

# WINDLASS

Number 142



JOIN THE LEGGERS ON

**IWALK**

## South east Region

### Inland Waterways Association

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Telephone: 01-586 2510, 01-586 2556

General Secretary: John Taunton

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Patrons: Dame Margot Fonteyn and Sir John Betjeman

Region President: Lionel Munk

Chairman: Mike West, 14 Thurlstone Road, Ruislip, Middx. Tel: Ruislip 35811.

Secretary: Marion Heffer, 59 Wellington Close, Hepworth Way, Walton-on-Thames, Surrey. Tel: Walton-on-Thames 45644.

Treasurer: Philip Mowle, Arbor House, The Woodlands, Amersham, Bucks, HP6 5LD.  
Tel: Amersham 3291.

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#### Windlass Editor:

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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#### Branch Addresses

##### London

Chairman: Frank Greenhow, 204 Kew Road, Richmond, Surrey. Tel: 01 940 4318.

Secretary: Mike Stimpson, 83 Sunny Bank Road, Potters Bar, Herts.

##### Hertfordshire

Chairman: Bernard Dean, 82 Lingfield Road, Stevenage, Hertfordshire.

Secretary: Steve Willott, 46 Mount Grace Road, Potters Bar, Herts. Tel: Potters Bar 53293.

##### Chelmsford

Chairman: Gerald Parker, Flat 2, Coval Cottage, Coval Lodge, Rainsford Road, Chelmsford.

Secretary: David Johnson, 27 Sandford Road, Chelmsford. Tel: Chelmsford 50863.

##### Kent and East Sussex

Chairman: R Hallwood, 50 Brewer Street, Maidstone, Kent.

Secretary: G Clarke, Ivydene, High Street, Cranbrook, Kent. Tel: Cranbrook 3321.

##### Guildford

Chairman: Mike McGrath, 2 Weir Court, Thames Street, Weybridge, Surrey. Tel: Weybridge 47826.

Secretary: A Davis, 55 Home Chase, St George's Avenue, Weybridge, Surrey. Tel: Weybridge 44261.

##### Oxford

Chairman: D Jones, Springfield, Bryants Bottom, Gt. Missenden, Bucks. Tel: Hampden Row 403.

Secretary: Mrs P Pugh, 10 Vanner Road, Witney, Oxon. Tel: Witney 71138.

## South-East Region Annual General Meeting

Notice is hereby given that the 4<sup>th</sup> Annual General Meeting of the South-East Region of the Inland Waterways Association will be held on Tuesday 16 May 1978 at the 'Stag', Bressenden Place, London SW1, at 7.30 pm. The Agenda for the meeting, which will be as laid down in the Bye-Laws, will be circulated at the meeting.

The Region Committee comprises: M West, Chairman; R Carter, Vice-Chairman; M Heffer, Secretary; P Mowle, Treasurer; G Knight, Inland Shipping Committee; S Davenport, B Andrews, O Turner, J Evans together with Branch Chairmen.

Messrs P Mowle, J Evans and O Turner retire by rotation and are eligible for re-election.

Messrs G Terrill and P Winch retired from the Committee during the year.

Miss Heffer and Mr G Knight were co-opted during the year. In addition there are two vacancies on the Committee.

Nominations for members of the Committee must be sent to the Region Secretary at least 14 days before the meeting. They must be signed by the proposer and seconder and also by the person nominated.

## Region Chairman's Review

Another two months have passed and we are all beginning to look forward to the Spring. We shall be watching for signs of action on the expenditure of the £5M allocated to B.W.B. by the Department of the Environment for essential maintenance works during 1978/79. Sir Frank Price has offered to meet IWA Council to discuss how the IWA would like to see the work implemented in order to cause as little inconvenience to users as possible. It is inevitable that some stoppages will occur and Council has welcomed this offer by Sir Frank. I am sure that this type of liaison and discussion will go a long way towards preventing problems at a later date.

I was interested to read an article in "The Surveyor" in January by A. J. M. Harrison of the Hydraulics Research Station which attempted to compare the cost of maintaining the waterways system with other recreational activities. The article concluded that the costs to the community of maintaining the system was approximately £0.21 per user hour compared with £1.08 for parks and £0.60 for swimming pools. These figures show what a valuable system we have, and is yet more evidence of the need to retain and maintain the system for the benefit of everyone.

Congratulations are due to our Region President Lionel Munk. Council has awarded him the Cyril Styring Trophy in recognition of his services to the Association over many years. Lionel served the Association in many capacities both as South-East Region Chairman and as National Chairman. In both of these positions he was instrumental in achieving many of the past successes of the Association and our best wishes go with this Award.

The River Avon marches on to Warwick! David Hutchings has now turned his attention to the Higher Avon and plans have been produced to re-create this navigation to Warwick including a new link with the Grand Union Canal. The IWA has given the Higher Avon Navigation Trust £4000 towards the cost of preliminary investigations and professional fees. This is a very exciting project which, when completed, will provide a wide navigable link between the Thames and Severn via the Midlands.

*Michael Munk*

# Water Safety

Last August, the "Sunday Mirror" reported that the canal by the Briar Hill Estate, Northampton, had "claimed" its third child victim in three years. The latest victim, a 7 year-old girl, was the grand-daughter of a resident who had campaigned for five years to get his Council to put fencing beside a "deep stretch" of the canal. However, the consensus of general opinion is that a protective barrier is only sufficient to keep toddlers away, and a fence adequate to deter a 7 year-old could delay the rescue of a victim with disastrous results.

There is a safety factor in canal towpaths becoming amenity walk-ways because more people will use them and the plight of a child who accidentally falls in while playing is more likely to be seen.

Even so, when Vera Bryant, RoSPA's Water Safety Organiser, accompanied the Safety Officers of the London Borough of Hackney one day last August at noon few people were about, and all were between the ages of 9 and 16 years, but it was raining heavily at the time. Hackney Council has installed lifebuoys at regular intervals. Houses are close by, but high railings between the road and the towpath prevent easy access although additional access-ways are being built. So that is would very much depend on a passer-by being on the towpath to give aid to a victim with a lifebuoy, or anything to hand. With no hand or footholds installed on the sheer sides of canals it is impossible to get out unaided. Yet it could be a huge task to make such provision, although it is considered to be one method of preventing drowning accidents.

London Boroughs and London Schools have a fairly extensive programme for teaching children to swim, and some provide Mother and Toddler water confidence classes. But the Mother who neglects to protect her infant from straying to the canal towpath is not likely to be an applicant for such classes. Meantime, a 4 year-old boy was drowned in July in the London Canal at 5.30 p.m. one Thursday. This particular tragedy was outside the boundary of Hackney Council but its Safety Officers are alive to the fact that a similar tragedy could happen on their Council's canal walkway and they do not under-rate the necessity for parents and children to learn water skills and water safety.

## Designing for Canalside Water Safety by Lester Hillman

A fatal accident involving a small child, along an inner urban stretch of the Regent's Canal in London this summer prompted local residents and parents to offer direct action on water safety. Almost inevitably it had emerged that when rescue equipment was required it was not to be found, whether by vandalism, theft or damage was almost irrelevant. The matter was taken up subsequently on local radio, and one local parent, in association with others, offered to mount voluntary patrols along the towpath. This was seen as one way of safeguarding equipment and children. However, strong though the emotions aroused were, such a demanding effort on the part of the local community can be seen only as a short term one, over time it is bound to lose some impetus.

Traditional water safety equipment and enthusiastic offers of patrols, both have their shortcoming in achieving a reliable level of hazard alertness and standard of safety. Land use planning and the adoption of a few comparatively simple criteria or guidelines offer considerable scope for improvements in water safety. Increasing surveillance is one possible aim.

In new residential or commercial developments this can be achieved by locating kitchens and living rooms, or canteens, offices and reception rooms in positions which look out onto the canal and towpath. By the same token keeping "dead" uses away from the canal side is also desirable, such uses include vehicle parking and the storage of materials and waste. These land uses may in themselves present hazards or be pollution risks.

Lifesaving equipment is notoriously vulnerable to loss, damage, burning or indiscriminate throwing into the canal. The non-towpath sides of the canals are comparatively safe. In places such as petrol stations and factories there are people around for most of the day and here it may be useful if such occupiers can be supplied with safety equipment on permanent loan.

Opening up the canal side to public access may, arguably, increase some hazards. However, it is also true that a popular and actively used towpath walk can contribute positively to water safety and associated works of environmental improvement in any towpath opening up programme can also incorporate safety provisions. At potential hazard points such as locks and under bridges safety railing can be installed, designed and painted to fit in with the canal vernacular. As part of an environmental enhancement programme the removal or advertising hoardings and structures from road bridges enables views over parapets and railings down to the canal and an improved visual environment from the canal and towpath.

Land use and design policies cannot be a total water safety programme on their own but their particular value is in the fact that they are comparatively inexpensive, once-and-for-all measures, when carried out at the right time, and they have an element of self enforcement.

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#### WINDLASS DESPATCH

Mrs. Mary Swinney who has dealt with the despatch of Windlass for the past two years has asked to be relieved of this responsibility. The job entails:-

1. Obtaining address labels from General Office and sticking on to envelopes.
2. Collating (by machine), stapling and folding magazines.
3. Stuffing envelopes with Windlass and, occasionally, other loose inserts.
4. Arranging bulk postage with G.P.O.

About 4,000 copies are sent out and the job involves a short "blitz" effort once every two months, although some of the work can be spread over a period before the arrival of the printed matter. It is usually possible to arrange for some help with the job but we need someone to take overall responsibility.

Volunteers, please, to:-  
Mary Swinney,  
266 Eastcote Lane,  
South Harrow,  
Middlesex. EA2 9AQ.

Tel: 01-422-7749

## South-East Region 1977 Christmas Draw results

Well, despite the late delivery of Windlass to many members, I am pleased to report that the Draw has, once again, been able to contribute a substantial sum to IWA South-East Region funds.

At the time of writing, final accounts have not been completed but it is likely that the final profit will be in the region of £1200. This is very much due to those members who rallied round to support us and in most cases were able to sell or buy both books of tickets.

The complete list of prizewinners is as follows:-

- |  |                                  |
|--|----------------------------------|
| 1. Portable Black and White Television                           | Mrs. Brown, Barton, Oxford.      |
| 2. Week-end on Harrow Boat (Guildford Boat House)                | T. Wells, Ashford, Kent.         |
| 3. Books to value £12.50 (Michael Warrick)                       | R. Van Der Pump, Woldingham, Sy. |
| 4. Books to value £7.50 (Michael Warrick)                        | J. Laverick, Reading, Berks.     |
| 5. Bottle of Malt Whisky (Mrs. P. Gilbert)                       | T. Hunneybun, Caterham, Sy.      |
| 6. Pipe and Tobacco (Mr. J. Clenshaw)                            | J. Lawrence, Letchworth, Herts.  |
| 7. Books to value £7.50 (Michael Warrick)                        | J. Smith, Letchworth, Herts.     |
| 8. 2 Soft Toys (Mrs. M. Boniface)                                | M. Perfect, South Norwood.       |
| 9. Bottle of Whisky  | G. Stephens, Oxford.             |
| 10. One-Year Sub. to Waterways World (Waterway Productions Ltd.) | P. Boyde, Cambridge.             |
| 11. Box of Chocolates.   | Mrs. Glynn, London.              |
| 12. Books to value £4.00.  | S. Trott, Woking, Sy.            |
| 13. Roses Chocolates.  | D. Beard, Tunbridge Wells, Kent. |
| 14. 2 Soft Toys  | J. Ward, Oxford.                 |
| 15. Bottle of Sherry   | Newton Crum Insurance, London.   |
| 16. Half Bottle of Whisky  | J. Niegel, London.               |
| 17. Books to value £2.00.  | P. Gilbert, Windsor, Berks.      |
| 18. Books to value £2.00.  | A. Jones, South Croydon.         |
| 19. 2 Tea Towels (Newton Crum Insurance)                         | O. Browne, Hampton Wick.         |
| 20. 2 Tea Towels (Newton Crum Insurance)                         | J. Masterton, Stanmore.          |

Once again our thanks are due to an enthusiastic band of book-sellers and top of the poll this year were:-

- |     |             |          |
|-----|-------------|----------|
| 1.  | E. Nuthall  | 36 Books |
| 2.  | G. Matthews | 24 "     |
| 3.  | G. Bradshaw | 20 "     |
| 4.  | M. Thompson | 15 "     |
| 5.) | R. Limming  | } 12 "   |
| 6.) | H. Bell     |          |
| 7.) | G. Crook    |          |

All of the above will receive a Voucher from I.W.A. Sales for four pounds.

Although we did not achieve a significant number of prizes donated, the end result was very reasonable and I would like to thank sincerely those who were able to help us with prizes.

If anybody is able to offer prizes for next year's Draw then I will be only too pleased to accept these and, hopefully, we will achieve our objective of all prizes donated next time.

I will leave my entreaties to sell more tickets next year until you receive the tickets but I would like to remind you that if all tickets were sold the profit to central funds would approach £10,000.

Thanks again for your support and here's to next year!

Geoff Matthews

# IWALK

Sub-Committees of each Branch of the South-East Region are now hard at work planning the above event, which is to take place on June 10th and 11th. Each Branch is planning one or more walks which will take place over that weekend, and which will form part of the National effort. Indications at this stage are that there will be over 70 walks altogether throughout the country, and the publicity and monetary value of this to the Association could be enormous. It is to be hoped that as many members as possible will book these dates now and will do their utmost to take part in one of the walks, both to demonstrate the use of the towpath system, and to raise money from their friends and firms for waterway restoration projects. Whereas only a few of us are able to campaign by taking boats to Rallies; almost all of us are able to join this campaign by walking parts of a towpath.

All members will receive a sponsorship brochure with the May issue of Windlass .

Branch Walks and organisers listed below.

London-2 walks-Brentford to Rickmansworth-19 miles.

Paddington to Rickmansworth-26 miles.

Mike Stimpson, 83 Sunnybank Rd, Potters Bar, Herts.

Oxford - nodetails yet, but contact Pam Pugh, Branch Secretary.

Chelmsford -Chelmsford to Heybridge -13½ miles

Gerald Parker, Flat 2, Coval Cottage, Rainsford Rd, Chelmsford

Guildford - see page 12

Herts -3 walks - Marsworth Top to Batchworth -21 miles.

Enfield Lock to Hertford - 14½ miles

R. Lea to Bishops Stortford - 13½ miles

Steve Willot, 46 Mount Grace Rd, Potters Bar, Herts. >> 53293

Kent & E Sussex-Town Lock, Tonbridge -Porters Lock -3 miles

Ian Ruck, 11 Wickenden Cres, Willesborough, Ashford Kent.

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## Silver sword winner

The following member in the South-East Region has won a Silver Sword:-

Dr. J. F. Hale of Harpenden with his boat 'Lutra Parva'.

## INLAND SHIPPING COMMITTEE

That is what ISC stands for. I explain this because there does seem to be some confusion about the meaning of these letters, and about the work of both ISC and ISG (our parent committee on Council).

My predecessor, when writing this column, was taken to task for attacking road transport, and from the criticisms I saw, there is obviously considerable ignorance among the readers of this column. In our Region there are two waterways with commercial traffic, and Thames and the Lea, and one with potential, the Lower GU. The GU enlargement scheme is dependant upon a healthy lighterage traffic on the river to achieve its full potential, so this committee has decided to concentrate its efforts in that direction.

Now commercial traffic on the Thames has been declining for years, there is no single cause, although parochially minded people have contributed considerably to the decline, for example one West London Borough pursued a policy of excluding waterside industry from its area, so that it could turn the waterfront into residential areas and public parks. Many of us would approve this policy, particularly perhaps the residents of the Borough, but the jobs that were lost have never been replaced, and the very same Borough is now extremely worried about its very high unemployment. Without the cheap transport plus traffic congestion industry moved, an all too familiar story. To encourage industry back the Council must push for improvements in transport systems, but the residents do not want any more motorways either.

So what are we doing about it? There are many groups worried about the falling traffic on the river, two TO# and the River & Docks promotion committee are actively engaged in looking for traffic, we are more involved in the political arena, trying to educate both local and national politicians. One of our first problems is the totally different costing methods used for different transport modes. We all know that to improve a waterway the navigation authority must prove to the DoE that they can re-coup the capital cost plus interest plus running costs over a very limited period.

Roads, of course, are built out of central funds with no attempt to charge the user with the capital cost, and we recently found out that the income from taxation does not cover the damage caused by goods vehicles, and that the cost of collecting those taxes, that expensive complex at Swansea that keeps losing peoples papers, is another cost that is not charged to the user. If waterways and railways were to be treated similarly then a large proportion of the heavy goods traffic could be excluded from our urban areas, making life safer and more pleasant for all of us, and could even result in a reduction in transport costs.

We have our opposers, for convenience usually called the "Roads Lobby". Obviously the industry has every right to have its own association, the FTA. We have to compete with their full-time staff and relatively massive funds, that we are achieving anything at all is an indication of the amount of work people like Fred Doerflinger and Mark Baldwin have put in.

What about pleasure cruising and the environment? As a boat owner myself I can see no problems, the pleasure craft owner, the fisherman, the bird watcher can surely only benefit from improvements to the system on the very few areas where existing waterways have a commercial potential and the purely amenity waterways might even benefit by a healthy national navigation authority, maintaining miles of profitable commercial waterway plus our idiosyncratic, meandering Victorian water-based amenity.

GLENN KNIGHT

# Your Letters

"Watercombe"  
18 Hids Copse Road,  
Cumnor Hill,  
Oxford. OX2 9JJ.

The Editor,  
'Windlass'.

Dear Sir,

I don't want to carry on a long correspondence on the subject of road transport since this is a Waterways magazine and as I said in my original letter let us be PRO Waterways, not ANTI Road.

But I must ask you to allow me to reply to a gross mis-statement of fact by Mr. Knight in issue no. 141. He asks if I realise that a direct subsidy of £204 million was given to heavy goods transport in 1976. The Secretary of State has recently stated that "all road users pay their way". The total revenue from road users was £4100 million whereas only £1350 million was spent on roads. Surely the roads are subsidising the government, not the other way around? I suggest that £60 million of this "profit" be used to restore our canal system for amenity use.

Mr. Knight asks if I am aware of the aims of the I.W.A. regarding commercial carrying on waterways. I think I am right in saying that it is to encourage commercial use of and development of such waterways as the Southern part of the Grand Union and in Yorkshire where there is a chance of profitable operation but to keep the rest in use for amenity purposes. I entirely agree with this.

Yours faithfully,

Graham Stevens

9 Exeter Road,  
Welling,  
Kent.

The Editor,  
'Windlass'.

Dear Sir,

In reply to Mr. Glenn Knight's question in his letter (Windlass January 1978): I am not, nor have ever been, employed directly or indirectly by the road transport industry! My only interest in roads is for personal transport, a primary function of roads which I.S.G. conveniently ignores, presumably because their plans cannot fulfil this need.

Yours faithfully,

R. V. Bingham

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# IWALK

## WHAT IS IWALK?

**IWALK** is the massive sponsored towpath walk organised by the Inland Waterways Association in close co-operation with various canal societies in England and Wales.

It will take place on rivers and canals throughout the country on Saturday, 10th and Sunday, 11th June.

**IWALK** will create nationwide publicity for the waterways.

The money raised by **IWALK** will be used to help voluntary waterways restoration schemes throughout the country.

Thousands of people will walk the towpaths and discover the canals for themselves.

**IWALK** is open to everyone. Whatever club, group, association or society you belong to, or even if you don't belong to one, you are very welcome to join us on **IWALK** either as a walker or helping with marshalling, transport, organising or publicity.

Children under 12 are welcome but must be accompanied by adults.

**IWALK** is organised locally by IWA branches and canal societies. There will be local walks in your area of varying lengths and difficulty.



# IWALK

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## Guildford Branch

31st March Annual General Meeting: This is to take place at the Centre Halls, Woking (part of the new Civic complex) at 7.30 for 8, and will be followed by a waterways film. A report will be presented on the progress of the Lock One Restoration on the Basingstoke Canal, being undertaken by the Branch. A resolution will also be presented to the meeting proposing a change of name for the Branch.

28th April: At St. Albans Hall, Lynchford Road, Farnborough, Hants. 7.30 for 8. An illustrated talk by Roger Squires on "The Waterway Restoration Movement Countrywide". This is to be joint meeting with the Surrey and Hants. Canal Society, and should enable us to judge our local projects against those in other parts of the country.

### GUILDFORD BRANCH I/WALK

The Branch's effort will be directed towards the walk on the River *Wey*, and it is hoped that as many members as possible will turn out to support us, well covered by sponsorship money. This is an ideal family event and we do hope that many children will join in (if under 12 they must be accompanied by a responsible adult). If you cannot reach the *Wey* because of distances involved, you will be able to walk on any of the other four routes, and specify that the money you raise be for IWA Guildford Branch. Reciprocal arrangements with the local Canal Societies allow them to do likewise.

A joint committee of the IWA and local Canal Societies has arranged the following programme of walks, all of which will take place on the Sunday, June 11th from about 0900 onwards:

<u>River Wey:</u>	From Byfleet (Parvis Bridge) to Godalming or intermediately. Maximum 16½ mile walk. Organised by IWA (Guildford Branch).
<u>Basingstoke Canal:</u>	From Brookwood to Fleet or intermediately. Maximum 13 mile walk. Organised by Surrey & Hants. Canal Society.
<u>Wey and Arun/Rother Valley:</u>	Circular walk around Fulborough. 18 mile walk. Organised by Wey and Arun Canal Trust.
<u>Kennet and Avon Canal:</u>	From Reading to Newbury or intermediately. Maximum 20 mile walk. Organised by Kennet and Avon Canal Trust (Reading Branch).
<u>Itchen Navigation:</u>	From Winchester to Woodbridge (Southampton) or intermediately. Maximum 10½ mile walk. Organised by Itchen Navigation Society.

Anyone who would like copies of the first brochure, or who would like to offer their services in ways other than walking (marshalling, refreshments, etc.) please contact Tony Davis in the first instance (55 Holme Chase, Weybridge, Surrey - Tel: Weybridge 44261) and he will put them in touch with the local organisers.

Kennet and Avon Canal: The big news this month is that we have at long last obtained from British Waterways Board a Short-Term (7-day) licence for the Reading to Fadzworth section of the K & A on a permanent basis. This follows experimental issues in 1976 - for Tyle Mill Lock Re-opening Ceremony - and 1977 - for the Reading Festival. It has been shown that it is not "administratively impossible" to issue such a licence for an isolated navigation. It is our view that this licence will fulfil a great need, and enable more people with Thames-only registered boats to visit this waterway, and also to increase BWB's revenue. We would urge as many as possible of you to take advantage of this licence now to prove that our campaign has been worthwhile. The licence can be purchased either from Watford, or from the lock-keeper at Blakes Lock on the Kennet. The rates, which were published in your January "Windlass" Stop Press, are about half the fee for a one-month licence.

Wey Navigation: A planning application was made to Woking Council in January for permission to develop a marina on the Wey Navigation opposite the "Anchor" Inn at Pyrford. Your Committee carefully considered the proposal, and decided to make an objection because they found it wanting in the following respects:

1. They suggested a maximum of 100 to 120 boats instead of the 250 proposed.
2. They objected to the provision of a restaurant which seemed destined to generate excessive car traffic along a narrow lane.
3. On the other hand they thought that boat fueling facilities for moored and visiting boats might be provided as none were proposed.
4. Neither were water points, chemical toilet disposal, nor rather suprisingly for a marina, a residence for a manager to offer users some form of security.
5. Finally, from a users point of view, the Committee found incomprehensible the proposal only to provide three moorings in 250 for craft in excess of 30 feet!

The proposal was rejected by the Council, but of course it may be resubmitted in amended form.

There are, in fact, no marinas on the Wey at present. The Committee would naturally welcome members' views as it seems likely that this or other marina proposals may be submitted in the future. Their view is that whilst they would not wish to see marinas on anything like the scale of the Thames, in either size, number or overdeveloped facilities, they would not object to one, or perhaps two, carefully sited marinas on the River Wey, well spaced out and small in scale, perhaps with a maximum of 100 boats. They feel that boats moored in basins are infinitely preferable to boats in linear moorings, especially in the narrower navigation channels; and they would hope that with any marina development there could be an agreement for some reduction, perhaps not to the same scale, of linear moorings elsewhere on the river.

Basingstoke Canal: With complete restoration planned for the early 1980's it is vital to keep up the momentum of the work being done by the Volunteers, the Job Creation Schemes, and the two County Councils. Even though we have been through two or three years of very severe financial restraints, it is very gratifying to see that work on the canal is very much on schedule. The situation at the end of 1977 was that work on locks 24, 25, 26, 27 and 28 had been completed (except for gates), and that work was in hand on locks 1, 6, 17 and at various places between 18 and 23. Dredging in Surrey (mostly dry) has reached 5 miles, and in Hampshire (mostly wet) about 3 miles. Towpath clearance is complete over the whole 30 miles, and offside clearance nearly so. Several lock gates are already in store, and more gatmaking is due to start soon.

A new, and very much larger, Job Creation Programme for 1978 has now started. The Manpower Services Commission have made a grant of £129,243 to the Surrey and Hampshire Canal Society to provide more jobs and wider training opportunities, together with a further grant of £8,790 to cover operating costs. This will provide full-time work for 45 persons for twelve months from this January.

#### Working Parties

We continue work on Lock One (Woodham) on the Basingstoke - access to site from Scotland Road Bridge, West Byfleet - and dates of forthcoming working parties are as follows, all on Sundays:- March 19th, April 16th. If you wish to see the progress we are making you can do no better than come along. We have a branch membership of 1,200 and we calculate that less than 5% of you have paid us a visit so far!

# Sutton College waterway lectures

Admission 40p Students & OAPs 25p

22nd March 1978	Dudley Tunnel Trust
19th April	Thames Sailing Barges by Elizabeth & David Wood
26th April	West Somerset Railway
10th May	Film on the Volga/Don Canal
17th May	The French Canals

7.30 pm in the Lecture Theatre, Sutton College of Liberal Arts, Cheam Road, St Nicholas Way, Sutton, Surrey. 01 643 0142.

## London Branch

Those who remember the successful (and crowded) Archive Film Show at the Round House a few years back, will appreciate the need to book early for London Branch's next show at the Museum of London.

A rare and fascinating collection of films on canals is being shown at the London Museum theatre on 11th May, presented by John Huntley. It includes scenes from THE BARGEE (with Harry Corbett) filmed at Hemel Hempstead and Tring on the Grand Union during the last days of commercial operation; scenes of ice breakers in action on the then Grand Junction canal in 1911; rare material of the 1920's and 1930's on the Norfolk Broads before they were 'discovered'; restoration work on the Peak Forest project; the old North Walsham and Dilham Canal in the 1920's; and the classic BARCING THROUGH LONDON, a record of the Prince Regents Canal in 1924, complete with horse-drawn narrow boats and a city of fifty years ago.

### ARCHIVE CANAL FILM SHOW

Museum of London 11th May 1978

#### Ticket Application

Name . . . . .

Address . . . . .

. . . . .

<u>Tickets Required</u>	<u>Performance</u>	<u>Remittance</u>
<u>@ £1</u>		
. . . . .	6.0 p.m.	. . . . .
. . . . .	8.15 p.m.	. . . . .

Please send remittance (payable to I.W.A.) and S.A.E. to:

LEN HOUSE  
69 FINSBURY PARK ROAD,  
LONDON N4 2JY.

PADDINGTON BASIN - MOORINGS

London Branch has been campaigning to make use of Paddington Basin. As part of the survey of potential uses it is essential to have a measure of the number of boats that would take up moorings there.

Would anyone who would consider mooring their boat in Paddington Basin please help the campaign by completing and returning this form. This is NOT limited to IWA members.

IT IS ESSENTIAL THAT WE HAVE THIS INFORMATION. ALL REPLIES WILL BE TREATED WITH STRICT CONFIDENCE.

Would you be interested in moorings in Paddington Basin YES/NO

What length of Mooring would you require .....FEET

What sort of Mooring Pleasure Craft/Residential

If you have a current Mooring is it BWB/Other

Delete as Applicable

Name: . . . . .

Address: . . . . .

. . . . .

Please return by To:

London Branch Chairman, Mr. F. Greenhow,  
204A Kew Road, Richmond, Surrey. TW9 2AS.

## Small Ads

### SPRING OR AUTUMN HOLIDAY?

Still time to book with MASTERFLEET for that much needed break. Take a narrow-boat from our marina near the Anderton Lift. Many attractive routes possible including the Cheshire Ring. FREE brochure from MASTERFLEET, Uplands Road, Northwich, Cheshire. (Northwich 79642)

WANTED Kennet and Avon Canal between Crofton and Dovizes, land with planning permission or dwelling with garden. Extensive mooring facilities essential. Sale or long lease.

DAWKINS. 20 Fellow Green Road, West End, Woking, Surrey.