

WINDLASS

No. 65 MARCH 1968

1/6



A FACE-LIFT FOR BRIDGE 183

(Hugh McKnight Photography)

The W.P.G. at Denham

Journal of THE LONDON and HOME COUNTIES BRANCH of
The Inland Waterways Association Ltd.

Josher's Column

ONE OF THE THINGS that has much disturbed people about the Transport Bill is the points which are in the Bill of which no inkling was given in the September White Paper. I refer to the provisions which will do away with the public's right to take a boat on any waterway, and the duty to maintain, on the British Waterways owned waterways; and to the section which will allow the Minister to make an order to vary maintenance standards. There are, regrettably, other provisions about which people are unhappy.

The 1962 Transport Act originally contained clauses which abolished the public right of navigation and B.W.'s duty to maintain their waterways. Following a House of Lords amendment it became B.W.'s temporary duty to maintain their waterways in the condition they were in during the period June-December 1961; this duty was for a limited period only (it expires at the end of 1968), after which their duty to maintain to statutory dimensions would recommence. (It is this temporary duty which has entitled the Attorney-General, at the request of the Peak Forest Canal Society, the I.W.A. and just under a score of local councils, to issue a writ against B.W. which seeks a Court Order which will compel B.W. to re-open the Ashton and Lower Peak Forest Canals).

The Government are again trying to repeal the public right of navigation; it will not be replaced in any form and it is extremely difficult to see why this is being done, if the Government's intentions for the waterways are good, Have we been deceived by the September White Paper? It mentioned all the good things, few of the bad. Is it that Mrs.Castle and Mr.Morris have not seen Clause 124 of the Bill? or if they have read it, that they have not understood its implications? What is the need for this repeal?

We know its effect. At the moment, anyone has the right to take a boat on the waterways. In the future, as we should have no right to navigate, we shall have no basis for complaints about lack of maintenance; also, it would make it possible for B.W. to discriminate against certain people, e.g. owners of deep draft converted narrow boats, although I believe this to be unlikely.

B.W.'s statutory duty to maintain the waterways is to be replaced by an obligation to maintain which is specifically stated not to be enforceable by the Courts! The Minister may, after representations have been made about lack of maintenance and after consultations with B.W. order B.W. to maintain a certain section of waterway better. I think it unlikely that such an order would be made. This puts the authorities (for B.W. are controlled by the Ministry) in a position of accused, jury and judge, a position which is in fundamental disagreement with the principles of democracy to which I believe all political parties claim strong a allegiance. The Ministry, no doubt, would argue that their powers would be no less fairly applied than a Court would apply the existing law; in which case why not let the Courts keep their present power?

It may be argued that there will be no need for the Minister to use her powers as B.W. will carry out their duties adequately. Do not forget that it is this Board that has deliberately not fulfilled its duties under the 1962 Act in respect of the Ashton Canal, nor allowed others to do the work. We have no guarantee at all that B.W. will be any better at complying with the requirements of this new bill. Verbal assurances that they will are inadequate; if verbal assurances are honestly given, there can be no objection, surely, to their being given the force of law.

The Minister is also seeking powers which will enable her to vary the maintenance standards of any waterway by order without a public inquiry or the need for Parliamentary approval. As it is written, this sub clause enables the Minister in effect to close a waterway if the maintenance standard is lowered sufficiently.

It may be that this is not the intention; in which case may I suggest that the sub-clause is re-worded to make it legally impossible for such a thing to happen?

On privately owned waterways, it will be possible to close a waterway by statutory order. A public inquiry may be held, but Parliament will have no ability to intervene. It would seem sense to bring Parliament into the picture and so make the closure procedure the same as with nationalised waterways. It is possible at the moment to close a waterway by Warrant of Abandonment (viz. the Derby Canal, which closure has left the ratepayers with a huge problem and a very large bill), but only if the waterway has been unused for three years. Now this three year provision is to go, thus enabling a well used private canal (but one that is not making money) to be closed immediately. We have no assurance that the private waterways will be kept open (such as we have for the B.W. waterways, broadly speaking) and so there is absolutely no security of tenure for users of privately owned waterways.

One way of looking at this Bill is that it is a Closure Bill; for such it is. It will not only legally close the Slough Arm, the Erewash Canal and the Liverpool and Sheffield parts, but also about 85 miles of the Birmingham Canals (which are in better condition than many other canals), the Ashton, lower Peak Forest, the Caldron, the Brecon and Abergavenny, the Bridgwater and Taunton and the Pocklington Canals. Some of these are navigable, some are not, but with the exception of the Caldron and the Brecon, anyone who thinks that legal closure will have no effect is not being realistic. Just look at the pipe that was suddenly put under a bridge on a part of the Brecon Canal which was legally closed, though actually open. The same could happen anywhere else.

I consider this is one of the biggest Closure Bills for a long time.

MAY I URGE YOU to write to your M.P. and ask him to oppose especially Clause 124 of the Bill as it is this clause which repeals the public right of navigation and B.W.'s statutory duty to maintain, and gives the Minister power to alter by order the maintenance standards.

ON THE SLOUGH ARM, as it is only the last mile that Slough Council want for a road, cannot the Council and us agree to keep the other four miles open and to ask the Minister to do so? We can argue about the last mile later, for there seems little immediate hope of getting the Council's support to keep it open.

OBVIOUSLY, THE LONG TERM future of the waterways is a subject of great concern to everybody. We want to see the deficit turned into a surplus. This means increased usage, which means a lot more publicity- articles in the newspapers, local library displays, stands at exhibitions and fetes, and open days at clubs.

We want to see a lot of waterways re-opened - the Kennet & Avon, Basingstoke, Stour, Great Ouse, Upper Avon, Dudley Tunnel, the Ashton and Lower Peak Forest, and others. Voluntary labour can play a great part in these schemes, so can local authorities. The potential of volunteers is tremendous: I was staggered to hear there were over 90 people at a recent working party near Reading. This potential must be utilised to the full, and safeguarded, for it is so precious. As long as it lasts we can never be accused of not being prepared to do manual work to further our aims.

We want to see an increase in the tonnage carried by water; to hear of more big new contracts like the Esso oil and the Ferrybridge coal. We should like to see, if it is possible, an increase in narrow boat traffic.

We want to see official investigations started into the possibilities of new continental type waterways. It is of interest here that the proposed motorway box around London will cost about £260,000,000 and considerable outline planning must have already been done. Our "New Waterways" scheme, covering the whole country

contd. on p. 12.



ROUND THE WATERWAYS

OXFORD CANAL.

A Canals Society has been formed at Oxford University, with over 60 members. Regular meetings are held in the Seminar Room of University College, and I know from my recent visit that any new members made will be made to feel very welcome. Full details can be obtained from their Hon. Secretary - Peter Northover, at St. Catherine's College.

Hythe Bridge over the stump end of the canal by Worcester College in Oxford collapsed on February 2nd. This bridge was built in 1789 and was once used by barges going between the Oxford Canal Co.'s wharves, and the Thames, since the width of the arch at waterlevel was 17ft. Bridge no. 236 immediately to the east of Wolvercote Lock has been closed to pedestrians by British Railways following the closure of Wolvercote siding, and it is understood that the bridge will shortly be removed.

The lock keeper at Duke's Lock died recently, and his coffin was conveyed by water aboard a B.W. narrow boat, the lock cottage being inaccessible by road.

HUGH COMPTON.

RIVER WEY.

One of the lower gates at Catteshall Lock is in need of repair, and the lock is at present closed to navigation. It is hoped that the necessary work will be carried out before Easter, so that boats taking part in the Wey Cruising Club "Fitting at Cruise" will be able to reach Godalming Wharf. However, if this is not possible the "Parrot" at Shalford will make an excellent rendezvous for the party on the evening on Saturday April 13th.

Some activity of the Surrey and Hampshire Canal Society will be linked with this cruise; there is a letter from Mr. L.E. Harris elsewhere in this issue giving details. We look forward to seeing any I.W.A. members with boats afloat in the neighbourhood. It would be helpful, but not essential, if members intending to take part would let me know.

T. DODWELL.

KENNET & AVON CANAL.

The rebuilding of Burghfield Lock is under way! Because of the risk of foot and mouth disease there has been some delay in getting plant to the site across fields, but at the moment of writing the old lock gates have been removed and the first of the new piling is about to be driven. It is still hoped to finish by the end of May. The Army are to dredge the lock cut, and the bank opposite has to be cleared, as well as the towpath itself along the cut and further upstream before the river is really fit for use. We have been asked to take up working parties to do some of this work, and details appear elsewhere.

At Sulhamstead similar preparations are being made for dredging the lock cut, while at Newbury overhanging trees which badly obstruct the channel above Ham Lock are being cut back, and a Sussex youth club are planning to start clearing weed between Ham Lock and Bulls Lock.

The Kennet and Avon Canal Trust has now acquired the Crofton Pumping Station and engines. Some £4,000 has been raised, largely from non-waterway sources, and including grants from the Ministry of Works, and Wiltshire County Council to pay for the restoration of the building. It is hoped afterwards to launch an appeal for the

restoration of at least one of the beam engines to working order.

T. DODWELL.

GRAND UNION.

Thames barges have recently been seen as far up the Grand Union as Uxbridge. If anyone knows further details this information would be gladly received.

St.Pancras Cruising Club announce that they hope to have a large contingent going to the Spring Rally at Reading, and carrying on in force to the National Rally at Liverpool.

Action

Following the successful publication of our cruising booklets "Waterways of the Home Counties" we are considering a new type of booklet. This would describe interesting towpath walks on different waterways in the Home Counties area - we intend to describe the walk in detail and illustrate each with a map.

We shall be working with the co-operation of many other interested bodies, and hope to make this publication available to the public in general.

We badly need the help of some members who will join an editorial sub-committee to help publish this booklet. This is your opportunity to assist in a project which will publicise the I.W.A. and our waterways.

Even if you know nothing about Fleet Street we want YOUR help. Write now to:-

RODNEY PEPPER, 22 EAST END ROAD, FINCHLEY, N.3.

346- 5383

READING RALLY

In view of the fact that large numbers of people will be coming into Reading to shop on the Saturday, it is planned to have the main Rally Site in King's Road open to the public on that day. The various stands and sideshows will be open and boat trips running. It is also hoped to have a Sea Cadet band and a country dancing display. Boatowners are therefore asked to arrive early in the afternoon, or before if possible, to add to the attraction.

All these activities, and also the preparation of the site during the morning will need assistance from members and anyone who can definitely undertake to help is asked to inform the Rally Secretary, Mr. R.O. Radbourne, at 5 Frymley View, Hayse Hill, Windsor.

Volunteers will also be needed for similar purposes on the Sunday, the main day of the Rally, when the civic ceremony will take place in the afternoon. We hope to have another Sea Cadet band, and other displays. The morning service is to be conducted by Mr. Chapman of the Canal Boatman's Institute at Brentford, with the Reading Salvation Army Band.

The site will be closed down early on the Monday morning as the boats leave for the cruise up the Kennet, or to make their way home.

Two special pleas to boatowners; when you receive the entry form in the brochure with the next issue of "Windlass", please let the Harbourmaster have it back as soon as possible, and do try to make some kind of a show in illuminating your craft at night. This can often be one of the most impressive spectacles at a rally, but lately it has intended to fall away.

(Editor's Note;- A very good method of illuminating a boat without running down the battery is to have plenty of jam jars with nightlights inside. It can be very pretty, and provided the jam (or pickle) jars are tall enough the light will not blow-out or flare dangerously.)



Coming Events . . .

Recent Activities

Annual Dinner

THE BRANCH ANNUAL DINNER will be held on MARCH 29th. at the WASHINGTON HOTEL, Curzon Street, W.1. 7.30 for 8p.m. Informal dress. Tickets price 42/- are available from our Social Secretary Mr. J.C. Street, 52 Moreton Street, S.W.1. Please enclose a stamped addressed envelope and make out your cheques/postal orders to the London & Home Counties Branch I.W.A. This most attractive venue is well served by all forms of public transport, and excellent speakers invited to entertain and enlighten after what sounds like an excellent dinner has been consumed. As with previous years an application form is enclosed with this issue of "Windlass".

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THE FEBRUARY WINTER MEETING. Sorry this was not as advertised in the previous issue, the rally films have been postponed until the Annual General Meeting in May, where they form the second half of the evening schedule. Noone seemed disappointed, for not only was there a record crowd of nearly 200, but an excellent programme of films, both 8mm and 16mm. The programme opened with John Humphries' scintillating film of the Leeds & Liverpool, and continued with film of the Lee and Stort, and the "Rose Revived" on the activities of the Narrow Boat Owners Club, among others. This report does not do justice to a highly successful meeting, but a report was not available in time, and the Editor was absent!

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198 Hermitage Woods Crescent,
St. Johns, Woking, Surrey.

Dear Miss Johnstone,

The Surrey & Hampshire Canal Society in conjunction with the Wey Cruising Club are holding a gathering of boats on the River Wey at Easter, starting above New Haw near the entrance to the Basingstoke Canal. We would, of course like to cruise to Basingstoke, but as this is not possible we shall be going up the River Wey to Guildford, and possibly on to Godalming. We extend a welcome to your readers and hope that many of them will join us. The provisional timetable of events is as follows;-

Good-Friday 12th. April 2p.m. Meet at entrance to Basingstoke Canal.

Easter Saturday 13th. April. Midday. Arrive and moor in Guildford (Mill Mead).

Easter Sunday 14th. April. Morning cruise to Godalming.

Easter Monday 15th. April. Return to New Haw.

Visitors boat passes may be obtained from The National Trust, River

Wey Navigation, Friary Street, Guildford. I.W.A. members with powercraft can obtain a 25% reduction in charges.

There is an excellent launching ramp at New Haw for trailed craft. Major works to Papercourt Lock are due to start after Easter, and it is important that boats intending to pass through Papercourt Lock to leave the river should do so by noon on Tuesday 16th. April.

This event, although early in the year, will help to show the number of boats using the River Wey, and the potential users of the Basingstoke Canal. Let us hope it is a successful gathering.

Yours sincerely,
L.E. Harris.

SURREY & HAMPSHIRE CANAL SOCIETY.

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THE CANAL TRANSPORT MARKETING BOARD.

The Board held its inaugural meeting in Leicester on January 6th. and elected an Executive Committee which consists of both wide and narrow boat operators, as well as non-operators. Local representatives were appointed, covering the Birmingham, Shropshire Union, Coventry, Leicester, Nottingham, Yorkshire, Severn, and London and Southern Grand Union areas. The last named area is covered by Mr. Alan E. Brown, of Wellesley House, Station Approach, Chorley Wood, Herts.

The aims of the Marketing Board, a voluntary organisation, are:

- To seek for an extension of waterborne trade.
- To promote the co-operation of existing canal carriers.
- To establish a system of central boat control.
- To assemble a record of available narrow boats.
- To endeavour to put back into active carrying any boats at present idle.

It has been decided to print envelopes with the slogan "Waterway Transport - Safe and Sure", for sale to anyone. The task of preparing an advertising brochure is being undertaken by Mr. Ainsworth, who operates wide boats from Newark on the Trent.

The Treasurer of the Board, which has the full support of the I.W.A. is Mr. K.G. Roseblade, of 22 Woodstock Road, Leicester, to whom inquiries for membership should be sent. The individual annual membership fee is £1 1s. and we hope that as many people as possible will join this new organisation. It is already dealing with new inquiries about traffics and, with its central position and pooled knowledge, is in a good position to help the carriers.

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WARNING !

It is now three years since the Branch subscription was raised to 10/- but many members are still paying the old rate of 5/-. Our Membership Secretary, Dr. Saunders writes large quantities of letters (January this year 16 were sent costing 5/4 in cash and a vast amount of Dr. Saunders' time) and gets little in the way of results. So far delinquent members have still been sent their copies of "Windlass", but this cannot go any longer. TAKE WARNING this may be the last issue of "Windlass" to pop through your letter box WHOLE. Next time you will get half! Yes, HALF, and the other half will not be sent until you pay up.

YOU HAVE BEEN WARNED!

(Next month's issue is going to be good!)

Working Party Page

WEEKEND 9th./10th. March. CALDON CANAL. It is hoped to make our long planned visit to help the Caldon Canal Committee if local conditions permit and work has been resumed. Full details and transport for those who require it from Tim Dodwell.

SUNDAY 17th.March and SUNDAY 24th. March. KENNET & AVON CANAL. Bank clearance at Burghfield Lock(see note in "Around the Waterways").This is a job we have been specially asked to undertake, and it is hoped that members will make sure that we accomplish it. Meet at Burghfield Bridge at 10 a.m. both Sundays.If there is no one there to direct you, inquire from the British Waterways lengthman at Kennet House.

A FACE LIFT FOR BRIDGE 183

The Denham working party, the first to be held in conjunction, attracted some 85 participants to the Grand Union on a glorious spring-like day. Bridge 183 was given two coats of snowcem and ended up "Whiter than white". About a mile of undergrowth was cleared as well.

British Waterways co-operated fully, providing the necessary tools and supplies and a motorised icebreaker with three flats. Mr. David Kinnersley, Deputy General Manager of B.W. was there, and the local press arrived in force.W.P.G. members came from such distant parts as Stratford,Dartmouth and Brighton. Altogether a most successful day.

TIDYING UP AT GUILDFORD.

Some 36 people took part in the working party held at Guildford on Sunday 21st. January, when alders along the towpath were thinned, and overhanging branches cut back, and brambles cleared over a considerable length through the town. The result left a much clearer footpath and tidier appearance, although care had to be taken not to remove the vegetation that protects the bank in times of flood.

TIM DODWELL.

W.P.G. BANK STATEMENT.

COUPONS

Players -	3227
Nelson/Cadets -	3715
Embassy -	2143
Crown Filter -	2296
Sterling -	501
Guards -	1740
Kensitas -	366
Ardath -	18

STAMPS

Green Shield	23	Books.
Pink (S & H)	94	,,
Gold Bond	1/8	,,
Brooke Bond Tea	18	stamps.
Thrift.	48	,,

We are grateful to all those who send, and trust they will understand that we do not acknowledge receipt as the cost of so doing would defeat the object of the exercise. Please continue to send your contributions, small or large. We hope to give details of our "purchases" on this page in future issues. Send to; -Mrs. M.H. Miller, 6 Preston Place, Church Road, Richmond, Surrey.

SUPPORT THE WORKING PART GROUP!

SUBSCRIBE TO "NAVVIES NOTEBOOK" NOW!!!!!!!!!!!!!!

Quiz ? ?

You won't always know the answers to our monthly Quiz, but don't let that deter you from sending in answers to the questions you do know. Not only do we hope you will learn from the answers (which will be given in the issue following) but that you will visit some of the places named. Answers to this month's questions should be sent to me, John Dodwell, Dover House, London Street, Chertsey, by March 31st.

1. When was the Slough Arm opened?
2. Where does the Wyrley and Essington Canal run, how long is it, and how many locks are in use?
3. How long do commercial narrow boats usually take to go from Brentford to Wellingborough?
4. Where, within 15 miles of Tower Bridge, is it possible to find a working example of a flash lock?
5. Where are the 1968 Angling National Championships to be held and when?
6. What do these initials stand for? They are all past or present waterway carrying companies. (a) B.&M.C.C.C. (b) T.C.(O.) (c) T.&G.L.

ANSWERS TO QUIZ NO. 1.

1. The coarse fishing season ends on March 14th. and starts on June 16th. i.e. no angling between March 15th. and June 15th. inclusive. (These are the usual dates in the South, but they can vary according to locality.)
2. The Slough Arm is, to be precise, 4 miles 1626 yards long, but 5 miles will do. It has no locks, and is navigable for the whole length. (The White Paper would have it all closed). Use it!
3. The Erewash Canal is $11\frac{1}{4}$ miles long and has 14 locks. It is navigable for its full length, although the top five miles are difficult. The White Paper proposal would leave only the bottom mile; we hope to hear of many Branch members using the whole Canal this year.
4. Middle Green Wharf is on the Slough Arm, between Iver and Slough. Map ref. 160/998800, $\frac{1}{4}$ miles from Slough.
5. Riders (or Ryders) Green Locks are eight locks at the southern end of the Walsall Canal on the B.C.N. between Pudding Green Junction and Walsall. Around map ref. 131/983920.



FOR SALE

The two berth cabin cruiser "CORON" well known between Teddington and Lechlade. May be inspected at Penton Hook Yacht Basin on Sales Pontoon to whom enquiries should be addressed. Price £550 or nearest offer.

CUT SHORTS

"Yachting and Boating Weekly" will be running an I.W.A. feature every week, starting at the end of this month. There will be one or two pages with an editorial, news items, pictures, and feature articles. Not just a canal series, but entitled I.W.A. and bearing our symbol. We look forward to seeing it, particularly as the Editor is Hugh McKnight.

Now that "Windlass" is appearing more frequently it seems appropriate to mention the very attractive binders we have for sale. They are dark blue, title in gilt, and hold 24 copies. Price is only 10/- plus 1/3 for postage and packing. Obtainable from our Branch Sales Officer David Rayner, 169 Fyfield Road, London E.17. They can also be used for binding "Navvies Notebook". To fill any gaps in your run of "Windlass" apply to Martin Spratt, 57 Oxberry Avenue, Fulham, S.W.6.

Mr. F.J. Chapman of the Canal Boatman's Institute has now taken delivery of a twelve seater minibus. This will be used to transport the old folk to and from the mission and elsewhere. We wish them many pleasant journeys.

B.B.C. Television have a new series starting this month entitled "Sixth Sense", in which the Sixth Form of five schools will introduce four projects in the form of film and interview on controversial subjects. Manchester Grammar School have as one of their projects "Canals; should be extended and cleaned up". This should prove most interesting in view of the situation in that region. We look forward to the programme with interest, and commend the initiative shown. B.B.C.1, Thursdays at 6.40

Congratulations to our Branch Press Secretary Derek Clements on being one of the prizewinners in British Waterways photographic competition at the Boat Show. Derek's picture was on display on the stand throughout the Show.

We like to hear from people with good canal films for showing at our Winter Meetings. Please let us know what you have, so we can plan next season's programme. Suggestions would be welcome too for Summer Boat Trips.

British Waterways Board have requested that as far as possible Boat Rallies should take place outside the Angling season. After John Dodwell's Quiz everyone should know when that is. It seems a reasonable suggestion which could improve relations between boaters and baiters, but obviously the August Holiday must be an exception.

Would contributors to "Windlass" please note that contributions in the way of articles, letters, praise, grumbles, photos and sketches are always welcome. Copy date is the 14th. of the month preceding issue. Copy should not be duplicated to other waterways journals. If this has been done please say so, when your copy will be treated as a Press Handout, and edited. It would also be appreciated if matters other than editorial could be raised with the appropriate person. i.e. Sales to the Sales Officer, Advertising to the Advertising Manager, "Windlass" not received or incorrectly addressed to the Dispatch Manager. Their names and addresses will be found elsewhere in "Windlass". The Editor has a full time job editing!

TALKING ABOUT

Waterways



That was what I was doing; talking about the waterways. Me! Talking to a room full of strange people! And I'm shy! Anyway, I have better start at the beginning, and tell you how it happened.

Some friends of mine asked if I could get someone from the I.W.A. to talk to the local Ladies Club or Women's Institute, or something (actually it was neither) and I said of course I would. But when I asked, I was told to do it myself. "Go on" they said, "You can do it, there's nothing to it really". So I arrived at the right time on the right day shaking in my shoes.

There seemed to be hundreds of people in the hall when I arrived on the platform still shaking and eyeing my projectionist uneasily. When last seen he had been frantically trying to change the plug on the slide projector, dropping screws all over the place while doing so. All ready? Yes, lights out please, and the first slide..... back to front, and it was the map of the waterways of England. By the time my blushing projectionist had got it right I was beginning to recover my nerve, and the audience had had their first laugh. Soon their laughter was changed to "ooohs" of appreciation as they saw all the glories of our canals. There were plenty of indignant cries too at some shots of derelict and abandoned canals. I was getting the hang of it now, working for a positive response from my audience, and enjoying it immensely.

After the last slide (a lovely sunset view with 'The End' across it) had appeared backwards, upside down, and finally the right way, it was question time. There were plenty of questions, intelligent ones too, and then it was time to hand out membership forms and leaflets, show some canal ware, and chat privately with the organising committee. I went home in a pleasant state of satisfaction.

How about some of you lady members and wives of members doing likewise? There is an urgent need for speakers for daytime engagements, most of which are particularly suited to lady speakers. There is nothing like a Mum showing slides of her own children enjoying themselves on a boat to convince other mums that canals are not dangerous if properly used, and that boating with children can be fun.

The Branch has its own projector and a basic set of slides which any person giving a talk can borrow. Audiences are usually friendly, and usually know a lot less about the subject than you. Don't worry if you get a question which you can't answer. If the questioner is genuinely interested, show him how he can find out. Take a good supply of membership forms, and pamphlets; if you have transport and it is to be a big function, take a larger supply of books and guides.

Please Ladies! Step forward and help. Contact our Action Group Organiser, Rodney Pepper, at 22 East End Road, Finchley, N.3. Telephone 346-5383.

You will be helping the Branch to spread information to that most influential section of the public; your own sex. After all it is usually Mum who decides where the annual holiday shall be spent.



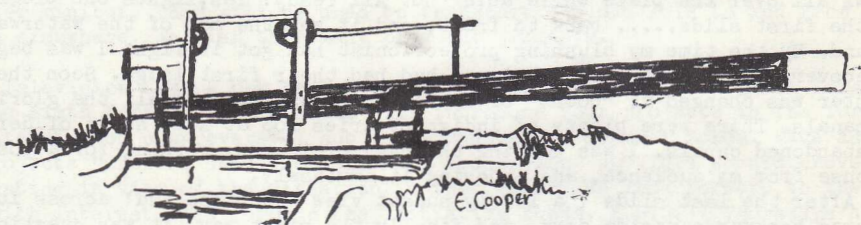
Josher's Column. Continued from p.3.

was estimated in 1965 to cost £710,000,000; it was suggested by doubters of the scheme that the country could not afford such expenditure. It seems that the G.L.C. with Ministry of Transport can!

CAPTAIN VIVIAN BULKELEY-JOHNSON.

We are sorry to report that Captain Vivian Bulkeley-Johnson died suddenly on Wednesday February 14th. 1968, aged 77.

Captain Bulkeley-Johnson was a staunch supporter of our cause, especially on the transport side. He founded the Willow Wren Canal Carrying Co., in 1952 (with Mr. Leslie Morton as manager), thus demonstrating his interest in a very practical way. Captain Bulkeley-Johnson was also Honorary Treasurer of the Association for many years and was a great benefactor of the I.W.A. We extend our sympathy to his family, coupled with our gratitude for his tremendous help.



NAVVIERS NOTEBOOK

For news of working parties and volunteer labour over
the entire waterway system

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THE FUTURE OF OUR WATERWAYS

Subscription for twelve months 3/6d post free. From
The Hon. Secretary

Have the holiday of a lifetime

This is "ALBION" the only Norfolk Trading Wherry still afloat and under sail, which is preserved by the Norfolk Wherry Trust, a Registered Charity.



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She can carry up to 12 passengers, and the cost is £60 per week, which includes a fully competent Skipper.

For as little as £1 per annum, you can join the Trust, and play your part in the great work of preserving this fine old ship.

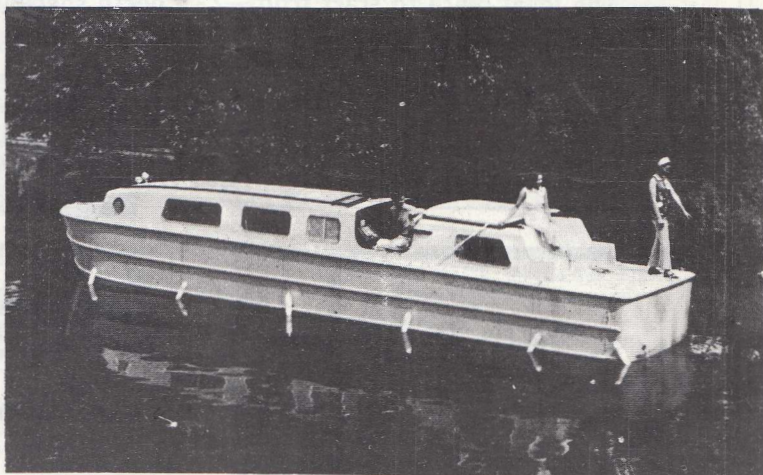
Further details of membership & hiring can be obtained from:

Hon. Sec. Norfolk Wherry Trust, (Dept. WS),
64 Bethel Street, Norwich, NOR 57E.

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is available
this year on the
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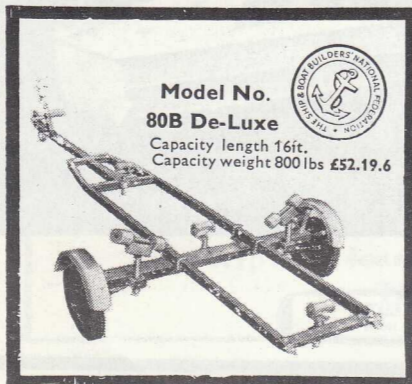
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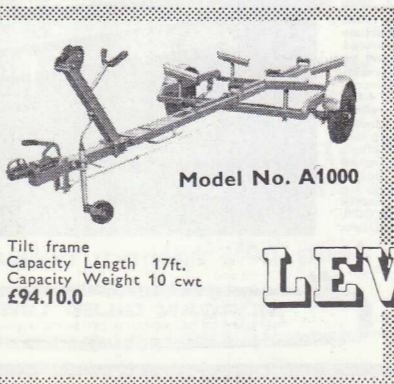
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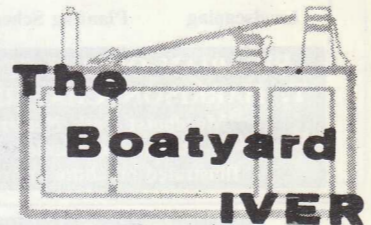
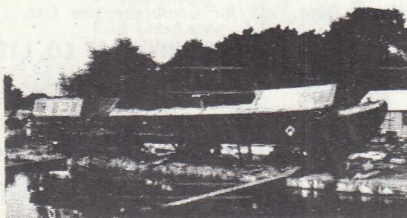
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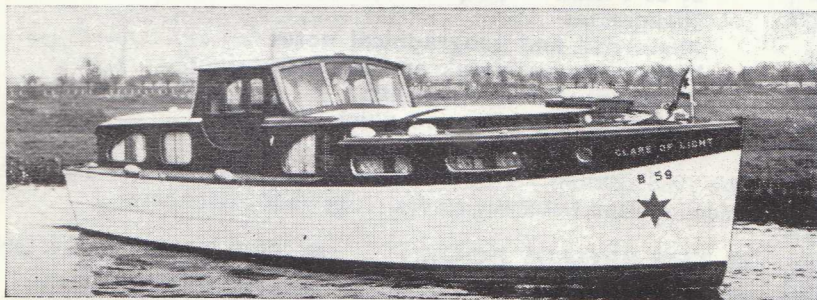


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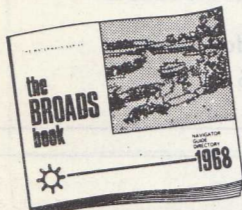
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