

# *windlass*

116

July 1973



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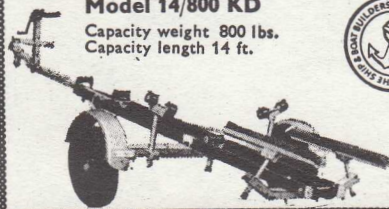
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Illustrated Brochure on request

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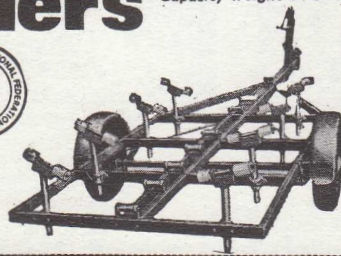
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Capacity weight 800 lbs.  
Capacity length 14 ft.



### Model A 3000

Capacity length 22 ft.  
Capacity weight 27 cwt.



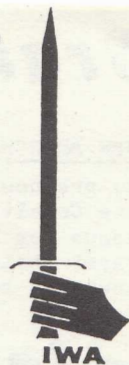
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# London and South East Branch



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Editor	Roderick Atkin, c/o Mikron Theatre Co., 82 Neal Street, W C 2
Ass. Secretary	Peter Harrison, Number Two 14 Ashburn Place S W 7

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Windlass Ad Manager	Tim Dodwell, Windover, Horsell Birch, Horsell, Woking
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of the Inland Waterways Association

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NEXT COPY DATE is Friday 10 August for September's issue

THE INLAND WATERWAYS ASSOCIATION

General Office: 114 Regent's Park Road, London N W 1 (01-586-2510; 01-586-2556)

Chairman - John Heap

General Secretary - John Dodwell

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COVER: New lock gates for the Basingstoke (see page 2)      Photo via S&HCS.

# Branch and Routes

## NEW BRANCH CHAIRMAN

We are now pleased to report that Lionel Munk has most kindly agreed to accept the Committee's invitation to be co-opted as Chairman. Captain Munk is well known for his selfless devotion to the I W A; he founded the Branch and was its first Chairman in 1956, before going on to be National Chairman. We are fortunate to have the benefit of his experience.

Nigel Stevens

## *diary dates*

July 24 at 10.00: Paddington Basin Inquiry re-opens, Westminster Council House, Marylebone Road

September 20 at 7.30: Branch Meeting, with Mr Reg Bolland of Thames Conservancy on Changing Times on the Thames: administrator and enthusiast, Mr Bolland will also show some of his many slides

October 18 at 7.30: next Branch meeting, content not yet confirmed.

## BASINGSTOKE CANAL

Some promising news: Surrey County Council has now formally decided to go ahead with its plans for a compulsory purchase order on the canal in Surrey. The Joint Working Party of officials from both Surrey and Hampshire has now reported, and recommends:

(1) that the canal be fully restored

(2) that a Trust be formed to restore and manage the canal.

The report considers three degrees of restoration, and comes out in favour of full restoration of both counties' stretches - interestingly, the additional cost is largely met by voluntary labour, estimated as worth some £100,000 to the proposed scheme. Copies of this well-produced report are available from Tony Jarrett, 1, Elmow Road, Fleet, Hants, price 25p.

The pair of lower lock gates made by voluntary labour were handed over to the two County Councils on June 9th by the Earl of Onslow, President of the Surrey & Hants Canal Society in the presence of John Humphries, Government Adviser on the Waterways. Many people attended the ceremony and encouraging speeches were made. It seems we must now await the compulsory purchase orders to take effect before any major work can start on the canal

## *working parties*

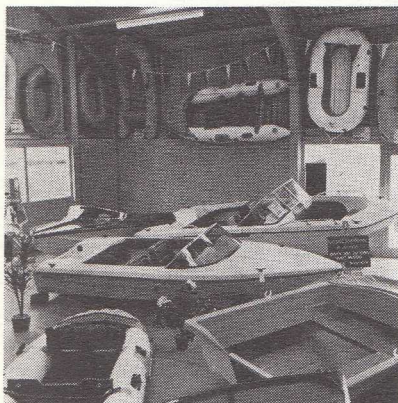
14-15 July Ashton / Peak Forest: we promised unlimited support for this part of the Cheshire Ring, and must redeem this pledge by 1974

11-12 August Stratford Canal: initiating work for the summer Work Camp - extra volunteers may get a last chance on the Upper Avon

8-9 September Ashton / Peak Forest: another urgently needed visit

Through July and August, groups of up to 6 volunteers are also needed on the Upper Avon to relieve Borstal boys at weekends. Nigel Stevens (01-373-7234)

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# CITY ROAD BASIN RALLY

On 22nd/23rd September a boat rally is to be held at City Road Basin, in the heart of London. Its purpose is to focus attention on this superb area of water - now threatened with in-filling - and the lively role waterways have to play in a modern capital city.

Do you want to see this wide expanse of water become a place of interest and activity? Do you value the water environment? Do you like open spaces? Do you think people should live in a civilised city, and not have to travel for hours to find a place of relaxing interest - somewhere different?

## THEN COME AND VISIT THE CITY ROAD BASIN RALLY

Boat Owners: Bring your boat to the grand final gathering of the season.

\*Secure moorings and a full programme are being arranged - we hope to have a friendly atmosphere with plenty to do. On the opposite page of this tear-out middle of 'Windlass' is your entry form - please fill it in and return to Trevor Cottrell, address at bottom of the form

Our aim is to attract the maximum possible number of boats, and thereby to focus attention on the Basin

Everybody: Come and visit the most worthwhile aquatic event in London this year.

Events include boat trips through Islington tunnel; canoe and dinghy races; boat tug-of-war; Morris dancers and Punch and Judy; range of exhibitions and stands; theatre event; and an evening musical performance.

CITY ROAD BASIN RALLY OF BOATS - 22/23 SEPTEMBER 1973

Junction of Wharf Road and Noel Road, London N1.

For more information contact: Peter Harrison  
Number Two  
14 Ashburn Place  
London S W 7 01-405-6726 ext 230 daytime

## RALLY REPORTS

Both Spring Bank Holiday rallies seem to have been successes, albeit in different settings and for different audiences.

Chelmsford Rally attracted relatively few boats, but over 6,000 members of the public to the three-day event - the barge trips being especially popular. Friendly relations appear to have been established with the Chairman of the Chelmer & Blackwater Company, who announced to the press that he intends to organise public trips in a converted barge, issue licences to private motorised craft, and allow limited opening of locks. All in all, a great success for a campaigning rally.

River Thames Society attracted some 70 boats to Fawley Meadow, Henley, with a very spectacular illuminated procession through Henley and around the islands.

## PADDINGTON BASIN

Not yet saved - but not yet lost: concerted pressure to save the Basin, and our powerful arguments against the type of hospital development planned, seems to have had some effect. Mr Rippon has ordered the re-opening of the public enquiry (see 'Windlass' 107) following his Inspector's report that "Certain further questions about the hospital development need to be answered". More information is called for on health and academic teaching requirements. The inquiry will be resumed on July 24 at the Westminster Council House, Marylebone Road: all readers are entitled to go along - you could ring up first to check timings.

CITY ROAD BASIN RALLY OF BOATS - ENTRY FORM (block capitals please) | rec

Surname & initials | Name of craft | ack

Address | Home mooring | inf

mooring no.

pack

Tel. No.

Details of craft: Length ft Beam ft Draught ft

Position of cockpit: Forward / Centre / Aft

Type of engine: Inboard / Outboard / Inboard-outboard

Petrol / Diesel / T V O

Intended route:

Arrival via Islington Tunnel or via Hertford Union on (date)

Leaving via Islington Tunnel or via Hertford Union on (date)

Expected time of arrival:

Crew details: number of adult crew members number of children (under 14)

Please state if you have a physically handicapped crew member, and need a mooring with clear access:

Have you a dog on board?

Entry fees (includes plaque, entry badges etc)

Powered craft and unpowered craft over 15 ft £1

Unpowered craft under 15 ft and canoes 50p

(Please add 25p to all entries posted later than 1st September)

I enclose my cheque/postal order to the value of £ made payable to I W A London & South East Branch

I agree to all the regulations and instructions issued by the Rally Committee, and understand that the Rally Committee cannot be held responsible for damage or injuries however caused and that the Committee's decision is final.

Signature:

Date:

Please return this form with your remittance as soon as possible to:

Mr T J Cottrell, Harbour Master, 44 Huxley Drive, Chadwell Heath, Romford, Essex RM6 4RJ

If any of your crew could help in the Rally Office, at the Gate, IWA stands etc, please give NAME volunteering for

on Saturday between and of the clock

on Sunday between and of the clock

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Tel : Market Drayton 3101/3102/2267

Barbridge Marina, Barbridge, Nantwich, Cheshire, Tel : Wettehall 682/683.

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

Thorne Marina, Hatfield Road, Thorne, Nr. Doncaster. Yorks. Tel : Thorne 812316

Braunston Marina, Braunston, Nr. Rugby, Warcs. Tel : Rugby 890325.

Hanbury Marina, Hanbury Road, Droitwich, Worcs. Tel : Droitwich 3002 and 4012.

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

Tel : Rothley 2144

The Swag Boat Centre, Barns, Lane, Stubber's Green, Nr. Aldridge, Staffordshire.

Tel : Aldridge 55448

**Nor' West Marina, Canal Wharf, Galgate, Nr. Lancaster, Tel. Galgate 368**

Leeds Boat Centre, 396a York Road, Leeds 9, Yorks, Tel : Leeds 27142.  
(Undergoing Total Reconstruction, nearest base Thorne Marina).

Bristol Marine, Canons Road, Canons Marsh, Bristol 1. Tel : Bristol 299626.

Shardlow Marina, Dobsons' Boatyard, Shardlow, Nr. Derby. Tel : Shardlow 732.

New Mills Marina, Hibbert Street, New Mills, Nr. Manchester. Tel : New Mills 45000.

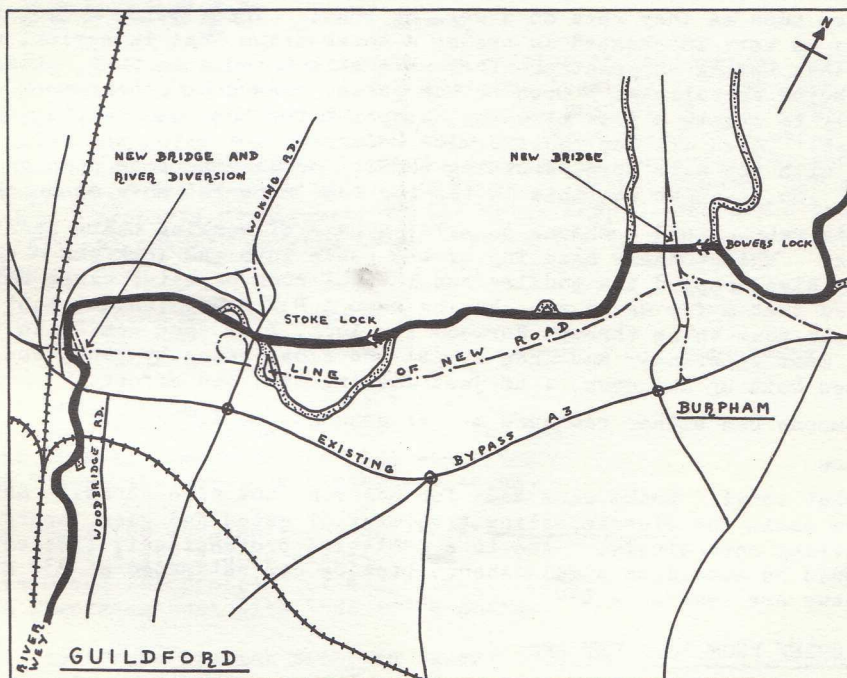
Wilson of Fareham, The Mill, Lower Quay, Fareham, Hants. Tel : Fareham 4297 and 81426.

## RIVER WEY

Along with threats to our city basins, your Committee spends a lot of time combatting the incursions of new roads and bridges: it is amazing how many schemes are active at any one time, all needing to be checked and checked. The River Wey will suffer particularly from this over the next few years, and we will need to present an informed voice to the various authorities at the right time.

Members of long standing will know that there is a proposal to route an 8-lane motorway known as the M25 or South Orbital Road over the Navigation south of New Haw, on a massive viaduct, and to run it along the canal for about a mile. Results of a public inquiry are still awaited. The Thames Conservancy has proposed massive flood protection works around Guildford, and to a lesser extent around Send and Weybridge, due to start in 1977/8.

The latest scheme to come to our attention is the new Guildford Bypass - this one to bypass the bypass! It will leave the A3 just north of Burpham and rejoin the dual-tracked stretch of the southern part of the bypass just beyond the railway bridge at Ladymead. It will involve a new crossing of the river at Woodbridge, and the water channel will be diverted to allow for this. There will also be a new crossing by a realigned side road over Bowers Lock Cut, plus some rearrangement and a new junction at Woking Road Bridge. Finally, and perhaps most disastrously, the new bypass will come as close as 75 yards to the Navigation in two places which at present are completely rural. The approximate route is shown below.



As this scheme is a revised one, in response to past pressure by local residents, followed by a public inquiry favourable to them, it does seem likely to be adopted. At the time of writing your committee has not yet considered it, but is likely to press for gentle improvements that might lessen the impact on what is predominantly a very pleasant rural waterway. Any views to me please, as soon as possible: our representation must be submitted by July 17th.

Tony Davis.

# LETTERS

Hounslow

Dear Mr Atkin

Having just read my May edition of 'Windlass', and as usual been disappointed that it didn't run to 70 pages instead of 7, I felt that perhaps I should write something. Even if not interesting enough for publication, I hope that it will do more than help fill your waste paper bin.

I have a beef. It concerns the so-called 'professional' canal boatmen. I must here state that, as I have only been using the waterways for holidays for the last six years, and have only been a boat owner myself for the last two, I count myself an amateur - however, I am enthusiastic!

My first encounter with a professional was at Farmers Bridge last year. I arrived with my cruiser to find a butty left parked in the lock. My friends and I looked round for the crew, but no-one was to be found. After a coffee, and another look around, we found a horse, but still no crew. We therefore removed the butty, went through the lock, and returned it to the lock as we had found it. Now my crew, six fit and enthusiastic young men, work quickly and systematically through locks, so you can imagine our surprise when, while we were negotiating the fourth lock, we saw that butty and horse had acquired a two-man crew, and they seemed to be gaining on us.

At the sixth lock, one of these 'gentlemen' told us that we would HAVE to stop and let them pass as they were on a working boat! There being no point in arguing, and as we were interested in seeing a horse-drawn boat in action, we gave way. It then became apparent how they were able to move so fast, their locking procedure being as follows. Open bottom gates. As boat enters lock, open one paddle fully to create a flow of water, stopping the boat and helping to close the bottom gates. Open all top paddles wide before bottom gates are fully closed. Leave lock with top gate open, dropping paddles or leaving them open as the fancy takes you. So, thought we, this is the way the 'experts' move so quickly.

Earlier this year, I had a chance to watch a pair of working boats passing through Cowley Lock. Whilst their handling of the boats into the lock was a pleasure to watch, they also dropped the paddles and let the rush of water close half-open gates! And just a few weeks ago, having seen a B W B maintenance boat crew do virtually the same thing through Norwood top lock, I am fast coming to the conclusion that I must be wrong; and when I open and close gates by hand, and carefully wind paddles both up and down, I am just wasting time and effort.

Perhaps someone can either reassure me, or denounce me for a fool!

Jon L Barlow

It's not that easy! Locks were made for boatmen, not vice-versa. Surely poor maintenance calls for discriminating treatment of gates and gear, spotting the bad ones and acting accordingly. And to a full-time professional, time equals money, so why should he subsidise a maintenance backlog now estimated at £30 millions? Readers views are invited - Ed.

## POINTS IN BRIEF FROM YOUR LETTERS. . .

R D Brewer of Romford adds to my reply in 'Windlass' 114 on the Thames Barrier: current plans show some 600 feet of sluice gates from the banks, with the main channel covered by rising drum-gates which, when retracted, would allow full tidal flow. The danger of a half-tide barrier is that the amenity advantages might be outweighed by a natural cess-pool effect - hence the charge of 'ecological assassins'.

Dennis Hutchings, Secretary of the Kennet & Avon Trust complains of criticisms by David Gibson of the Trust's slow progress on the eastern end, in alliance with B W B. David confirms a letter from Reading Branch Chairman Robin Rippon that

a £75,000 donation will be directed to restoring Ufton, Towney and Padworth locks beyond Tyle Mill, and hopes that progress will be speedy. The letter on premature lock-wheeling brought two replies: Jim Spencer of Crawley relates this to the Wey, and questions why locks must be left empty in the busier summer season as well as the floody winter, since water is wasted. And the navvies' own Jim Woolgar points out from Londonderry that careful lock-wheeling can actually save water in the case of a short-pounded flight whose locks are all empty and pounds full ("still just possible"): unless the advance lock is set early when descending a flight, water will be lost down the weirs, instead of being used for each chamber of the passage. Finally, John Felix points to the Working Party report in 'Windlass' 115 and finds little cause for self-congratulation in last year's 700 man-days over 20 weekends. After all, this comes out to less than half of 1% of the Branch membership, for an average of 18 people on each weekend. Some myths may need shattering: "Navvies are not all muddy evangelists who will talk only canals. . . not a clique who will shun an unfamiliar face. A navy need not sleep like a spartan on a hard floor - comfort is easily (and cheaply) obtained. He (or she, for girls are very welcome) does not need the muscles of a wrestler, does not starve as catering is laid on, and finally does not have to drink vast amounts of beer on Saturday night, although a sociable disposition is an advantage." Just phone Nigel Stevens or Rod Pawsey. And if you don't want to travel far, there's always the Slough Arm or the Basingstoke to be worked on.

## Press coverage

May saw a goodly quotient of press content concerning the waterways, though this summary must be truncated somewhat. B W B's obnoxious Boat Afloat Show obtained quite wide PRO-type coverage, for all the sea-going good it'll do. The Kennet and Avon area was mentioned via its canoe race, angling needs of clearer channel and better flow (from navigation?), probable opening to Hungerford by end September, and the plans of the Reading Waterways Trust. Barnet Council has refused to sanction B W B property development on the Welsh Harp. And B W B has dropped plans for a national towpath licence of £1, preferring to negotiate leases with angling clubs.

Elegy on being an I W A Member

with apologies to Thomas Gray

An inertia tolls the knell of I W A  
The cruising herd winds slowly o'er the Lee.  
John Dodwell homeward wends his weary way  
And leaves the cut to darkness and to me.

Now fades the working party on the site  
And all the air a deep diesel holds  
Save where the prospect of a difficult flight  
And a working boat with lime juice scolds

Save that from brutish motorway tower  
The moping cry to the D of E complains  
Of such as axle weights, trucks, we cower,  
Helpless in our solitary drains.

Beneath those concrete piles, that lock gate's shade  
Where heaved the industrial revolution's scream  
Each in his middle class grade  
Wishes to oppose the modern stream.

I wish I did more. . .

A J W Price

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