

# WINDLASS

No. 56 OCTOBER 1966

1/6

TENTH BIRTHDAY NUMBER — 1956 — 1966



PREPARATIONS FOR THE PAGEANT  
Coo-ee in St. Katharine's Dock

(Hugh McKnight Photography)

Journal of THE LONDON and HOME COUNTIES BRANCH of  
The Inland Waterways Association Ltd., Published alternate months

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# WINDLASS

1956 OCTOBER 1966

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## CHAIRMAN'S NOTES

WHERE do we go from here? With the recent publication of the Government's White Paper on "Transport Policy" it would appear that canals have been officially relegated to the very back row of the chorus from where, presumably out of sight and out of mind, they can be dispensed with as the Government chooses.

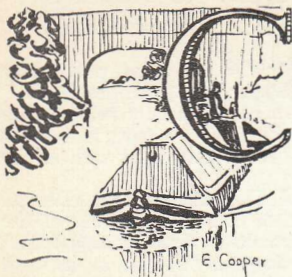
It is singularly depressing and disheartening that after all our efforts, and by this I mean of course the efforts of the whole Association that have been made since its foundation in 1946, that we have not met with greater success in the form of Ministry approval and recognition. From the notice taken of the Association's recent publication on the possible future of canals—"New Waterways" which gave detailed information of what could and indeed should be done for canals, it would seem that once it was dropped into the Ministry letterbox it remained undisturbed on the mat beneath, for certainly no official mention has been made of the ideas put forward therein. Our campaign can be likened to Jacob's coat being composed of many colours, and the brilliance of some still remains. These include certain public meetings, the re-opening of the Stratford Canal and the many rallies and protest cruises organised throughout the country over the years, all of which have undoubtedly caught the imagination and enthusiasm of the public; but obviously Ministry officials are mortals of a different kind, for the ever increasing desire to see canals restored to their former use and beauty leaves them totally undisturbed, and one can only assume that their thoughts of water get no further than the bath.

Successive Ministers have expressed slight interest in our campaign but nothing has ever come of it, and we are always left with an apparently hopeless position to defend. In times like this one can only admire the determination and courage of the canal carriers who, in the face of ever increasing adversity in the form of lack of security of tenure and with no reasonable organisation with whom to negotiate, still carry on and plan for the future. We all owe them an enormous debt for the positive proof which they are continuously presenting of the economic feasibility of canal carrying and of their superb efforts in keeping canal trading alive today.

During my army service I was taught that the only method of defence was to attack, and this is that we must do. It is, of course, something which our Association has always done and done well, and the very fact that it is so alive today is indicative of its excellent fighting qualities, qualities which must be used as never before if we are to achieve our objective of the guaranteed retention and development of the canal system. We have a fight on our hands but this is not unusual, and the only question is how best it can be fought?

First we need more members; it has always surprised me how much the Association has achieved with its relatively small numbers and one can only imagine how much more might be achieved if we had the active support of 10,000. Secondly we as a Branch intend to hold more public meetings on the lines of that recently held in Uxbridge, for such meetings attract people, they achieve publicity, and if organised in sufficient quantities must surely exert influence in some dusty corridor of power. We must increase our influence in important

(continued on page 14)



## Coming Events . . .

## Recent Activities

### WINTER MEETINGS

**T**HE monthly Branch meeting for the coming winter will be held at The Feathers' Hotel, 20, The Broadway, Westminster, S.W.1. This is situated opposite The London Transport Headquarters, 55, The Broadway, which is St. James's Park Underground Station and is readily accessible by bus from Whitehall and Victoria Street, being literally 5 minutes walk from the Houses of Parliament. Apart from the Underground, buses go from Victoria Street to Victoria, Charing Cross and Waterloo Stations and there is ample parking at night in close proximity to The Feathers. The beer is Charringtons and snacks are available at the bar and meals can be provided to order.

**NOVEMBER 5th.** Westminster Abbey 900th. Anniversary celebrations. There will be a special service dedicated to the Thames, and those concerned with the river, at 11 a.m. The Branch will be represented.

**NOVEMBER 29th.** At the above venue. A Brains Trust, followed by film of the Uxbridge Rally.

**DECEMBER 16th.** A Talk on the Kennet and Avon Canal.

### WORKING PARTIES

**F**ULLER details of working parties will be published in *Navvies Notebook*, but brief details of those planned in the immediate future are as follows:-

**Sunday, 13th November—on the RIVER WEY**  
Once again we return to Pyrford Lock to continue the tree-cutting downstream. Meet on site at 10.00 a.m. Power saws especially welcome!

**10th/11th December—on the KENNET and AVON CANAL**

Shortly after the anniversary of the last (and first) time a group from the Branch visited the Limpley Stoke site we plan to go there again. Details from Tim Dodwell—transport can be arranged.

### RIVER WEY

**O**WING to the necessity for urgent repairs before the winter season, Triggs Lock will be closed to Navigation from the 27th September, 1966, for a period of approximately six weeks.

Concurrently with this closure, a water pipe is

to be laid under the Godalming Navigation at Millmead during the early part of October; this operation will necessitate a considerable lowering of the water level and prevent normal navigation downstream to Stoke Lock.

### THE RIVER THAMES PAGEANT

**I** HAVE no doubt this was a magnificent spectacle; but the coverage given to it by television was a disgrace. The B.B.C. chose to ignore it completely, while ITV kindly allowed it a miserly twenty minutes, most of which was devoted to historical blather about the great fire of London. True this was the event which was being commemorated, but the programme purported to be on the river pageant. The I.W.A. boat was not even shown, indeed very few boats were. An event of this magnitude called for decent coverage not a small handful of shots such as might be used for a newsreel.

The I.W.A. boat, entered by this Branch, was the Dutch Boer *Coo-ee*, kindly loaned and skippered by Mr. Grange. She was decorated with a replica of the I.W.A. badge, with the mast making the sword blade swathed in silver foil. She was well illuminated, and got plenty of cheers along the pageant course.

### MARPLE—IN BRIEF

**N**EARLY there, we thought, turned a corner and—ooooops! It looked as though we had arrived, at the end of a long queue if not actually at Marple itself, as our map told us we still had a way to go.

It was almost a London and Home Counties Committee boat, with Claire Johnstone, Graham Palmer and Stanley Tims, among the crew. (Strictly a co-operative effort; no skippers, or rather every one was a skipper!), the boat itself was *Aylesbury Garganey*, a last minute replacement for the Hon. Editor's ailing *Misty Morn*. The whole expedition had been organised in 48 hours, and the whole trip was reminiscent of the Red Queen in *Alice through the Looking Glass* "Faster! Faster!". The weather did its worst, and the water pump on the boat went wrong. After a journey composed of getting wet, getting dry, eating (always in relays), drinking (often)

auging (most of the time) we arrived in hilarious spirits.

After a short wait at the end of the queue, we moved on to the centre of the Rally and stared in amazement at the sight. The boats, all 212 of them stretched as far as the eye could see, and further, some moored two abreast, some Mediterranean fashion stern on. It was a sight full of splendour, colour and drama, the colours of the boats and bunting standing out against the lowering sky and distant hills. There were the time-honoured Rally activities; balloons, beer, raffles, fireworks, music, waterborne inspections, and all the fun of the fair. But underlying the fun was a very real sense of frustration that the Marple flight remained unusable. Those who made the pilgrimage on foot down the flight and across the aqueduct returned frothing with rage that boats could go on further than the top lock of the flight.

There were two organised cruises during the Rally, one of trailed boats which were put afloat at the bottom of the flight and cruised to Romily; and a convoy headed by Rally Chairman Dr. Owen which made its way to Whaley Bridge, the canal terminus. The Dinner at Belle Vue was attended by the largest number ever, who were well satisfied with the excellent bill of fair. The lengthy trudge from the coach park was an unnecessary disgrace, and resulted in the writer arriving in a state approaching exhaustion. The speeches sounded both a

warning and a call to arms. The situation has been commented on elsewhere in this issue; Capt. Munks' words came like a douche of cold water after so much merrymaking, and served to remind us that we are not here only for fun, but to save our waterways.

As this is a personal view of Marple, and a much fuller and official account will be appearing before *Windlass* gets into print, I am not listing the award winners, except to say our crew member, Susan Pallant, won the award for the best canal side floral arrangement by a junior using wild flowers, and an empty whiskey bottle. (Emptied, I hasten to add, not by herself, but by the senior members of the ships' company.)

#### SUBSCRIPTIONS

Members are reminded that the Branch subscription is now 10/-. Although the increase has been in operation for over a year many people are still paying only 5/-. Please alter your bankers order, for the future, and pay the extra 5/- now if your membership has expired and been renewed at the old rate.

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The 'Linda' was the boat that was used to open the Stratford-on-Avon canal by H.M. Queen Elizabeth the Queen Mother in 1964.

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# TEN YEARS AGO

## FROM THE WINDLASS OCTOBER 1956

### THE CRUCIAL FIGHT

By The Right Hon. Chuter Ede, C.H., J.P., D.L., M.P.

THE formation of the London and Home Counties Branch of the Inland Waterways Association will enable a special concentration on behalf of the continuance and improvement of inland waterways in the populous area covered by the designation of the new sub-organisation to be inaugurated and maintained. It is within this district that what may well be the crucial fight for the survival of any hope of a connected system of navigable rivers and canals will take place within the next two years. The outcome of the conflict will depend upon the extent to which public opinion can be aroused and given an opportunity of bringing effective pressure to bear during that critical period.

Anyone associated actively with the Inland Waterways Association knows that such a public opinion exists. Public meetings called by the Association and allied societies attract audiences three or four times as large, at least, as can be assembled for ordinary political gatherings. Those attending show an appreciation of the arguments, economic, social, utilitarian and aesthetic, to be advanced for the retention and expansion of the existing routes, and the restoration under modern conditions of those connecting links, the decay and abandonment of which, have reduced the value of what remains capable of use.

The debates in the current and preceding parliamentary sessions demonstrate that there exists a powerful body of support for the policy of the Association in the House of Commons, on both sides, which can be counted on to keep the waterways open if further efforts should be made to close and destroy them. Without belittling the activities in other places it is safe to say that the really vital issue concerns the fate of the Kennet and Avon Canal. That is particularly a problem for the London and Home Counties Branch, acting in co-operation with the energetic and capably led Kennet and Avon Canal Association which has done yeoman service in focussing public opinion along the course of the two rivers concerned on the importance of the struggle. At the latest this particular phase of the general campaign will be settled one way or the other by the early months of 1958.

It is only by much earnest and continuous effort that even so short a postponement of a final decision was wrestled from the British Transport Commission and the Minister of Transport this year. It is true that the opponents of the Commission's Bill were better received by the promoters than they were when objecting to the Bill of 1955, but that was because the unsuspected strength in favour of the

inland waterway system had been to some extent revealed during the parliamentary discussions in 1955. It has not been possible to deploy the full force at our disposal yet owing to lack of nation-wide organisation, but the formation and functioning of the various branches of the Inland Waterways Association will remedy that defect.

There is a stiff fight immediately ahead of us. The battle will be decided, both in principle and in detail, in the area of the London and Home Counties Branch. It behoves us, therefore, in the short time left to us before the climax is reached, to ensure that every possible source of support is brought into action to strengthen our resistance to any proposals to which we object and to fortify our advocacy of alternative constructive measures we may advance. If we can succeed in these objectives the controversy on national lines will have been given a definite turn towards the adoption of the Association's policy.

Within our area other proposals have been put forward by the British Transport Commission which need careful examination and on which the application of the views of the Association must be persuasively put forward and convincingly argued so that the inhabitants of the neighbourhoods concerned can realise the importance of the issues at stake. All these projects require careful, constructive study and, when that has been given, a vigorous Branch of the Association will be able to influence public opinion in adopting a realistic and useful attitude towards them.

The increasing crowding and dangers of the highways in London and the Home Counties have reached stages now which call for a thorough and frank reconsideration of the appropriate form of carriage for heavy and slow moving goods. Most pictorial representations of traffic delay on the roads depict vehicles and merchandise which in any comprehensive arrangements for the transport of goods would not be on the roads at all. They would travel with at least equal speed and certainty on an improved system of waterways. By doing so they would enable traffic, both personal and commercial, to go along the roads with less irritation and much greater safety. Any schemes for highway reconstruction which ignore the part canals and canalised rivers can play in the country's transport system will fail to provide the most efficient and economical solution to the problem modern demands for the movement of people and goods make.

These remarks have been confined to immediate and limited issues. That is because we have a fight on our hands which for over a hundred years has

gone steadily and remorselessly against us. Doubts and hesitations, especially in the early twentieth century, allowed a good case to go by default when much could have been saved and even more destruction of vital national assets prevented. The fate of reforms then unsuccessfully advocated should warn us of the criminality of irresolution and slackness at this supremely critical juncture. The publications of the Association give ample bases for the arguments in favour of the policy advocated by its spokesmen. In these days the most powerful arguments depend for their success upon the persistent dissemination of them by as numerous and well-organised as possible a body of those convinced by them on the

mass of citizens, not ill-disposed nor hostile but merely unaware of the effect some decision about to be taken will affect them and the future of their country. The London and Home Counties Branch of the Inland Waterways Association and its organ, *The Windlass*, can afford the light and leading which will ensure that the cause they advocate shall be known and victorious.

**TEN YEARS AGO?  
OR TEN WEEKS?**

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MESSAGE FROM THE  
ASSOCIATION'S CHAIRMAN

Capt. Lionel Munk

**I**T does not seem possible that ten years have elapsed since we called together a meeting to discuss the formation of a London and Home Counties Branch of the Association. It seems equally extraordinary that there was a time when this Branch did not exist, particularly since it has been the largest branch in the I.W.A. for many years past.

As your Branch Chairman during the first several years, naturally I have a very close affection for the Branch and this is one of the reasons why I have noticed with enthusiasm the very comprehensive and effective programme of work you have carried out in recent years.

No Branch is more alive nor more energetic and I am sure that the next ten years of the Branch's existence will be even more noteworthy than the 1956/66 period.

I wish you all success.



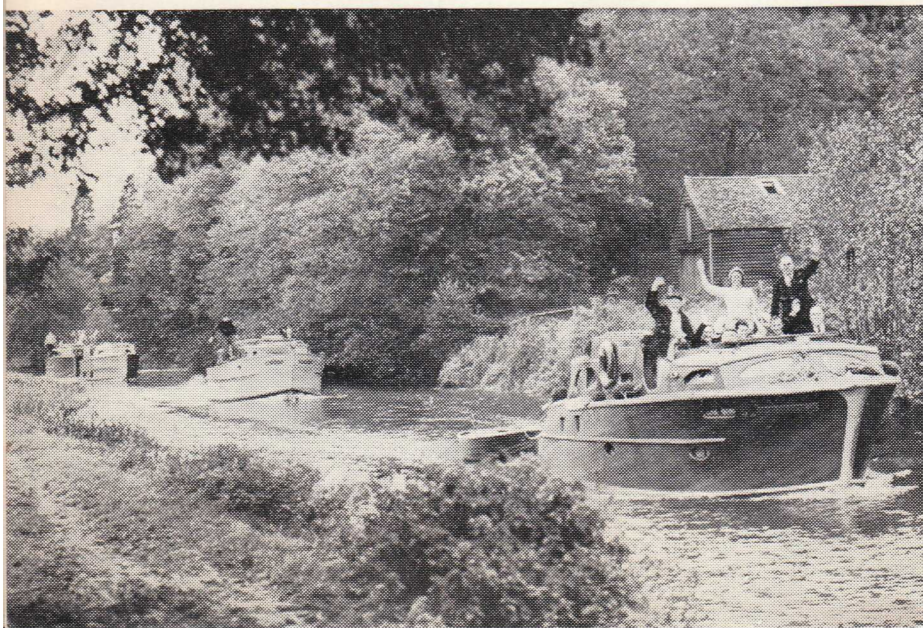
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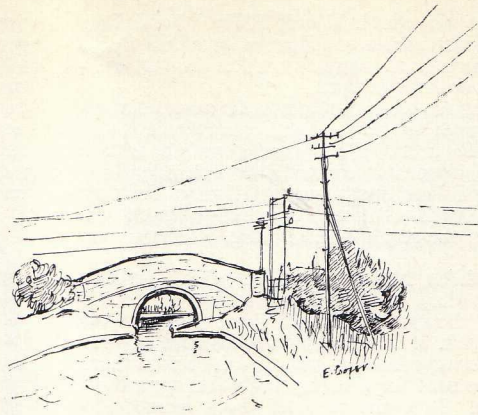
*Above, narrow boats loaded with coal arriving at the National Rally at Aylesbury 1961.*

*(Photo by the Editor)*

*Below, cruisers taking part in the first Branch organised cruise, on the Lee and Stort, October 1956.*

*(Photo by the Hertfordshire Mercury)*





## *From the Editor's Cabin*

WITH the publication of this issue *Windlass* enters a new decade; the first number appeared in October 1956. The London and Home Counties Branch itself came into being in June the same year, so this issue commemorates both events.

Our first issue contained 12 pages, and its staff consisted of one person, Peter Chaplin, first editor. *Windlass* now has an advertising manager, dispatch manager, and photographer, and its pages have increased in number to a regular 16 and occasionally 20. Who knows, by the end of the next decade we may have risen to the dizzy heights of colour!

I hope that in the last ten years *Windlass* has fulfilled its object of keeping Members informed about the waterways in our area, with occasional glances further afield; that you enjoy the longer articles, whether historical or holiday accounts, that you profit from book reviews, and laugh at the occasional outbreaks of humour. If the mixture has in the past been satisfying, I hope you will let me know, together with any suggestions for a change in the menu. It is unfortunate that six issues a year, with an inevitable time lag between an event and an issue sometimes prevents comment till news is stale. Unless we inherit a fortune solely for *Windlass* use there is, alas, no chance of achieving weekly production! (Your overworked Editor sighs with relief!).

To celebrate our tenth birthday *Windlass* has pupped! With this issue is being dispatched the first number of *Navvies Notebook*, the brainchild of a select group of hardworking volunteers who tour the country lending a hand where ever canal working parties are operating. It was felt that a news-sheet especially for them would be a good idea. (Members from this Branch have been to working parties on the Stratford, Stourbridge and Kennet & Avon Canals, and the River Wey this year.) This first issue will go to all Branch Members, and thereafter will be available on subscription only. I hope that many members will take out a subscription, and join the working parties; not merely do they do valuable work where it is most needed, it is a fine healthy occupation, much better than watching the one eyed monster.

Comment has been made in the Kennet & Avon Trust's Reading Branch Newsletter that it is a pity the Newbury Boat Fair clashes with the London & Home Counties Branch Rally, as both events take place at Whitsun. Like the writer I too would have liked to have gone to both. But the fact remains that to get boats to a Rally it is necessary to have the extra day provided by a public holiday. As Easter is too early for boats to be ready or the weather to be sufficiently settled, and the August Bank Holiday is too near the National Rally, Whitsun is the only

possible time we can hold our Rally. Vandalism being on the increase no one likes to leave their boats away from home so the extra day makes the difference between success and failure.

I would like to draw attention to the advertisement on another page for our publications Waterways of the Home Counties. These useful and attractive booklets are obtainable from the Branch Secretary, and readers of our last issue will know the new Secretary is Graham Palmer. Please note the change of address in the advertisement when ordering your copies.

For a Birthday Issue the contents of this number make sad reading. Apart from the horrors of the White paper, the late Lord Chuter Ede's article strikes hard. So much of it still applies today and all who love the waterways have as great a fight before them as ever. The need for a strong and vocal opposition is enormous. It is the duty of every member to know what we want done for our heritage of waterways. No opportunity must be lost to put our case, whether to members of parliament, local authorities, those concerned with education, or business associates, right down to the man in the bus queue or the pub, the assistant behind the shop counter and our own friends.

If our ideals are worthwhile, they are worth a little eloquence; be informed, know what our aims are, and be prepared to discuss them at length. It is not enough to be a passive member, paying a subscription, and glancing through *Windlass*. The next time someone says to you canals are slow and out of date, are a danger to children, have no commercial value and should be filled in to make motorways, ram the true facts down his throat until he admits defeat; then sign him up as a member.

We have got a fight on our hands, then let us arm ourselves with facts. Every member should have a copy of the Association's booklet *New Waterways*. As Sales Officer for the Association I am shocked at the small number of people who buy it. It is not enough to wear a tie or badge, and fly a burgee as

you cruise the waterways, valuable though these proclamations of allegiance may be. We are not all able to give our physical strength at working parties; we are not all boat owners able to navigate our craft on the more difficult and lesser used waterways; but we have all got tongues, and the brains to use them. Let's do so, and our 20th Birthday issue may appear with triumphant colour instead of black borders.



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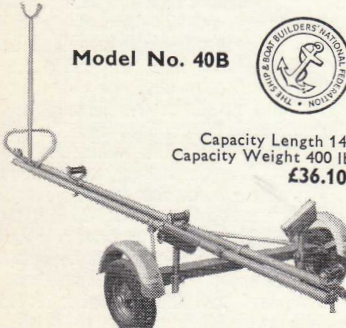
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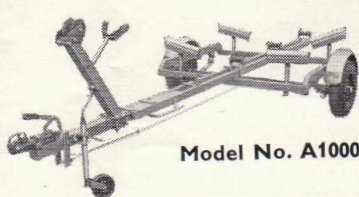
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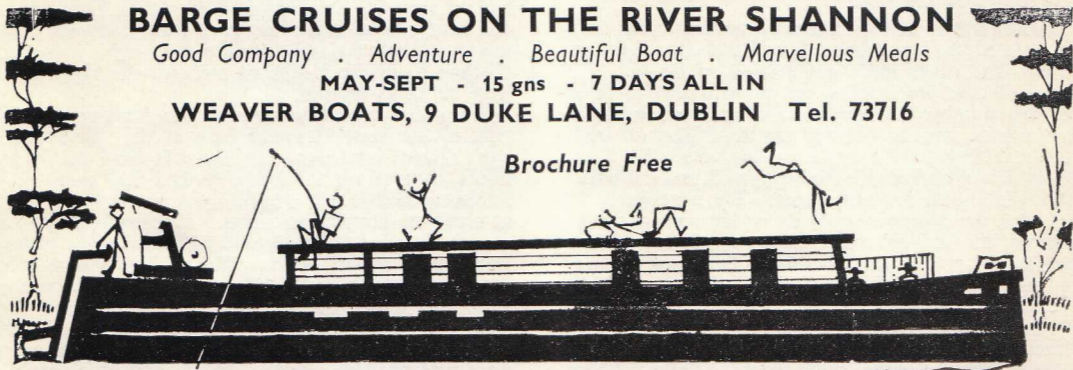
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# SAILING BARGE WEEKEND

By ERIC HICKLING

TIM Dodwell's instructions were quite clear. "You are to board the Thames Barge *Marjorie* lying at the Hythe, Maldon, Essex by Noon on Saturday, September 3rd. There must be no delay as the barge will move off on the ebb tide. There will be twelve members of the Inland Waterways Association acting as the crew".

I had jumped at the chance of making a trip on a spritsail barge, it was something I had always meant to do, but never quite got around to doing. The sands of time are running out for this sort of thing as the number of spritsail barges remaining in commission can be counted on the fingers of both hands. They are the largest sailing vessel that I am likely to step on board, a thoroughbred, and a product of evolution to the nth degree. We were going to see what the *Marjorie* could do on her own stamping ground, the shallow waters at the confluence of the Blackwater and Colne estuaries off the Essex coast.

I arrived about 11 a.m. and introduced myself to the Owner and Skipper Mr. A. Pipe, and to Tim Dodwell, Acting Mate. I was just in time to help them make a short tack across to the "Jolly Sailor" situated about a barge length from the Quay. Other members of the crew turned up, and having collected some cans of victuals from over the bar we moved across to the *Marjorie* and proceeded to stow our bedding aboard.

The Skipper then introduced us to his ship. He gave a short lecture on the lethal properties of certain items of the rigging, the sheer size of which held me in awe, and I for one paid strict attention to the procedure for remaining in one piece. To our confusion there was not a single rope on deck, these festoons of cordage went by names of warps, sheets, halliards, brails, bowlines, and the like. We assumed they would sort themselves out, for the sun shone, the sky was blue and a gentle breeze blew from the South West. We were invited below to eat our lunch, nothing better than a full stomach before going into action.

It was time to be off, the breeze seemed to have strengthened, and the river to have narrowed, no time for further speculation, we were hauling fendoffs aboard, shortening warps, loosening brailes and coiling endless yards of stuff we used to know as ropes. Sometime, unnoticed in the hubbub, the barge cleared the Quay and we were moving off majestically down the river with a following breeze, and the mainsail set. End of Round One.

I was about to draw a deep breath and relax when "Gybe oh!" and round a corner we went with a clattering of blocks as the mainsail and sprit (spar about 45ft. long) swung over from Port to Starboard,

and we tidied a few loose ends on the vang which should have been controlling the sprit. It was time to hoist the foresail, a whacking great triangle of canvas about 40ft. on the luff and built of stuff intended to last. Our enthusiasm knew no bounds, we heaved so heartily that the halliard parted and we had to start all over again. The Mate, here, there and everywhere, urged us on to further efforts, and the topsail was set and added to the barge's impetus. I began to realise it was us and not the ropes that were being sorted out.

We sailed past Ozea island, the landing pier, a relic of the motor torpedo base of the 14-18 War, was almost submerged by the tide and the large house situated on the island looked well cared for. Someone said it was owned by a brewery and had at one time housed inebriates. The Blackwater is a superb river for sailing, broad with low banks giving free and constant winds. The pulley hauly side eased up and we could take time off to admire the ship and enjoy the environment. Out came the cameras. Cups of tea began to appear on the hatch from down below, the two lady members of the crew were making their presence felt in a most agreeable fashion. For the rest of the trip they fed us with a succession of splendid meals, contributing to the success of the venture, and we can only thank them for their unstinted efforts.

Bradwell Atomic Power station loomed up on the Southern shore, its presence opening up a diversity of opinion on its merits. I personally detested the thing, others thought differently. The land moved away and we were going out to sea, peering ahead for various buoys marking ends of shoals and the like. We bore down on a black conical buoy bearing the name "Bench Head" painted in white letters, and a bow wave of its own proclaimed that the tide was still ebbing with considerable force. The Skipper had decided we should anchor for the night in the Colne off Brightlingsea. There was no point in attempting to buck the tide ebbing down the Colne, and so we sailed on toward the eastward with Jaywick and Clacton showing on the shores to the North. The Shipper turned his ship about, and a different form of sailing was upon us. We were close hauled and quickly made the acquaintance of a couple of unsuspected stowaways, the "leeboards" and the "foresail bowline". "The easiest job aboard is the bowline," said the Skipper, and a number of volunteers moved forward to have a go. The Skipper was not pleased with our efforts, one man's bowline is another man's granny.

We borrowed a bit on one of the buoys by sailing inside, over the shoal, and the Mate demonstrated

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the use of the lead line. We all felt better when two fathoms changed to two and a half. The tide had turned and we proceeded up the Colne on a broad reach as the evening closed in. There were three other spritsail barges anchored off Brightlingsea, and after a bit of manoeuvring we joined them, let go the anchor and put back everything as we found it, on joining the ship. A tantalising smell of stew wafting through the skylight could no longer be resisted; we must eat.

During the meal the Skipper told some of the history, and a few facts about his ship. She had been built at the turn of the century for Messrs. Paul's of Ipswich, and had carried grain to their mills throughout her working life. After changing hands they had allowed him to retain their mark, a large white cross on the topsail. The head of this sail when hoisted is some 90ft. from the keel, or as the Skipper said, higher than an eight story building. Since the demise of the Spritesail Barge as a commercial carrier they have been literally written off in a flood of paper. The owner is one of the dedicated few preserving what is left in its traditional form and thoroughly enjoying the process. Long may they continue.

A shore party felt that Brightlingsea was worth a visit, and had quite a bit of extra exercise rowing the dinghy around in the dark unable to find a place to land. We turned in for the night with instructions to arise by seven. The tide turned about eight o'clock and we must be off—or else.

At seven two of the younger members of the crew woke us up with large mugs of tea. As an ageing square I will in future hold my fire before shooting off about the younger set. On deck the wind howled through the rigging, things had changed overnight. Force 5 said the Skipper, peering at the chronometer, and we wondered what it is doing outside. Under main and foresail we beat down the Colne to have a look. Two other barges *Lord Roberts* and *Kitty* started off at the same time, and the three of us tacked down together.

For me this was the highlight of the trip, and I can only hope some of the many feet of film shot will record the event. We were overtaken and gradually left behind, due no doubt to our bungling. We were not as green as yesterday, but still carried a cabbagey look about us. The wind gained in strength as the land receded and the mainsheet block demonstrated its lethal possibilities as it flailed about the deck each time we went about. Things were warming up. The other two barges were heading up for the Blackwater so we turned at the 'Bench Head' to follow them. The seas churned up the sand on the banks etching in their whereabouts. Any supposition that we should be sheltered in the Blackwater was dispelled as we proceeded on our way. The wind increased as we passed St. Peter Point and that 'bowline' was now a two man job. The windage aloft was so great that the barge tended to miss stays and refuse to come about. The manoeuvre

then being to lower the foresail, drop and swing on the anchor, raise the anchor heave up the topsail and away on the other tack. Fortunately this didn't happen too often and we were able to get into St. Lawrence Bay with more room to tack.

We were concerned with the fate of two people sitting astride an upturned dinghy, and managed to request a motorised yacht to go to their rescue. The rains came, and it became a wet slog up to the top of Northey Island. We could go no further under sail, the wind was straight down the reach and the river too narrow to allow tacking under the conditions prevailing. The motor barge *Wivenhoe* loaded with timber for Maldon was anchored waiting for the tide to give enough water to get up the river, and they very kindly passed a warp and towed us alongside the quay. Maldon didn't seem to have changed in our absence.

I hope and believe the others enjoyed the trip as much as I did. I felt the I.W.A. had put on a good show.

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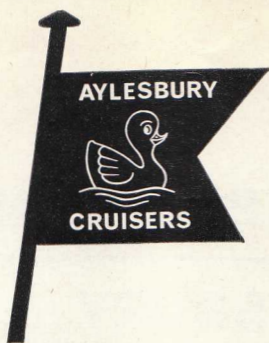
(continued from page 3)

places such as parliament and local government, and letters written to M.P.'s can have considerable effect, and we must co-operate even more closely with all waterway authorities. We must increase the number of lectures given to other organisations thus spreading the canal gospel. Members of this Branch already give a reasonable number of lectures each year but I would like to see previous figures doubled.

We must all do everything we can to convince our friends and associates of the vital importance, potential and beauty of our canal system. We must not give up or lose heart, and indeed if canals are to survive, this White Paper must be fought, and fought and fought again, for only by doing this will the Association ever attain its lofty, but not impossible objectives. The task is admittedly difficult but then so was the building of the first canal, and the Duke of Bridgewater must have often felt like giving up, but he didn't, and because of his battles and ultimate triumph in the 18th century, we have our battles today and one can only hope that the ultimate victory will be as splendidly successful.

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