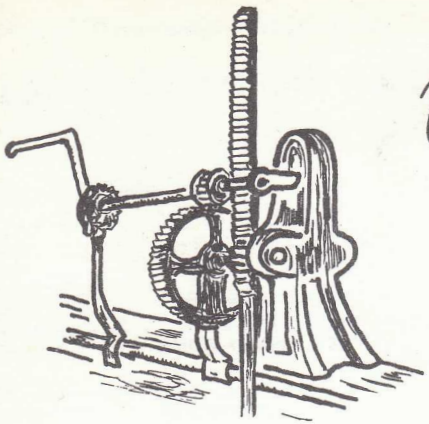
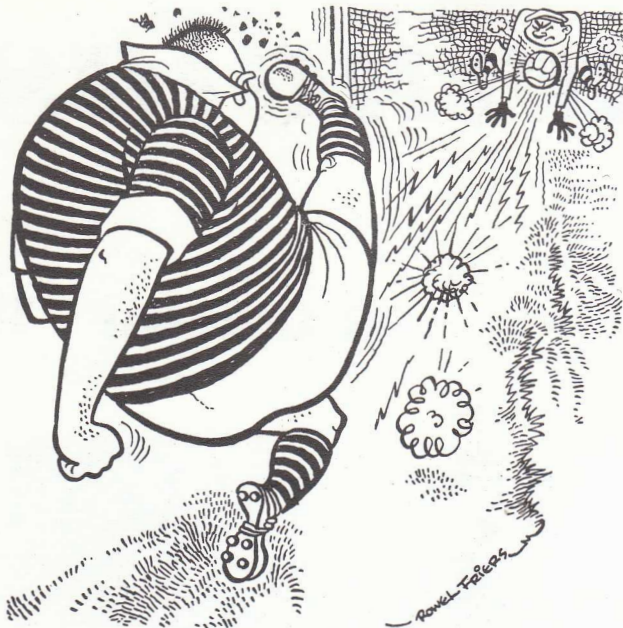




windlass

98. October 1971





*"If it's worth doing
at all — it's worth
doing well"*

Ireland's most experienced hire cruiser firm offers you

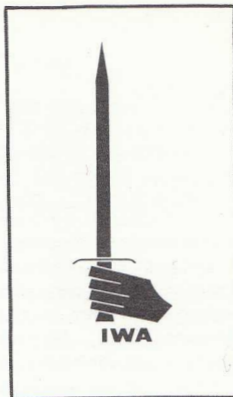
- * Modern fully equipped inboard cruisers, smooth, silent and steering to a hair.
- * More room per crew member—separate toilets for all cabins on the bigger boats. Plenty of deck space in sunshine: plenty of lounge room in wet weather.
- * Organised transport and free travel to and from bus stop.
- * Full instruction, plenty of charts and written instructions about service, travel hints and places to eat and drink.
- * A hearty Irish welcome with drinks "on the house".
- * Covered jetty with direct access from our reception hall ensures you go dry aboard no matter what the weather (but it seldom rains at Lowtown).
- * Clear clean unpolluted water (That is not our virtue — it just happens!). And wide canal.
- * Only 17 locks in 60 miles — plus friendly lock-keepers.
- * Choice of Grand Canal, Shannon or Barrow cruising from our base at Lowtown Haven — hub of the Irish Waterways.
- * Bookings at nearly 50% repeats in 1970 speak for themselves. We'd like to meet you in 1971, so please write for a free brochure pack to:

JOY LINE CRUISERS

18 Berkeley Street, Dublin 7.

Phone Dublin 301511 Weekdays or 302310 Sunday and Monday

London and South East Branch



Patrons: Dame Margot Fonteyn and Sir John Betjeman
Chairman: Illtyd Harrington, 16 Lea House, Salisbury Street, London N.W.8.
Editors: Colin and Hilary Isaacson, 29 Gloucester Road, Whitton, Middlesex.

THE INLAND WATERWAYS ASSOCIATION LTD
General Office: 111, Regents Park Road, NW1
Chairman: John Humphries
General Secretary: Robert Shopland

Chairman's Notes

At the outset I must say how honoured and touched I am to fill this space. Reluctantly I am not going to sound trumpets or blast off. That might come.

Now as we begin our new session my appeal is for practical rather than sentimental help. Our branch must increase its membership and extend its influence through public and private channels. That is the basic strategy as I see it.

My thanks too to all those sad, well meaning friends, whose warnings, forebodings about the impossible nature of the job. Their cold comfort has swept over me. There is a stronger and more positive force abroad along the waterways. This is not the time for introversion. We have been after all, in the front line of the practical environmentalists for a very long time.

It is obvious, to me, that the Government will very shortly have to spell out yet another reorganisation of statutory water authority. As IWA's largest branch, we have one course, that is to make our presence felt. After all, IWA was founded as a Cause. Our branch must be in the forefront of the Cause.

I look forward to meeting as many of you as I can.

Illtyd Harrington

TOWPATH TOPIC

Discussions about commercial carrying on the waterways were well analysed by Mr. Dixon in his letter in Windlass 97. He also makes an interesting proposal to encourage greater use of narrow boats for transport.

The conclusion one must draw from the correspondence we have published in past months is, disappointingly that despite projects of this kind the only narrow boat transport likely to continue is that operated or backed by enthusiasts such as form the Narrow Boat Trust.

The only way in which water transport can achieve

success is by the construction of waterways which can meet modern requirements.

An encouraging sign that this was being recognised was the proposal to improve the status of the Grand Union Canal up to Watford. I would have expected the IWA to have leapt up and down with delight at such an idea, but so far I have heard of no official moves on our behalf and the only published comment by a member has been to moan about the effects such a scheme would have on pleasure boating.

One of the primary stated aims of the IWA is to encourage commercial use of waterways. All members should therefore be interested in helping towards this aim.

continued on page 2

COVER: The beauty of the Basingstoke Canal. Sprat's Hatch Bridge, near Odiham

Write a Letter

(continued from page 1)

The most effective way for all members to help is to write a letter to one (or more) of the following - (1) their MP, (2) Mr John Peyton, Minister for Transport Industries, (both at the House of Commons) (3) their daily newspaper, (4) their local newspaper.

There are a whole range of reasons for establishing a viable commercial waterway system in Britain - Financial: The cost of building and maintaining a waterway is very, very much less than for a comparable motorway. Boats require much less power to operate and can carry considerably more than lorries. Environmental: roads, and even railways, are detrimental to the areas through which they pass. Waterways, on the other hand, can improve the visual and amenity value of an area.

Commercial: the value of waterways will be considerably increased as Britain's links with Europe increase. Many continental countries utilise their waterways and the growing use of container systems will mean that benefits will result from similar carrying systems on both sides of the Channel.

Water Supply: an enlarged waterways system means more water - an important factor when there is a shortage of this commodity and sites for reservoirs are becoming more difficult to find.

Typical of the possibilities which an enlightened programme of this type could produce would be the Grand Contour Canal. The possibilities for this scheme are greater now than they have ever been.

COLIN ISAACSON

WHAT'S ON - WHAT'S GONE

WINTER MEETINGS

October 21st - David Hutchings will be bringing us up to date on the twentieth century 'navvies' of the Upper Avon. 7.15 for 7.30 p.m. at The Albert, Victoria Street, London S.W.1. (etc).

November 18th - Members Discussion. Come and tell us what you think the IWA should be doing and hear your new Chairman's views. (If out-of-town members would send questions for Iltyd to David Gibson, we will try to raise them at the meeting.)

December 15th - Christmas Meeting.

NORTHAMPTON NATIONAL IWA RALLY

A tremendous success!

Northampton took a great interest in the 560 boats and all the activities at Becket's Park: 40,000 paid to visit the rally site. The profit is expected to exceed £4,000 and everyone involved is to be congratulated: although David Martin chose an odd time to write in the local newspaper about 'unsuitable outboard cruisers' in view of the number that supported him.

John Dodwell on the Regent's Canal Cruise

I travelled in the "Water Buck" and found the interest shown by the Councillors very welcome. The journey took them down the River Lee, up the Hertford Union Canal (Ducketts Cut), up the Regents Canal to St. Pancras Cruising Club's headquarters where lunch was taken, and then further along the Regents Canal to Little Venice.

When going through their own Council areas they inevitably knew where they were and obviously took great pride in seeing "their" blocks of flats from a different angle. Considerable discussion took place about fencing canals and rivers off from people. It seemed to be generally agreed that the best kind of fencing was 4 ft. high without spikes on top; this would stop toddlers crawling into the canal without knowing of the danger but it would not stop adults from climbing over the fence to rescue people who had fallen in.

Hackney Borough Council was the best represented with 11 Councillors including the Mayor and I heard it said that there were even more Councillors who wanted to come but for whom there was not room. Hackney are very keen on seeing the Regents Canal used for pleasure purposes and they want to buy and use Wenlock. They are also determined that Kingsland Basin should not be filled in.

Whilst waiting for the boats to go through the bottom lock on the Hertford Union Canal, I had an interesting talk with a GLC planner whose "territory" covered from Regents Canal Dock to the City Road area. He told me that his department had been making a survey of all the pubs along or near the canal and was trying to encourage the brewers to turn towards the canal. This planning gentleman agreed with me that the commercial transport aspect of the waterways should not be overlooked. As for pubs, I know that there are a lot of them along the canal, not from personal experience but because of John Atkinson, who, on the waterbus with me, managed to get five pints in before one o'clock (and they only open at 12.00) It seems he was trying to find the brew which would be as good or better than the ones he is accustomed to up North!

It was unfortunate that the timing of the day went awry and that insufficient allowance had been made for the time it would take boats to pass through the locks; in fact, someone reported that the convoy was taking two hours to pass through one particular spot. After a late lunch "Water Buck" went up three locks to Hampstead Road and then everybody enjoyed a very pleasant journey through Regents Park where the trees were much admired.

British Waterways co-operated with the organising of the trip in a very handsome way. They estimate that by providing "Water Buck" they lost £200 that they would otherwise have taken from fare paying passengers and they also provided lock keepers on all the locks. St. Pancras Cruising Club deserve thanks for providing their Club House as a focal point of the lunch. The great bulk of the organising of the Cruise was done by one of their officers, Vice Commodore Reg. Williams, who was largely responsible for the tremendous success of the Cruise. David Gibson, the Branch Secretary, and the Spring Lea Cruising Club also helped tremendously.

Inside the St. Pancras Cruising Club was a display about Paddington Basin, consisting of photographs of the Basin as it is now and some drawings done by John James of how the Basin could be used. These were much studied and admired and helped us to establish some useful contacts in the Branch's fight to save Paddington Basin from being filled in for the rebuilding of St. Mary's Hospital.

Sir Frank Price unfortunately was not able to come on the cruise, but we must thank him for having come down from Birmingham especially to make a speech to the Councillors at lunch time. He was very encouraging and said a number of things which the IWA has been stating for years. When one hears the Chairman of BWB telling Councillors that if the Canal is filled in it will cost them hundreds of thousands of pounds in providing alternative drainage facilities, and that this sum would be borne by the ratepayers, one realises that we have come a tremendous way from the dark days of ten years ago. There is hope that the Cruise will encourage Local Authorities to take a more active interest in what could be one of their most attractive amenities.

WASTE PAPER COLLECTION

Help is required with collecting waste paper in the Hampstead and Chalk Farm areas. There are many members there, who could produce about a ton a month of salvage paper - worth £5.50.

Up to £1.20/cwt is paid for scrap computer punch cards - there must be a lot of these thrown away.

Anyone who can help is asked to contact Harvey Cooke, 75 Westbury Avenue, N.22. (Tel: Bowes Park 3308)

A Trip from Bristol to Westminster - By Canal

At 9.00 a.m. on the morning of Sunday 5th September a 13'6" inflatable passed underneath Westminster Bridge and Aquapeal '71 was finished. It was the end of a 165 mile trip, covering the entire length of the K & A, that had taken 17 days. From the start at the Bridgehead, Bristol, the crew of eight had paddled, hauled, carried or bounced the inflatable 'Rogue' over a course, described by the commandos to be 'too tough' in places. Aquapeal '71 was conceived as a method of raising money for ten charities including the National Waterways Restoration Fund, and to draw publicity to the state of the K & A. We hope we succeeded, but we had a good time.

The toughest section of the jaunt was without doubt the 4 mile dry stretch surrounding the Avon Cliffe Aqueduct, where we camped on the canal bed. With a boat 5' wide, and a towpath one foot wide, at best, there is little a harried crew can do except walk through 'stingers' and like it! The Devizes flight was hard going, but there was a nominal towpath at least. The Thames, after the 'cut' was a trifle dull, and we found our main trouble was getting 'saddle sore' from sitting on 'Rogue's' tubes.

There were some brighter moments as well. 'Rogue' was the first boat to be locked through the restored lock 11 at Bath. The smiles on the faces of the working party soon changed when they found they could not reshut the top gates. The pound above drained completely. "Just as well it happened now" said a volunteer, as he removed a live eel and other obstructions from the cill.

Then there was the memorable occasion, in a crowded Thames lock, when one of the crew stretched out full length on one of the tubes, and rolled peacefully off - into the icy lock, to the amusement of all spectators.

Throughout the time we spent on the canal we found the B.W. staff helpful and courteous, and we are grateful to them for letting us use their land to camp on. To anyone with a small boat or canoe we can say that a well-planned excursion onto the K & A will be a unique and rewarding experience. There are 90 miles of canal waiting for you - go to it, it will repay you.

Samuel Barth.

Silver Sword Award

Congratulations to the three Branch members who have been awarded IWA Silver Swords: R B Bliss, J Gagg and P Plowman.

National Waterways Restoration Fund

A Branch fund raiser is required for the NWRP. Any offers?

Ladyline

Invites you to view the largest selection of new and used boats and engines in the country at:—



Blue Line Marina,
Braunston, Nr. Rugby, Warwickshire. →
Tel: Braunston (Northants) 325/216



Hanbury Marina,
Hanbury Road, Nr. Droitwich,
Worcestershire. →
Tel: Droitwich. 3002.

Distributors of:—Norman, Dawncraft, Nauticus, Burland, Dolphin, Fairline, Ormelite, Shetland, Dejon, Cougar, Sea Hawk, Glastron, Fletcher, Shakespeare, Tepco, With, Fibrocell, etc. Mercedes Benz, Watermota, Mangoletsi, Chrysler, Johnson, Mercury, Crescent, Seagull, Sea Bee.

the BIG name in boating

← Betton Road,
Market Drayton, Shropshire.
Tel: 3101/3102/2267.



← Barbridge, Nr. Nantwich, Cheshire.
Tel: Wettehall 682.

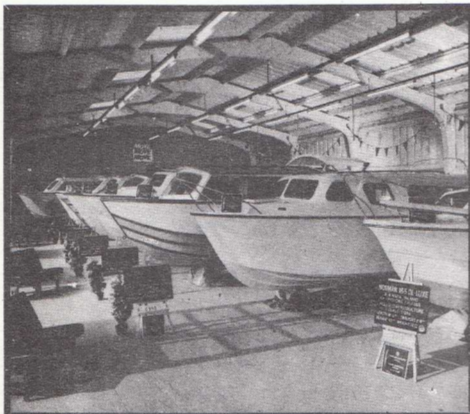


The Boat Showrooms of Great Britain





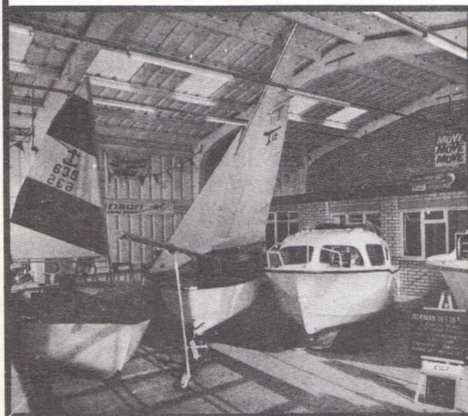
CHOOSE WISELY
VISIT US FOR THE LARGEST
SELECTION OF BOATS & ENGINES
IN BRITAIN



S
E
E
T
H
E
B
S
T
C
H
O
I
C
E



LADYLINE LIMITED



THE BIG NAME IN BOATING
FOR ALL YOUR BOATING NEEDS
VISIT US AT:—

Hanbury Marina, Hanbury Road, Nr. Droitwich, Worcs. Droitwich 3002

Betton, Road, Market Drayton, Shropshire. Market Drayton 2267 and 3101/2

Blue Line Marina, Braunston, nr Rugby, Warwicks. Braunston (Northants) 325 and 216

Barbridge, Nantwich, Cheshire. Wettenhall 682

Lymm Marina, Warrington Lane, Lymm, Cheshire. Lymm 2945

Mountsorrel Marine Centre, 14-20 Loughborough Road, Mountsorrel, Nr Loughborough, Leics. Rothley 2144

NARROW BOAT TRUST

The Narrow Boat Trust has recently acquired three narrow boats and will shortly commence restoration work upon them. It has occurred to me that some IWA Members may have narrow boat souvenirs which they would be happy to see used again in their proper place; I refer to such things as tillers, rudders, cratches, chimneys, stoves, top planks, fenders, etc. If anyone has any of these articles which they would be happy to see back on a working narrow boat, would they please contact me in the first instance at Willow Cottage, Timsway, Staines, Middlesex. I will then put them in touch with their Local Trust representative in the Birmingham, Northampton, Manchester and London and Home Counties areas.

Claire Johnstone.
Administrative Secretary

A member of the Branch is required to represent us on the Greater London and South East Area Sports Council. The quarterly meetings are on Wednesdays and take a whole day. Please let David Gibson know if you are interested

OBITUARY

It is with deep sorrow that I have to announce the unexpected death of Mr Gerald Fitzgerald, Honorary Treasurer of the St. Pancras Cruising Club.

He died as he would have wished. On board his boat, on his way to the National Rally at Northampton, still campaigning, still trying to do his little bit for the cause. All of us who were his close friends will miss him very much, for his good humour and his gallant comradeship was such that we shall not see it like again. Every one who knew him will be saddened by his passing.

As Fitz specifically instructed that there be no flowers a subscription is to be raised to provide a trophy in his memory. This will take the form of a Memorial Trophy to be awarded annually for the most meritorious cruise.

Reg Williams.

RIVER WEY

Papercourt Lock will be closed from September 19 to 26 during the fitting of new top gates

SLOUGH ARM

A donation of £5 was received by the Slough Canal Group from London Country Bus Services, following the return of two portable temporary bus stop signs recovered during the May clean-up at Wexham Road. (Maybe we should investigate the possibilities of finding money out of canal tipping?)

PADDINGTON BASIN

I have not received any offers of assistance for the Paddington Basin. Have we no expertise in the Branch?

David Gibson.

OXFORD CANAL

At last, British Rail have decided that their swing bridge should remain open unless necessary, instead of vice versa. One of the links between the Thames and the canals therefore becomes easier to use.

UPPER AVON RESTORATION

BBC Television is devoting a programme to the work on the Upper Avon. Make a note to watch on November 10th at 8.15 p.m.

KENNET AND AVON CANAL

As one of the many ways of raising canal restoration funds a Dinner / Dance is to be held at the "Out of Town" Restaurant on the A4 Bath Road, Padworth, between Reading and Newbury, on Friday 22nd October at 7.30 p.m. Price £3.

All profits from the evenings entertainment are to be donated to the Kennet & Avon Canal Trust for the purpose of restoring Tyle Mill Lock at Sulhamstead and extending the present navigation Westward.

Tickets by post from Graeme Burford at 17 Spey Road, Tilehurst, Reading. TN. Reading 21975.

RIVER STOUR

The rift between the River Stour Trust and the London Anglers Association still shows no sign of closing.

This rift arose out of a sponsored canoe cruise organised by the River Stour Trust on July 4th, when the anglers physically obstructed the river for a short length near Bures.

The Trust, although they consider that there is a public right of navigation on the river from Sudbury to the sea, in order to avoid a breach of the peace, and to protect the young paddlers decided to start the cruise below the obstruction. In addition to the Trust, the anglers claim that local scouts in canoes have paddled the river.

Hearing of the clash the Clerk to the Essex River Authority wrote urgently to both organisations inviting them to a round table meeting at the River Authority Office in order to work out a peaceful means of sharing the river between the two.

The River Authority have now been informed by the London Anglers Association that they do not wish to attend a meeting.

The River Stour Trust, on the other hand, have already stated that they feel that anglers, boat users and indeed all interested in the river should be able to enjoy this natural heritage and that it should not be monopolised by any particular interest.

The Council of the Trust are now considering what action they should take. They feel strongly that the river should continue to be available, as it has been for centuries, to local people in pleasure craft. With the increasing number of youngsters from Sudbury, Bures and Nayland with canoes wishing to use the River during the Summer holidays the anglers action is felt to be both short sighted and selfish.

SUDBURY BASIN

In October of last year the Chairman of the River Stour Trust, Mr J E Marriage, was requested by the Council of the Trust to write to the County Planning Officer, West Suffolk County Council, expressing the Trust's concern at the filling by rubble of the old canal basin at Quay Lane. Their concern arose because they felt that the basin should be retained to enable it to be used in the future for the storage of boats and canoes.

They also felt that the basin had historical interest, as it was built in the early 18th Century by the old Navigation Co. It also provides a fine setting for the old canal warehouse which stands on the side. The Trust feel that both the warehouse and the basin should be preserved as industrial archaeology.

The Planning Officer was requested to inform the Trust whether planning permission had been obtained for this development. In November the Planning Officer informed Mr Marriage that no planning permission had been sought for the filling in and that he was intending to approach the persons responsible. He further undertook to consult the Trust when the application was received. Since that date the Trust has tried to obtain further information, but without any conclusive reply. Finally on June 13th, Mr Marriage wrote a further letter asking the current position. This was answered by the County Planner on June 28th stating that he had referred the correspondence to Mr Mountstephen, the Town Clerk of Sudbury, as he thought that this was a domestic matter between his Council and the River Authority. He had asked the Town Clerk to send his observations direct to the Trust.

However, to date no reply has been received and the Council of the Trust at their meeting on July 20th expressed great concern that after 10 months the correspondence is still being passed from one authority to another. Meanwhile the canal basin, (which the Trust maintains belongs to the Crown), is being filled and becoming daily more of an eyecore, instead of a place of interest and beauty.

Maurice Martin.

THE WEY AND ARUN CANAL

First a few statistics. The canal runs from Stonebridge near Guildford, Surrey, where it joins the Wey Navigation, to Pickhurst, near Pulborough, Sussex, where it joins the river Arun. It is 22½ miles long and had 26 locks of which at least 8 remain (I have not yet visited all the sites). Ten roads cross the canal requiring, probably, eight new bridges. The canal bed seems in good condition with the exception of about 2 miles, although in several places there is abundant growth of trees and weed. At least 5 miles contain water, the remainder being dry, mainly due to minor breaches in the canal banks and the absence of lock gates.

I have divided the canal into eight sections and will describe them starting at the southern end.

Section 1 is 4½ miles long and extends from Pickhurst to Newbridge near Wisborough Green. The bed is in good condition except for minor breaches in the banks which allow the water to escape into the river. There are three locks on this section, "Pallingham", where the canal joins the river, "Middle" and "Orfold". Pallingham lock is built of brick and is in good condition although a tree has managed to grow through the sill. (No gates remain in any of the locks I have seen). Middle lock is built of stone slabs and has several trees growing out of the tops of the walls. Orfold lock is of stone block construction and is in fair condition. This lock adjoins Orfold Aqueduct which is kept in good repair by the River Authority, as it has sluice gates which control the river, although some work is required to make it navigable. Just south of Middle lock a ditch has been dug across the canal in conjunction with the installation of a flow meter on the river. I am informed, however, that this ditch is only necessary because the canal does not carry water, and could be filled in if the latter was restored. A bridge is required at Newbridge to carry the A272 road, which is not much more than fourteen feet wide, across the canal. A flat span should give about seven feet headroom.

Section 2 is 3¾ miles long and is from Newbridge to Drungewick Manor. There are three locks on this section No 1 "Rowner", No 2 "Malham" and No 3 "Drungewick". (The locks are numbered in this way as Rowner is the first lock on the actual Wey and Arun canal. Section 1 was, I believe, known as the Arun canal.) Rowner and Malham locks are in fair condition, although the latter has become a

dump for old cars and other rubbish. Drungewick lock I have not yet visited but think it safe to assume that it is in a similar state, minus rubbish. Some parts of the canal contain water and are almost navigable. A monster electricity pylon straddles the bed just above Rowner lock but would not hinder navigation.

A bridge is required at Drungewick Manor to carry a narrow road over the canal, the road being raised by the amount of headroom required.

Section 3 is 1 5/8 miles in length and is from Drungewick Manor to Loxwood. There are two locks, No 4 "Baldwin's knob" and No 5 "Brewhurst", the stonework of both being in fair condition. An Aqueduct at Drungewick needs rebuilding and would be about 50 feet long and 10 feet above the river. The canal bed is dry but seems quite sound. A bridge is required for the B2133 at Loxwood, the road being raised by about three feet less than the headroom required. This road is not particularly wide but the bridge might be a little awkward to build.

Section 4 is 4 miles long and extends from Loxwood to the Dunsfold to Alford road. It had eleven locks, No 6 "Devil's Hole", No 7 "Southland", No 8 "Crennets" and Nos 9 to 16. The stonework of No 6 is in fair condition but there is little left of No 7. I could not locate No 8 and the only evidence I could find of Nos 9 to 16 were steps in the canal bed. Judging by the shallowness of these steps I should think that half the number of locks would suffice. A raised manhole has been sited in the canal bed between Loxwood and Lock No 6. I consider, however, that this would provide little difficulty, as, if it can not be moved, its height above ground could be increased and the canal narrowed at this point to keep the manhole on dry land. At the northern end of this section the narrow road makes a bridge necessary.

Section 5 is 1 1/4 miles long and runs alongside Dunsfold Airfield. It is at summit level and has no locks. Although it contains water, some work is required to make it navigable. A bridge is required to carry the A281 road across the canal, raising the road by approximately the amount of headroom required.

This bridge is the largest one needed but should not present technical difficulties.

Section 6 is 1 3/4 miles long and is from the A281 to the B2130 near Cranleigh. This section is also at summit level and has no locks, it contains water and could be made navigable by dredging. The bridge carrying the B2130 needs rebuilding.

Section 7 is 1 7/8 miles long and stretches from the B2130 to Run Common. There is one lock on this section but I have not yet visited its site. A railway embankment crosses the canal, but, as the track has been lifted, there is no reason why it should not be removed. Most of the section contains water, although it is rather black at Run Common where a narrow road bridge is necessary.

Section 8 is the last one and is 3 5/8 miles long. It extends from Run Common to Stonebridge and originally had six locks, No 18 "Fanesbridge", No 19 "Park", No 20 "Liners Wood", No 21 "Bramley", No 22 "Tanyard" and No 23 "Stonebridge", all of which, I believe, have disappeared. Just south of Bramley a three-quarter mile stretch has been restored to an almost navigable condition by the local angling society and some of the rest contains water. At Bramley the bed has been built over and this, together with the fact that some of the bed to the north has been filled in, would mean using the 1 1/2 miles of river from here to Stonebridge which at the moment is not fully navigable. Some locks would be necessary but a survey is needed to determine the number and locations. A new bridge over the river at Bramley may be required but the one at Gosden and the new one under construction at Stonebridge give at least 10 feet headroom.

J P Markwick.

ANSWERS TO QUIZ No. 23

- (a) Kings Langley lock is on the Grand Union Canal.
(b) Kings Road lock is on the Wakefield Section of the Aire & Calder Navigation.
(c) Kings Sutton lock is on the Oxford Canal.
- (a) Winsford Flash is at the head of navigation on the River Weaver.
(b) Breyford Mere is in Lincoln at the junction of the Fosdyke Canal and the River Witham.
(c) Tixall Broad is on the Staffs & Worcs Canal near Great Haywood Junction.
- The staircase locks on the Grand Union are at Watford (4-Rise) and Foxton (2-5 Rise) on the Leicester Arm, Marsworth (2-Rise) on the Aylesbury Arm and Bascote (2-Rise) on the main line.
- Narrow boats are sometimes referred to as "Monkey Boats" after Thomas Monk (1765-1843), the inventor and first builder.
- Marston, Kings Norton and Worcester Bar Junctions all have stop locks which are no longer in use.
- Lintels, once common on the River Stour, are beams above the lock which run from one side to the other and help to keep the lock walls apart.

The winner will be announced in the next Windlass.



Letter to the Editor

R W Valentine-Jessett
M/v "Red Duster"
Redwood Marina
California

Dear Sir,

I received this day Windlass 96 and observed on the last page a magnificent piece of arrogant pomposity by a member, Mr P F King. The view of the Dalescraft "Trailer-Sailer" is indeed an odd looking craft; but what pray "horrifies" your correspondent? The oddness? the fact that someone has had an idea at variance with his? that someone plans to use the inland waterways for fun (instead of pure-minded-way-of-life-ism)?

Actually as a "live-aboard-er" myself I dare to admit considerable interest in this and all other boats. The boat looks as wierd as a "two-pound" note but I can see great merit. I'd not like to handle it in some of the 6ft seas that we get here in the San Francisco bay, but up in the Sacramento River Delta it would be a splendid tool.

I don't suppose your correspondent would approve of "Red Duster" an old LCV-p converted into a tri-cabin cruiser (too vulgar by half I'm sure) but that is tough, his row-boat would probably bore me too.

My wife and I are coming to the UK in September and we've hired a boat from Maidboats for a sixmonth winter cruise. God-willing we'll drop in on Dalescraft and see their boat; being just a simple sailor and not a pompous purist, it gives me all sorts of ideas.

R. W. Valentine-Jessett.

WANTED - Honorary Assistant Treasurer

Someone with a book-keeping, accountancy or banking etc. background is urgently needed to help in the preparation of Accounts for the General Office Finances (John Dodwell is giving up the post). We hope to produce quarterly accounts and thus the work that would be involved would take a few evenings every three months. Those who would like to help with this important work are asked to apply to: John Dodwell, 11a Hale Gardens, Acton, London W.3.

"ADVENTURESS"

FOR YOUR PARTY CRUISE THROUGH
THE LOVELY
STORT VALLEY

Trips from 1½—3 hours. Fully licensed Refreshments.
Sunshine roof, sidescreens if wet.

Toilet on board.

Coupled with set meals in the OLD GRANARY if required.
NOW AN OPPORTUNITY OF SEEING THE WATER
WHEEL RUNNING. MOORINGS AVAILABLE IN SECLUD-
ED AND SECURE SURROUNDINGS.

S.A.E. LEA and STORT HIRE CRUISES,
LITTLE HALLINGBURY MILL,
Nr., BISHOPS STORTFORD, HERTS.
Tel.: SAWBRIDGEWORTH 3568



CANAL PLEASURECRAFT (Stourport) LTD.

STOURPORT-ON-SEVERN, WORCS. Tel: 2970

Established in 1950 and the first to design and build Motor Cruisers especially for use on the whole of the Canal and River network.
2 to 6 berth cruisers for hire

- | | |
|-----------------------------------|--------------------------|
| * Closed-circuit Keel Cooling | * Electric Shaving point |
| * Hot water to all cabins | * Large Refrigerator |
| * Large fully opening windows | * Formica Surfaces |
| * Gas cooking with oven and grill | * Electric Lights |
| * Pye Transistor built-in radio | * Foam Cushions |

Illustrated Brochure on request

Saint Line Cruisers

RUE LA MONTAGNE - LA COLLANCELLE,
58 - CORBIGNY, FRANCE

*4 & 6 Berth Luxury Cruisers for Hire
on the French Rivers and Canals*

- ★ Continuous Hot and Cold Water
- ★ Navigation Charts
- ★ Flush Toilets
- ★ Transistor Radios
- ★ Hot Showers
- ★ Economical Diesel Engines

WHY NOT COMBINE A CONTINENTAL HOLIDAY WITH A HOLIDAY
AFLOAT? WRITE NOW FOR 44 PAGE COLOUR BROCHURE

Please mention WINDLASS when replying to advertisements

NANTWICH PLEASURE CRAFT

BASIN END

NANTWICH

CHESHIRE

New Fleet of 4-8 berth Steel Hulled Canal Cruisers

Featuring

*Showers	*Refrigerators
*Deisel Engines	*Excellent kitchen layout

Write for Brochure; Simolda Ltd. Martin Street, Crewe. Cheshire
Tel: Crewe 57411-3 lines.

'snipe' boat trailers

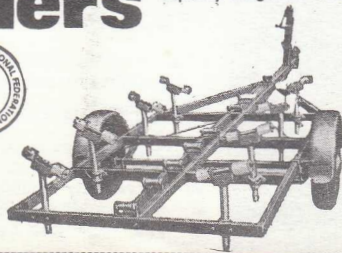
Model 14/800 KD

Capacity weight 800 lbs.
Capacity length 14 ft.
£58.9.4



Model A 3000

Capacity length 22 ft.
Capacity weight 27 cwt.



Available from 200 lbs. to
36 cwt. capacity, for boats
from 10 ft. to 28 ft. in length.

Write for our fully illustrated
folders giving details of all
models.

LEW-WAYS LTD.

Watling Street, Cannock,
Staffs.
Telephone: Brownhills 2565