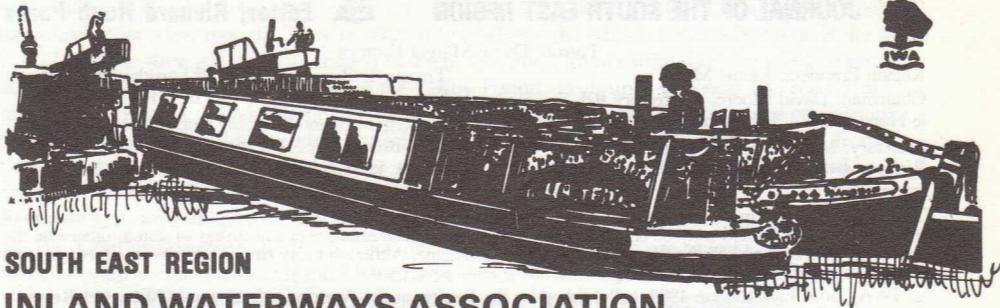


WINDLASS



**SOUTH EAST REGION
INLAND WATERWAYS ASSOCIATION**



Photo—R.H.P.

GUILDFORD FESTIVAL—JULY 1984

The unconverted pair *Badsey* and *Barnes* locking up through Mill Mead at Guildford during the Festival

November 1984

Number 172

windlass

JOURNAL OF THE SOUTH EAST REGION



Inland Waterways
Association

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Editorial

THE MAN IN THE BOAT—They always used to be around—the man and his boat—able to deal with any disaster, such as a child falling in the river, just because the man in his boat happened to be there. The consequences of his absence can be frightening. Restrict use of a waterway, take away the professional watermen and the skilled, regular amateur boatmen and who is left to deal with matter of water safety? The Grand Surrey Canal was a case in point. After the Surrey Docks was closed the canal became a danger to life and was eventually, and wrongly closed, de-watered and filled-in. Lost was one area of potential amenity.

It will not be so easy to infill Dartford Basin and re-route the Darent if the proposed Creek Bridge is built and obstructs navigation. Our tour of the Creek showed there was no safety equipment, yet youngsters regularly fish the Basin and many others play and walk along its towpaths. Who will look after them if boats are unable to navigate the creek to act as watchdogs? IWA campaigns for water safety and I was pleased to hear that some Local Authorities are starting to set up Water Safety Committees to act on inland waterways. One Branch has already been approached by a Council asking for advice on how the areas of risk can be identified and what proposals can be made to counter them. The Branch, together with boat clubs and anglers has the opportunity to use its knowledge in hopefully averting some of these risks. It is still not enough. We have to educate people into respecting those safety devices on which lives depend, and prevent wanton destruction of towpath lifesaving equipment. We can, and do, give advice but our best way of achieving this is to demonstrate that waterways must be used and be in continual use.

Windlass Advertising

Advertisements to be prepaid. Cheques to 'IWA', please to reach the Editor by deadline date.

Classified: £1.50 for 15 words. 8p per word thereafter. **Full page** £50, **½ page** £26, **¼ page** £17.50, **⅓ page** £13.50, **⅙ page** £7.

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Tel: 079589-603

Will Branch Secretaries and Society publicity officers please ensure that they meet copy deadlines

LETTER TO A NEW MEMBER

Dear Les,

Congratulations on being elected as a member of our Club, bit select, what! You seem to have had a very jolly time at the Blisworth Tunnel re-opening. The TV camera chaps showed you grinning from ear to ear. What did you think of that frightfully good suggestion put up by one of the BWB engineers? The one about letting all the boats into Blisworth Tunnel on re-opening and then wall up both ends before they could get out and that would stop a lot of trouble from IWA in the future. Nice idea, though. They're all getting ready for the Milton Keynes National Rally next year. I suppose they will want it dredged by then. Goodness knows what they are going to do with all the old scrap cars and refrigerators in the Fenny Pound. Wait until July next and then 'leak' some scare about the Development Corporation having received some application or other to infill part of the Grand Union alongside Milton Keynes and culvert the Canal. An application from British Aerospace would sound good; jobs and all that. Suggest a quarter mile long cut and cover with 5'7" airdraft. That will put their propellers in a twist.

I am planning a bit of a cruise next year along the Grand Union and down the Thames, and frankly, I can't understand the BWB Information Circular regarding use of locks. I attach a copy of the relevant section for the Grand Union, and wonder if someone can make sense of it?

The locks named below are open at the times indicated. All other locks are open at all times and are not manned.

GRAND UNION

Thames Tidal Lock	Daily including Bank Holidays—within the period 0600-2200 hours open from 2 hours before high water to 2 hours after high water, provided that the opening period calculated from this schedule is one hour or more.
Brentford Gauging Lock No. 100	Monday-Friday } Excluding Bank Holidays } Open within the period 0700-1800 Saturday Sunday } Bank Holidays } As Thames Tidal Lock
Hanwell Flight	For safety reasons Locks 90 and 97 are padlocked on Summer evenings at 1900 hours (to clear flight by 2030 hours) and on Winter evenings at 1630 hours (to clear flight by 1800 hours) The locks are re-opening at 0800 every morning (Actual dates of summer and winter schedule are fixed annually).

I have worked out an itinerary and suggest you might run a small competition for the first correct answer given to my following questions:

1. I propose to leave with my boat from its moorings at Cowley, $4\frac{1}{2}$ miles above Hanwell top lock, at 6pm on a Friday evening for my weekend trip up the Thames. I intend to travel non-stop when possible at the maximum permitted speed of 4mph. If the boat takes $1\frac{1}{2}$ hours to clear the Hanwell flight and high water at Brentford is at 0730 hours and 2000 hours on the Saturday, on which day of the week will my boat pass through Brentford Gauging Lock No. 100 (assuming that I do not give up in frustration?)
2. What are the opening and closing times of Gauging and Thames Locks on a Saturday or Sunday in August when high water London Bridge is at 0500 and 1810 hours?

Perhaps you would like to make the trip with me?

Yours sincerely, Frank

UNCLE RON'S CHRISTMAS COMPETITION

Will Frank ever get his weekend cruise and if so, when? If you think you can solve Frank's problem for him, your Uncle Ron will award you a PRIZE.

Entries to the 'Windlass' Editor, marked 'COMPETITION—Decipher BWB's Lock Opening Circular'. Entries close 5 December 1984.

WIDEBOATS AND 'WOZZERS'

The Basingstoke Canal—recalled by Captain Donald Grover

In 1939 I joined A. J. Harmsworth as a boy, intending to go with the tugs *Primrose* or *Shamrock* but two weeks later they were sold. Clements & Knowling took over the towage and I was sent to work in the Ash Vale bargeyard. I was 16 and they gave me the name of 'Lofty'. The firm's work was between London and the Basingstoke or Wey with a fleet of three wideboats and nineteen barges. Timber was from the Surrey Docks to Wise & Coat's wharf at Monument Bridge or Spanton's at Woking and occasional freights to Scotland Wharf or Send; wire coils to the Woking nail factory; coal from Popular Dock to Vulcanised Fibre at Shalford and linseed or cottonseed ex-ship out of Tilbury or the Royals to Weybridge Oil Mills, this last work done in *Weybridge, Alexander* and the steel, Dutch-built *Frimley*. Our boats also helped out William Stevens of Guildford with wheat from Bellamy's to Stoke or Coxes Mill, sometimes returning with English wheat to Spiller's Dock, Battersea, and taking timber up to Guildford for Ingram Perkins or Moons.

Barges with a permanent skipper were known as 'resident' boats, the others were non-resident and 'odd' (lightening) boats. The smaller ones took 70 tons while the bigger carriers regularly did 115 tons on the tideway. *Aldershot II* once did 100 tons of coal then loaded a Grafton steam crane on her hatches for delivery to Weybridge. There was little water on the Wey and even less on the Basingstoke (until it was draglined in 1943) and it was necessary to lighten-off part of the cargo, taking 60 tons to Guildford, 50 tons to Shalford and in dry weather only 25 tons to Woking. Lightening was done at the firm's wharves at Weybridge. The tug shot the barge into the Wey for the crew to bow haul her up to the Lock where the horse tow took over. Coal was unloaded by the Grafton below Thames Lock and timber turned over by hand above the lock.

Resident boats then were *Rosaline* (1918), *Perseverance* (1922) Jack Day, *Marion* (1923) Arthur Legg, *Gwendoline* (1921), *Wilfred* (1925) Steve White, *Weybridge* (1927), *Alexander* (1928) Jack Webb, *Aldershot II* (1932) Ted Cook and *Basingstoke* (1932) Jimmy Wayne. These worked the tideway with the 180 ton steel, Dutch built *Crookham* and the 120 ton *Frimley*. *Northern* and the former resident *Josephine* and *Glendower*, now converted to flush deckers, and the non-resident double-enders *Ariel I* (1935) and *Woking* (1926) which retained their hatches sometimes worked in the London trade. *Madeline* (1924), *Dauntless III* (1929) and *Brookwood* (1930) had no hatches and were used for lightening. The firm also had the wideboats *Southern* and *Stanley* and the barge *Red Jacket*. The previous year five of their craft had been laid-up—*Blue Jacket* and the narrowboats *Robin*, *Why Not?* and the 'wozzers' *Mapaldurwell** and *Greywell*. (*Note Mapaldurwell also appears as Mapledurwell and there is confusion over the correct spelling.)

Harmsworth boats were built for both tideway and navigation work, having bluff barge bows, bowrails and a handspike windlass. This included the 'wozzers'. These two came from FMC at Uxbridge in 1907, with straight stems, designed to be towed breasted-up with bigs logs away from Frimley. They suffered from a peculiar handling tendency which possibly gave them their name. Sammy Seymour who had the pair told me that while towing, their bows never properly parted the water—as their fore-ends went down their sterns came up—bringing half the rudder out of the water. I wonder, however, if the name 'wozzer' was a corruption of 'wooser' the old name by which the Worcestershire Severn boats were known, which were similarly built with bluff bows and high sides.



The Harmsworth barge *Fleet* ex *Ariel I* seen under Tony Harmsworth's ownership, 19 February 1960, London's West India Dock. She was built with a teak deck.

Photo—Patricia O'Driscoll

All cargo above Weybridge was horse-towed. The firm had its stables at Byfleet, below what became known as Stable Lock, with two pairs of shires—a pair to each laden boat—and a light ‘vanner’ for the empties. In my time Foreman Carter was ‘Jumbo’ Johnson and his assistant was Ernie Holder. Under horse tow I recall that *Madeleine* was always easy to handle while the box-shaped *Woking* was very full and needed a lot of dragging about, which made a difference when you had a five foot stack on the hatches and had shallows and bridge holes to negotiate.

Some of the barges were built with three planks to the turn of the bilge instead of the usual two and the ‘three plankers’ didn’t always want to go round corners. They always gave trouble at one spot on the Wey where there used to be a bankside roller to assist barges round an awkward bend. The horse would double back against the roller to check the barge and hold it off the weir channel then be crossed over onto the opposite bank to resume tow into the lock. With heavy floodwater down, the exercise had to be nicely judged. Old *Dauntless II*, broken-up ten years before my time, had been a tartar to steer, they said, and when she once refused to go round a bend her skipper ‘Hookey’ threw the tiller over in exasperation.

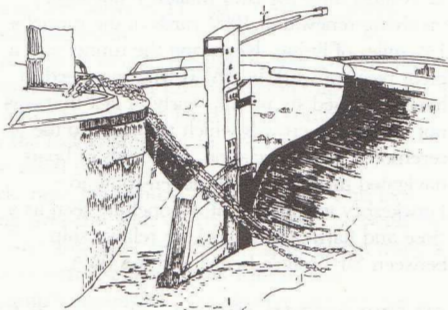
Trade above Woking ceased after the Great War but we still took barges up to Aldershot through the 28 locks to the yards at Ash Vale. There was a short lock at Goldsworth which gave trouble when the bigger barges had to be backed-in, transom first. Sometimes there was only 2’9” of water to Woking and barges had to haul themselves through the shallows using a dolly-wire. I did one big freight to Woking during the War, a heavy load of timber for building Mosquito aircraft. It was parana in 48’ x 4’ planks which just fitted under the hatches.

One of the first jobs given me in the firm was to lead a horse off to be shod. I had never been near a horse before—I was put on its back with no idea how to handle or steer this thing—fortunately it knew its way to the blacksmith’s shop and back. I used to report to the barge house for daily orders. Work was loading and unloading, letting weed out of the cut with the dredger, working round to London or bringing a lightening boat back. You never knew beforehand what tools were needed and had to take everything you could want; it needed a pantechican to carry it all.

We used to work right up as far as Greywell with the dredging punt and I got to know the cut well. Dredging was done with a long armed, counter balanced ‘spoon’ and was laborious work. Older chaps told me of the days when they dredged building sand by hand, hauling the sand down the side of the punt with a wooden scoop. During my outings I came across the hulks of a number of boats that had been left to rot when trade ceased. There was the remains of a steam monkey boat *John Ray* (or Rea) nearly opposite Stable Lock at Woodham, and a pair sunk near the Brookwood, abandoned after the skipper/owner couldn’t pay his dues. The narrowboats *Soho*, *Tunstall* and *Netherton* had been sunk near the yard by Harmsworth in the 1920’s. The one which interested me was the steam narrowboat *Seagull*, hulked in the dock at Nateley brickworks, whose boiler and high pressure, single cylinder engine were substantially intact just after the last War. She had been there a long time as trade to Nateley had ceased around 1900.

In six years I took away all the non-resident boats—although I was supposed to be a shipwright then—but while I tried to keep away from horses they did not always keep away from me. I had taken an empty boat through Pyrford Lock and gone below for tea with the carter when we heard the devil of a noise on the hatches. The van horse had walked up the 9” x 2’ gangplank and was clattering up and down the hatches. We dare not lead him back down the plank and had to push the barge back into the lock to unload him.

It was the all time comedy classic, a horse riding on board while the crew did the towing.



(to be continued)

Harmsworth Barges *Ariel* and *Gwendoline*

BACKCHAT—by the Editor

OUR CONTRIBUTORS—

Captain Donald Grover left A. J. Harmsworth & Sons for Thames Barges and now skippers the 103 year old *Oak*, which is based at the Dolphin Yard Sailing Barge Museum, Sittingbourne. The legendary Captain George Feint, sailed with him as mate up until last year when he 'retired' at the age of 89. In one of last year's races Donald was injured by a flying winch handle; George Feint took the wheel and sailed *Oak* into close second place. The skipper was not satisfied and from his sickbed below was heard the mutter:



Donald Grover of *Oak*

Barry Martin is joint publicity officer for IWA's Hertfordshire Branch, a position he shares with his wife Beryl. His article on the Grand Union in Hertfordshire has now been published by the Council with the addition of illustrations.

Bryn Weightman started his working life in estuary water shipping and maintains his link with coastal and river craft as Inland Shipping representative of Kent and East Sussex Branch.

DREDGING THE LEE—While the rest of us were at Dartford protesting, the Adams family took their new tug *Silverdredge* from Twickenham to Rammay Marsh on the Lee for the Rammay Marsh Cruising Club's Boat Handling Day. On the way up and down several cars, motorbikes, fridges—the usual things one finds in canals—were securely pulped into scrap. In spite of what the BWB Circulars say there now exists a six foot deep and twelve feet wide dredged channel from Limehouse Basin through Limehouse Cut to Waltham Abbey.

BLISWORTH RE-OPENING—An ebullient Sir Leslie Young opened Blisworth Tunnel on 22 August after the £4.3 million renovation involving renewal of 1000 yards of the tunnel's 1¾ miles of lining. Repairing the tunnel was a great piece of work by BWB who managed to have it opened six months early, a fact that was not lost on the crowds which thronged to the ceremony. In appreciation, hundreds of boats navigated through the tunnel en-route to Hawkesbry to mark what is hopefully seen as a close and harmonious working relationship between Sir Leslie's Board and the IWA.



'George is getting old, he's not nearly as reckless as he used to be!'

On two occasions during the last year *Oak* has been struck by lightning. It is proof, Donald says, that lightning never strikes in the same place twice. 'The first place it happened we were at Faversham and on the second occasion we were in Colchester River.'



Sir Leslie Young (centre) at the re-opening ceremony of Blisworth Tunnel, talking to Doris Weightman

Photo—Bryn Weightman

SILVER SWORD AWARD—Our congratulations to Mr. and Mrs. C. Taylor of Eastbourne on being awarded the IWA's coveted 'Silver Sword' for journeys completed on various hire boats.

WATERWAY HIGHLIGHTS

4 NOVEMBER. Walk along the Regent's Canal to Paddington

2 DECEMBER. Walk along the Regent's Canal to Islington. Dr. Michael Essex-Lopresti's popular IWA Canal Walks start at Camden Town Underground Station at 2.30pm and last for about two hours. Walkers pay £1 which goes towards IWA funds. Over 2000 walkers have so far enjoyed this glimpse into London's past and present. The 1985 Programme will be announced in the next issue of *Windlass*.

4-6 MAY 1985. CHELMSFORD RALLY OF BOATS—Organised by the Chelmsford Branch. See Entry Form in this issue of *Windlass*.

25-27 MAY 1985. NATIONAL TRAIL BOAT RALLY—Pewsey on the Kennett and Avon.

THAMES AND MEDWAY CANAL—Restoration working parties with David Rouse.

Clearance work on beds and banks. Sunday 18 November and 9 December. Contact David on Gravesend 62861.

BASINGSTOKE CANAL—Working parties with Ken Parrish and the K.&E.S. Restoration Group over the weekends 3/4 November and 8/9 December. Contact Ken on Canterbury 61609.

Waterway Restoration—News

THAMES AND MEDWAY CANAL—Built as a barge canal from Gravesend to Frindsbury with basins at either end the canal was commenced on 1800 and opened in 1824, with a 3909 yard long tunnel. The tunnel was closed to traffic in 1845 when taken over by the railway and still forms part of the Dartford to Strood line. Sailing barges continued to use the Gravesend-Higham section of the canal until the 1930's and traffic from Higham ceased around 1934. The Gravesend Basin and sea lock are still in use and parts of the remaining sections of the canal are capable of restoration and use. The Thames and Medway Canal Society have carried out regular works and at present working parties are concentrating on clearance of bed and banks to the East of Gravesend in the vicinity of the swing bridge. The canal is in the ownership of British Rail from whom Gravesham Council is negotiating for its purchase. One of the requirements would be the onerous undertaking of providing proper fencing between the canal and the adjacent railway line.

KENT AND EAST SUSSEX CANAL RESTORATION GROUP—Formed originally within the K.&E.S. Branch of IWA to coerce and recruit labour (IWA or otherwise) to work on various canal restoration schemes throughout the country. Now an independent organisation maintaining close links with IWA and the Canal Societies; Ken Parrish directs resources into work on the Basingstoke and the Wey and Arun, with monthly working parties. Many of you will have met Ken at his stand at the Hawkesbury National Rally and enjoyed looking at the display of photographs showing restoration on the Basingstoke.

WEY AND ARUN CANAL TRUST

WORK CAMP 1984—The restoration of the Wey and Arun Canal has once again taken a big step forward as a result of the Summer Work Camp, jointly organised by the Waterway Recovery Group and the Wey and Arun Canal Trust. This was held between 11 and 25 August, and a dozen or so volunteers were put to work at two sites on the canal.

At Lock 17, near Cranleigh in Surrey, the major task was to rebuild the top cill (the ledge at the upper end of the lock where the gates rest). This sounds simple, but involved setting up some complicated shuttering, then mixing and pouring a lot of concrete—a lengthy job combining skill and sheer hard work! Work was also carried out on the lock chamber walls, bricklaying and backfilling, and repairing a nearby culvert under the canal bed.

The other site to receive attention was Malham Lock, near Billinghamurst, West Sussex. This lock still retains its original stone walls, which were getting over-run with weeds. The joints between the stone blocks were raked out, removing loose mortar and any plant growth—in some places using a pneumatic hammer to reach stubborn roots. The joints were then repointed with mortar.

The Council of Management of the Trust and the camp's organisers were pleased with the results of the Work Camp. In the case of Lock 17 it has substantially advanced the site towards complete restoration, and at Malham the lock now only needs the installation of gates to restore it to a fully navigable condition.

The Grand Union in Hertfordshire

by Barry Martin

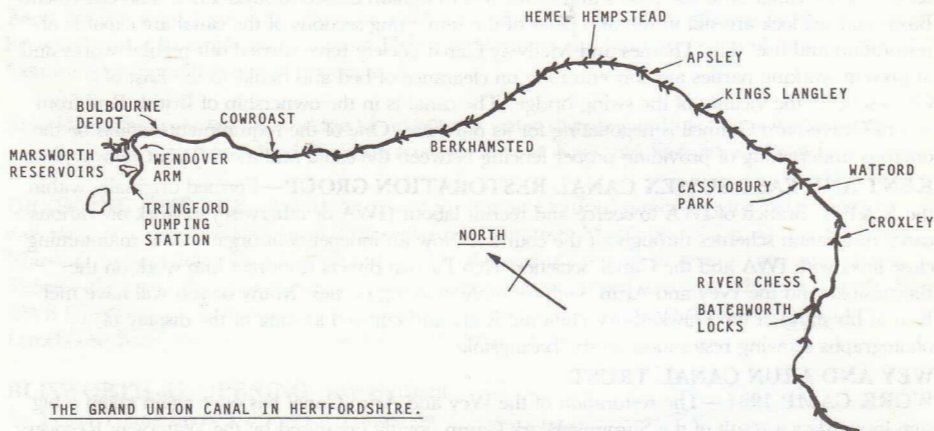
The re-opening of the Blisworth Tunnel after a four year closure and the re-establishment of the Grand Union North-South route is expected to bring about a 40% increase in boating on this attractive waterway.

The Grand Union Canal, amalgamated in 1929 from several separate canal systems, links Birmingham and London giving 272 miles of waterways including branches.

A fleet of nearly 400 craft traded on the waterway until after the war when the entire canal system was nationalised in 1948. It is now administered by the British Waterways Board. Eventually competition from the railways and improved road haulage brought about a complete halt to commercial use of the canal. The current use is mainly recreational, pleasure cruising, angling, towpath walking and nature study.

The canal enters Hertfordshire's north-west corner near Bulbourne where the Wendover Arm brings water from Tringford Pumping Station. The water is collected in six reservoirs which are also nature reserves providing homes for many water birds and rare wild plants.

From Bulborne Maintenance Depot, where the massive lock gates are made, the canal enters a wooded cutting and after three miles near a new marina, begins its descent to London at Cowroast Lock, entering into the natural valley of the River Bulbourne at Dudswell. After passing through Northchurch the canal reaches Berkhamsted where canalside attractions include several boatman's pubs, a totem pole, hire craft, and nearby the remains of an eleventh century castle with a unique double moat.



THE GRAND UNION CANAL IN HERTFORDSHIRE.

At Winkwell a swing bridge operated by a handwheel provides access to a popular canalside pub and at weekends queues of cars are kept waiting while boats pass. After two more locks the outskirts of Hemel Hempstead are reached. There are watercress beds followed by meadows belonging to the Boxmoor Trust where rare breeds of sheep and cattle can be seen. Until recently Roses Limejuice received raw materials in barrels by narrowboat from Brentford.

The rivers Gade and Bulbourne meet at Two Waters and join the canal below the maintenance depot at Apsley. Apsley Mills and Nash Mills have produced paper since John Dickinson established his business in 1809. From Nash Mills locks to Kings Langley the canal follows the winding course of the river Gade.

Below Kings Langley lock the canal passes the Ovaltine Factory and after the picturesque locks at Hunton Bridge reaches Lady Capel lock below which is a fine ornamental stone bridge. The canal then winds through Cassiobury Park, former seat of the Earls of Essex, now a popular recreation area with open spaces and footpaths, where narrowboat trips are available during the summer.

Leaving the peace and beauty of the park, past a marina at Cassio Bridge, the canal passes the site of the recently demolished Croxley Mill whose canalside bays were built to receive waterborne cargoes. Below the next lock is Common Moor an area popular with anglers and families on picnics.

Between Lot Mead lock and Batchworth there are extensive linear moorings with many colourful residential boats. At Batchworth a second lock leads to the now disused River Chess branch. After a journey of 21 miles, descending some 250 feet, and using 38 locks, the canal leaves the south-west boundary of Hertfordshire below Rickmansworth.

Throughout its course in Hertfordshire the Grand Union Canal provides continually changing scenery of great natural beauty, with fine examples of canalside architecture, blending together to make a most interesting area to visit and enjoy whether by car, on foot, or afloat.

WINDLASS COMPETITION CARTOON



In Backchat *Windlass* 171 John Wheatland Clinch was given the opportunity to respond with a 'drink and boat' cartoon. His caption is far too rude to print (and the Vice-Chairman of my Branch is a policeman) something to the effect that the boater has several bucketsfull of the stuff up for'ard which he would gladly donate.

Competition captions please on a postcard to the Editor of *Windlass* by 5 December for a PRIZE.

Wey and Arun Canal Trust—Restoration

Bill Thompson in his editorial to the Trust's quarterly Bulletin writes that 'we are at an exciting and critical stage in the development of our project.' The Trust has been having serious discussions with IWA in the hope that we can help them with the funding of an independent study on the cost of restoration and the economic benefit of the Wey and Arun Canal. Where individual IWA member can help the Trust is by assisting with their regular working parties. Meeting on site at 10am for Lock 17 work and at the Toat Cafe at the same time for Toat Bridge work.

Sunday 4 November—Toat Bridge

Sunday 25 November—Lock 17

Sunday 9 December—Lock 17

Sunday 23 December—Lock 17

Sunday 11 November—Lock 17

Sunday 2 December—Toat Bridge

Sunday 16 December—Lock 17

(Note: 30 December is a day off)

Call HOTLINE: Shere 3253, Leatherhead 375051 or Hassocks 6172 in advance.

Letters to the Editor

793 Great West Road, Osterley
Middlesex TW7 5PB

61 Winkley Court
Eastcote Lane
South Harrow HA2 8RT

Sir,

I am glad to see Roger Squires raising a point that has perplexed me all year. With a workaholic husband, my boat is lying unhappily idle for many consecutive weeks at Tring. I find it tedious trundling the same short journey taking out friends for weekends only, and am interested in finding *suitable* crew who are available for longer periods. I have been wanting to make the journey into Limehouse for some time, and I have not yet made the trip through Blisworth.

Advertising for crew in a well-known national boating magazine resulted in a splendidly weird collection of replies (best uncommented on) in which 'cruising' took on a thoroughly new meaning!

I would be very pleased for potential 'crew' to contact me at the above address; preference being given to women and couples.

Sincerely, Moyra Peralta

Dear Sir,

How refreshing it was to read Dr. Roger Squires' contribution to *Windlass* August 1984. I would welcome the opportunity to volunteer myself as an occasional crew and even cover the costs of an additional hand.

I too would like to share my interests with others without the feeling that when it comes to waterways I am a complete fool. Is it really so important that people often refer to narrowboats as barges or think that a cut is what bleeds rather than what carries water?

Let us all make the attempt to break this natural reserve and develop all of our interests and knowledge together.

Yours faithfully

David Allison-Beer

35 Tanza Road
London NW3 2UA

Nuclear Waste

A Ministry of Agriculture and Fisheries report confirms that with Government approval nuclear waste is being discharged into the Thames Catchment area at Amersham in Bucks, and into the River Medway at Chatham. The quantity is said to be less than 1% of the maximum limit. However, the report goes on to state that houseboat dwellers on the Ribble in Lancashire are exposed to 7% of the limit, and are being monitored. Fishermen and those who eat seafood caught locally are said to be most at risk.

It does seem strange that while one Government agency is charged with cleaning up waterway pollution and enforcing by-laws to prevent further pollution another is at work tipping in nuclear waste.

Dear Sir,

Dr. Roger Squires' suggestion might be just the thing for me. I used to have my own small cruiser on the Thames; my family are either not free enough or not keen on boating so I can't hire for myself alone. I would welcome the chance to get back on the water, crewing for some other party. I'm past retiring age but active and useful. I speak French and would particularly like to go boating in France, but anywhere will do!

If you can help, thank you.

Yours truly

Mrs Gwen Marsh

BOATS FOR SALE

PERSEVERANCE—48 foot, all steel 'Colecraft' narrowboat (cruiser).

Built 1981. Built for intended cruising in comfort. Pine clad interior, carpeted throughout.

15 foot Living room with loose furniture, 'Queen' stove. 12 volt/240 volt power circuits. Fully tiled Shower/Toilet compartment, pumpout toilet, Power ventilator. Kitchen—Flavel cooker, Electrolux fridge, Valliant water heater, Power ventilator. Rear cabin with permanent double bed, drawers under.

Leyland 1.8 engine, keel-cooled, split charging. 150 gallon water tank, 60 gallon diesel.

FOR SALE £13,750. Telephone: Slough 79828.

WALKING THE BASINGSTOKE

The recently published 'A Guide to the Basingstoke Canal' by Roger Carsdale and Dieter Jebens was our guide as 'Windlass' took to the towpath to pin-point some of the Canal history described by Donald Grover in his article 'Wideboats and Wozzers'. We started our walk at Goldsworth's where we met Philip Pratt, Exhibitions Organiser to the Surrey and Hants Canal Society, who took us through the restoration work on Locks 7-11, an incredible task for which one has nothing but the highest admiration. Here we met the working party under Peter Jones rebuilding Lock 9, with the assistance of Clive Underwood, Don, a second Peter Jones and several other people including a lady brickie. They were cutting out the old masonry walls and building back up in engineering brick. On other locks new face brickwork has been 'stitched-in' but here the faces were being completely renewed. Peter walked with us to below Lock 7 to point out the last resting place of *Blue Jacket*, hulked there in 1940. Stem, transom and part of the port side remain, but one has to look hard for them in the reeds; when dredging takes place I do hope that some of these timbers will be salvaged and exhibited as they are part of the Canal's working past.

From Goldsworth's we followed the Canal to the Brookwood flight and thence to Deepcut. This flight of 14 locks, the Guide tells us, raises the Canal 97 feet over a distance of two miles.

De-watered at the time owing to seepage at Frimley Bank it gave us the opportunity to admire the complete restoration, and wonder at the sheer magnitude of the restorers efforts.

The walk from Deepcut to Ash Lock, an attractive one, is further enhanced as one leaves the towpath to climb up among the pines to view Mytchett Lake. Between here and Swan Bridge one passes Angler's Flash and Great Bottom Flash, where poking from the reeds on the east bank are the remains of some of the Harmsworth fleet, *Greywell, Mapaldurwell, Basingstoke, Robin and Stanley*,

nestling in history. On the west bank the Ash Vale boathouse stands unaltered, but we could see no trace on the opposite bank of the site of Harmsworth's repair yard. Ash Lock at the 195 foot summit has been restored and a few weeks before had been the scene of narrowboats, cruisers and steam launches meeting to mark the re-opening of a further twelve miles of the Canal.



The restored Lock 10 on the Basingstoke
Photo—R.H.P.



Peter Jones (*front*) directs work on replacing the brick face of Lock 9 on the Basingstoke. Original masonry face is being cut away, (*left*)
Photo—R.H.P.

Later in the evening we took our car back to Scotland Bridge to walk to Monument Bridge. Alright, we didn't walk the whole of the Canal section as Philip gave us a lift in his car through the 'rainy part.' But try it for yourselves. 'A Guide to the Basingstoke Canal' proved a good companion. Written in an informative and chatty style with plenty of photographs and clear 25" maps it is the sort of dedication that one has come to associate with the Surrey and Hants Canal Society.

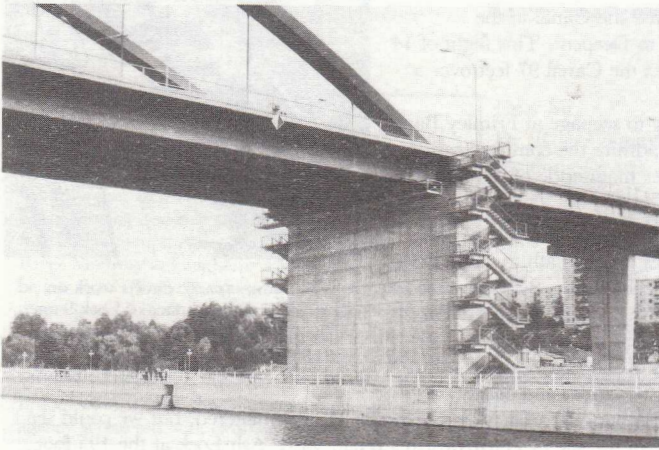
Published by the Society the Guide is available from Audrey Slaughter, 37 Fir Tree Way, Aldershot, Hants, price 90p (including post and packing).

THE NEW DANUBE-BLACK SEA CANAL

Visited by Bryn Weightman

The liking that members of the Odd Boats Society have for the lesser known or used waterways is well known, so, when Doris and I forsook our coracle for an Ilyushin 62 of Romanian airlines to see a new canal that had only been open a few days, it was to prove to another first for that august body of intrepid mariners.

Knowing from previous attempts that photographing bridges and things on the lower Danube was frowned upon by the Romanians we were rather doubtful that they would be any more obliging with their new Danube-Black Sea Canal, but it does help to have friends, for within a few hours of arriving in Constanta it was all arranged, not only could we take photographs, but they would take us by boat the whole 64 kms. of the canal and back. Evidently they were considering running a trip for tourists on the canal and thought that we would be suitable guinea pigs. The following day saw us esconced aboard a small Danube passenger boat complete with English speaking guide, large quantities of food and drink such as we had never seen before in Romania, various officials of the tourist industry from the Minister down, and the news that we were, as far as they knew, the first British people to go on the canal.



All the canal bridges give 17 metres headroom

Photo—Bryn Weightman

To say the least, it is impressive. It has taken nine years to build and is cut straight through a range of hills to link the Black Sea at Agigea with Cerna Voda on the Danube, cutting off 400 kms. of sea and Russian dominated Lower Danube. They are building a new sea port for transhipment of cargoes at Agigea as well as three inland ports. Principle traffic is to be strings of six, three thousand ton barges pulled or pushed by a tug of 2400 hp.

Most of the construction has been done by the army, together with the Romanian version of WRG,—volunteer groups of students from all over the country. We have watched this canal being built over the years—we even distributed 'Restore Huddersfield Canal' stickers on one occasion—and seen the work going on day and night. It still is, for there is still much to do. The high cliff like sides are all being lined, mosaics showing the work of construction are being incorporated into the sides, another 21 km. arm is now being worked on, the ports have still to be finished and above all, the international shipping agencies will have to prove its value by using it.

It has been a fantastic project for a country like Romania, but the thing that impressed us most was not the scale of the work, but the pride with which ordinary Romanians spoke to us about 'our new canal'.

SUMMER ROUND UP OF THE SOUTH EAST REGION

London Branch—Westminster Pageant on Water, May 1983. Steam launch *Elidir* carrying the Deputy Lord Mayor of Westminster, Councillor Nicholas Thompson, heads the Cavalcade as it enters Brownings Pool, Little Venice. Photo—Roy Squire

Boats and Boaters at the IWA National Rally at Hawkesbury Junction, August 1985. Photo—R. H. P.



Boats passing through the Blisworth Tunnel after its four year closure. Photo—Bryn Weightman



Clive Wren looks anxiously at the submerged contents of the Darenth as he winds his n/b *Dubhe* of Woolwich in Dartford Basin for the Dartford Creek protest gathering.
Photo—R.H.P.

Volunteers on the Basingstoke Canal summer work camp positioning a bump piece in Lock 9 on the Basingstoke Canal at St. John's, Woking.
Photo—Dieter Jebens



Kent and E. Sussex branch members and guests blocking the Sussex Eastern Rother in June.

Photo—R.H.P.

BRANCH NEWS AND NOTES

CHELMSFORD BRANCH—*Report by John Gale*

Chairman: Mrs Betty Adams, 214 Broomfield Road, Chelmsford. Telephone: 354857

Secretary: David Johnson, 12 Queen's Road, Chelmsford. Telephone: 353637.

CHELMSFORD RALLY OF BOATS—We have decided to hold a rally at Chelmsford over the May Day Bank Holiday, 4-6 May 1985. We hope to have the formal part of the rally on the Sunday, leaving the Saturday and Monday free for exploring the waterway, launching and recovering boats. Full details will be available later and an entry form is to be found in this issue of *Windlass*. Berthing Master/Entries Secretary is Ken Wood, 39 Linley Crescent, Romford RM7 8RB. Telephone: 65504.

Boat clubs up and down the East Coast are being invited to attend the rally and cruise the fourteen mile section through thirteen locks from Heybridge Basin to Chelmsford. High water at Heybridge sea lock is lunch time on the Saturday and already a number of larger sea-going craft have promised to attend in the Basin before the smaller craft continue up to Chelmsford for the formal rally. Canal limits are 60 x 16 feet with an advised draft of 2'6" and airdraft of 6'5".

BRANCH MEETINGS

All meetings are held at the AEUW House, Primrose Hill, Chelmsford, at 7.45 for 8pm sharp **8 NOVEMBER**. Thursday. **WATERWAY POSTCARDS**—by Hugh McKnight. We are hoping to have a display of cards provided by local members of the Canal Card Collectors' Circle.

13 DECEMBER. Thursday. **CHRISTMAS PARTY**.

10 JANUARY. Thursday. **TRADITIONAL SAILING VESSELS AND THEIR PRESERVATION**—Roger T. Becket.

14 FEBRUARY. Thursday. **BLISWORTH TUNNEL RESTORATION**—Martin Japes, Director of Engineering, BWB.

14 MARCH. Thursday. **ANNUAL GENERAL MEETING** and members' slides.

GUILDFORD AND READING BRANCH—*Report by Colin Ward*

Chairman: Geoff Bailey, 40 Hazell Road, Farnham, Surrey, Telephone: 724811

Secretary: Brian Percy, 21 New Road, Marlow Bottom, Bucks. Telephone: Marlow 4575

BASINGSTOKE CANAL SLIPWAYS—The Branch is pleased to announce some success in its campaign for the provision of slipways on the Basingstoke Canal. One slipway with parking for cars and boat trailers is now open at Farnborough Wharf Bridge (A325) and another is under construction at Barley Mow Bridge, between Fleet and Odiham. We hope that readers will make use of these slipways, as of course a restored canal needs to be used to prevent it reverting to its former dereliction. Boat Licences are obtainable by post from the Canal Manager, Ash Lock Cottage, Government Road, Alderhshot, Hants. Telephone: Aldershot 313810.

THAMES LOCKS CLOSURES—Thames Water give notice that the following locks will be closed to traffic between the inclusive dates:

Chertsey Lock: 5 November to 22 March 1985; **Kings Lock:** 12 November to 3 December;

Sonning Lock: 12 November to 2 December; **Bell Weir Lock:** 3 December to 9 December;

Shiplake: 7 January to 27 January 1985; **Clifton Lock:** 14 January to 11 February 1985;

Grafton Lock: 21 January to 11 February 1985; and **Marsh Lock:** 4 February to 3 March 1985.

Representation is being made by the Branch to Thames Water over the five month closure of Chertsey.

PHOTOS OF BOATS—We have some photographs of the boat *Nipper* which participated in the Basingstoke Small Boat Cruise at Easter 1983. They are available free if you would like to contact us, phone Yateley 875088.

AERIAL SIGHTSEEING—September 16th dawned bright and clear! Actually it didn't, it was a bit cloudy and misty, but not bad enough to prevent the IWA taking to the air. The Branch programme of sightseeing flights went ahead; members and friends from all over the region had a



Guildford and Reading Branch. Super Sales officer Mike Phipps (left) with Anne Phipps and assistant Peter Tarplee (right) Photo—R.H.P.

obviously thought it worth while. On the return leg this flight took in the River Wey between Godalming and New Haw. So whichever way one went there was a lot to see. And if you wish you'd come too—well, we could always do it again. Would next spring suit you?

BRANCH MEETINGS

15 NOVEMBER. Thursday, 8pm. NOGGIN AND NATTER. Non-members welcome. Look for *Windlass* on the table at the Cunning Man pub, Burghfield Bridge (River Kennet), nr. Reading.

22 FEBRUARY. Friday. THE JOB OF A THAMES LOCK KEEPER. Joint meeting with the K&A, at Southcote Library, Reading.

INSERTS—We apologise to Branch members who were not sent inserts of meetings with their last issue of *Windlass*. This was due to printing problems.

OXFORD AND SOUTH BUCKS BRANCH—Report by Morwyn Phillips

Chairman: J. Wheatland-Clinch, 38 Howard Road, Newbury.

Secretary: Mrs Pam Pugh, 10 Vanner Road, Whitney, Oxon. Telephone: Whitney 71138

THE TOKEN TON—After the success of Cricklade the Token Ton boat *Bold Adventurer* was taken back north to Coventry, where it all started, and was pressed into more valuable waterway service—the milk run at the National Rally—when crews from the branch became milkmen, delivering some 1500 pints. It also led the decorated procession at the Rally, carrying a jazz band aboard it, and if that was not enough the boat was used by BWB in the film of the Rally that they were making. At the time of writing it is still wandering the Oxford Canal and is being brought back to Banbury. But alas the days of the *Bold Adventurer* are numbered. The Royal Engineers have told the Branch Chairman that they want the boat back, and sadly not for valuable service. The two army assault craft that became a boat for the summer and attracted for IWA so much publicity are to be sold for scrap. We, who have had so much to do with these superb craft cannot help but feel a tinge of sorrow at their disposal for such an ignominious end.

The Branch has made a video of the Token Ton event and if any branch, society or individual wishes to hire a copy they may do so. There will be a charge and a deposit. The video last 35 minutes and is in VHS format. Any person wishing to hire the film please contact Morwyn Phillips on (0235) 20202 during office hours.

TRAIL BOAT RALLY 25-27 MAY 1985—The Branch has been given the responsibility of operating the first National Trail Boat Rally from Pewsey on the Kennet and Avon Canal during the weekend of the Spring Bank Holiday. All those of you who wish to explore the beautiful stretch, fifteen miles with no locks, visit Crofton steam engines, and enjoy meeting other people with small craft, then this is the venue for you. Camping and caravan facilities are available. Bring your dinghy, inflatable and cruisers (up to 25' by special arrangement) and make this experiment a success. Watch for further details!

different view of the waterways. A series of flights from Fair Oaks Airport took passengers over London, with views of the River Thames between Chertsey and the Thames Barrier, plus a look at many famous buildings; power boat racing in London Docks, and so on. Meanwhile a more intrepid group was engaged in finding the Basingstoke Canal from the air! In places it was apparently well hidden beneath a covering of weed, but judging by the broad smiles on passengers faces and their comments about how much film they used, they

WATERWAYS SUMMER 1985—Bucks section is organising a sponsored walk as the branch contribution to IWALK 2. All those of you who live within the Bucks section area PLEASE assist them in making the event worthwhile. Further details later.

AUCTION AND FAYRE—The Banbury section have for some years run an auction and fayre during April but this year due to other events being planned it has been decided to abandon it. It is hoped that articles of all description will still be collected and sold at the Annual Dienham Boat Jumble.

FACILITIES MAP—The Branch is producing a map of the Southern Oxford showing all the facilities available along the route, including fish 'n chip shops, vets, doctors, pubs, etc. These maps will be financed from advertising reserves and given to, amongst others, local hire firms, for dissemination to their patrons.

KENT AND EAST SUSSEX BRANCH—*Report by John Morgan*

Chairman: Ian Dempster, 16 Dixwell Close, Gillingham, Kent. Telephone: 0634 35627

Secretary: John Morgan, 49 Hillbrow Road, Ashford, Kent. Telephone: 27594

GAGGED—We spent 5 September attired in our best Bibs and Tuckers (all from WRG Dress Hire) watching 'Waterway Wanderings' along the Nile. Talk about Murder on the Nile! We were due to have John Gagg speak to us that evening, but our old friend John mixed up Wednesday and Thursday and it was only half-way through Wednesday evening when he was preparing slides for us that he realised it. Never mind, John, it has happened to others of us. Come and see us again. As I had not brought the usual back-up equipment for a talk, Kathy Berry kindly drove home to fetch her equipment and we had an interesting evening doing a vicarious tour of the pyramids of Egypt.

WATERWAYS SUMMER 1985—The branch is planning another river trip on the Medway for handicapped people. A similar event was held during 'Waterways Fortnight' in 1983 which was very successful. The branch has started a fund for the handicapped outing which is already up to £130. My thanks to those of you who have helped us so far and those who intend to help in the future. We are grateful for offers of cash, items to raffle or sell and for physical help when we actually come to run the trip, as stewarding can be quite hectic. Although it seems we are spending money rather than making it, this type of event is well within the spirit of 'Waterways Summer' and does so much for those who enjoy waterways but are not so fortunate as many of us are. Running a trip for disabled people calls for specialist organisation and has been carefully worked out with the assistance of those practiced in care for the disabled. If other branches are considering similar events I will be only too pleased to offer advice concerning the do's and don't's as there are a few pitfalls to be avoided.

One of our members, having sold his boat, has offered some surplus items of equipment for sale to help branch funds. These include a folding helmsman's seat, folding washbasin, boarding ladder, unused smoke-detector kit, and some electric gauges and a coil. If these are of any interest to members please contact me for further details. My address and telephone number is above.

LIFESAVING—The Chairman and I recently attended a conference on Water Safety organised by the Royal Life Saving Society. Among the dangers high-lighted were those of swimming in rivers, swimming after drinking, and the salutary fact that it is possible to drown in two minutes in fresh water.

MEETINGS AND EVENTS

You will notice that our branch is having Ken Goodwin down to speak to us. We welcome members from other branches who wish to hear the National Chairman. We have also arranged a meeting in Orpington, which is right on the border of the branch, in the hope that our many members in that area will feel better served, and it will give the opportunity for our London members to join us.

9 NOVEMBER. Friday, 8.15pm. MONTGOMERY CANAL—Ken Goodwin. Held at The Old Palace, Maidstone, just off Mill Street, on the town bank of the Medway.

15 DECEMBER. Saturday, 8 to 11pm. CHRISTMAS SOCIAL—Imperial Hotel, Southborough, London Road (just past the Cricket Ground on the A26 coming from Tonbridge). Events, bar and entertainments. Come and let your hair down.

16 JANUARY. Wednesday, 8pm. MY VIEW OF CANALS—Angela Madle. Black Lion, Gillingham. Slide show by an excellent branch photographer.

19 FEBRUARY. Tuesday, 8pm. ECONOMICS OF CANALS 1780-1830—Tony Fletcher. White Hart, 106 High Street, Orpington.

26 MARCH. Tuesday, 8pm. ROYAL MILITARY CANAL—Talk by Wally Norris. Hare and Hounds, Potters Corner, Ashford (corner of Sandyhurst Lane, two miles out of Ashford on the A20). Followed by the Branch AGM.

LONDON BRANCH—

Chairman: A. Farrand Radley, 157 Holland Park Avenue., London W11 4UX. Telephone: 01-603 6062
Secretary: Ron Bingham, 9 Exeter Road, Welling, Kent. Telephone: 01-855 3693

DARTFORD CREEK PROTEST GATHERING—Ten craft braved the passage down the Thames and up Dartford Creek on 15 September to draw attention to the proposals by Kent County Council to inhibit

navigation by the building of a low bridge. The Cray and Darent are old tidal navigations.

In 1840 the upper reaches were re-cut and a tide lock was eventually built just below Dartford town. Oil, paper, timber and bricks were brought round by barge and lighter and thirty years ago the Navigation was carrying nearly a quarter of a million tons of cargo. With the recent closure of Dartford Wharfage, ship trade to Dartford Creek ceased in July, although oil cargo is still regularly carried up the Cray. Ministry of

Transport proposals were for a high level bridge over Dartford Creek as part of the Dartford Tunnel—Erith link road, to which no objection was raised. Subsequently, K.C.C. as agent for the scheme, has proposed lowering the bridge to embankment height on the surmise that commercial traffic will not be revived.

IWA believes otherwise. The Creek's close proximity to the M25 and to extensive warehousing facilities in the Dartford/Crayford/Erith area suggests there is considerable potential for commercial trade. It suggests that the new bridge should be hump-backed on raised embankments to give fourteen foot air draft on the top of the tide, to permit passage of tugs, lighters and small coasters, thus achieving a saving of around £4 million over the original DoT proposals.

Press, radio and television are taking IWA's proposals seriously. Press and television crews almost outnumbered boaters at Dartford Lock as they photographed the 'protest flotilla'. It was a small but impressive fleet. The largest craft was Tony Woodward's Humber Keel *Daybreak* (built Thorne 1934); Carleon Kirby-Turner brought his Dutch motor barge *de Nijverheid* of Groningen; Clive Wren was present with the former working narrowboat *Dubhe of Woolwich*; David Mason brought the 1917 Lowestoft built ketch *Ciconia*; Sebastian Murray came with the former RN launch *XXX424*; protest organiser Peter Loftus brought n/b *Maid of Kent*; David and Elizabeth Wood



Humber Keel *Daybreak* being filmed by TVS cameramen, passing through Dartford Lock for the Dartford Creek Protest Gathering

Photo—R.H.P.

arrived with *Flying Tiger 3* (borrowed from Mick Gilbert) and there were three inflatables and a number of dinghies. Also ensconced aboard the protesting craft were Peter Collis of G.T. Marine of Brentford and Ali Taylor of *Reliance*. The flotilla cruised through the lock and berthed for the weekend by the swing bridge just below the town.

David Wood explained to Television South what the gathering was all about. 'We were there' he said 'to draw attention both to the commercial potential of the navigation and the suitability of Dartford Basin for recreational purposes.' Interviewed on BBC Radio Kent, Ian Dempster also outlined the danger to the Navigation's future if the K.C.C. proposal for a low bridge was to be adopted.

A local firm is already considering water traffic to its Dartford factory which may resolve the question of the bridge height. IWA believes Dartford Basin has scope for recreational use, by landscaping the waterside path (what about providing life saving equipment?) and limited provision for cruising boat moorings.



N/b *Dubhe* of Woolwich with Carleon Kirby-Turner's *de Nijverheid* in Dartford Creek at the junction with the Cray. The proposed new road is planned to come at the embankment height on the left of the photograph

LOTS AIT—This is the Public Inquiry over Crowvale Properties application to infill part of the Thames and the Port of London Authority's offer to hand over to them part of our national heritage to enable them to infill the Thames. The Inquiry is concluded and the property press, singularly injured against public concern, concludes that because the application involves the Thames it will sadly fail. The implication is that if it involved any less historic waterway than the Thames infilling would and ought to be permitted. If developers are granted the costs they have asked for, it will be an expensive national gift.

MEETINGS AND EVENTS

These are held in University College, in the Old Refectory, Gower Street, London WC1, (nearest Tube is Warren Street or Goodge Street). During building works the entrance and car park is in Malet Place.

13 DECEMBER. Thursday, 7.30pm. Members slides of 1984—Rallies, etc. Plus Chandlery and 'White Elephant' Auction. Do bring along your 'unwants'.

17 JANUARY. Thursday, 7.30pm. SWEDISH CANALS—Dr. Roger Squires.

21 FEBRUARY. Thursday, 7.30pm. THE OTHER SIDE OF THE TIDE LOCK—R. H. Perks talks on commercial coastal shipping in the 18th century.

21 MARCH. Thursday, 7.30pm. Branch AGM.

HERTFORDSHIRE BRANCH—Report by Barry Martin

Chairman: Ian Thonger, 3 Pendennis Court, Harpenden. Telephone: 68816

Secretary: Mrs Julie Hatfull, 32 Field Way, Hoddesden. Telephone: 466928

BRANCH MEETINGS—held at the Hatfield Cricket Club, Ascots Lane, Welwyn Garden City at 8pm.

20 NOVEMBER Tuesday. THE NEW RIVER—Dr. Michael Essex-Lopresti. An illustrated talk.

18 DECEMBER Tuesday. CHRISTMAS SOCIAL—Members slide evening. ‘Best 15 Slides Competition’.

15 JANUARY 1985 Tuesday. SOUTH-EASTERN SAGA—Ian Fletcher.

21 FEBRUARY Tuesday. NATURAL HISTORY OF AN OLD CANAL—Brian Barton and Clive Banks.

BRANCH REPORT—After the summer break we take the opportunity of inviting members to attend our monthly lectures. Each member should have received a copy of the Programme for 1984-85 together with a newsletter summarising the Branch’s activities for the last year and including a map showing the venue for our monthly meetings. Any member who has recently moved or who for other reasons may not have received their copy of the programme should write to the Branch Secretary. The Branch Programme is also available on request for any other readers of *Windlass*.

Please note especially the Members Slide Evening at the Christmas Social on 18 December. Bring along fifteen colour slides and enter the competition.

The MSC Project has been working on towpath clearance on the Wendover Arm. The Branch is offering Certificates to anyone walking the Wendover Arm towpath (seven and a half miles) and these may be obtained from me (Barry Martin) at 7 Northridge Way, Hemel Hemstead, Herts HP1 2AE, at a cost of £1 each. All proceeds to the Wendover Arm Restoration Fund.

In 1985, as part of the National IWALK Campaign, to encourage towpath walking and publicise Inland Waterways, the Branch will be organising further walks along the Wendover Arm on 8-9 June. Watch for further announcements.

We are hoping that BWB will decide in favour of re-watering the dry section of the Arm so that navigation may be restored at least as far as Buckland Wharf, with smaller vessels achieving access to perhaps Halton Village.

RECORD IWA NATIONAL RALLY

Nearly 700 boats, an IWA record, attended this year’s National Rally at Hawkesbury on the junction of the Coventry and Oxford Canals. It was perfect Bank Holiday weather—hot—drawing crowds from all over the Midlands for one of the most enjoyable National Rallies we can remember. Boats seemed to stretch for several miles in each direction and on the Sunday when the Rally site and the towpaths radiating out from it was packed with an estimated 10,000 the only way to possibly see the rally was from aboard one of the trip boats. We seemed to have spent much of the day travelling up and down aboard Malcolm Braine’s *Royal Jubilee* built by Yarwood’s in 1927 as the horseboat *Leo* . . . and so did everybody else. Trade Stand was excellent, I say this not just because it is organised by our Regional member, Richard Bird (the one who prints *Windlass* for us) but because I am passing on the comment made by Hugh Potter of *Waterways World*, who told me he had spoken to many trade stand operators who were delighted with business. Regional Chairman, David Moore, got a job thrust upon him on arrival and hasn’t quite looked the same since. It was nice to see old friends from the Region there; the Brice’s aboard *Bix*; Frank Weller and *Ruddy Duck* who are some of our ‘travelling’ members. Good response from SE Region boats attending; *Touchwood*, both *Edales*, *Anker*, *Coal Boy*, the stern-wheeler *Jethro Tull*, *Drusilla* and many others. Our congratulations to Rally Chairman Ron Pritchard and his Rally Committee for putting on such an enjoyable event.

GUILDFORD FESTIVAL

Report by Ulick Palmer

The Guildford Festival runs for ten days in July and encompasses the Arts, Sport and river activities as well as a mediaeval style fair in the High Street. This year crowds gathered to see the events taking place on and beside to River Wey. Many people had come by boat but the large number of the public who came to join in demonstrated the value of the River Wey as an amenity in Guildford.

On 7 July, spectators were entertained by a side of Morris Men who arrived aboard boats provided by the IWA and performed very spiritedly by the riverside. This was followed by a cruise of veteran and vintage canoes organised by the Wey Kayak Club with occupants in period dress. The afternoon was rounded off with the spectacular Guildford Lions' Raft Race in which, as tradition dictates, only some of the rafts completed the course.

The second Saturday was enlivened by the Guildford Round Table's 'Wey Fun Day' held on the large island in the town centre. As well as a wide variety of stalls and sideshows, a series of contests and displays were staged to entertain the crowds. Refreshment was provided by the beer tent and the barbecue of a whole pig. The day came to a rousing finale with a magnificent display of fireworks sponsored by Imperial Life Assurance of Canada.

Throughout the Festival, paintings by local waterway artist Nancy Larcombe were on sale aboard her gallery boat, *Towed Haul* and, over both weekends, colourful sales and publicity stands were set up by the IWA, Surrey and Hants Canal Society, Narrowboat Trust, Wey and Arun Canal Trust and the Surrey Trust for Nature Conservation.

Daystar Theatre, Peter and Jane Marshall, gave three performances of their stirring waterway dramas at pubs in the Guildford Borough, giving them their best ever audiences.



Guildford Festival—Wey and Arun Canal Trust Stall, (left to right), Roger Cork, Christopher Lamey, Margaret Randall, baby Robert Lamey and Vanessa Lamey

Among the many boats that visited the Festival were *Badsey* and *Barnes*, an unconverted pair of large Woolwich narrowboats built for the G.U.C.C.C. in 1936 by Harland and Wolff. The converted 70 foot boat *Phobos* also came accompanied by a butty in working rig. *Thomas Morus*, a Dutch barge was provided by the Wey Navigation maintenance foreman and used as a platform for a jazz band. By far the longest voyage to Guildford was made by Steve and Jan Malpus aboard an ex-tanker barge which they are converting as a home. They had started three months previously at Cercy le Tours in France, and cruised by way of the Rhine, French canals to Calais for an exciting 100 mile, twenty hour crossing to Greenwich thence returning to Guildford.

The festivities were visited on both weekends by the Mayor of Guildford, Mrs Joan Golding, who expressed pleasure at the contribution made by the riverside events to the success of the Festival. Plans are already under way to make next year's Guildford Festival (5-14 July) even more spectacular.

Note: Please photocopy this page and send in your entry form. Anyone found guilty of mutilating *Windlass* will be padlocked to the Top Lock of our choice.



RALLY OF BOATS

KINGS MEADOW
CHELMSFORD

4 and 5 MAY 1985

Personal Details

Boat Details

Name

Address

.....

.....

Phone Number

IWA Member YES/NO

Club Name

Number of Crew (ex Capt)

Adults..... Children.....

If a Club block booking is required

Name of Craft

Home Mooring

Type of Craft (✓) Cruiser Narrow Boat

Sailing Cruiser Sailing Dinghy

Dinghy Canoe Other

Dimensions (including protrusions)

Length ft ins

Beam ft ins

Draft ft ins

Entry to Navigation (✓)

Sea Lock Heybridge Slipway

all forms must be clipped together in one envelope

Entry Fee (£1.00 reduction if booked before 1985)

Per Boat (IWA Members) **£5.00**, Other Club Members **£6.00**, Others **£7.00**,

Canoes and Dinghies (No Luggage) **£3.00**

I enclose a cheque No. to the value of £ made payable to:

IWA RALLIES CHELMSFORD LTD

Please send form and remittance to the Rally Harbourmaster,

Mr. Ken Wood, 39 Lindley Crescent, Romford, Essex

Notes on the Navigation: Limits—Length 60', Width 16', Draft 2'6", Headroom 6'5"

A Fixed Toll for all craft for passage of the Navigation will be required at Papermill Lock

Please obey all Rally Officials instructions

CONDITIONS OF ENTRY

1. All entries made on this form are correct at the time of entry and will be honoured at the Rally.
2. The entry covers the boat named—no refunds can be made.
3. A Rally Plaque will be awarded to all craft entering until after 12 noon on Sunday 4th.
4. A current BWB licence must be displayed.
5. Third Party Insurance Cover must be held to a minimum of £180,000.
6. Details of awards and other entries will be sent to applicants by May 1984, unless the entries are 'late' when they will be sent as soon as possible after entry is received.
7. Toilets may not be discharged into the canal.
8. All Conditions and Instructions in the Rally Brochure and in the Harbourmasters Special Instructions will be complied with.
9. The organisers cannot be held responsible for any damage to persons or property however caused, and their ruling on all matters is final.
10. The Harbourmaster reserves the right to remove any boat from its moorings should the necessity arise.

In making this entry I agree to abide by the above conditions.

Special requests on the part of the entrant:

.....
Special requests will be met as far as is practical, but cannot be guaranteed.

Date..... Signature.....



Canal Society's 'Open Day' for steam powered dredger

Report by Dieter Jebens

The steam engine enthusiast had a special opportunity to inspect an unusual floating dredger, powered by steam, on Sunday 23 September which marked the fiftieth anniversary of the 70-ton dredger aptly named *Perseverance*. Believed to be the only working example of its type in the country, *Perseverance* has been used to clear as much as 150,000 tons of silt and mud from the canal over a five mile stretch between North Wamborough, near Odiham, and Dogmersfield to re-open the upper end of the navigation. Some lengths were undertaken by Hampshire County Council using a Hymac excavator.

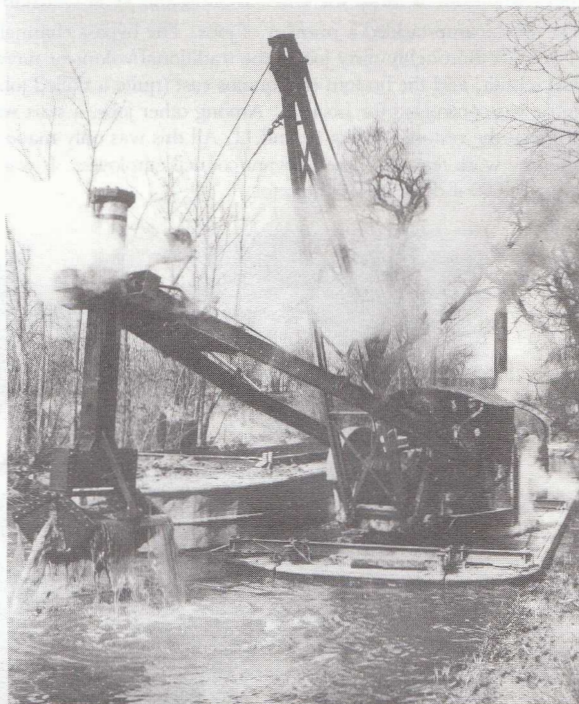
The 68 foot dredger burns coal and wood and is operated by Surrey and Hampshire Canal Society volunteers. Over twenty members, including a naval architect, a coal merchant (who also supplies the coal), a college lecturer, an electrical engineer and a Foreign Office civil servant, help to make up the team of six people needed to operate the dredging equipment.

Bought from the Kennet and Avon Canal Trust in 1973, the crane and boiler was completely stripped and overhauled by a group of Society members. The boiler had to be descaled and re-tubed before the dredger was transported over-land from Reading to Colt Hill, Odiham at a cost of £1000 which was sponsored by Watney Mann.

Use of the dredger has proved a very practical and economical means of overcoming the problems of high cost and difficult access which more conventional land based excavators and lorry transport would have entailed.

When the dredger was first used on the canal, silt was loaded into skips which were run along a towpath railway to be off-loaded on adjacent land. Later, with the help of Johnson Wax at Frimley, two Bantam tugs were purchased by the Canal Society along with some mud barges from a gravel pit. The fertile dredgings are now loaded into the barges which are towed to nearby farmland where the spoil is spread to help level the ground and enrich the soil.

Perseverance was built originally by James Pollock and Sons at Wallingford on the River Thames in 1934. The crane was built by Grafton of Bedford. The completed dredger cost £1639 and was purchased by the Grand Union Canal Company. Later it was taken over by British Waterways Board and used on the Shropshire Union Canal. It has a working steam pressure of 120 psi and the grab has a capacity of two thirds of a cubic yard.



The steam powered floating dredger, operated by volunteer members of the Surrey and Hampshire Canal Society, on the Basingstoke Canal at Dogmersfield near Fleet in Hampshire

Photo—Dieter Jebens

Biggest ever Summer Work Camp on the Basingstoke Canal

Report by Peter Cooper

Restoration work on the Basingstoke Canal was given a big forward thrust in early August by a two week work camp, of visiting volunteer navvies, mainly working on the St. Johns Flight of locks, near Woking. The attendance level was about 35 to 45 throughout, and they were accommodated at St. Johns; they were kept busy for long hours, but their enthusiasm remained high. They came from far and wide; there were Surrey and Hants Canal regulars, members of our regular visiting working groups, and veterans of last year's work camp, returning for more; they came from as far as the USA, Iceland and West Germany.

The work camp tackled a number of jobs. The bypass channel was installed, and the chamber cleared (a thoroughly dirty job in the traditional volunteer navy manner) at Lock 7. The top cill was rebuilt, and the bottom end quoins cast (quite a skilled job, this) at Lock 9, and a pair of top gates was constructed for Lock 11. Among other jobs, a start was made to piling the stretch between the restored Locks 10 and 11. All this was only made possible by the support given by the full-time work team and the relevant council employees. It was estimated that the work would have cost £15,000 if done by a contractor.



SHCS Work Camp—August 1984 Trip on *John Pinkerton* at Colt Hill Bridge, Odiham Photo—Clive Durley

We had thought that it would not be possible to arrange another work camp next year, as there would not be enough of the right sort of work available by then. But having seen this year's level of attendance and enthusiasm, we will clearly have to think again, and every effort will now be made to organise another work camp, next year, on the Basingstoke.

The volunteer restoration routine continues, and has recently seen completion of chamber work at Lock 11, while the full-time work force has completed Lock 14 at Brookwood and has moved on to the adjoining Lock 13.

The job on which we usually invite visiting navvies to join us is the restoration work on the St. Johns Flight; if you want to come and help here, you should contact Mike Fellows on Wokingham (0734) 787428.