

# WINDLASS

January 1977 number 136

BUMPER 24 PAGE NEW YEAR ISSUE  
SEE PAGE 13 FOR BARGAIN OF THE YEAR

## Editorial

As regular Windlass readers will know, there are frequently appeals by Branches and by the South East Region for people to help organize and run various events. All too often these appeals receive no response, which is disappointing for the people concerned but also has much wider implications.

The IWA is a voluntary organisation, it relies on the amount of help that you, the IWA member is prepared to give. Never before has there been so much potential danger to our waterways and yet the Association has to rely on the

continued on page 3



Take a good look at this photograph. BWB has announced that horse-drawn boats are to disappear. See page 4. (Photo by Derek Pratt.)

**South east Region  
Inland Waterways Association**

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The views expressed by contributors are not necessarily those either of the  
Editor or of the Council of the Inland Waterways Association.

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same people over and over again. The amount of time we can all afford to give to the Association is limited, we all have family and other commitments and for some people the burden is a heavy one. It's not for want of enthusiasm that the IWA often fails, it's for want of more help, there are some tremendous ideas floating around the Association but most of these will never be put in action. I find this very sad.

We all join the Association because we believe in waterways whether we're boaters, walkers, fishermen or environmentalists. Obviously there will sometimes be a conflict of interest between different factions within the Association, but one thing should be clear, it's better to have a waterways system and occasional conflicts than to have no conflict and no waterways. If you can spend any time in helping the Association then contact your Branch, I am sure that they will appreciate your help, no matter how little or how much time you can afford.

It would be nice to report, in a future issue of Windlass that we don't need any more help, but somehow I doubt if I will be able to. Remember that waterways are threatened and it's up to YOU.

## Wanted ...

A person is required who can assist the South East Region Committee in Press and Public Relations. If you have any experience of publicity and think that you could help the Region then this is the job for you. Contact either Geoff Matthews, Chairman, or Mike West, Secretary.

## Book Reviews

CANALS AND RIVERS IN BRITAIN by Andrew Darwin, published by Dent £6.95

With the vast range of waterway books now available it is becoming increasingly more difficult to find a new angle. There are so many books with good quality photographs and illustrations that the actual text is now becoming more important than ever. I must admit that I found Canals and Rivers in Britain very enjoyable. Had I been a newcomer to waterways I think that this book would have aroused my interest sufficiently to investigate further. As with most books of this type there are one or two inaccuracies, however, these were only minor points. The only worrying thing about the book is the price, at £6.95 I thought it a little expensive, especially as there are other gazetteers around which give more detail and are cheaper. All in all, an enjoyable book highly recommended for the newcomer to waterways and if you are already familiar with the system I recommend that you try and borrow a copy.

GT

MEN ONLY (October) Pages 70-73

Resisting the temptation of saying 'Whilst leafing through a copy of Men Only I suddenly discovered a photograph of a really attractive pair', I will simply say that Men Only recently did a four-page spread on Narrow boats under the highly original title 'Narrow Minded'. The text was fairly banal but the colour pix were excellent; they included a snap of Trevor Taylor's Ty Twt and a full frontal photograph of John Heap's Birchills.

For the average IWA member the rest of the magazine should only be of passing interest.

## Is this the end of horse-drawn boats?

If BWB has its way horse-drawn boats will be forced out of existence and will just become another interesting fact, another set of photographs and another story for history books. BWB is refusing to issue any more licences for horse-drawn boats which means that when the present operators cease to operate there will never again be the opportunity to witness one of the waterways' more pleasant anachronisms.

In order to give you a more complete picture of the current situation, Windlass recently interviewed someone who has had close experience of horse-drawn narrow boats. What became apparent during the interview was that BWB say that horses damage the towing path and that other people with experience of horses say that wear on the towing path is no more than wear caused by pedestrians and cyclists. The controversy rages on, the IWA is opposed to BWB's attitude and is trying to persuade the Board that it should reverse its decision.

'BWB' is not issuing any more licenses for horse-drawn boats. It sounds as if BWB regard horses as a major problem. How many horse-drawn boats are there presently operating on the system and where do they operate from?'

'I'm afraid I can't answer this question authoritatively. Hostelcraft are still operating 'Pamela' although they have had to withdraw their other narrow boat, 'Hyades', which had been operating from Rickmansworth. Rod Saunders now operates from Berkhamstead or from the Wendover Arm. Malcolm Braine is considering operating from near Walsall, Shropshire Union Cruisers used to, and I think still do, operate from Norbury Junction and horse-drawn trip boats still operate on the Llangollen. I am sure that there are probably at least one or two more operators.'

'BWB' says that horses cause permanent damage to the towing path because of the weight of the horse, what is your response to that statement?'

'Utter nonsense! In my opinion they don't know what they're talking about, they are just being unreasonable. Put it to anyone, it need not be someone who knows anything about boating, and their first reaction is one of total disbelief, followed by them saying that the very name of the path shows that it was made for towing from! BWB would have a case if it limited its ban to pony-trekking where lots of small hooves churn up and puddle mud on the towing path when it is wet. This is not so when the foot of a large draught horse, probably measuring seven inches across, is plodding along slowly. It puts a very light pressure (pounds per square inch) on the towing path surface. Anyone with experience of the matter knows very well that these horses do not damage the towing path surface. It should also be remembered that horses today only pull lightly loaded boats, so they no longer have to lay into pulling the towline with all legs at 45° as I remember with the timber barges on the Lee.'

'In your opinion does excessive wash cause more damage to the bank and consequently the towing path, than horses?'

'Most certainly powered craft travelling at excessive speed do damage the canal banks and upset fishermen. Pirate, unlicensed boats brought to the canal by car have been known to make bow-waves which break over the banks. Another aspect is that at a given speed the bow-wave will be different for

different hull shapes. The worst offenders are crudely shaped boats forced along at excessively high speed by their motors. This does not happen with horse-drawn boats. There is quite a case to apply a limitation to the height of the bow-wave instead of speed in mph. It would also be more practicable to enforce.'

'Another reason BWWB is not keen on horse-drawn boats is that it says they result in 'serious inconvenience to other users of the Board's waterways'. Presumably it is referring to pedestrians and anglers. Is it a 'serious inconvenience' or do you think that generally people don't mind.'

'Again, the BWWB statement only proves how out-of-touch it is with the facts. People on the towing path expect to, and willingly, give way to a passing horse towing a boat. They know what the towing path was built for and have no resentment against it being used for its original purpose. In fact, they like to see a horse-drawn boat pass by. Fishermen also generally give way without any resentment, although we all know that there is the occasional awkward one, but, the more knowledgeable of them know that the passing boat tends to bring the fish on feed and of course, there is no pollution as from motor-boats.'

'BWWB also say 'for us to allow a very small number of people to cause such inconvenience to the great majority, who support the canals through their taxes, would be quite indefensible for a public authority.' I imagine that BWWB is referring to the fact that whenever possible it tries to persuade Local Authorities to maintain the towing path. I know that at least one Local Authority has written to BWWB to try and persuade it to change its attitude on horse-drawn boats.'

'BWWB has a strange outlook here. One starts by knowing that the towing paths were built primarily for towing, all the people permitted to walk on the towing paths, (which is generally by specific permission of BWWB), expect to give way to a towing-horse and far from resenting it find it an attractive matter of interest. The Board's argument is also false in that there are likely to be only a very few horses towing, so those walking on the towing path will only be very infrequently inconvenienced.'

'When the present horse-drawn boats cease operating there will be no more and horses as power sources will have passed into history. Do you think that a system without horse-drawn craft will be better or worse?'

'Worse. This is a fine old tradition which, consistent with old arts and crafts, should be encouraged.'

'It would seem to me that there are obvious compromises to this situation, eg restricting horse-drawn boats to specific areas. What would be your reaction to this suggestion?'

'I would take the strongest exception to it. How would one, on passage, move the boat over prohibited areas when the horse has to walk around?'

'I still find it difficult to believe that BWWB is serious about getting rid of horse-drawn boats - especially as its 1977 calendar contains two photographs of horse-drawn boats and it admits, 'the quietest way to cruise a canal'.

What do you think the ordinary IWA member can do?'

'Write to BWB, to MP's and other influential people, making their views known. BWB's attitude can be changed and it's down to every responsible IWA member to do their utmost to change it.'

The fact that BWB's attitude to horse-drawn boats has changed in the last couple of years is easily demonstrated. Windlass has managed to obtain a photostat of a letter written on 28 January 1974 by Mr Daniell, for the secretary of the British Waterways Board, to Mr Ellis of the Inland Waterways Amenity Advisory Council. The letter was written as a reply to several questions put to BWB by IWAAC concerning horse-drawn boats.

In response to a question concerning possible damage to the towing path by horses Mr Daniell replied, 'Horse-towing does not inflict untoward damage on the towing path surface: indeed most towing paths were constructed for this purpose.' Mr Daniell continues by saying, 'There are many places where the tow path no longer exists, or what remains is of insufficient width to accommodate a horse. There are also places where potholing and erosion caused by undermining of waterway walls, or damaged walls would make conditions unsafe for the horse.' Of this there can be no dispute, these problems are well understood by current horse-boat operators.

Mr Daniell then mentions inconvenience to other users, 'Anglers need to step over the towline, or avoid it, with disturbance to their rods, nets and other equipment. Craft moored temporarily or permanently to the towing path are subject to the risk of damage and inconvenience when the towline is passed overhead.' True, but then any craft is subject to the risk of damage especially when it runs aground on improperly dredged canals.

The most interesting part of the letter is the last paragraph which says, 'Horse-towing on the canals cannot be prohibited since many of the towing paths were constructed for this purpose. The operator would, of course, be required to comply with the Board's bye-laws.'

All in all a fairly concise letter explaining the Board's position in 1974 and containing nothing to unduly worry horse-boat operators at that time.

Since 1974 the Board has obviously had second thoughts, as Mr Grantham of BWB explains in a letter he wrote to David Pedley, (London Branch legal advisor). Dated 15 October 1976, Mr Grantham says, 'I have previously seen the letter of 28 January 1974 written by Mr Daniell for the secretary to the Board but regret to say that this does not truly reflect the Board's policy now. Horse towage does undoubtedly inflict damage on the towing path surface and as I explained, the Board receives no grant for the maintenance of towing paths. Although they were constructed for horse towage, horses do not 'simply compact the ground' as you allege: they cause a trough to form in the middle of the towing path which immediately fills with water on the first rainfall, making passage on foot difficult.'

Mr Grantham continues, 'Although canals were built for horse boats and this traditional form of transport is rare, interesting and instructive, its authorisation on the cruising and remainder waterways can only result in serious inconvenience to the great majority, who support the canals through their taxes, would be quite indefensible for a public authority. There is, as I have already said, the added point about towing paths which are public footpaths, being destroyed by horse traffics. For this reason we do not propose to change our attitude with regard to licensing horse-drawn boats.'

The only consolation that can be gained from this unhappy state of affairs is that judging from their previous record, by 1978 BWB will probably have changed its mind again. Until that day arrives we must make sure that BWB's incomprehensible attitude is challenged at every available opportunity.

## London's docklands - a new car park?

Last issue I wrote about so-called environmentalists who oppose a scheme intended to improve the environment by bringing commercial traffic back to the southern part of the Grand Union Canal. I suggested also that the Department for the Environment might be re-named the 'Department for the Propagation of Roads' (DFPH). Now I have comments on some town and country planners.

At a recent meeting of the Regional Studies Association, a talk entitled "Docklands, London and the South East" contained reference to the River Thames as an arbitrary barrier between north and south Docklands. That was all - the river, to the speaker, was an obstacle. Existing and projected motorways into and around London were however regarded as the means to a regeneration of Docklands as an extension of the service-industry orientated City. These views are astonishingly similar to ones previously expressed by Peter Self, Professor of Public Administration, London School of Economics, in an article in "Town and Country Planning".

At the meeting, the London Docklands Strategic Plan was labelled as 'a plan for yesterday', with emphasis on manufacturing industry, public housing, public transport. We in the S E Region ISC, however welcomed the plan, and although we had minor reservations we felt the Docklands Team were heading in the right direction. We said this through the proper consultative process.

What, then, lies behind the view that manufacturing industry in towns and public transport are old fashioned? What is seen as the preferable (even inevitable) alternative?

My interpretation is this. The writer and speaker foresee a country based on roads and road access. Accordingly the reduced level of manufacturing industry expected in any case in the luxurious future would be located with little regard to water or rail transport: it would be dispersed in the countryside - continuing a process begun, I believe, in the early '50's. The assumption would be made that more and more people will own a car, and that they will choose to live in low density owner-occupied housing. The arbiter of who lives where, and what goes where, and by what means, would be 'the market'.

At the meeting, in reply to my question about the role of the Thames in his future Docklands, the speaker responded that, in his view, investment in roads and road vehicles was already so great that the scope for water transport at least in times of financial stringency was negligible.

We've heard that word, 'negligible' before, somewhere. In one sense this is true: the statistics for the greater part of UK waterborne goods traffic are deliberately excluded from the official DFPR figures, which would be a nice example of a Freudian slip if it weren't; also waterways are thoroughly neglected.

My view of what the speaker's new Docklands would be like is this. New motorways together with existing ones, built at gigantic cost and subsequent damage to the economy nationally and locally, would create more traffic to fill the greater road space available. That means as much delay, more stink, more cancer from fumes, ulcers from frustration and deafness from noise. Commercial traffic would cease altogether on the Thames, and the same goods would be motored up from Tilbury, at the very nearest, giving employment for truck drivers by the thousand and sheer Hell for everyone else. Industry would be dispersed even more than now, right out of Docklands for example, so that every walk along a quiet country lane would yield - a glimpse of a fox? No! A Factory!

But, of course, I have already begged the question. There will be no quiet country lanes. They will all be full of lorries carrying heavy goods to rural factories, of mothers driving kids to school, because the roads are unsafe for walking or cycling, people driving to work because they have no bus or train and no wish to be killed on a bike, people driving to the shops because local traders have been defeated by drive-in Supermarkets and accordingly everyone

has to buy a car whether they want one or not. This wholesale shift to road dependence is regarded as the market economy in action. This is untrue. For one thing the economy in question is dictated by suppliers quite as much as by consumers, and probably more so, but in any case the 'market' is 'rigged'. I don't speak of markets in general, or market economies in general - I speak of the economy we happen to live in at the present moment.

We live according to a particular system of taxation and accounting which, among other things, requires road investment to carry no interest charges. Investment in waterways, however, has to carry charges which, due to the uncertainty of Government policy towards waterways freight, are certainly not going to be low, even by today's standards. Thus British Waterways give £3750 as being required to build what would be £1000 worth of waterways if it were costed in the same way as roads. Also, industry has been deliberately encouraged by large and effective grants to re-locate generally away from the traditional waterway or railway-served sites without regard to the consequent demand for extra local and trunk roads. These are two of many instances of gross legislative distortion of the 'market', making any reference to its working as a kind of natural fight for the fittest sheer nonsense. You might as well choose your Member for Parliament by his ability to waggle his ears.

The opinions I have sketched are not only common - they have, or would appear to have, held sway in Britain since the early '50's under all governments. We may find that the idiocy of a road economy is as hard to prove as the roundness of the Earth was once, and for similar reasons. What is sometimes amusing is the evident view held by what I call the Flat Earthers that we are old fashioned and they are the people of the future. Pre-cursors of a new mankind nourished by a strain of cabbage capable of growing in concrete, perhaps? Probably a deaf race, preferably also blind and without any sense of smell!

We in the S E Region Inland Shipping Committee have been urging for some time that a proper study of the economics of water transport versus carriage by rail and road should be made. At a recent meeting of the S E Region Committee the view was endorsed unaminously that in principle, IWA funds should be available to assist such a project which ought also to attract the interest of the foundations set up to help this sort of research. I am glad to say that a brief for such a study is being prepared, and to this extent we may be moving towards a position from which we can show up the Flat Earthers as being bad businessmen, whatever we and they may think about the environment.

Paul Winch  
Chairman, S E Region Inland Shipping Committee

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## Official opening of Port A Bella Dock

1 pm on Thursday 14 October 1976 saw many people from different walks of life assembled at Camden Lock waiting to be taken to Port A Bella Dock which is situated at the corner of Ladbroke Grove and Kensal Road. The journey was to have been made on the Jenny Wren, but unfortunately due to high winds and heavy rain it was decided to use Fair Lady instead. The guests were lucky in that Fair Lady kept them dry and warm, unlike the two horse riders who set out to see if the journey would be quicker by horse or boat.

The horses and their riders were waved farewell and the journey started. On board was the Mayor of Kensington and Chelsea who was lucky enough to have Paddy Walker point out places of interest and talk about the canal. To hear Paddy talk is a marvellous experience, there can be few people to equal Paddy on his knowledge of canals and London, but then there are probably few people who love the canal as much as Paddy does. All too soon the journey

neared its end and the guests warmed not only by the occasion but also by a limitless supply of drink awaited with apprehension as Sir Hugh Casson PRA, RID, RIBA boarded the boat in order to cut the ribbon stretching across the dock. After a few tense moments the ribbon was cut and a bottle of champagne opened to celebrate the occasion.

Part of the site has been refurbished and it is planned to have a restaurant and public boat trips through the Zoo and Regent's Park via Little Venice to Alperton and Greenford. It is also intended to establish a market area for craft workers and to give some space for craft workshops. If and when more space on the site becomes available it is hoped to have open air art exhibitions and concerts, a Canal museum and a Marionette theatre.

Port A Bella Dock is a good example of how the whole community can benefit not from the destruction of old buildings as often happens, but by giving the existing buildings a face lift and establishing a centre where people with different interests can congregate.

If Port A Bella Dock has as much success as there was enthusiasm on that wet and windy day, then it will be hugely successful.

Meanwhile, if you would like to visit the centre just drop in. Port A Bella Dock is sited at the corner of Ladbroke Grove and Kensal Road London W10.

Oh, and by the way, the horse riders won the competition. They arrived wet through and thoroughly enjoyed the bottle of Champagne which was given as a prize.

## Silver Sword winners

Mr J T Barnell of Luton - boat Chiltern Rose, 257 points  
 Mr M Petch of Barnet - boat Kipling, 224.50 points  
 Mr G M Capelin of London SW8 - on hire boats, 266.13 points  
 Mr J Simmons of North Weald, Essex - boat Festina Lente, 204.89 points  
 Mr T H Ellis of Uxbridge - boat Fairy-Erb II

## Copy dates

5 February for March issue  
 2 April for May issue  
 4 June for July issue  
 6 August for September issue

Please send copy as far ahead of the copy-date as possible.

## Huddersfield Canal Festival 1977

A canal festival and rally of boats is planned for the weekend of 24-25 September at Aspley, Huddersfield where the Huddersfield Broad Canal meets the Narrow. It is being jointly organised by the North East Branch of the IWA and the Huddersfield Canal Society.

Anyone interested please contact the harbourmaster: Douglas Barlow,  
 314 Wood Lane, Rothwell, Leeds 16.

# Branch news

## London Branch

### COMING EVENTS

Socials are normally held at 'The Albert', but owing to redecoration the next three London meetings will be held elsewhere, (see listing), 7.00 for 7.30 pm. All members and their friends are invited, admittance is free although there will be a collection at the end of the evening to help pay expenses.

Thursday 20 January: 'Managing the Thames', an illustrated talk by Mr H Fish of the Thames Water Authority. This will be held at 'The Cardinal', 23 Francis Street, London SW1, (adjoining Westminster Cathedral).

Thursday 17 February: 'The Thames and other Waterways Board', a talk by Cllr Mrs Rose Hacker. This will be at County Hall, (Chicheley Street entrance), London SE1, (the room number will be on a notice board in the entrance).

Thursday 17 March: AGM of the London Branch, (members only). Come along and discuss the work of the Branch. This will be held at 'The Victoria', 56 Buckingham Palace Road, London SW1.

Two decentralized meetings have also been arranged, they are:-

Friday 11 March: Speaker to be arranged, 7.30 for 8.00pm. To be held at Uxbridge Cruising Club, 23a Waterloo Road, Uxbridge, (opposite side of the canal from 'The General Elliott'), It is hoped to be able to form a committee at this meeting which will organize further socials in the area.

Friday 1 April: Speaker to be arranged, 7.30 for 8.00pm. To be held at the North London Rescue Command Centre at Cordova Road, London N3. (Nearest tube: Mile End)

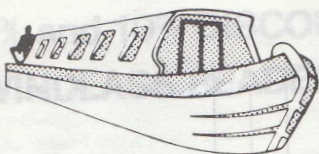
### NEWS

Branch AGM: The third AGM of the IWA London Branch will take place on Thursday 17 March at 'The Victoria', 56 Buckingham Palace Road, London SW1. The Agenda will include: Minutes of the second AGM, Chairman's report, Treasurer's report and adoption of accounts for 1976, Election of Committee, Election of Auditors. Other matters to be included on the agenda should be proposed and seconded and sent to the Branch Secretary, (address on page 2), as soon as possible. Nominations for membership of the committee must be made in writing, proposed and seconded and sent to the Branch Secretary before 3 March.

East London Canal Festival: Arrangements are now well in hand for the Festival which is to take place over the Royal Silver Jubilee Bank Holiday (June 5/6 1977). The Festival is being held on the Regents Canal at Victoria Park. This site will be an ideal base from which to enjoy the Jubilee Celebrations.

A whole range of events is currently being organised, (including a CAMRA-run beer tent - Ed), more details of the Festival will be published in the next issue of Windlass.

Boaters who wish to participate should use the entry form on page 12 of this issue of Windlass. For further details please send an SAE to: Ray Butler, 111 Crouch Hill, London N8 9RD.



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JUBILEE WEEKEND 5th & 6th June 1977**

On the Regents Canal, at Victoria Park.

**ENTRY FORM**

(Block Capitals Please)

Name of Owner/Skipper.....  
Address.....  
Postcode.....  
Telephone.....

Name of Craft.....  
\*Narrowboat/Cruiser/Dinghy/Canoe/Other.....

Dimensions Overall (including ALL projections, fenders, davits, etc.)	
Length	Beam
ft. in.	ft. in.
	Draught
	ft. in.

ENTRY FEE:— £3 for Inland Waterways Association members.  
£4 for all others.

MAIN ACCESS—  
\* Forward/Centre/Aft.  
Any other details about the boat or crew which might be useful.

\* I enclose my entry fee of £3  
My I.W.A. membership no. is.....  
\* I enclose my entry fee of £4.

Approach to Festival site:—  
OLD FORD LOCK \* (Lea/Start/Bow Creek/Limehouse)  
ACTIONS LOCKS \* (G.U., Brentford, Little Venice)

(\* Delete as necessary)

I UNDERSTAND THAT:—  
1. A current B.W.B. Licence must be held.  
2. Third Party insurance cover (Min. £50,000) must be held.  
3. The regulations and instructions issued by the Festival Officers and Committee must be complied with.

SIGNATURE..... DATE.....  
Please make cheques etc. payable to EAST LONDON CANAL FESTIVAL.

TO BE RETURNED TO:—RAY BUTLER, 111 Crouch Hill, London N8 9RD, enclosing a S.A.E.

## 5% and 10% DISCOUNT FOR WINDLASS READERS

Could this be the bargain of the year?

The Windlass editor is pleased to announce that successful negotiations have just been completed to bring you a New Year fillip, which will surely be the best news you'll hear all year.

High Line Yachting Ltd have agreed to give Windlass readers (as long as you're an IWA member) a 5% discount off any boat hired during the 1977 season! Not only this but they will also give 5% of the hire fee to the IWA!!

Uxbridge Boat Centre will give a 10% discount of boat chandlery bought from them at Uxbridge!!

Further details from:

High Line Yachting Ltd, Mansion Lane, Iver, Bucks. SL09RG.  
Telephone: Iver (0753) 651496

Uxbridge Boat Centre Ltd, Uxbridge Wharf, Waterloo Road, Uxbridge, Middx.  
Telephone: Uxbridge 52019

This form must be presented when taking advantage of this offer.

Name .....

Address .....

IWA membership Number .....

I certify that I am a member of the IWA .....

*Offer closes on 15 March 1977*

Camden Lock: The date for the Public Inquiry has not been announced at the time of going to press but it is likely to be in April.

Sponsored Walk: The Branch is holding a Sponsored Walk on Monday 6 June. This will consist of a circular route of six miles, starting and finishing on the Victoria Park festival site. If every Branch member could find ten sponsors at 20p the Branch could raise over £4,000! Sponsorship forms will be included in a later issue of Windlass. At the last Branch Committee meeting, surgical spirit was being rubbed into the feet of various committee members in preparation, will you be able to beat them round the circuit?

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## Oxford Branch

### COMING EVENTS

Oxford: Meetings are held on the second Wednesday of each month at 7.30 for 8pm. Venue: Morris Radiators Sports and Social Club, Frenchay Road, North Oxford.

Wednesday 12 January: An evening of canal films, including The Prendergast File, The Gentle Highway, (with Johnny Morris), and There Go the Boats.

Wednesday 9 February: Exploring Disused Canal Tunnels, Part 2 - follow up to the successful talk last year by Alan Simpson.

Wednesday 9 March: AGM, 7.30pm, followed by a talk on Canal Architecture by Peter White, Chief Architect to BWB.

Working Parties: on the Hythe Bridge Arm, Sunday 16 January, 20 February, 20 March.

Banbury: Meetings are held on the last Tuesday of each month at the Buck and Bell, North Bar, Banbury, 7.30 for 8.00pm.

Tuesday 25 January: Cheese and Wine Party, Tickets 75p.

Tuesday 22 February: 'On the Norfolk Broads', illustrated talk by Willy Arnold.

Bucks: Regular meetings are held at the White Hart, Exchange Street, Aylesbury, 7.30 for 8.00pm.

Monday 17 January: An evening of Waterways films.

Monday 21 February: Dennis Parkhouse on 'Canal Architecture'

Monday 21 March: Joint meeting with Grand Union Canal Society

Social get-togethers are also held at the Crown, Amersham on the first Tuesday of each month at 8.30pm.

PROGRESS ON THE HYTHE BRIDGE ARM: By Allan Lawrence, Working Parties Organiser

Volunteer members of the IWA Oxford Branch are working under the direction of the Oxford City Council who have negotiated an agreement with BWB to improve the canal from WaltonWell Road to the end of the Hythe Bridge Arm.

The Arm itself is badly silted, enveloped in overhanging trees and choked in places with reeds, discarded tins and bottles.

A start has been made by volunteers on the cutting back of the overhanging

trees bordering the canal and Worcester College. The City Council have loaned a steel flat bottomed 30' long working boat, which volunteers have brought on to the site. Once on site three hours were spent pulling reeds and rubbish from the canal bed to enable the boat to pass to the working area.

Two of our volunteers own chain saws. All other tools are loaned by the Council. At our last working party we had seventeen volunteers. There was plenty for all to do. If tree cutting and branch moving did not suit, then bonfire building, grass cutting, bottle and tin collecting or general tidying up jobs were plentiful.

In the early months of next year, we hope to venture further afield to Wilmcote, near Stratford on Avon, (on the Southern Stratford Canal), to help WRG in a massive restoration programme. This, I hope, will be the first of many complete weekend away ventures which should be quite a change from working in Oxford. Let's try and take as many willing bodies as possible to make our presence felt. Have we got any willing bricklayers in our membership? They will be more than welcome on this occasion. For more details of this and working parties in Oxford, contact Allan Lawrence, Stonecroft, Great Milton, Oxford, Telephone: Great Milton 236.

Fund Raising: In November a cheque for £400 was handed over to Graham Palmer of WRG. The money has been spent on a JCB excavator. A cheque for £20 has also been sent by the Branch to help the Coventry Canal Society's Friendship Appeal.

## Kent & East Sussex Branch

### COMING EVENTS

Thursday 13 January: Branch meeting at 'The Lamb', Fairmeadow, Maidstone. 8.00pm. Informal gathering.

Sunday 23 January: Clearance DIG on the Thames and Medway Canal - for full details contact Bill Petty (Gravesend 4979).

Wednesday 9 February: Branch meeting at the County Hotel, Canterbury. 8.00pm. Illustrated talk by Mrs Gay Roberts on the River Medway.

Thursday 17 March: AGM, with members slides etc at 'The Lamb', Fairmeadow, Maidstone, 8.00pm

Sunday 27 March: Working Party for Tonbridge IWA moorings.

Friday 1 April: Branch Dinner at the Stour Centre, Ashford, 7.30pm.

Sunday 24 April: Sponsored walk along the Thames and Medway.

### KENT AND EAST SUSSEX BRANCH 2nd Annual Dinner

To be held at the Stour Centre, Ashford, on Friday 1 April, 7.30 for 8.00pm. Principal speaker will be John Humphries, Chairman of the Water Space Amenity Commission and former Chairman of the IWA.

Dress will be informal and tickets priced at £3 each can be obtained from Mrs R K Stainton, Middle House, Station Road, Pluckley, Ashford, Kent, Telephone: Pluckley 408.

Please note the date now and send for your tickets as soon as possible to help simplify the arrangements. Cash with order please. Cheques payable to the IWA.

This month we wish to draw members attention to the progress of the Thames and Medway Canal Society. Following the IWA Rally at Gravesend last year, a local committee was formed with the object of investigating the possibility of renovating the old derelict Canal. A very great amount of local support for the project was found and a Thames and Medway Canal Society was formed. This Society won the immediate support of the Gravesham Council and after a demonstration 'Dig', eventually won grudging co-operation of British Rail who own the Canal. Not that BR want it. On the contrary, they are now willing to sell it for a nominal sum. Their main concern seems to be that no one working on the canal should stray onto the adjacent rail track. Not unreasonable but they feel that it is necessary to put up a proper chain link safety fence and as they will not do that themselves, the Society will have to foot the bill in order to start work. An alternative is to hire a BR employee as a guard, which may prove cheaper.

The Society, having achieved agreement so far, now plan to hold a proper Dig on Sunday 23 January and really make a start on the restoration of part of the Canal. VOLUNTEERS are wanted, please. Anyone who can help. Not just volunteers to go there and physically DIG but also others who can supply equipment, eg spades, wheelbarrows, rakes, cutting tools etc. They don't have to be new - old gear will do! We have someone who is good at mending old equipment - especially wheelbarrows. Also wanted are volunteers to donate MONEY to the project, especially those who are NOT subscribing to any other restoration fund.

For the general Branch activities, please note that we have arranged a second Branch Dinner, and we hope it will be as successful as last year's. It will be held at the Stour Centre in Ashford, on Friday 1 April 1977 (its no joke!) at 7.30pm. Tickets will be £3 each, which is the same price as last year and the Guest Speaker will be Mr John Humphries, Chairman of the Water Space Amenity Commission. Please order your tickets from Ron Stainton as soon as possible to assist in organising arrangements. His telephone number is Pluckley 408 - or write to Middle House, Station Road, Pluckly.

Apologies are made for any inconvenience caused by the change of venue for the December meeting. It really was not the Committee's fault, as the Canterbury Council, (who own the Sidney Cooper Centre) closed it down about three weeks ago, ie before the meeting, giving us no time to inform members OTHER than those who were at the NOVEMBER meeting.

There's a moral there somewhere!

## Chelmsford Branch

### COMING EVENTS

Thursday 13 January: to be arranged.

Thursday 10 February: AGM (your chance to join the committee!), and a Canal quiz.

Thursday 10 March: to be arranged.

Thursday 14 April: to be arranged.

Meetings are held on the second Thursday of each month until April 1977. They

are held in the Basement Lecture Room at the Civic Centre, Duke Street, Chelmsford, at 8 pm, or, if you are a member of the Armed Forces, the Transport Industry, or travelling from the continent, 20.00hrs!

The initial meeting of the 1976/77 season, a cheese and wine party, was a great success and in November we had a most interesting talk by Mr John H Boyes on 'Canal Lifts and Inclined Planes', which was illustrated by an excellent selection from his slide collection.

The Barge Susan: The purchase of the barge from the Company of the Proprietors of the Chelmer and Blackwater Navigation Ltd has been completed by the Branch.

The recent weather conditions, quite the reverse of the summer drought, have not helped the parties who have been working on the vessel and it has been necessary to pump her out with motor-driven pumps on two occasions. However, the workers are not daunted and in between the floodings work is proceeding on removing some of the rotted timbers.

Approaches are being made to local firms, who have been, or may have been, connected with traffic on the Chelmer and Blackwater Navigation, for assistance with materials and donations to ensure the preservation of the 'Susan', one of the last remaining examples of this type of East Coast craft.

Those interested in working on the vessel or in donating towards the renovation work should contact John Marriage, at Budds Farmhouse, Ingatestone Road, Highwood, Chelmsford. (Ingatestone 2166). He will be very pleased to hear from you.

## Hertfordshire Branch

### COMING EVENTS

Wednesday 26 January: 8.00pm at Rickmansworth Hockey Club. John Hilton of the Lea Valley Narrowboat Company Ltd will talk about the conversion of the N B Holland and his experiences of running a 'trip' boat on the Lee and Stort.

Wednesday 23 February: 8.00pm Rickmansworth Hockey Club. Branch AGM. Distinguished IWA members are expected to be present, including the South East Region Secretary and Treasurer as well as a speaker who will talk on a restoration scheme.

Wednesday 30 March: 8.00pm Rickmansworth Hockey Club. Cheese and Wine Party - joint meeting with the Grand Union Canal Society.

Wednesday 27 April: to be arranged.

Wednesday 25 May: Chris Hall will give a talk, with slides, about the BCN. Venue to be decided.

### NEWS

Secretary now appointed: Mr Steve Willott, (46 Mount Grace Road, Potters Bar, Herts, EN6 1RB, Telephone: PB 53293).

Working Parties: Graham Banks has arranged two weekends (11/12 December 76 and 5/6 February 77) on the Stratford Blitz. Full details will be available at Branch meetings or contact Graham at 8 Wren Road, Welwyn Garden City, Telephone: 22927.

Wendover Arm, GU: The Branch Committee is making representations to the Dacorum

District Council following the proposal in the Council's Grand Union Canal Policy Statement, to restrict access to the Hertfordshire section of the Arm for the purpose of nature conservation.

Membership: The Committee is to undertake a membership drive using publicity media and personal contact and it is hoped that Branch members will take part in the recruitment of new people.

Meeting Venue: Our regular meeting place at The Bull, Stanborough, Welwyn, has been closed at short notice and efforts are being made to find alternative accommodation. The next three meetings will be held at Rickmansworth Hockey Club, Moneyhill, (off A412 at Mile End).

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## Guildford Branch

### COMING EVENTS

Friday 28 January: 7.30 for 8pm at the Brewhouse, (behind Library), North Street, Guildford. An illustrated talk by Elizabeth and David Wood on 'History and Development of Sailing Barges'. The speakers are members of the Society of Spritsail Barge Research. Please join us also in the Canal Bar of the Market Tavern, North Street, afterwards.

Sunday 6 February: Second Annual Chandlery Bring-and-Buy Sale at Farncombe Boathouse, Catteshall Road, Godalming, (by kind permission of Godalming Narrow Boats). All day from 10.00am onwards. Covered accommodation. Please bring something and please buy something. We will sell anything from boats to boots! Nothing too big or small. Details of larger items can be displayed on notice board and sold through us at 10% commission. It would help if you were to notify Dick Harper-White on Weybridge 42074 if you have a lot to contribute, and certainly if you would like anything collected. Please also volunteer your services to him on the day. Mr Harley Crossley, well-known waterways artist, will be there with some of his paintings. Boat trips if fine. Refreshments all day.

Friday 25 February: 7.30 for 8 at Walford Hall, Carey Street, Reading. Joint meeting with Kennet and Avon Canal Trust. Illustrated talk on 'The Waterway Environment' by Frances Pratt of BUB.

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### BRANCH ANNUAL GENERAL MEETINGS

The Branch AGMs will be held on the following dates:

London, Thursday 17 March; Oxford, Wednesday 9 March; Kent & East Sussex, Thursday 17 March; Chelmsford, Thursday 10 February; Hertfordshire, Wednesday 23 February; Guildford, Friday 25 March.

The agendas will include: 1. Minutes of last meeting; 2. Matters arising; 3. Chairman's report; 4. Treasurer's report and adoption of accounts; 5. Election of committee; 6. Election of auditors; 7. Any other business.

Written nominations for committee posts (which must be proposed and seconded) should be sent to the Branch secretary at least 14 days before the meeting.

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Friday 25 March: 7.30 for 8 at the Brewhouse, North Street, Guildford. Annual General Meeting of the Branch, followed by waterway films. This is your chance to raise matters with Branch Officers. Last year the Committee was returned unopposed. Whilst this may presume confidence in the Committee, we would like to see others coming forward. Please have a word with the Secretary if you would like an idea of what is involved. Note that nominations should be received by the Branch Secretary, proposed and seconded, 14 days before the AGM.

Friday 22 April: 7.30 for 8 at Aldershot Library, (corner High Street/Station Road). Joint meeting with Surrey and Hampshire Canal Society. Speaker to be announced later.

## NEWS

Branch Working Parties: A watershed has now been reached on the Basingstoke Canal, and we feel that we can best assist by setting up a Working Party Group of our own and taking on a specific project. The legal obstacles over ownership have been cleared; the new owners are anxious that restoration should proceed apace; and the local canal society is showing, both on fundraising and voluntary work, just what can be achieved. It is vital that the pace of restoration is kept going. In particular Surrey County Council, on their section, have specified a five-year programme for complete restoration, and have voted a sum of money towards this on an annual basis - to be matched by equal sums from the District Councils. The County's money will assist on plant and materials, but progress depends entirely on volunteer help.

The Branch have therefore decided to offer help by taking over the restoration, from start to finish, of Lock 1, that is the lock closest to the Wey Navigation at New Haw. This will be known as the 'Lock-One Project'. To start with there will be two whole-weekend working parties on February 12/13 and March 12/13 to clear away the vegetation and clean out the lock chamber so that a thorough appreciation of the restoration task may be gauged.

In the first instance we are naturally anxious to ascertain who would be prepared to help on these and subsequent working parties. Will volunteers please offer their services to the Branch Secretary.

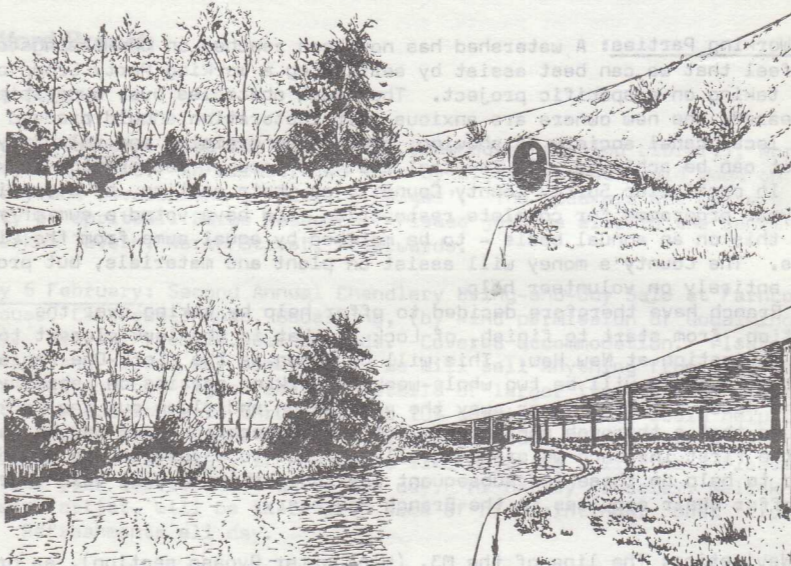
Itchen Navigation: The line of the M3, (Winchester Bypass section), as proposed would sever the canal within the length currently navigable by small unpowered craft. No provision is made for through passage. The diversion will end at a turning point, and the waters will discharge via a weir to an unnavigable drainage ditch, and thence to the natural course of the river, over which there are no public rights of navigation, at least in this section.

We are anxious to ensure that nothing is done now that would jeopardise the chance for any long term restoration. We therefore entered an objection to the road proposals at the Public Inquiry, on the grounds that no provision had been made for through navigation; and that in any event a public right of navigation still existed, (by an Act of 1802), in respect of the Itchen, and that what was proposed was therefore illegal. As we go to press the Public Inquiry is still in progress. The Inspector accepted the submission, and, as a result, a new Order must be made to cover the Itchen, and if there are objections - we shall object - then there will have to be a further Public Inquiry. In the final analysis there may be a way that this matter could be pursued throughout the Courts and the IWA Council are investigating this.

Basingstoke Canal: The Branch are represented on the Surrey County Council Advisory Committee which has now been established. At present the two County Councils are unwilling to discuss the formation of a Trust but this remains our aim, and that of the Canal Society, as the only sensible method of maintaining and running the Canal in the future.

River Weir: Please note that the National Trust are now making a charge of 25p for filling a water tank by hose at Thames and Triggs Locks. Members may like to know that no charge is made at the water points at Pyrford Lock or Dapdune Wharf.

The line of the M25 is confirmed, and crosses the canal section of the Navigation by the Basingstoke Junction. A large viaduct is proposed, crossing both the canal and railway at an oblique angle, at a height of about 35 feet above water level, and set on stilts. Your Committee think a more acceptable solution would be to carry the embankment right across to the railway, with the canal taken through in a tunnel. This would probably be about 175 yards long. The two sketches below illustrate the difference. Please let us know your comments.



**Small ads...(5p a word)**

20ft MARINE PLY cabin cruiser 2+2 berths, complete re-fit 1976. 18 hp Johnson outboard. Remotes, fenders etc. Seen River Lea £995. Telephone 01 552 6318 for appointment to view.

FOR SALE: LARGE collection of old canal magazines, including Bulletin and Windlass. Two 8½p stamps for list to: WRG (Stores), 56 Connaught Crescent, Brookwood, Woking, Surrey.

INLAND WATERWAYS Insurance Scheme: for immediate telephone quotations/coverage with Lloyds Underwriters. Phone 01 778 0161. St Margarets Insurances Ltd, 153 High Street, London SE20 7DL.

DISCOVER ENGLAND! Cruise the rivers and canals of Southern and Central England from our bases at Iver (Bucks) or Thurmaston (Leics). Choose from over twenty 2/8 berth luxuriously fitted steel narrow boats. Every convenience: shower, fridge, running H & C water, TV. GUARANTEED PRICES WITH ABSOLUTELY NO EXTRAS. Free brochure: High Line Yachting, Mansion Lane, Iver, Bucks, tel: Iver (0753) 651496.

## The IWA and the Sports Council

The national body co-ordinating all sporting activity is the Sports Council and, like the IWA, is divided into Regions. The Region we are concerned with is the Greater London and South East Sports Council, on which we have direct representation.

The Sub-Committee is composed of representatives of all water sports together with County Planning Officers, Harbour Masters of some of the more important sporting areas as well as officers of the British Waterways Board and of the Regional Sports Council. Discussion subjects include anything and everything which can be of interest to water users - can a new reservoir be used for sailing and fishing? - ought a new club to be given help to get going? - should an area be found for water-skiing? - is a new marina needed on a river? - what sanitation ought to be provided? - where can boats be launched? - can a dispute between landowners, anglers and motor cruisers be resolved ...

During the last 18 months, I have been able to represent the IWA on a working party of the Water Activities Sub-Committee on the subject of Marina Development in the London Area. Our report has recently reached the draft stage and we hope to publish in the New Year. We think that we are pioneering in this important field as we are attempting to identify the needs, possibilities and constraints over a very large area. We hope that our report will be of use to Planning Authorities and others in indicating lines of approach to development during the next decade.

As a result of Ministerial action, the Sports Council and its Regions have recently been changed into "The Council for Sport and Recreation". The changes were introduced by the Rt Hon Dennis Howell, Minister of Sport, DoF, in an interesting speech during the AGM at the Royal Festival Hall on 8 July 1976. The general effect of the new terms of reference is to widen the responsibilities of the Council to include recreation and conservation as well as sport and to encourage their development and co-ordination generally. The organisation will remain much as before but with additional members included in the various committees. A new Water Activities Sub-Committee is being set up and the first meeting is expected early in the New Year.

I hope that this outline of the relationship between the Sports Council, (now the Council for Sport and Recreation), and the IWA will help to show how closely we are involved with other people's activities. It follows that your Water Activities Representative needs to be kept informed of any changes or difficulties which involve other bodies. Most of the Branch Committees already send me the Minutes of their meetings and this is most helpful but if any Branch does not yet include me on their mailing list, may I urge them to do so - it may be their problem which will come up at the next Water Activities Sub-Committee meeting! Although these meetings are infrequent, they do provide an opportunity to make a point before a wide forum.

HF Strevens

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## The Rochdale Canal - part two (by Keith Parry)

'The pilot restoration scheme - a short length of canal in Rochdale itself - was a resounding success. It was carried out under the Job Creation Programme and was financed mainly by the Manpower Services Commission (at £40,000) with the Rochdale Metropolitan Borough weighing in with an additional £7,000 towards extra materials costs. It was not solely a matter of restoring a couple of locks and a length of canal - the scheme included a massive improvement scheme for a grubby industrial area as well.

The attention from the media was intense and our workforce of 60 got used to reporters, microphones and TV film cameras. It all served to emphasise the fact that the Rochdale Canal was being restored; but the important thing was that it was being restored in a unique way and for entirely fresh reasons. "We are" we said firmly, "rebuilding it for the future of us all."

The project captured the imagination of the public. We stressed the need to revitalise the whole area; to develop the potential tourist activity in the South Pennines. We emphasised the fact that the restored canal and the other recreational industries it would bring meant jobs and money and a better way of life - all desperately needed in the area.

Other pilot schemes were projected, then larger scale schemes. West Yorkshire County Council showed interest in restoring the section of the canal inside that county. That meant nearly half of it. Greater Manchester County set up a working party to investigate the whole question of canals in their area. Our own volunteers carried on with their work, restoring a lock, reinstating an old feeder channel, advising other interested groups that came along. We held another 'Roses Rally' on the Summit level - about the only bit of navigable canal, we felt, anywhere in that dried out month of August!

Now, a mere six months after the pilot scheme started, it is an accepted fact that the Rochdale will re-open - and sooner, rather than later! The Manpower Services Commission has granted more finance - to extend the pilot length in both directions - a gesture of their faith in the project. Along the way we have learned a lot - about rebuilding canals and about the workings of local government, national authorities and our own capacity for diplomacy! A number of important principles have been established, (including the invaluable decision that the canal can be called derelict industrial land and therefore eligible for grant-aid. That didn't just happen by accident - the local Planning Officer persuaded the D of E). One way and another, the financial help that came to the Job Creation scheme meant that the whole pilot section was restored without any cost to the ratepayers.

A major obstacle was the ultimate ownership and operation of the canal. That was surmounted a lot more easily than we anticipated. The proposal is a Trust to represent the two Counties, (West Yorkshire and Greater Manchester), the Metropolitan Boroughs of Calderdale, Rochdale and Oldham, the City of Manchester and the Rochdale Canal Company. This is in line with the trust running the neighbouring Bridgewater, and will produce a rather interesting state of affairs; the bulk of navigable water in Greater Manchester will be non-BWB with the local authorities playing a major part in their workings. A Trust will also mean that, through the councils, control will rest with all the people who live along the line of the canal.

It isn't easy to decide why this restoration project has been such a success when others have struggled so long to less effect. It may be due to the Society (or rather, to its attitude and make-up), due to the other groups who have tied themselves in so firmly to the project, due to the approach and enthusiasm of the local authorities and regional and national bodies. Probably it is due to a combination of these factors and their interaction. Some things are certain. We have a short stretch of, (to all intents and purposes), brand-new canal, a boat sales firm all ready to move in, plans for marinas, new water-feeders, a museum suggested by the Company and sited at the Dale Street Basin in Manchester, outline plans for a Community complex alongside the old wharf at Littleborough.

This has been called "Second Generation Restoration", with the TV cameras and the smoky conference room as important as the pick and shovel, but it has produced at least one personal legend of its own. There is a troublesome sewer pipe hindering access to the very first lock at Sowerby Bridge. At the precise moment that the first picks went in on the Pilot scheme in Rochdale, that sewer .... burst! It'll have to be replaced - and re-sited.

In June, we plan a Festival in Manchester. After all, it's the Silver Jubilee, a time for celebration. I mean, of course, it's the 25th anniversary - of the closure of the Rochdale Canal!

## The Rover speaks!

(ANNOUNCEMENT: Certain IWA Officers have asked me to point out that they are not 'The Rover', to give everyone the opportunity of denying that they are 'The Rover' or that they have ever contributed; I will publish a full list of denials in the next issue. - Ed)

Well, here I am again, uncensored as yet, except by the editor who is the sole cause of the bad English in this column. He cuts out great lumps which he thinks may be libellous or divisive. Thus, although there are typographical and grammatical errors in this column, they are his responsibility and nothing to do with the fact that my full-time occupation is as a proof-reader for 'The Grauniad'.

Quote from The Articles of Association of the IWA, Article 46:  
'The members for the time being of the Council may act notwithstanding any vacancy in their body'.

Gives them as much right to undemocratic action as Catch, sorry, Article 22; that London Branch campaigned to have ammended. Whilst it is possible to go to Local Council committee meetings, no one can go to IWA Council meetings, and their minutes are classified restricted or confidential. This I find iniquitous. I accept that certain things must be discussed in secret, but very few. Why shouldn't members know who said what at a Council meeting. Secrecy only creates spies. (And Rovers - Ed.)

There was an announcement in Council News that IWA Vice-Presidents do not speak for the Association. Presumably someone like Robert Aickman has embarrassed the IWA yet again. I would dearly like to know what he said.

There have been numerous criticisms of the amount of money the K & A have used to open their canal. Up until now I have accepted the reasoning that wide canals cost a lot more to restore than narrow ones. Last week a pidgeon stopped off on my boat on his way from Reading to Cheshire and told me about a fantastic booze-up that the K & A gave for BWB employees. I do hope that people who give money for K & A restoration approve of this!

Heard at a meeting: "He may have a degree in Journalism but I've got a degree of intelligence".

Mikron had another successful season last year, although the drought caused them considerable difficulty and expense. WRG kindly lent them a van to cover part of the route. Thank you WRG.

They are planning another tour for this year, drought permitting. Why don't Branches use them as a base to recruit new members? I noticed your Editor going around the audience after the West London Shows chatting up the dolly birds and handing out membership forms. The cost is negligible and the more people who join means more money for the cause.

Quote of the week: 'Sir Frank Price is merely an elected representative like us, and can be chucked out like us!' - Local Government Councillor.

At the Northampton Fund Raising conference in October there was a confrontation between David Pedley, Chairman of the Council's new Fund Raising Committee, who wanted to encourage small time but waterway-related fund raising, and the Waterway Recovery Group, who wanted enormous sums of money for massive restoration projects and did not care where the money came from as long as it was big!

After the meeting David Pedley was heard to mutter that if funds could be raised for restoration by filling in the Manchester Ship Canal and building office blocks on it, WRG would jump at the chance.

Heard at a London Branch social: 'I've always considered that fishing is a form of gambling - so why don't fishermen have to pay betting tax?'

In amongst all the bumph passed to me this month I found an interesting newsletter from CALM (Campaign Against the Lorry Menace) who stand for the eventual elimination of the juggernaut, (Giva Jugga Nauta Tilla?). They quoted from the Green Paper on Transport Policy:

'...lorries are NOT meeting road track costs by £120,000,000 per year.'

This puts BwB's annual budget, and even their backlog of maintenance into proportion, and tells how much WE, the taxpayers, are subsidising the Road Transport Industry, allegedly the most efficient because of private enterprise. As John Tyme said at the Aire Valley Inquiry: 'The Road lobby is established firmly with the citadel to the total exclusion of BR and BwB.' All we have is ISG and TOW, or do we? CALM support water-borne transport and so would most of the Anti-Road lobby, of which there were 150 different groups represented at last year's alternative freight conference. What we need is an Anti-Road lobby co-ordinator. Not to replace any of the existing groups, but to act as a clearing house to store information, and to meet the Road Transport Industry eye to eye, instead of eye to bootlace.

Bureaucratic quote of the day: 'We want to maintain the rustic characteristics of London's canal' - Town Planner and obviously not one who knows much of London's industrial waterways.

Recent reference has been made by BwB to 'The Stoppage Season'. No doubt someone somewhere will be pleased to have his good name cleared, he once wrote: "We will soon have a 'season' for closures", and had his knuckles rapped for doing so!

Many of us insure our boats all year round, if we are to accept a 'stoppage season' we will soon find the entire system closed for the season, then we will find the season extended to cover 13 months a year. Perhaps the first thing we should do under the CRN (Campaign for the Rights of Navigation) is to have the 'stoppage season' stopped.

For security reasons, I rarely actually meet the Editor of this magazine. He collects my manuscript from the public loo in the town centre. Thus I never know what else is to be in the magazine which explains why there were two references to the proposed Camden Lock development in the last issue - mine and the official view.

I would like to have quoted Paul Winch for my finale in this issue, 'You can do nothing on our roads except travel or get killed', but as it comes from Windlass there doesn't seem much point in repeating it - or is there? It's a phrase I would like to see engraved on every environmentalist's heart.

I managed to rove into the London Branch Christmas Party the other night and my word, what a lot of famous faces - there were various Mikronites (and their groupies), WRG were out in force and at one point I spotted the present Windlass editor locked in deep discussion with a previous editor. All the Branch Committee had their names pinned on their lapels, and for one or two of them at the end of the evening that was their only identification.

The comments made by Graham Palmer in Council News and quoted in this column in the last issue of Windlass resulted in him being reprimanded for using the News for personal comments. I'll include them in this column if you wish Graham!

This issue's finale is a sign seen in the office of a certain IWA member: 'Good leaders are so short these days - I'm following myself!'