

WINDLASS

No. 74 FEBRUARY 1969

1/6



THE RIVER STOUR AT STRATFORD ST. MARY

(J. E. MARRIAGE)

*Journal of THE LONDON and HOME COUNTIES BRANCH of
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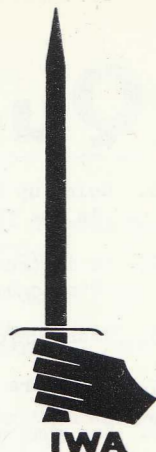
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From the Editor's Cabin

The announcement of British Waterways Board's plans for a marina at Banbury has already aroused much comment. What effect, I wonder, will the presence of this marina have on boat crews visiting the Oxford Canal? What mooring facilities will remain for craft wishing to visit the City of Oxford?

It is to be hoped that traffic will not decline between Banbury and Oxford as a result of this, as a falling off of boating could lead to the arm from the Duke's Cut to the City becoming disused and eventually to closure. This would leave the Duke's Cut as the only exit to the Thames. This would threaten the whole section below Banbury, as to reach the centre of Oxford craft would be forced to enter the Thames and pay extra licence fees. When there is a fine turn around point at Banbury, why go any further?

What we look for is some imaginative development in an urban area. Boaters are not just interested in 'the pretty bits'; boating in an industrial city can be just as fascinating as the most beautiful stretch of open country, and if canals are treated as they should be - as a system - the one leads to the other. Why should a boatowner have to drive in his car for an hour to reach his boat at some sylvan mooring when there is a canal on his doorstep? If boatowners did not want to moor their boats in the middle of cities there would not be the number of boats there are on the waterways of London and Birmingham.

The question raised in the second paragraph above about the separate licences needed for the Thames and the canals is one which will be raised again and again as more separate waterways authorities issue their own licences. Already we have the Thames and the British Waterways controlled canals; the Lower Avon; and two separate National Trust

(continued overleaf)

Quiz ? ?

1. Going up the Grand Union from Brentford would you pass any swing bridges? If so, where is the first one?
2. Is it true that there are two locks numbered '46' on the Grand Union from London to Birmingham? If so where and why?
3. Grand Union Locks; where are (a) Gas Two; (b) Talbot's Lock?
4. (a) Where is your September 1968 'Windlass' (b) Where is the picture on the cover?
5. Say what waterways organisations these initials stand for; (a) T.C. : (b) K. & A.C.T.

Answers please by the end of February, to John Dodwell, Wychbold, 19 Drill Hall Road, Chertsey, Surrey. There will again be a prize at the end of the year.

Answers to Quiz No.

1. Grand Union Locks; (a) The New 'Uns are Locks 65 to 69, around the Apsley area, so called when the canal was re-aligned. (b) Sewerage Lock is No. 58, south of Berkhamsted.
2. (a) Newbold Tunnel is on the Northern Oxford Canal; (b) Unstead Lock is on the River Wey two down from Godalming; (c) Diglis Basin is at Worcester.
3. I would approach Hampstead Road Locks (on the Regents) from Chalk Farm Road, N.W.1. which leads in the Hampstead direction. It's name must have been changed since the canal was built.
4. Waterway carrying companies; (a) C.W. Becket Co., Ltd., of Kingston; (b) void: reproduction error (apologies to competitors and Quizmaster from the Editor.); (c) J.J. Tomlinson and Sons Ltd., of Hull who carry nearly 20,000 tons of grain a year to Sheffield Basin.
5. Regular commercial traffic works up the River Thames as far as the junction with the River Wey, just below Shepperton Lock. It is the Cox's Mill grain trade.
6. Birchills Junction is where the Walsall Branch Canal joins the Wyrley and Essington Canal on the B.C.N. You can go there on your way to this year's National Rally at Birmingham.

ANSWERS TO LAST MONTH'S CROSSWORD PUZZLE.

ACROSS. 1. Narrow Boat; 6. Dove; 8. Cut; 9. Caldon; 10. Banbury; 12. Plane; 13. Trevor; 16. Nantwich; 17. Lancaster; 20. Bury; 22. Netherpool; 23. Leeds; 24. Stratford.

DOWN. 1. Ness; 2. Rochdale; 3. Out; 4. Buckby Can; 5. Adlington; 7. Exeter; 11. Ure; 12. Portal; 14. Strap; 16. Haywood; 18. Nene; 19. Trent; 21. Fly.

FROM THE EDITOR'S CABIN. continued from previous page.) waterways, the River Wey and the Stratford Canal (Southern section). With events moving rapidly on the Upper Avon and the Basingstoke Canal two more will be added to the list before too long. Unless the various authorities reach a reciprocal licencing agreement, the boat owner with the time and desire to visit all these waterways will have a very expensive voyage ahead of him. I have seen two boats from a hire firm moor up near the entrance to a waterway with a separate authority, cram all the passengers onto one boat, and then set off to see as much as possible of the second waterway in one day. What a sad way to see a waterway!

Josher's Column

THE START OF A NEW ERA? A new Chairman of British Waterways Board, a new General Manager and the new Inland Waterways Amenity Advisory Council - a new deal? I wonder.

We all appreciate the problem that British Waterways Board have on their hands - to extract revenue from a run-down industry is not easy. It makes an interesting although possibly disquieting exercise to investigate how our guardians of the waterways will use their assets to the maximum advantage.

Every canal in our network is an asset to its owner; it earns revenue. British Waterways task is to maximise the revenue from all their waterways. This will eventually lead to commercial viability. The Government has underwritten their present losses; British Waterways must plan to reduce these losses in the next few years.

Expenditure such as that proposed at Banbury has been very carefully considered, and a great deal of hard-earned money will be spent. Who will benefit? Where is the money coming from? We have been assured that maintenance will not suffer to make up the deficit. One isolated expenditure at Banbury will not change the financial plight of the Board nor make our waterways prosperous - but they will have to find the money to pay for this and other undertakings elsewhere.

I feel that the Board will try and negotiate the sale of some of our remainder waterways to pay for such schemes - on the Slough Arm they may well attempt to sell the last mile or thereabouts for Slough's new road - and then where does the Slough Arm go to? I am not saying the Arm is a beautiful stretch of water at present, but the potential is there.

It may follow that the Board will attempt to sell off the Ashton and give us the Lower Peak Forest Canal - more revenue for them of course, but what will we lose? Even though this canal, and the Cheshire Ring are well outside our boundary, the whole fate of our waterways rests with the campaign for the Cheshire Ring. Each and every Branch of our Association must realise that the Cheshire Ring directly concerns them. For us in the South of England this problem can seem far away. The fundamental issue at stake on the Ashton concerns every member of every Branch and only by a united effort by our Association and all Branches can we win through and retain the complete Cheshire Ring.

The Inland Waterways Association was founded in 1946 to campaign for our waterways - we are still a campaigning body. Anyone who is under the illusion that our battle is won must think again. If you are content to lose the Ashton and part of the Slough Arm, then you must be prepared to lose a lot more - not this year perhaps, but in the years ahead, slow erosion of a familiar pattern will cut into our amenity network, and our Association will have failed in its object.

The price of our waterways is eternal vigilance.

* * * * *

A REMINDER.

The object of the Association shall be to advocate the use, maintenance and development of the inland waterways of the British Isles and in particular to advocate and promote the restoration to good order of every navigable waterway and the fullest use of every navigable waterway by both commercial and pleasure traffic.



Events

NEWS

ACTIVITIES

ROUND THE WATERWAYS

FEBRUARY 20th. MEMBERS DISCUSSION EVENING.
At the Albert, Victoria Street. 7 for 7.30p.m.

In 1968 one of the innovations at the Winter Meetings was a Members Discussion Evening; whilst this was not attended by as large a number of people as the meetings which preceded and succeeded it, it was an undoubted success. Almost everyone who attended spoke, on topics ranging far and wide, from the attitude of boat owners to the public at rallies, through types of toilets, to the attitude of private boat owners to those on hire boats. Many new ideas were discussed, including the new combined Association and Branch membership. This is your opportunity to express your views and question the Committee and each other; have you a new idea which will further the Association's aims? Come along on 20th. February and COMMUNICATE.

MARCH 28th. ANNUAL DINNER, at Lords Tavern, Lords Cricket Ground, St. Johns Wood, N.W.8. 7 for 8p.m. Booking form for tickets 42/- enclosed with this issue, should be sent to our Social Secretary James C. Street, at 52 Moreton Street, S.W.1. enclosing s.a.e. and remittance (cheques etc.), should be made out to London & Home Counties Branch I.W.A. This is our principal social event of the year, and we have an interesting array of speakers. Nearest underground, St. Johns Wood, good parking, and on several bus routes.

APRIL 17th. ANNUAL GENERAL MEETING, to be followed by the official film of Operation Ashton.

MAY 24th. 26th. SLOUGH WATER FESTIVAL AND RALLY OF BOATS. Arrangements for this event, designed to make Slough aware of its waterway, are proceeding apace. We hope all lady members are busily knitting woolly hats for our 'Knit a Hat' contest, and that all artists are preparing their choicest works for the art exhibition. It is hoped to have a bric-a-brac stall, so this is an appeal for those Christmas presents you really do not want, or any small items of jewellery, ornaments, games, puzzles, etc., (not books or clothes). Mrs. Burton 44 Kings

Road, Walton on Thames will be delighted to receive anything you can donate. If you cannot send she will try to collect. Phone Walton 23022. More details of the Rally will appear in the next "Windlass" when an entry form will possibly be included so the entry forms can be in time to ease the Harbourmaster's many problems. The Rally Programme will be issued in April.

JULY 26th.-29th. NATIONAL RALLY at Farmers Bridge, B.C.N. in conjunction with the City of Birmingham and British Waterways Board's celebrations of the bi-centenary of the B. C.N. The Rally will be a Royal occasion, as His Royal Highness the Duke of Edinburgh has honoured the Association by agreeing to become Patron of the Rally.

RIVER STOUR TRUST.

The Essex River Authority and the South Essex Waterworks Co., Ltd., are jointly promoting a Bill to go before the next Session of Parliament to be known as the "Essex River and South Essex Water Bill". The object of the Bill is, inter alia, to build a barrage across the River Stour at Brantham. Committee members of the River Stour Trust recently met officials of the Authority and provisionally agreed not to oppose the Bill providing;

- (a) Boat rollers are built as part of the barrage. Such rollers to be to a similar specification as those built at Chelmsford and to include a hand winch.
- (b) The Essex River Authority to use its best endeavours to construct similar rollers around all locks, weirs and other obstructions ipstream as far as Sudbury.
- (c) That the Essex River Authority take no action at the present time to exclude power boats from the River and if such action is subsequently contemplated the Trust will be consulted at an early stage with a view to avoiding a blanket embargoe.

With regard to item (b) above, the Authority is proposing to consult the Essex, East

Suffolk and West Suffolk County Councils as planning authorities for the river. The Trust is in the course of writing to the three Councils, requesting that they support the construction of rollers as being in the public interest and improving the amenities of the river. The Trust is pointing out that the provision of rollers is very much in the spirit of the recent White Paper "Leisure and the Countryside".

The Trust feels that the three Councils are more likely to support the scheme if some indication were given of public support. You are therefore asked to write to all three bodies asking them to support the construction of the rollers. The addresses are as follows:-

The County Planner, Essex County Council,
County Hall, Chelmsford, Essex.

The County Planning Officer, East Suffolk
County Council, Ipswich, Suffolk.

The County Planning Officer, West Suffolk
County Council, County Hall, Bury St.
Edmunds, Suffolk.

Please send copies of your letters to:-
C.E. Shannon, Hon. Gen. Secretary, River Stour
Trust, 166 Upper Bridge Road, Chelmsford.
C.E. SHANNON.

RIVER WEY.

The National Trust have issued a warning regarding certain shallows which are believed to exist resulting from the September floods. These are as follows:

At the confluence above Newark Bridge.

At the confluence below Papercourt Lock.

At the confluence above Bowers Lock.

Extensive shallows above and below Broadoak
Bridge where it turns away from the
carriageway.

Extensive shallows in the cut between
Stoke Road Bridge and Stoke Lock.

Every effort will be made to clear these before the 1969 cruising season, but with the modest resources available this may not be entirely feasible. A Thames Conservancy dredger is expected to go up the river shortly and will be clearing the river sections. Work has already been carried out by the National Trust to achieve a considerable improvement at the head of Stoke Cut.

TIM DODWELL.

KENNET & AVON CANAL.

The Kennet & Avon Canal Trust have now issued for general publication the Phase I Restoration Scheme, which was presented to the I.W.A.A.C. last summer.

This is available from the Hon. Secretary, K & A Canal Trust, The Coppice, Elm Lane, Lower Earley, Reading, Berks, at 5/- + 1/- for postage and packing.

The Scheme proposes a first stage of restoration which would cover Tyle Mill Lock to Bulls Lock (linking Newbury to the Thames with the existing open sections) at a cost of £80,450; Widcombe Bottom Lock to Dundas aqueduct at a cost of £10,000; and Devizes to Wootton Rivers Lock, - mainly dredging, at a cost of £2,000 (the 15 mile pound). Detailed costings and a summary of the work required at each lock are provided, with considerable detail of other projects actually in hand.

Members of the Inland Waterways Amenity Advisory Council have carried out an inspection of the Canal, and are understood to have reported their findings to B.W.B., favourably it is believed. The Trust are now awaiting further discussions with quiet confidence, although it seems likely from the most recent reports that the considerable number of swing bridges carrying public roads on the eastern section may prove somewhat of a problem. It is in connection with the restoration of three locks in this section that the I.W.A. have offered to raise over £10,000, as previously reported, and we must make sure that it is shown beyond all doubt that there is a real demand for restoration and future use of the Canal to ensure that the obstacles are overcome without delay.

TIM DODWELL.

BASINGSTOKE CANAL.

On December 18th a culvert passing under the canal between Reading Road and Pontail Bridges, Fleet, collapsed. Part of the Canal bank burst, and the sluices of a nearby let-off weir were demolished to drain the section and prevent further flooding. Fleet Council offered to repair the damage if the Canal Co., agreed to pay for the work and materials. It is reported that workmen moved in the same day but later withdrew at the request of the Company. Sandbags have been placed across the canal at both bridges, and the section is now de-watered. The culvert is being replaced but there are no signs of the bank being repaired or the sluices of the let-off weir replaced.

It was reported in the Press that at a meeting of Surrey County Council on December 10th. Sir Howard Roberts said

that the Town and Country Planning Committee and the Finance Committee had approved purchase of the Canal subject to certain agreements to be made and on condition that Hampshire County Council purchased their section. As reported in the last issue of "Windlass" Hampshire has authorised a survey of their section to consider the matter of purchase. It was further reported that Sir Howard Roberts quoted £27,000 for restoring and maintaining the Surrey section. The Committee of this Branch is obtaining further details of what is included in this figure.

A culvert at Broad Oak near Odiham was reported to be leaking and temporary repairs have been made. According to the local Council permanent repair work will be made.

In a front page story, the "Aldershot News" reported concern being expressed about the condition of Ash Lock gates and the serious consequences which could result if the gates should collapse. The lock is the last one on the Canal and holds back the 15 mile pound to Greywell. Immediately below the lock is the breach in Ash embankment which has still not been repaired. A meeting was reported as being held between members of Aldershot Council and the Canal Co., but the matters discussed are not known.

H.D. JEBENS.

COMMERCIAL CARRYING NEWS.

(One of our roving reporters has been working in the Hemel Hempstead area- by the Grand Union. He has been keeping an eye on traffic (not in working hours).

British Waterways' three pairs of boats have been seen unloading at Boxmoor. Each pair was travelling up on an average of once a week in January. Willow Wren boats were occupied on the Wellingborough run; George Wain is now back with the fleet and is running "Redshank" and "Alperton", and had about 51 tons on.

A variety of craft have been engaged on the Croxley coal run. Nicholas Hill's "Jaguar" operated by a young man named Mr. Dunkley was there at the New Year. Later the "Chiltern" and "Crater" of Leicester Canal Transport Co., arrived and Birmingham & Midland's "Linda" and "Angel".

I was delighted to see at Croxley the "Comet" and "Betelgeuse". They belong to a NEW firm, Messrs. A.E. & T. Jones of Gloucester. These boats were formerly owned by British Waterways, and were two of those up the Wendover Arm a year ago. They have been

thoroughly renovated by Mr. Gilbert and his staff at Charity Dock, Bedworth and are wonderfully painted. No sign was seen of the Blue Line boats - but then they do include those with the reputation for being fastest on the cut.

What could have been a splendid piece of news is not so. The system of annual licencing (instead of payment of heavy tolls) was due to expire at the end of 1968. I was glad to hear that this system, which is beneficial to traders, is to continue, but am very disappointed to learn that it is only being extended at present until the end of 1969.

The uncertainty which is imposed on firms is deplorable. How can businesses plan and invest ahead in such conditions? At the end of June the licencing system will have only a six month certain life and by October will have only three months to go.

The carrying companies did gain something from the White Paper in that the continued existence of the waterways they use seemed assured - an advantage that they had not had for many years. It is unnecessarily restrictive not to give the licencing system a longer life and I hope British Waterways will, before, say, June, announce that it will continue for a minimum of ten years.

JOHN DODWELL.

WORKING PARTIES.

SUNDAY 16th. FEBRUARY. RIVER KENNET. Cutting back of overhanging trees above Fobney Lock and above Burghfield Bridge will make a considerable improvement and provide a wider channel at these points. ARE YOU COMING TO HELP? The rendezvous is Burghfield Bridge, at 10a.m. (with the 'Cunning Man' conveniently adjacent at lunch time). Transport from Reading Station (or possibly London area) by prior arrangement with Tim Dodwell.

MARCH 22/23rd. MONMOUTHSHIRE & BRECON CANAL.

A joint working party with the South Western Branch and other groups, which it is hoped will be working on the section of canal just south of the part B.W. have recommended for inclusion in the Cruising Network, in connection with which members will remember the Sebastopol Bridge incident last year(?) Exact details have yet to be agreed, but those interested in taking part should contact Graham Palmer for further information.

Subscribe to "NAVVIES NOTEBOOK" for all the latest news and comment on Work Parties. 5/- a year from Graham Palmer, 4 Wentworth Court, Wentworth Avenue, Finchley, N.3.

THE I.W.A. ANNUAL DINNER

The Association's Annual Dinner, held at the Royal Lancaster Hotel on January 4th. was a proud occasion for this Branch. Two of our most active members were awarded the Cyril Styring Award and the John Heap Salver.

The Cyril Styring Award is made annually to the member who has done the most in the previous year to further the aims of the Association. It was awarded to our Branch Hon. Secretary Graham Palmer for Operation Ashton and working parties in general.

The John Heap Salver is also given annually to the member who has raised the most money for the Association. It was awarded to John Dodwell, whose work on the Transport Bill had saved so much in legal costs.

The presentations were made by our President Sir A.P. Herbert, and the applause was loud and long, and deservedly so. We are very proud of John and Graham, and are delighted that their labours have been so rewarded. WELL DONE LADS !

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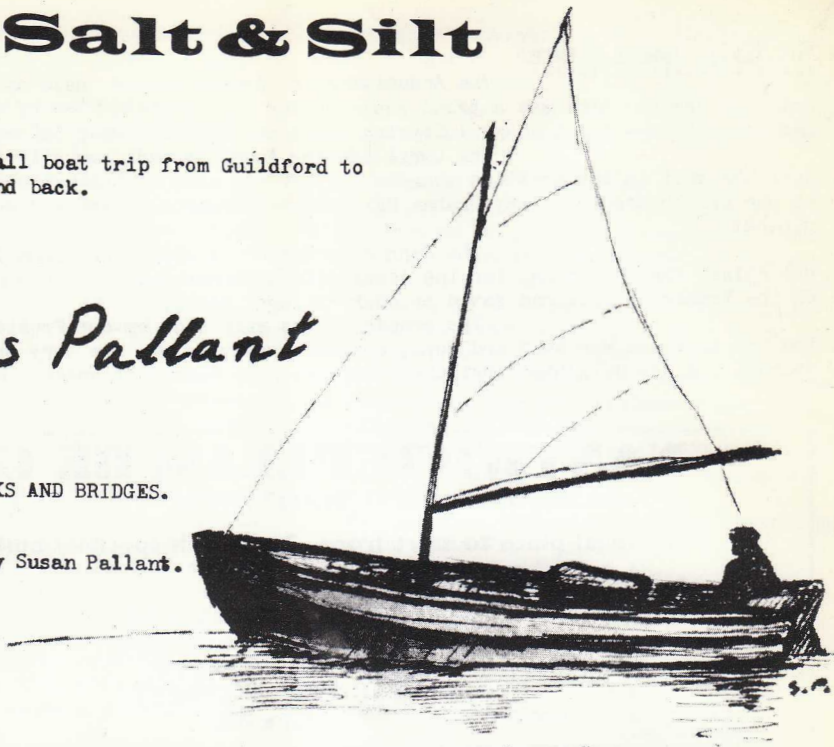
Sail, Salt & Silt

An account of a small boat trip from Guildford to Leeds and back.

by
Charles Pallant

PART TWO: SANDBANKS AND BRIDGES.

Illustrations by Susan Pallant.



Stuck on a sandbank off the coast of Norfolk, I shut off the engine in disgust, dragged off my trousers, went over the side and alternately heaving up the stern and leading the bow, we drifted into deeper water. Meanwhile Dave quietly contemplated how he would rescue his camera in the event of another shipwreck! In the lee of the beach the sail slowly drifted us clear of shallows. Further out the wind was stronger and right from behind. We hissed through the lumpy sea at a fine rate.

The Boston side of the Wash came into view as the miles passed. Sailing was not so plain, for sandbanks began stretching fingers ever nearer our course until we came to Gat Channel. In the meantime the tide had turned. We wound through torturous channels west of Gat, disturbing packs of seals which flapped off the banks and swam towards us. They are most endearing creatures. We also passed fishing vessels high and dry, their crews collecting shell fish. We went onward, following the current through complicated channels.

Eventually we got onto a main channel, up which a fishing fleet was pushing. We started up the engine and at full speed joined the convoy. We headed due south for fifteen minutes or so, the fishing boats drawing ahead. We caught up with them, as, with lead lines going, they groped westward over the shallows, and then set off again, in a northerly direction.

Their decks were laden with large polythene bags of shell fish, and they made very good speed even with one vessel in tow. As they drew ahead, at full speed, we drew near one of the boats and shouted "Boston?" The crew nodded and with their arms indicated the tortuous route. For twenty minutes or so we had an exhilarating run behind the fleet; with a small dory-type working boat we cut a corner. Still at full speed, and with the sail up, with boathooks swinging feeling over the mud, we entered the Witham just ahead of the main fleet.

An hour or so later we tied up below Boston Grand Sluice with a lot of rope out for the falling tide, dined, put the tent up, and settled down for the night.

The trip up the River Witham and along the Fosdyke was fast but uneventful, to be expected on a good, well kept waterway. After waiting an hour or so at Torksey Lock on

Wednesday at midday we locked down onto the Trent. For two hours we faced the tail end of the in-coming tide. Further down the tide changed, and we really started moving fast, through fields and past power stations. Most of the barge traffic was very courteous, but for some unknown reason the odd barge tried to sandwich us on the inside of bends when they overtook. Perhaps the inside of bends are well dredged.

Unpredictable currents around the cylindrical steel piles of the road-rail lifting bridge at Keadby tried to do peculiar things to the boat. Opposite the lock onto the Stainforth-Keadby Navigation we spun round and stemmed the tide, flogging the engine. The lock-keeper hurriedly drained the lock and allowed us in with another boat, for which I was very grateful.

Then we sampled the north-eastern canals. Deep, wide and fast, with all locks and swing bridges manned we found it somewhat boring. Except, that is, when the bridge keepers insisted we went under the swing bridges even if there was only an inch to spare! We were puzzled by certain railway swing bridges and lifting bridges which were situated high above the water level, often 50 feet and more. Perhaps the yard at Thorne built lofty super-structured tugs etc., as well as sizeable sailing hulls when the railway was built as well as now. Motive power for these bridges is also of considerable interest - possibly horizontal gas engines originally?

In spite of the bustling friendliness of the commercial waterways we were glad to get the last key in B.W.B.'s stock at Leeds, and then idle our way over the Pennines on the Leeds and Liverpool Canal.

We negotiated Wigan Locks in the pouring rain, an inspiring sight for the cynic, then ensued a pleasant run on the Bridgewater, passing through crazy Brindley tunnels onto the Trent and Mersey; we nearly got to Middlewich that day. The next day, in dreary weather we plodded up the heavy locking to Stoke-on-Trent.

I left Dave there the next day, and passed down from Etruria Summit in the company of a fifty-six foot narrow boat (my boat is sixteen feet). Like a gentleman I allowed them to enter first until at Lock 28 at Stone I shipped too much water to be funny and retired from the foolish game to pump it out. One of the troubles of leaky top gates. I beat them off the mark next day, and got nearly to Tamworth. What a pity Aston Lock garden is not immaculate as in previous years.

Between Marston and Hawkesbury Junctions a number of narrow boats blocked the cut in the procedure of the daily shuffle round. My centrifugal clutch was out of adjustment, and the exhaust valve clearance was wrong, both of which were later rectified. The engine chose not to stop and the clutch not to disengage; one of the boats was poling his stern across the cut; I was unable to stop. (To be concluded.)



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BOOK PAGE



"A Tour of the Grand Junction Canal in 1819" John Hassell. Edited by John Cranfield. 86pp. 15/- . Published by Cranfield & Bonfiel Books.

The re-appearance of this veteran canal classic is welcomed if only to expose some of the misconceptions that non ownership may have induced in some of us.

Hassell, as John Cranfield explains in an interesting and enlightening introduction, writes from first hand observation of a return journey along the Grand Junction from London to Braunston. It was a period of awakening interest in industry and transport, but it was still thought necessary to include much local history and architecture in the volume so as to satisfy current trends.

There is much to interest the canal enthusiast. The canal had only been open 14 years and railways had not yet loomed large on the horizon. Hassell writes as an engineer, although some of his terminology may seem quaint to the modern reader. He could, I suppose, be likened to a 19th. century Roger Pilkington.

This edition has a most attractive cover depicting Paddington Basin, and the original twenty five water colour illustrations are reproduced in black and white, cost considerations unfortunately preventing their inclusion in colour. Thoroughly recommended, provided the reader accepts as worthwhile the additional travel guide material.

"The Canal Age" Charles Hadfield. 233pp. 40/- David & Charles.

A wealth of literature about canals has been written in the last decade. As a result the level of general knowledge about waterways has increased considerably. The need has now arisen for a second generation of canal books - those that tell the reader more about the boatmen, the goods, the passengers, the companies and the engineers that built them.

In a completely new book full of much new material, Charles Hadfield has written about these subjects in an eminently readable manner. Those readers accustomed to his "Canals of the British Isles" series, which are at times rather heavy reading, will be surprised at the more relaxed style of this volume. Comparisons are made with the waterways of Europe and America, which is a subject that has received comparatively little attention from other authors. The plates and text illustrations are well chosen and appear in print for the first time. There are in addition, fourteen maps.

The author includes a chapter entitled "To Modern Times in Britain". Curiously the work of the British Transport Commission (remember the Board of Survey report?) merits only one short paragraph and the upsurge of interest in canals brought about by the I.W.A. receives no mention at all. An unfortunate omission, unless one concludes that the author feels that the I.W.A. had no part to play in "The Canal Age". Readers must draw their own conclusions from an otherwise excellent book.

David Cooper

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CUT SHORTS

WANT TO MOVE A TUG? It is possible that the Association will shortly want to move a tug from the London area up to the West Midlands region. Hardy volunteers would be required - hardy because it is unlikely that there will be any facilities. Names please to Graham Palmer, address on page 1. Sorry not to be able to give fuller details, but we haven't got the tug yet!

PHOTOS FOR "WINDLASS". Photographs are urgently wanted for this journal. Requirements fall into two distinct groups. Firstly we want news photos i.e. protest cruises, breaches in canal banks, rallies, working boats in numbers or new firms or new cargoes, etc., Secondly, 'pretty pictures' of waterways, to illustrate articles, and to use as space fillers when necessary. Prints should be half plate in size, and as the intention is to build up a photo file, please do not send unless you can let us keep the print. To put it bluntly, don't send a pretty picture of the Wey, for instance, which we might use in six months time, then holler for its return if it is not used in the next issue! Sketches would also be appreciated, but please, black and white only, no tinted wash.

NEW B.W.B. GENERAL MANAGER. The Board has announced the appointment of Mr. David Kinnersley to the position of General Manager. Mr. Kinnersley has been Deputy General for some time, and joined the Board in 1963.

OPEN THE AVON! The Upper Avon Navigation Trust has launched its appeal for funds to restore this beautiful and long derelict waterway, a vital link in that other Ring. The sum of £100,000 has been offered towards the cost subject to a similar amount being raised subscribed; as the total cost is likely to be between £250,000 and £300,000 the Trust has a large sum to raise. Appeal forms have been sent to all Members: PLEASE HELP!!

CONGRATULATIONS to "Windlass" Dispatch and Circulation Manager Martin Spratt and his wife Evelyn on the birth of their son early in January. They set up a record by enrolling him as a Member of the I.W.A. at the age of four HOURS!

MORE CONGRATULATIONS this time to "Navvies Notebook" on having one of its articles reprinted in "Motor Boat and Yachting". It was an item by our noted satirist Brian Kingsmill, who also occasionally writes for "Windlass".

NOTE TO OTHER EDITORS. If you find something on the pages of "Windlass" which you think is informative, funny, or just plain ghastly and you want to reprint it, please do; but please give us the credit for having been so brainy, witty or stupid as to think of it first, and mention our name! We have, in fact, been reprinted and quoted in several Branch journals and Boat Club magazines, and once hit the high spot when Peterborough quoted us in his column in "The Daily Telegraph".

SHAME! The B.B.C. programme "Down Your Way" came from Market Harborough, on January 26th. and some mention was made of the Canal there. The speaker remarked that there was close on a thousand miles of canals in the country. AND a few more, please!

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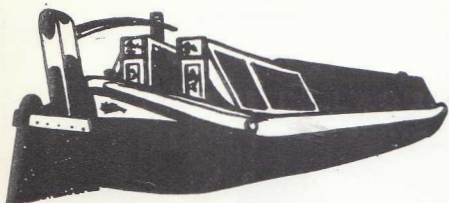
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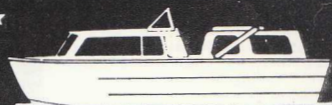


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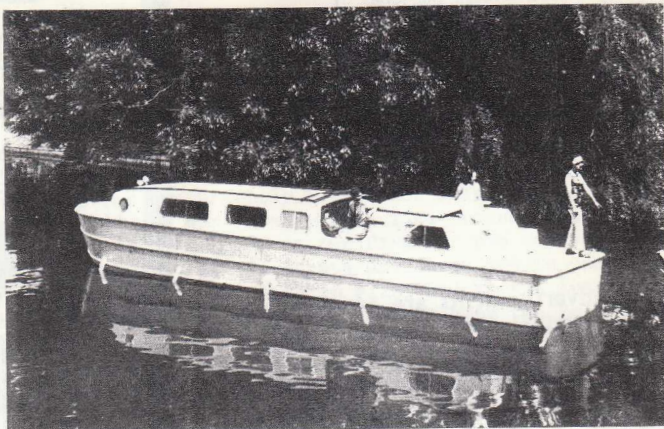
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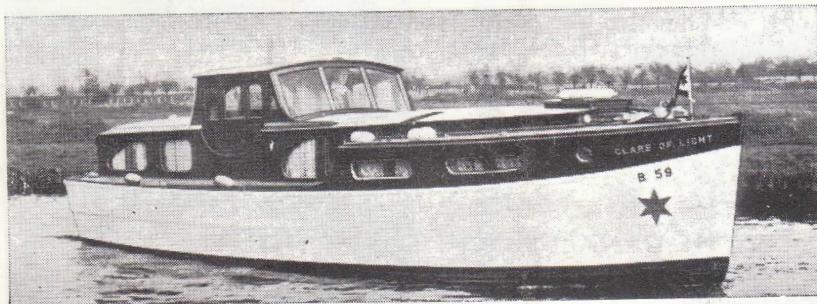


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