallies, but I hope that the 30,000 + members of the public, who are expected to attend, will be swelled by the 5,000 IWA members in the Region.

Two rallies have taken place in the South East this year. Unfortunately I was unable to attend the Slough Canal Festival but the reports I have received were of an event of which we should be proud, and our thanks must be due to Ray Joyner and his band of volunteers for their efforts on behalf of London Branch and the Association.

Guildford and Reading Branch are also to be congratulated on their rally with a difference at Shiplake. Although the St. Patrick's Stream Rally was not aimed at fund raising, or even attracting the public, the fact that over 50 small craft made passage along the stream will provide ample evidence for the future of the need to maintain the Public Right of Navigation on this waterway.

As far as rallies in the South-East this year are concerned, it's two down, two to go. I hope that the National and Boxmoor are as successful as Slough and St. Patrick's Stream.

See you there.

Michael West

A Few Hoots for Navigation

Elsewhere in this issue there are various comments about whether or not IWA should actively campaign for the restoration of the Public Right of Navigation. It is rather strange therefore that the following article should have appeared in 'Navvies', the Waterway Recovery Group magazine. When we heard on the grapevine that David had prepared this article, completely unaware of our problems, it obviously made sense to reprint an unbiased interpretation of what PRON is all about. Strangely enough, another article (also totally unsolicited by us) has been prepared by Lord St David for inclusion in a future edition of Motor Boat and Yachting, and this article apparently was commissioned by MBY in JANUARY sometime before we were involved with PRON. There must be a moral there, somewhere.....

Has *anyone* told you recently that Rights of Navigation don't matter? I recall at one time a senior official of IWA declaring that he did not give two hoots for the Rights of Navigation, whilst a reading of those public prints which devote themselves to canal matters would suggest that this attitude is still widespread.

For the benefit of newcomers to the waterways scene one should perhaps explain that prior to 1968 the public had a statutory right to navigate the majority of navigable waterways on payment of toll. This was a powerful weapon in the hands of the general public and was the result of Victorian concern that large monopolies were dangerous to the public interest. This weapon prevented the closure and abandonment of the Kennet & Avon (1955) and Stratford Canals (Upper Section 1948, Lower Section 1958). In the case of Gould-v-British Transport Commission in 1955 the B T C's counsel had argued "Is it right to spend hundreds of thousands of pounds on a canal because one man wants to sail a couple of boats on it?". The judge (Mr Justice Roxburgh) replied "My answer to that tendentious proposition is, if that is the Law, it is the duty of the statutory monopoly to obey it, just as much as anyone else".

It was thus a black day for the rights of individuals in this country, as well as a gross betrayal of principle by the then Labour Government, when the 1968 Transport Act removed these rights from the public. If anyone is not convinced, let us look at what has happened to ONE canal since 1968.

To start with there was some doubt initially whether the right had been withdrawn for commercial craft, but the British Waterways Board General Manager asserted directly to me in March 1969 that this was so. Happily for bureaucracy, regular commercial traffic on the greater part of the Grand Union Canal ended in September 1970. Up to this time Grand Union stoppages had been confined to three weekly periods at most, but now it became increasingly apparent that the canal existed as a form of outdoor relief.

Remember the Braunston summit stoppage all winter while a pipeline was laid under the canal? This was to suit the convenience of another Authority. Or what about the lengthy stoppage to Maida Hill Tunnel to suit construction work ON TOP of the tunnel? Then there was the Milton Keynes pipeline which breached the canal in December 1972. I remember that one all right because I had a pair of boats loaded with coal on the wrong side of the breach, it meant them hanging about with no work for four weeks. Fishermen were compensated for loss of sport, but not the Board's navigation customers!!

The local IWA branch made a fuss at the time and wrote an open letter to Sir Frank Price, the BWB Chairman. Whether or not Sir Frank acted is not recorded by me, but it is significant that several comparatively trouble-free years ensued without a major stoppage. Came the summer of 1976 and the drought with it. Rumours flew but little happened to save water, beyond closing flights of locks overnight. Traffic was allowed to use water prodigiously during opening hours, little or no leak-stopping was done, no emergency arrangements made for back-pumping until, overnight, all the main flights of locks were



A typical "Out-of-Season" stoppage at Cowley on the GU from 21 October to 11 November, 1979 where three weeks were "needed" to renovate the lock chamber and pile the towpath bank. What price David Hutchings' record of six weeks to build a lock, including approach channels, from 'scratch' in an open field on the Upper Avon?!!

closed. Boats caught were not allowed to complete journeys and laid about for three months.

1977 saw the blowing of part of the invert of Blisworth Tunnel, result, closure from May until October. No attempt was made to minimise the inconvenience to users, the attitude was "take it or leave it".

1978 was the year of Braunston and Saddington Tunnels as well as the infamous NALGO dispute. Both tunnels were alleged to be dangerous, yet months elapsed with no work being carried out and no attempt once again to minimise inconvenience to anyone, just "hard luck mate".

1979 saw both Braunston and Saddington remaining closed, *the first time since 1796 and 1815 respectively* that the engineering staff had failed to keep passage open for at least part of a year. Then in December 1979 came two more failures; the slip at Target Turn, New Bradwell and a crack in Blisworth Tunnel. I have it on good authority that Blisworth Tunnel could have been repaired in about three weeks once work staging had been erected, also through navigation was perfectly possible, yet nothing was done and the tunnel was closed until the end of March 1980. Plant has been hired, one hears, for both repair jobs and stands idle for days on end (if not weeks).

What is so infuriating about the whole business is the uncertainty and unnecessary time

lag. One appreciates that engineering work is required, as an operator of narrow boats I am only too aware of this. One appreciates that funds are limited and subject to both inflation and Government cuts. What one does not appreciate is the attitude that the public don't matter, that the canal is not for the public's benefit but is merely a source of employment. Of course, one may reply, it doesn't matter outside the "Cruising Season". Well, perhaps some people think it doesn't, but then what about the closures in 1976 and '77? I suspect this latter feeling is uppermost in the minds of some IWA members. Why else the deafening silence on this not-unimportant matter? It is, of course, the apotheosis of the dreary "noddy-boat mentality".

The aims of IWA since its inception by practical visionaries in 1946 have included multi-functional use of the waterways. This in my view means supporting ALL users, not sectional interests. "All users", must mean walkers and boaters, fisherman and rambler, commerce and pleasure, hire boats and private boats, and they should surely be supported impartially and to the best of the IWA's ability. To state publicly that these aims must be subordinated to behind-the-scenes negotiations, as has been recently done, looks very like another betrayal of principle.

And what, one asks, has this got to do with "Navvies"? The answer is "one hell of a lot", because what is the point of public-spiritedly restoring canals to navigation if that navigation is to be denied to the public for reasons of official convenience and because the self-appointed guardians of the waterways do not guard?

The waterways were nationalised in the public interest in 1947, bureaucracy has since conned Parliament into wriggling out of its obligations to its long-suffering paymasters, it is time that firm and loud voices were heard and the public's first right to use its own property was restored.

Oh, and I nearly forgot Harecastle, Armitage, Wast Hill, Netherton and all those other closures. Over what sort of system do British Waterways Board preside? Are they really proud of their truncated empire or don't they care? Is it not time they publicly restated their commitment to their trusteeship? And is it not time that they in turn were given something more than the brush-off by their ministerial masters? I only ask because I want to know.

Anyone else reckon that **Rights of Navigation** don't matter?

David Blagrove

Chelmer Lighter Preservation Society

The first annual general meeting of the Chelmer Lighter Preservation Society was held on Saturday May 10th, appropriately, on board the lighter "Susan", currently moored at Little Baddow Wharf, near Chelmsford.

Steve Norton, the Chairman of the Society, reviewed the year, which commenced with the formation of the Society and the transfer of the "Susan" from the Chelmsford Branch of the Inland Waterways Association, and the Society was grateful for the sum of money which the Branch had also donated, together with the old boat. A grant of £100 had also been received from the Essex County Council, towards the restoration of the boat, but more funds were required.

Unfortunately, due to a faulty bilge pump, and the existence of two bad leaks, "Susan" had remained sunk for most of the winter, but she had now been refloated and members had plugged the bad leaks, with the result that the position was now stable.

Work had commenced on clearing the boat of mud and silt and it was shortly planned to start to carry out general repairs and paint her inside and out.

Investigations were in hand regarding the provision of a suitable engine - this was the main financial outlay at present - and it was hoped that later this season the vessel could be moved along the canal for several demonstration cruises.

South East Region AGM

The AGM of the South East Region of the Association took place on the 13th May at the Steam Packet at Strand on the Green, Kew. Like most AGMs, the formal proceedings, which were chaired very ably by our Region President Capt. Lionel Munk did not exactly set the audience alight with enthusiasm, but the prospect of the talk to come by BWBs chief architect Peter White enabled most people present to sit patiently through the heart stopping excitement of Treasurers report and committee elections. Then it was Peter's turn. The relatively small group which were present to hear his presentation were privileged to witness a positive tour-de-force from an obviously dedicated canal authority, and the general agreement at the conclusion was that this had been one of the very best canal lectures any of us had attended. Peter spoke about the need to preserve as well as to protect or improve the waterways heritage and he emphasised his points with a fine selection of colour slides. Unlike most enthusiasts who only seem to complain about all the silly things 'they' keep doing, when he obtained his professional qualification, Peter decided that the old maxim of 'if you can't beat 'em, join 'em' made eminent sense in his case. So, after serving for a time with Birmingham City Council, where he was responsible for the highly praised Cambrian Wharf scheme, he joined the Board to try to do his bit to help our waterways. And he is succeeding: The blue and yellow paint is fast disappearing from everything (that didn't move). Such prosaic matters as the siting of sanitary stations and refuse disposal points, not to mention their relevant information signs he is trying to make less obtrusive. He is also trying to educate other Board personnel to realise that such things as a gap in a sandstone wall that is repaired with blue or red engineering bricks, or both, does not really blend in, and has almost single handedly prepared an environmental guide for the Board staff who maintain the system, and if the facelift at Hawkesbury or Great Hayward junctions are any indication of success he's winning. However his story about the workman sitting around their lockside worksite (in deckchairs) in their lunch break probably achieved the loudest applause of the night. It seems that as Peter approached the group, one of the workers stood up, picked up a shovel and flattened a snail. He wondered why this had been done, and his enquiry elicited the reply "Well I had to guv", its been following me about all morning"!!

Peter you were great, thank you very much.

Following that is going to be very difficult, but next year perhaps there will be a little more incentive to attend the AGM.

Lee Valley National Waterways Festival 1980

The aim of the National Festival is to make as much money as possible to devote to the restoration of waterways in this country and to achieve this we need to attract as many members of the public as we can.

If we attract the people we need, we are going to need a lot of help, both to entertain and control them.

For the main entertainments we shall be providing displays in the marquee, in the arena, and on the water, but we must supplement these with various side-shows and other things of interest. For all these things and to man the turnstiles, car parks and all the other jobs that have to be done, we need people - in short, we need YOU. We know that we cannot always ask in advance for a commitment and we know that we will still have many jobs for those who come along and volunteer on the day.

However, this is plea to all those who are prepared to commit themselves in advance for all two days of the Festival or any time before or after the event. It is difficult to say at this stage what you will be doing, but if there is a good response to this message we will let you

know later exactly what we would like you to do.

Some of the work can be quite arduous especially before and after, and even some of the jobs to be done during the Festival itself can wear you out quite quickly.

Please help us by completing, if you can, the enclosed form and returning it as soon as possible. If you cannot make an advance commitment but still feel able to help on the day, please do not hesitate to come to the Festival Office when you arrive.



From:- (Block letters please)

Mr

Mrs

Miss

Address:-

Tel.

For convenience we are splitting the periods of help into three on Saturday and Sunday:-

10.00 - 14.00;

14.00 - 18.00;

and 18.00 hours onwards

Please state which would be your preference and also state:-

A) The number of people involved (if any under 18 put their age(s) in brackets).

B) Whether you are prepared to work all day (with lunch and tea breaks).

C) Whether you all want to work together or apart or don't mind which.

D) Whether you can help with the build-up and breakdown of the event (i.e. on Wednesday, Thursday and Friday and again on Monday and Tuesday).

I/We are prepared to help with the organisation of the Lee Valley National Waterways Festival in the following numbers preferably on the dates and at the times shown below:-

.....

.....

.....

.....

.....

.....

State any special knowledge, skills, or experience which may be helpful on a separate sheet.

Date:..... Signature:

PLEASE RETURN THIS FORM TO:— D J BOLSOM ESQ; The Boatyard, Mansion Lane.
Iver, Bucks.

Slough Canal Festival

The London Branch held their annual rally at Slough this year, over the Mayday Bank Holiday. About 120 boats fought their way through the occasional Sargasso Sea of weed to attend, and in spite of initial confusion most were in position for the official opening at 2.30 pm on Saturday when BWB's narrowboat, "*Slough*", brought the guests of honour to the festival site. After some juggling to get "*Slough*," close enough to the bank to enable the specially long gangplank to be used, Iltyd Harrington (British Waterways Board), the Mayor and Mayoress of Slough, and Joan Lestor, MP, opened the rally, and then Ray Joyner, our Chairman, escorted them around the rally site - Iltyd Harrington was last seen on the roundabouts!

Saturday was cold and windy, but Sunday and Monday brought in the crowds. It was all too much for Ray, and he escaped to the USA on Sunday morning, but left the Chairmanship in the capable hands of Frank Greenhow. (or was it John Bolsom? See *London Branch News and Events, Ed!*)

The middle of Monday afternoon saw us run out brochures and food, and unblocking the sewers for the second (third, fourth?) time.

All in all, a success - at least Slough knows it has a canal now!

To be fair, I must thank Ray for his efforts, I am sure he would have preferred to stay, but, as they say, duty called.

Indeed, the committee would like to thank all boat owners and others who helped us out during the rally, their assistance was very much appreciated.

It was also noted that not one committee member was seen polishing his chimneys throughout the festival period!



photo: Slough & Eaton Express

One of the less energetic arena events which took place during the Canal Festival, or - having a ball at Slough

Your Letters

The Editor
Windlass

Pron Way,
Rickmansworth.

Dear Sir,

As a member of IWA I thought you would be interested to know that the Harefield Conservation Group, of which I'm a member, have recently started clearing the little known Grease Works Arm. It used to lead to a mill next to which stood a public house known as the *Trojan Horse*. Sadly neither building survives today.

During our efforts many people came up and commented upon how much better the environment looked once the overgrown and dead trees were cut down. Fishermen especially remarked upon the fact that they could now cast their lines unhindered.

Now that all the overhanging willows have been removed, along with their root-sprouting underwater branches, which were manhandled from the watercourse in a particularly lyrical manner, this arm is once again open to navigation, at least until one of those amazingly useful low level bridges is reached. We did think of calling on the West Herts chapter of Smalley's Angels to remove this final obstruction to our right of navigation, but discretion prevailed when we realised that the metro-gnome might object to any unauthorised use of his plant or personnel.

The highlight of our weekend occurred just before we left when an eridanian swan glided effortlessly into the arm and swam quietly and unconcernly (well almost) up to that 'pretty little bridge'. Its' return journey was a little more interesting as it had difficulty in swimming backwards and turning round in such confined waters, but all around agreed that the return of such star class to this sylvan trojan setting had been well worth waiting for. Helen herself must have been smiling upon us.

Having achieved such outstanding success, where one weekends work had opened up at least threequarters of a mile of navigable waterways to Hertfordshire boaters, we're

thinking of offering our services to that other so-called lost cause of the restoration movement, the Taunton Inland Canal Mr Pullar needs us.

Yours sincerely,
Graham Frankless.

The Editor,
Windlass

The Daedings
Deddington

Dear Sir,

I feel that I must write and tell you that John Gagg's remarks did put my back up. Granted we live in a rude world, but one expects something better from a person connected with canals. It gave me immense pleasure to read the account of the NBOC Christmas Rally 1979 in the Spring *Windlass* which seemed more in keeping with one's experience of canal lovers.

My husband and I took our three children on several holidays, and though the latter were very young they became expert at dealing with locks, and never once fell in.

Later, when we thought we might start doing things à deux, a son was smitten with a tragic illness, half way through his medical training, from which he may never recover. We were tied in a way we had never been before, and we developed health troubles that restrict us considerably. Canal holidays were over - how could we work locks or any of the other jobs that need physical strength? The joy of mooring where one will, the peace and fascination of meandering through England is a thing of the past. We mind very much. Whenever we can, we walk along a towpath and often chat to those in boats who are a friendly lot. One day, if he lives long enough, John Gagg will be old. Perhaps by then his vision will have widened and his courtesy increased. If he is incapacitated by ill-health, will he cease to send a subscription to the IWA?

Yours sincerely,
Joan La F Ward.

Inland Shipping Supplement

This new section in *Windlass*, which will be produced largely by members of the South East Region Inland Shipping Committee is pleased to feature in its first issue an article by Tam Murrell, who is doing more than most to keep alive commercial carrying on the Lower Grand Union

Carry on Canals

Carry on Canals is a nice jokey slogan which has been used by IWA for some while, but what might it mean in real terms. I suspect that for many people it conjures up a romantic image of revived long-distance narrowboats and boating families, but this is highly unrealistic. The number of boats which could be loaded immediately without a high risk of sinking either at once or en route is probably in single figures, and pretty certainly less than twenty. The number of boat crews with the necessary skills willing to do the job on a full time basis is scarcely any greater. BWB would almost certainly be unco-operative at the very least, and so probably would APCO, most private boat owners and also IWA. We have enough problems when the limejuice traffic coincides with the pleasure boat 'season' and that's only a short haul traffic with two runs a week on the relatively wide and deep lower Grand Union. Apart from problems with people who now take their leisure courtesy of Messrs Brindley, Telford and Co. the odds against having a guaranteed through route between any two points are now too great, and get greater the further apart are the two points. The retail coal trade is more or less accepted as it is mostly a winter trade when there are few other boats on the move, and there is anyway so little of it. It enables people to indulge their romantic fantasies without causing them inconvenience. But this is an 'enthusiast' trade and not a commercially viable operation.

I guess our practical version of the slogan is 'Carry some things a little way on some Inland Waterways - if it pays', but I admit that this lacks the snappy impact of the IWA version. Although considerable tonnages of internal commodities such as coal and gravel are carried in the North East and other odds and ends here and there, the major factor in common with almost all the continuing successful inland carrying concerns is that they work principally into and out of ports. Import and export traffics via the major rivers - the Severn, Mersey, Trent, Humber, and Thames are certainly the most fruitful source of business. Few traffics were lost to the canals simply because road or rail offered cheaper rates. Coal traffics were lost when the clean air act stopped factories using 'smokey' coal from the Midland pits; grain traffics were lost with the building of the new terminal at Tilbury, too far down river to be practical for narrowboats; timber traffics disappeared when timber was imported on pallets rather than loose. What it needed, despite the short sighted blacking of BACAT and LASH systems by the Hull dockers, is to somehow take advantage of the new techniques and new materials demanded by modern processes. Unfortunately although narrowboats are superb general cargo craft it is not really feasible to adapt them for self-discharging, for instance. Nor do they cope well with the size of pallet or container now in almost universal use and designed for lorries. These are yet more reasons why we feel that the narrowboat cannot make a serious comeback, although we like to think the there will be a place for a few, just as small lorries co-exist with the juggernaut.

The next common factor is that almost all on-going runs can be done in one day. A lorry working between the suburbs and London docks will almost certainly only get in one load a day, so boats are very competitive in terms of man hours per ton. But your lorry can get to

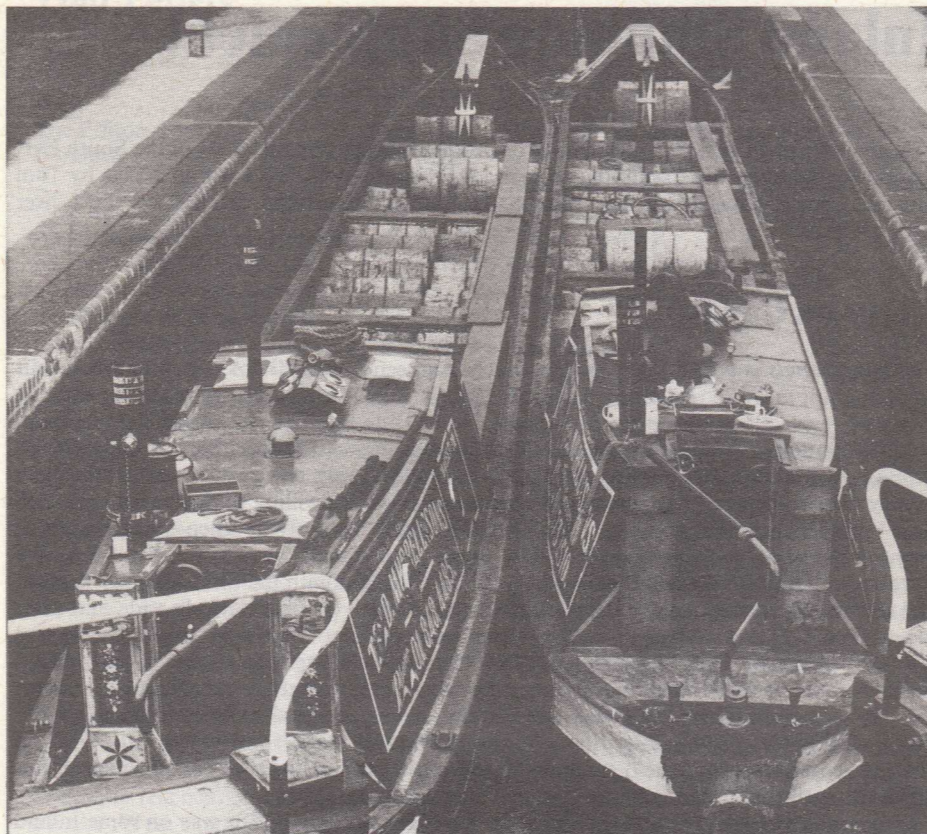


photo: Bryan Godfrey

Two of T & D Murrells motors passing through Uxbridge lock loaded with lime juice concentrate for Roses at Hemel Hempstead

Liverpool in one day on the motorway while a pair of boats are hard pushed to do 50 miles, and that's **not** competitive. Even that 50 miles will take you through at least two BWB sections. Working around the stoppages of one section is difficult; getting two sections to synchronise their stoppages it virtually impossible. 'Yes Mr. Managing Director, we'll carry your goods. Well not for the next three weeks because BWB are mowing the lawn of the lock keeper's cottage, but we can do it for two days after that, but then the next section's got a four week stoppage to oil the paddle gear on one of their locks. Yes. it is a long time, but then it's not been done for twenty years. I think we might be all right for a few weeks after that - oh, except for a fishing match. .OK then, if your lorries meet us at the south end of the tunnel we can tranship onto them there, well if we can get anywhere near the bank, and you can take it by road over the tunnel.....'

The reasons for expanding the scope from 'canals' to include rivers have really been covered already. There will never be sufficient goods apart from imports and exports to justify a commercial waterway on that count in the London area. If the London docks and the Thames are allowed to die then the rest of London's waterways would be more profitably managed by Butlins - they certainly would have no commercial future at all. Apart from anything else, it is the Inland Waterways Association, and the Thames is most certainly an Inland Waterway.

'If it pays'. Well this may make it sound like we're only here for the money, but canal

transport can only regain its credibility on these terms. If you undertake a job, especially a long term one, it has to be on a firm financial footing. It doesn't do the industry any favours to do a job at a price which means that you have to use a series of unskilled volunteer steerers, or that you cannot maintain your craft in good condition or replace them when necessary, or to do the job as a hobby with capital expenses paid for by a full time job on the bank. The other aspect of this is 'if it pays the customer'. When we quote for a job we obviously gives a price per ton, but we also try to point out other potential savings we can offer, many of which are not usually considered.

A pair of narrowboats can load 50+ tons (on the lower G U , anyway) which is 2 or 3 lorry loads. This means only one delivery note etc to process instead of 2 or 3, and of course with larger loads paper work will be reduced dramatically. If the loading gang have other work to do it means taking them off this other work only once rather than 2 or 3 times. Although the argument that by using water transport road usage will be reduced is meaningless in general terms, it is relevant on the approach roads to a mill or factory, and businesses are often under pressure from councils, police, local residents etc and can generate considerable goodwill by using water transport where possible. Also within their premises they can make more productive use of space by reducing or eliminating heavy lorry usage. Having sold them the job on financial grounds, they can then also get credit for doing their bit to conserve energy by using the most economic form of transport in terms of fuel consumption.

I hope all this does not make us sound unduly pessimistic. We feel you have got to make use of the existing track and equipment and then push for improvement. It's no good expecting any government to build bigger and better canals everywhere because it would be some sort of abstract 'good thing'. This is what we have been doing in a small way on the Grand Union with the limejuice traffic. It's what Waddingtons and other firms have been doing for longer and on a bigger scale in Yorkshire. We have had some encouraging results - many more serious and realistic enquiries about work. On the other hand the Grand Union is becoming considerably worse each year. The 1968 Transport Act which created cruiseways said they should be maintained to the standard of the proceeding three months. This is definitely not happening. Not only is there no longer any specific channel, but maintenance standards on locks whereby centre paddles are taken off, unbalanced steel gates are used and hydraulic paddles installed, all to our mind contrary to this statutory requirement, as they all reduce the possible miles a boat can travel in a day. This means various potential jobs become too expensive. We would argue that if a pair of boats loaded with (say) 50 tons could do a certain journey in eight hours in 1968, then the Act requires that they should still be able to do so, not that they will now have to take twelve hours or can only get along with 40 tons, as is more usually the case.

So why should you support an increase in canal transport? There would seem to be good reasons why you shouldn't. The canals would be even busier. Some of them would have to be upgraded to a larger standard which would change their character. You would have to give right of way to commercial craft. On the other hand keeping the canals open for transport was the fundamental reason for the formation of IWA. and it is still one of their aims. If you disagree with this basic precept why the hell did you join? One practical reason is that the canal would have to be maintained to a higher standard. It is noticable even to people with shallow drafted boats that the canal is deeper south of Boxmoor bridge and the limejuice wharf than anywhere north, and that paddles are likely to be generally freer from year round use. It is also good for the morale of the maintenance staff, who, in areas where there is no commercial traffic, frequently wonder what the point is to the job they are doing. And finally, pleasure boating is very seasonal, and to look at a murky waterway in the middle of a city in winter with no boats anywhere in sight can be a dismal prospect, and then even an uninspiredly blue painted BWB tug and mud hopper can bring the scene to life - there is an absolute rightness and vigour to the scene.

Tam Murrell.

The Chairman Reports

Alan Brown, SE Region ISC Chairman.

If there is one vital thing that the commercial potential of Britain's waterways has always lacked it is adequate publicity of the right kind. Had a powerful monthly or quarterly magazine entitled, say, *Inland Shipping International* been launched ten years ago, we would not today be plagued with the apathy, opposition and sheer ignorance (symptoms of what could be easily be called the British Disease) which prevent any sensible large-scale waterway development in "modern" Britain.

In recent years the Inland Shipping News pages of *Waterways* have offered good coverage of the National and overseas scene and we hope this first edition of a regional news letter will give some idea of recent happenings on the Thames tideway and connecting waterways.

The biggest shock for some years was the announcement that Thames & General Lighterage Limited were to cease operation at the end of December; the entire fleet of about seventeen tugs and several hundred barges, plus all traffic, passing to the Ocean Group, to be divided between the Cory and Maritime Lighterage Companies. We hope to give details in the next issue of future developments which will leave these two firms as the only major tug and barge operators as far as general cargoes are concerned. The other leading group, Hays Wharf, appear to be expanding their general, LASH and tanker operations; Crescent Shipping have several coasters on order, while Bowker and King should have three new tankers in service by the time this article appears. Currently the Thames fleet of B & K totals 15 tankers with dead weight tonnage of between 300 and 1,000; the three new vessels being of 600, 800 and 1,000 tons.

The next largest tanker fleet was that of Shell-Mex and BP Limited, which in 1976 split into the two separate distribution companies of Shell UK Limited (six vessels) and BP Oil Limited (five vessels). Both firms have made some reductions, but BP made one interesting addition at the end of last year in the shape of a Dutch/Belgian class 4 tank barge. Built as a Shell Netherlands 1,350 tonner in 1963, shortened by ten metres in Belgium, it was further modified at the Acorn Shipyard at Rochester, and the appropriately named *BP Advance* was ready for Thames service in December.

The Medway is always full of commercial interest, indeed Rochester deserves far more mention as a river port than it receives. Here one sees healthy numbers of coastal and foreign-going ships (up to about 3,500 tons), low profile vessels, motor and towed barges, LASH barges, and in addition to various conventional tugs, Crescent Shippings purpose built *Lashette* capable of servicing both Central Gulf Lines LASH barge carrying vessels and the new *Baco-Liner 1* at Sheerness which is, in fact, a twin sister to *Greylash* of Crescent's associate company Humphrey & Grey (Lighterage) Limited. The latter operate four other tugs and a large fleet of dumb-barges including several 1,000 ton grain carriers.

Ottersham Quay is usually busy with LASH barges and is also served by coasters. The extensive ship repair facilities of Acorn Shipyard Limited seem to have a full order book of coasters and barges, vessels docked there have included the low-profile *Turnberry*, the former BWB *Serverside*, several BP tankers, and the ex-Dutch motor tank barge *Ulist* now owned by C Crawley Limited.

Other tank barges in the South East, though not strictly engaged in inland carrying, are those of Allantone Supplies Limited, with three second hand vessels bunkering out of Ipswich and Felixstowe. Crawleys have various tankers on generally similar operations on the lower Thames, while Bowker and King run six additional tankers out of Southampton.

This review summarises some of the less widely publicised *inland* shipping activities in our Region. Perhaps this is not what is normally considered to be inland shipping but as it represents the major traffic in our area it is of at least equal importance to grain on the upper Thames and Wey or lime juice on the GU which always seems to attract the lion's share of publicity.

Boxmoor Rally of Boats 1980-September 13th and 14th

The Rally will be held at the Fishery Inn site adjacent to the Grand Union Canal at Boxmoor, Hemel Hempstead, from 2 pm on Saturday, 13th September 1980. Resident boats will be at the moorings for the weeks before and after the Rally, and moorings will be available from Friday, 12th September. All boats should be moored by noon on Saturday, 13th September.

A barbeque and entertainment will be arranged on Saturday evening and the Rally will end with the presentation of plaques at 4pm on Sunday. Early booking is advised as it is intended to limit the number of boats to about 100, to ensure that all facilities are readily available to boat crews.

Details of the site, trade and boat stands and other attractions will be sent on receipt of the booking form below, but further information may be obtained from Liz Wood-Thompson, 99 Kingsland Road, Hemel Hempstead, Herts. (61063).

Moorings will be allocated on receipt of booking fee although special needs for length, draught or breasting-up will be considered. Closing date for bookings is 23rd August 1980 but entries received after this date will be accepted if possible.

To: Dudley Wells, nb *Cantley*, Hampton Hall Farm, Moor Lane, Rickmansworth, Herts
Telephone: Rickmansworth 75427

I wish to enter my boat for the Boxmoor 1980 Rally.

Boat details: Length Beam Draught

Name

No. of crew

Estimated time of arrival on day from
North/South

I require barbeque tickets @ £1.25

Boat entry fee (incl. cast metal plaque) £5.00

Total - cheques payable to Boxmoor Rally £

Name

Address

Telephone

* I can display a poster advertising the Rally

* I will help with organisation during the Rally

(* delete as appropriate)

A Call for Volunteers

The Surrey and Hampshire Canal Society (SHCS) has been fortunate enough to be granted a further 12 months Job Creation scheme by the Manpower Services Commission, to work on the restoration of locks at Deepcut on the Basingstoke Canal. With this scheme it is hoped that lock chamber restoration on the Deepcut Flight can be completed this year, but to be sure of achieving this we will require full support by volunteer working parties. The SHCS is keen that working parties on this flight should receive maximum support throughout 1980.

Another big job on the canal this year is on Ash Embankment where the breach of 1968 has now been sealed but where the canal bed now has to be puddled across the full length of the embankment. A narrow-gauge railway has been laid across the embankment to transport clay, and the SHCS railway group are planning to operate clay trains on this track during the summer. All we now need are more volunteers to help load and unload the clay, a navvying job in true pioneer tradition.

So SHCS is faced with a lot of work to do this year, and is making a special call for volunteers. Any willing person who would like to join in would be most welcome, and if you can organise a group of workers, that's even better. A work of caution, though - this sort of work is not really suitable for young people aged less than, say, 15 or 16; some of it can be fairly heavy and dirty.

If you want to answer this call for help, you should first contact the appropriate organiser. For work on the Deepcut locks, the SHCS organiser is Mike Fellows (Tel. Wokingham 787428), and the railway work at the Ash Embankment is organised by Stan Meller (Tel. Camberley 32096). If however you want to help on the Basingstoke Canal but are not sure where you can best assist, then contact Peter Cooper (Tel. 01-993 1105), who will attempt to set you off in the right direction. (*towards Greywell presumably -Ed!*)

Windlass Advice Corner

This space is open to readers to give or seek advice. Alan Thompson of Cochrane St London kicks things off with this problem. He has a GRP cruiser on which the canopy windows are "ruined" by the winter weather conditions and he would like to receive any suggestions help or advice as to how they can be cleaned and protected. He doesn't want to have to renew the windows annually although information on where this can be done in London would be useful (what about sports carhood manufacturers - *Ed.*) Replies direct to *Windlass* please.



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Around the Region

London Branch News & Events

Chairman's Notes.

Slough Canal Festival: There can have been few Branch Festivals which have been tackled with such enthusiasm and determination to ensure an outstanding success as the recent Slough Canal Festival, and Ray Joyner and his committee thoroughly deserve all the credit for an event whose scale approached that of a "National". Some 120 boats attended and, in spite of a cold wind, some 10,000 members of the public passed through the turnstiles. At the time of writing all the sums have not been done, but it is clear that the profits will exceed £2000. We were sorry to see Ray leave the Festival early on Sunday morning en route for a business trip to the USA, but at least Ray had the satisfaction of knowing that already the Festival was a success. In his absence, John Bolsom as Site Manager, took control, as was only right in view of the immense contribution which John, and High Line Yachting Ltd had made to this success. The Festival was opened by Councillor Mervyn Jones, Mayor of Slough, whom we were pleased to welcome, together with the Mayoress, Illyd Harrington, British Waterways Board, Joan Lester, MP, and Mr & Mrs Cotton (Director, Amenity Services, BWB and his wife) who kindly entertained us all aboard *nb Slough*.

Lee Valley National Waterways Festival - 16/17 August 1980: With the competition out of the way the Festival Committee continue their plans for a Festival which is unique in being preceded by a Waterways Week, which is intended to attract both the public and boaters on their way to the Festival as well as publicising the Festival itself. Whilst all the events will be publicised in due course, if you want to know more in the meantime, please get in touch with Jenny Adams at 97, Speer Road, Thames Ditton, (01-398 7363), who is co-ordinating the Waterways Week.

As regards the Festival itself we already have well over 400 boat entries, have had to turn away applications for floating trade entries, and have no problem in filling the trade show space ashore. The entertainments promise to offer more than enough to satisfy everyone's taste and whilst there is a full programme, we are always open to offers to entertain both crews and the public.

CAMRA are having their only beer festival in London this year at the event so you can rest assured the beer is in good hands. Indeed the catering promises to be particularly good this year.

The Festival, like all rallies and festivals, eats people so if you are able to help at any time between 11 and 19 August, please get in touch with the Volunteer Organiser, John Bolsom, at The Boatyard, Iver, (0753 - 651496).

Planning: The Planning Sub-Committee under the chairmanship of David Wood continues to examine and comment on the District Plans of the Riparian Boroughs and on individual planning applications. The imaginative GLC scheme to create Canalway Parks is now being implemented and should be complete by the time boaters are passing through London on their way to the Festival. Following on from this is the creation of a Canalway Trust in the formation of which the branch, in the shape of David Wood, has played and will continue to play a leading part. Letters inviting the 140 odd organisations with an interest in London's Waterways, to join the Trust will be going out very soon - hopefully by the time you are reading this. The idea of the Trust is to unite all these organisations and to ensure that each is aware of what others are doing to look after London's Waterways.

The other main pre-occupation of the Planning Committee is the future of Limehouse Basin, which is threatened with partial in-filling. Several local action groups have been

formed whose concern is for the surrounding areas as much, if not more than, the future of the Basin itself. The Planning Committee has spent much time on this one, but the problems of finding an acceptable and realistic future role for the basin as a whole are immense.

It is sad to realise that that charming and unique corner of London, Camden Lock, is likely to disappear for ever as a result of Northside Developments latest planning application. Over the years it has provided a haven for a significant number of craftsmen who will find it difficult to find alternative accommodation at rents they can afford. At a time when government is doing its utmost to create an environment in which small businesses can flourish, it is nothing short of scandalous that the livelihoods of these craftsmen is threatened quite apart from the fact that there is nothing else quite like Camden Lock in the whole of London.

Navigation and Amenity: We are particularly fortunate in having as Chairman of this sub-committee, a member of the National Navigation Committee, Chris Cove-Smith who is of course well-known for his writing on London's Waterways and on navigation and boating problems. This is reflected in the work of the Committee which tends to pin-point problems which are of wider interest than for the branch, and I shall hope to deal with these at greater length in future notes.

London Waterways Weekend - Easter 1981: As if we hadn't got enough to do, we plan to run a Waterways Week-end at Easter next year. The idea is that the week-end should include seminars and talks, cruises and coach visits to places of particular interest. We aim to attract boaters and non-boaters, and hopefully some non-boaters can be accommodated on boats for the week-end, whilst hostel or university accommodation will be arranged for others. We intend to have an outline of the week-end ready in time for the National with a coupon to be returned by those interested so that we can gauge demand.

John Huntley Film Show: Once again Len House organised this event at the Museum of London, but regrettably it wasn't as well supported as in previous years. It is difficult to know why, since it was publicised in *Waterways*, *Waterways World*, and *Canal and Riverboat*, though the fact that *Windlass* only appeared a week before the event may have been a significant factor.

Frank Greenhow

Diary Dates:

We are holding the following illustrated talks at the Jubilee Tavern, York Road, London SE1, starting at 7.30 pm.

Thursday 18 September: John Boyes - "The Lee & Stort".

Wednesday 15 October: R. Farrand Radley - "Canals Unrevived"

Thursday 20 November: Martyn Denney - "London's Waterways"

Thursday 11 December: Auction. Plus David Young - "Locks, Lifts and Slopes"

For further details please contact Len House (01-226 1775).

Hertfordshire Branch News & Events

The programme for our 1980/81 season is nearly complete and a printed programme will be distributed to every Branch member in July. With effect from the September meeting we shall have a changed venue, - although within walking distance of our previous meeting place at the Beehive PH. The new location is the Hatfield Cricket Club, which is situated in Ascots Lane, Welwyn Garden City, immediately behind the Hospital when approached from the direction of the Beehive. The Committee has arranged an interesting programme and hopes more members will attend Branch meetings to enjoy the improved facilities which include a bar. Meetings will commence at 8.00 pm on the third Tuesday in each month (except July and August)

Lee Navigation, Hertford: The Branch Committee was represented at a meeting held in Hertford on 6 March to consider the lowering of Folly road bridge, Hertford, which has restricted access to the winding point at the head of this Commercial navigation. The bridge was found to be in need of strengthening which has been effected at the cost of reducing the headroom for boats.

Publicity and Sales: The Branch sales stand and Publicity display was taken to the St. Albans Civic Centre on 10th March on the occasion of an Inland Waterways film evening. Considerable sales were made and the entire stock of leaflets were taken by interested members of the public.

Boxmoor Rally: Arrangements are proceeding for this Rally which will be held at the Fishery Inn on the Grand Union Canal at Hemel Hempstead. At the time of writing about 40 boat entries have been received, and the booking form is included in this issue.

The organisers are seeking the loan of a lorry on Friday 12th and Monday 15th September - any offers to John Jarvis, 27 Bedford Rd, Hitchin, Herts. (Hitchin 59314) Further information about the event may be obtained from Liz Wood-Thompson, 99 Kingsland Road, Hemel Hempstead. (61063)

Diary Dates.

Saturday 13 September and Sunday 14 September: Boat Rally organised jointly with the Dacorum Narrow Boat Project on the Grand Union Canal at Boxmoor, Hemel Hempstead.

Tuesday 16 September: "Progress on the K & A" - Denys Hutchings.

Tuesday 21 October: Talk by Bob Cotton, Director Amenity Development. BWB.

October: Joint meeting with GUCS. Rickmansworth Hockey Club. (Date to be confirmed)

Tuesday 18 November: "Waterways of Western Europe" - Hugh McKnight.

Tuesday 16 December: Branch Christmas Social evening.

Guildford & Reading Branch News & Events.

Scaffolding Pipes and fittings are very urgently required. If you have any or know where we can get some cheap or better still, free, please contact Dick on Weybridge 42074 or Peter on Woking 72132; we can collect from any reasonable distance.

Diary Dates Our winter programme is included for branch members. For those of you outside our area who would like to attend and listen to this winters famous names we start with:

Monday 22 September: Ian Burgoyne "Navigation of the Thames" at YWCA Recreation Hall, King Rd, Windsor.

Wednesday 22 October: Frances Pratt - "Our Waterways Heritage". A joint meeting with Surrey & Hants Canal Society at teachers centre, St Albans Hall, Lynchford Rd, North Camp, Farnborough.

Monday 24 November: Malcolm Braine - "Boat building on the BCN". Centre Hall, Woking. (A larger room has been booked due to huge demand at last years talks) all meetings are timed 7.30 for 8pm start.

Lock One - Basingstoke Canal A lot has happened since this project was last mentioned in these pages. During the past year we have managed to raise over £3,000 towards restoration, and our thanks must go to the various charitable trusts, the Shell Award scheme, the Chelmsford Branch and the Wey cruising club for their kind donations. The money was required to pay contractors for the rebuilding of the paddle holes, which was completed at the end of April. We have also purchased our own compressor and have erected a large garage at the end of the lane to store all our equipment on site and safe from vandals - we hope. With the kind help of the Kennet & Avon Canal trust, who have lent us their 6"Sykes pump, pumping out on Saturdays only takes half an hour, instead of half a day, and a small working party can start the ball rolling before the main party on Sundays. By the time that you read this we hope the bottom cill will have been replaced and knocking

down the lock walls will be well advanced and rebuilding started, so anyone who wants to be a brickey will be very welcome. Working parties are the third Sunday of the month - ring Dick on Weybridge 42074 or Peter on Woking 72132 for details.

River Thames After discussions with TWA the Branch have managed to obtain clarification of River Thames regulations in respect of marking on traditional style Narrow Boats. We are pleased to say that the TWA have kindly agreed to allow the name of the craft to be painted on the cabin side rather than on the counter, where it is usually hidden by the fender. It must be remembered that the name must still be painted on either side of the bow.

Sales Stand Our new branch sales officer has been very busy already this year and as we have now managed to get him an 8' x 10' market stall and some display panels we are looking for other venues, so if you know of a local event that might be worth while, please phone Gordon Scott on Guildford 66683 (after 3pm).

Grand Chandlery Auction Last March saw our NAUTO jumble replaced by an auction which went down very well. Any unsold items were taken down to the Beaulieu boat jumble from where a very heavily laden car came back almost empty. The branch made over £66 profit - our thanks to all who worked so hard to make it a success. It will be on again in '81.

Kent & East Sussex News and Events

Annual General Meeting This was very poorly attended and as result, not only did you miss an excellent talk by Cliff Mace of SWA, on the River Medway, but you are stuck with virtually the same Branch Committee for 1980/81. Seriously, this state of affairs cannot go on and more than one key member has announced that this will be his last year in office.

Annual Dinner This was a much happier story and was well up to previous standards. Sir Geoffrey de Freitas, guest of honour and our principal speaker, re-iterated the need for every possible member to undertake at least one small task for the IWA each year and gave a timely reminder that we have at least one million potential allies in the angling, walking and nature loving communities who regularly use the waterways. Tam and Di Murrell gave a fascinating account of how to survive as narrow boat carriers in the 1980's. This can be summed up as "Forget the Number Ones sailing into the narrow blue yonder and concentrate on what can be carried at a profit over fairly short distances. (*See article elsewhere in this issue, Ed*) Generally Di feels this will be traffic originating from major city docks on large rivers. The Dinner was also noteworthy for the launching of the IWA's new petition to Parliament to restore the Public Right of Navigation on the BWB system. Both HQ and the Branch tried to get publicity for the petition in the local press but I fear the NGA dispute knocked that on the head.

Tonbridge Moorings These were tidied up on Sunday 4 May, almost entirely through the efforts of John Morgan and family. Headhunters please note that we will consider all offers in excess of £2 million for this invaluable Branch Secretary.

Diary Dates.

16/17 August: National Waterways Festival - Lee Bridge. We have decided to support this rally rather than the local Maidstone events this year. Offers of help with the Branch Float and Sales Stall should be made to Ian Ruck or Reg Hallwood.

Sunday 14 September Branch Annual Outing. This will take the form of a narrow boat trip on the River Lee in Hertfordshire, starting from where? . . . *Ware* . . . where else? Coach transport will be available from Ashford, picking up en route. Refreshments available on board at an extra cost. Bookings - Dave Strivens, 15 Quarry Rise, Tonbridge. phone 356412. or Reg Hallwood, 50, Brewer St, Maidstone. phone 670169. Price including coach £4.50 adults, £3.50 children.

Friday 3 October: Branch Meeting - John Humphries - The Burgandy Waterways. 8pm

The Kelsey Arms, St. Johns Rd, Tunbridge Wells. Just out of town towards Tonbridge.

Wednesday 5 November: Branch Meeting and Canal & Railway evening presented by Malcolm Burton IWA member and the General Manager of the S & K Light Railway. 8pm at the Sun Inn, West St, Faversham, Kent.

Friday 28 November: Coffee evening and Branch Sales stall at the home of Mr and Mrs Ian Ruck, 11 Wickenden Crescent, Willesborough, Ashford, Kent.

Weekend working parties: These will be held on the Basingstoke on following dates:- 12/13 July - 30/31 August - 11/12 October - 29/30 November. Contact Ken Parrish, 53 Cromwell Rd, Canterbury. Phone 61609 for details.

Sunday working parties: These are organised by the Thames and Medway Canal Society, probably at Gravesend, on the following dates:- 6 July - 27 July - 17 August - 7 September - 28 September and 19 October. Contact John Mitchell - 01-302 2011 for details.

(Dates missed out of the last edition of *Windlass* were due to printers error and not the editorial 'Blue Pencil'.)(Comments courtesy K&ES Branch, not Windlass, Ed!!)

Oxford Branch News

At the time of writing the programme for the coming season of monthly meetings has still to be finalised, however, you will be receiving a programme card giving details of all the Branch activities.

The Committee wish to express their sincere gratitude to those members and other Branch committees who so willingly supported our call for funds to enable us to continue with the Higher Thames feasibility study. We can now report that a preliminary survey has already been undertaken by engineers from Sir Alexander Gibb & Company and we will be receiving their report in the Autumn.

During the summer months we are all (hopefully) enjoying our waterways to the full and perhaps not thinking about the amount of Committee work which is undertaken. So many members seem to forget that the IWA is run on a 12 month basis and not just for the duration of the monthly get togethers. To this I would add that each and every member has a duty to uphold the IWA sword and continue to strive for the aims of the Association.

So don't leave it all to someone else.

You may recall that your present Committee is short of a few members and this places an additional work load on those unselfish people who devote so much of their time and energy to your Association. We do need your support in many ways to encourage new members, write to the local (and national) press about waterways, to keep IWA in the forefront of peoples minds.

Recently the waterways have been receiving a good press but sometimes an ill-informed article can cause untold damage to our reputation. Be vigilant and be active in your support by wielding the IWA pen - after all it is mightier than the sword. (*Sometimes, Ed!*)

In April your Branch Committee played host for half a day to Sir Henry Plumb the Cotswold Constituency European M P. We took him on a tour of the Oxford Canal and the Thames before he went on his way to Gloucester. During his day Sir Henry gave a very good interview to ATV who broadcast it that same evening.

Lastly, we are a very large branch area and we appreciate that many of you have a considerable distance to travel to attend meetings. We understand this but urge you to contact our secretary who may be able to arrange transport with another member. This way we can get to meet you and you us.

Solent & Arun News & Events

Diary Date

Saturday 4 October An 'At Home' generously arranged by one of our members, Alan

Bushnell. He will have a number of interesting items of "Canalia" on display and will show slides of the Trent - Severn Waterway. The meeting will be held at 7.45 pm at Alan's home, 12 Park Rd, Denmead. Those of you that remember some geography will find it by looking at O S Solent Sheet 196, Ref 658122 (They will also know that the Trent-Severn is in Canada). Lesser mortals should take the B2150 for 2½ miles from Waterloooville. After 'passing' the Forest of Bere pub on your right, Park Rd is the third turning on the right. The road is marked by bollards at the turning and a phone box on the corner. Park Rd loops back on to the B2150 further on, opposite the village green. Please do not park in the Health Centre car park. I hope that we will do Alan the courtesy of descending on his home in vast numbers.

Film Show: We can get waterway films on free loan but we need someone to lend a 16mm sound projector (with or without a projectionist). Hiring is a waste of Branch Funds if there is someone out there that could help. Please contact Alan White, Bosham 573765.

Branch Outting This was a great success. *SS Great Britain* was just as impressive and beautiful as we had expected; and one might well use the same words to describe the Caen Hill Flight on the K & A. We were met and escorted by Mike Corfield, who afterwards showed us the work being done to turn the old bonded warehouse into the trust's Canal Centre. Our thanks and good wishes to him.

Chelmsford Branch Events

Diary Dates:

Meeting in AUEW House, Primrose Hill, Chelmsford.

Thursday 9 October: Anthony Ellis - Water Space Amenity Commission - "You Don't Only Drink It".

Friday 24 October: Inter Branch Quiz at Bury St. Edmunds. 7.30 pm to 10pm

Thursday 13 November: Dr. Roger Squires - "Waterways of America".

Thursday 11 December: Christmas Party - Punch, Paté & Pies. Tickets £1.50.

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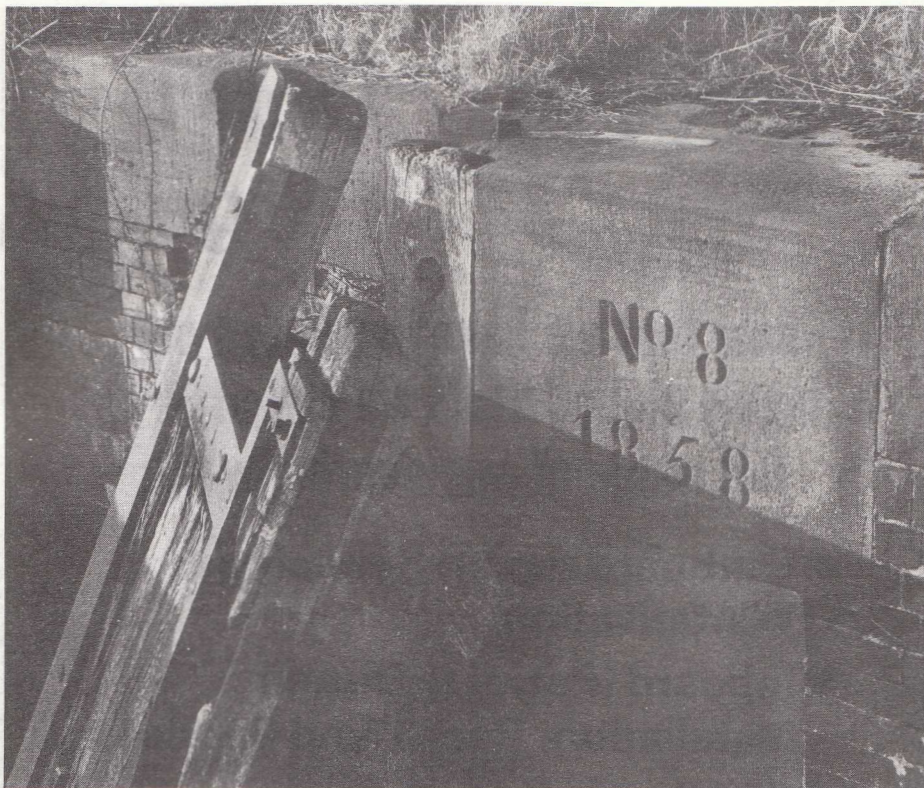
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HAVE YOU CRUISED THE RIVER KENNET YET! Bookings are now being taken for charter trips between Reading and Ufton on the passenger narrowboat operated by the Reading Branch of the Kennet and Avon Canal Trust. Covered accommodation for 48 passengers. Bar and toilet facilities. Public trips will also be available. For details please telephone Reading 81115 or 598247.

CAMPING ROW BOAT HOLIDAY: For a real change hire a camping skiff or dinghy on the Thames or Wey. All boats fully equipped. Charges £20 and £50 per week. For full details send S.A.E. to Mark Edwards, 9 Ormond Crescent, Hampton, Middx. TW12 2TJ.



This lock, which is in the heart of the Midlands canal network was in use only 25 Years ago. Most of the line is still intact, but probably lost for ever. Where is it? Answers to the Editor.

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