

H. C. BANHAM LTD.

RIVERSIDE WORKS

CAMBRIDGE

Established 1906

1957

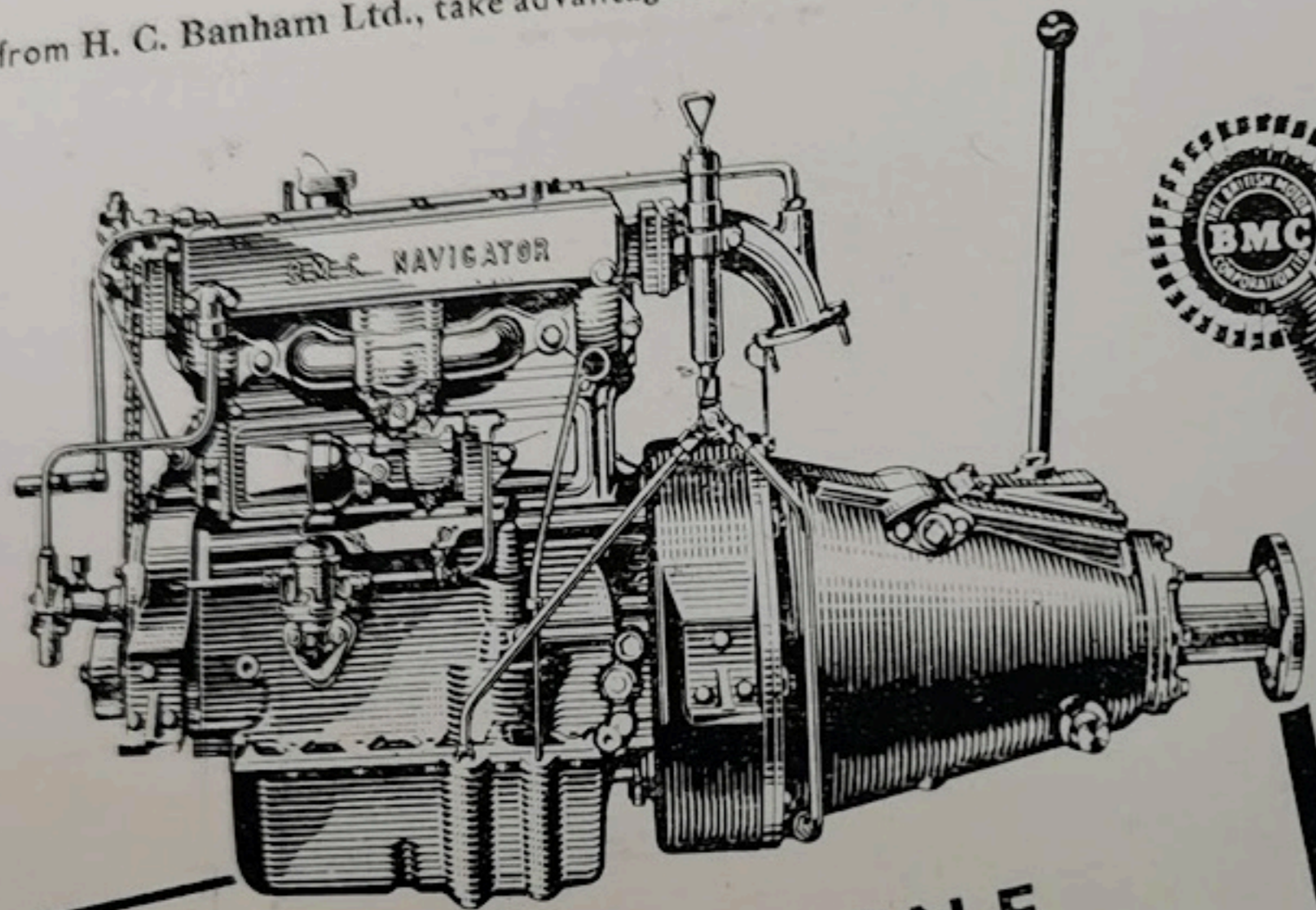


**List of
Holiday Craft**

for Hire on the Cam,
Ouse and Fenland
Waterways



Order from H. G. Banham Ltd., take advantage of years of experience with Morris Engines



An entirely new range of
BMC

MARINE ENGINES

- B.M.C. Vedette 950 c.c. Petrol
- B.M.C. Navigator 1489 c.c. Petrol or V.O.
- B.M.C. Commander 2.2 litre Diesel
- B.M.C. Commodore 3.4 litre Diesel

Backed by 28 years' experience the new designs ensure complete reliability and lasting service. Of low height and slim build these corrosion-proof engines are all O.H.V. Capacities are from 950 c.c. to 3.4 litres, there are five power units in all, two petrol, one V.O. and two diesels.

MORRIS MOTORS LTD.

(Sales) Marine Division, Cowley, Oxford. Spares and Service: Morris Motors Ltd., Eng. Branch, Courthouse Green, Coventry
Overseas Business: Nuffield Exports Ltd., Oxford and 41 Piccadilly, London, W.1



THAT HOLIDAY
AFLOAT- has
forgotten any

It's easy to take too much, but better to take too little, for stowage space is limited on a yacht. Selective rejection should be the rule. However, for the carefree holiday there's one thing you should not set out without and that's a Navigator's Insurance Policy. Of course accidents are the last thing you want to think about, but it pays to be fully covered — just in case. For further details write without obligation to—

CLASSICAL
INSURANCE
Personal
Accident
Baggage
and Home
Also
and Marine
Boat

THE NAVIGATORS
AND GENERAL INSURANCE COMPANY
LIMITED

BOLTON HOUSE, 15/16 CULLUM STREET,
LONDON, E.C. 3.

Telephone: MANSION House 2121 (5 lines).
Telegrams: Avigatinsu, Fen, London.

• East Anglia Branch:—FAULKNER HOUSE, 10 ST. JOHN
COLCHESTER, ESSEX

THE STARTING PLACE AT CAMBRIDGE

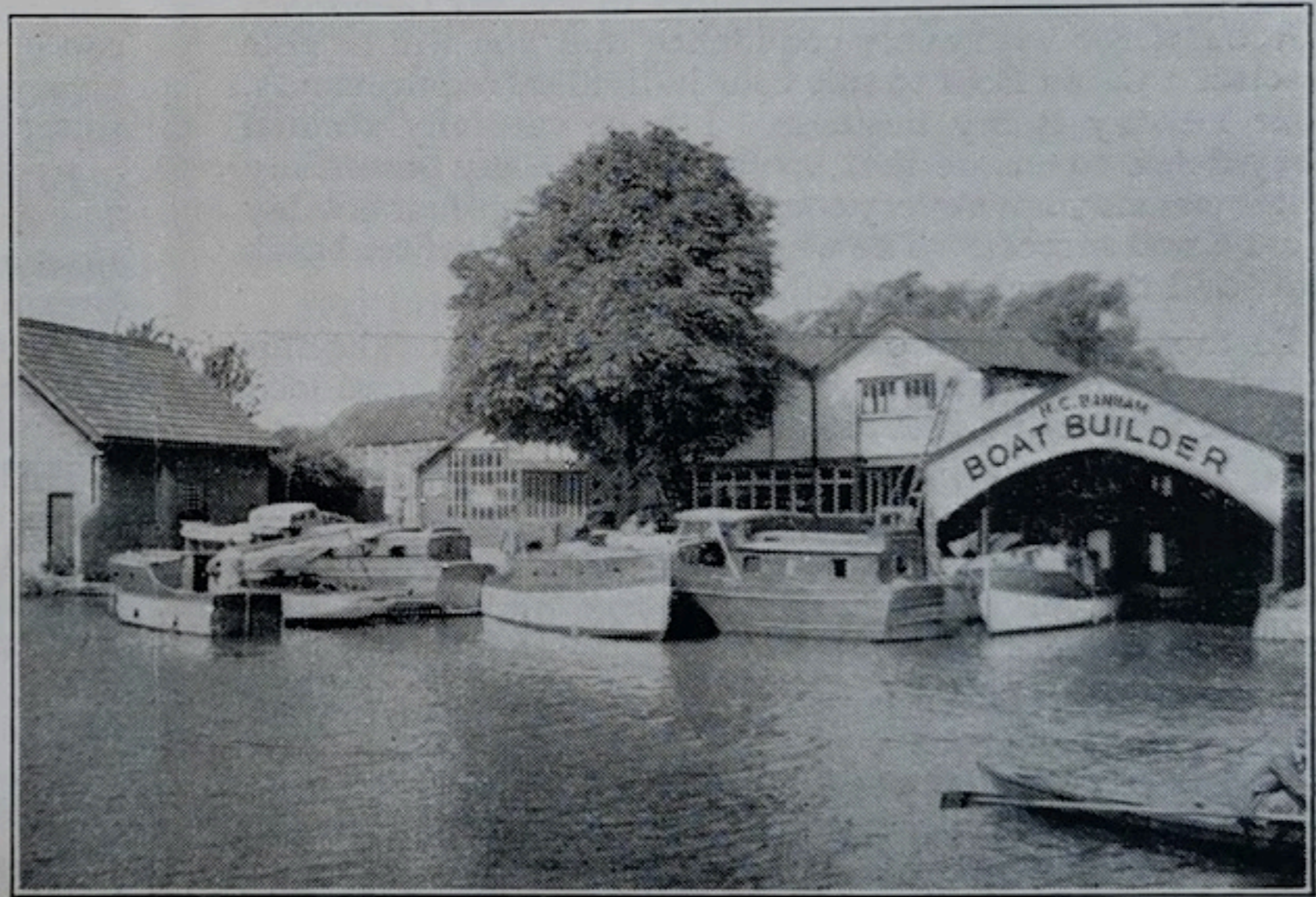
How to Get There :

From Cambridge Railway Station:

By No. 101 Bus Service to Haig Road and 5 minutes walk down this road.

Or by Taxi to bottom of Abbey Road.

Cars and Motor Cycles should come via Chesterton Road and Haig Road, (see map on back cover) driving straight through to Boatyard where they may be left at owner's risk for period of hire.



H. C. BANHAM, LTD.

Registered Office: RIVERSIDE WORKS, CAM ROAD, CAMBRIDGE

Telephone: Cambridge 3093. Telegrams: Banham, 3093, Cambridge

Directors: C. L. BANHAM (Governing), C. C. AVEY, J. A. HODGKINSON V. LANT

The following article was written by the late H. C. Banham:—

INTRODUCING FENLAND

I HAVE PLEASURE in presenting to you my *Cambridge Hire Catalogue* with every confidence that you will be able to select a Cabin Boat to suit your individual requirements. Your holiday is my business. I have carefully studied every detail to ensure that, as far as lies in my power, my customers may have every comfort for making their holiday afloat a real success. The whole of my fleet is refitted each year, and thoroughly cleaned after each cruise.

To those who hire boats from me regularly I take this opportunity of offering my sincere appreciation, and look forward to meeting them again this year.

Those who have doubts about changing to a RIVER HOLIDAY from the usual crowded seaside resorts, should get the opinion of those who know from experience the benefit and enjoyment of this care-free life, all the time breathing the fresh country air.

I personally make several trips every year and know others who have spent their holidays on the 'Silent Ouse' for the last 20 or 30 years, each time discovering fresh interesting spots to stay, and never tiring of visiting the old.

The Rivers available comprise some two hundred miles of non-tidal water, most of which flows through what is commonly called Fen Country; they are situated chiefly in the counties of Cambridgeshire, Norfolk, Suffolk and Huntingdonshire, which statisticians tell us is the driest and sunniest part of England.

I think half the enjoyment when exploring New Waters is to pick out for oneself the various landmarks and places of interest and the best mooring positions. Different people have their own tastes: some liking perfect solitude,

and others wishing to be near a place where refreshment can be obtained, or where there is more life. As there are plenty of mooring places I think you can best decide where to settle for the night.

FISHING. There is a Licence required of 3/- per Rod. The Fenland Rivers are equal to the Broads or other inland Boating Centres. They are noted for Roach, Rudd, Dace, Bream, Perch, Tench, Pike, etc., and, if you ask the advice of 'Locals' and the Lock-keepers during your cruise they will put you right as to the best free centres and runs according to the season.

MAP. I advise taking with you one of the Large Scale Maps of the Waterways, price 2/-, as there is a lot of useful information thereon; they also indicate Locks, Bridges, and where fresh water can be obtained and give early closing days at the various villages, etc.

The following is intended for those who are hiring a boat for the first time. You should book it as early as possible, and when filling up the application form on page 37 carefully read the 'Conditions of Hire.'

Assuming you have secured your boat, and duly arrived in Cambridge, the 'How to get there' advice on page 1 may be helpful to find us.

One of the staff will take you aboard your boat, and show you the complete equipment, and with your luggage and stores packed away an early start can be made.

When leaving the Boatyard keep to the centre of the River, but bear to the right when meeting approaching vessels, and kindly slow up when passing moored boats, as the wash, if going at speed, may upset their meal.

A short run brings you to the Railway Bridge, and on to the famous University Rowing Course: the stretch from here to the bend being known as the Long Reach. On the right is the village of Ditton, with the Tower of the 12th-century Church, the architecture of which is Early English, appearing above the trees.

Just before reaching the 'Plough Inn,' on the right, there is a Notice Board telling you to keep to the left, and at the next bend, Grassy Corner (the site of many bumps in the Eight-oared Races), another Notice Board tells you to keep to the right again. Half-a-mile further on is Baitsbite Lock, and just before reaching here you will find a good bathing spot for swimmers. On entering the Lock (with fend-offs overboard) the Keeper will put you through. Toll here is covered. Unfortunately, at the present time, it is extremely difficult to get any recognised fee at other locks, and in some cases it appears more in the nature of a gratuity for services rendered.

For the next mile or two the river is very picturesque; moorhens appear and vanish among the rushes and there are wild flowers on the banks. On the right, on rising ground, stands the village of Horningsea. Note the delightful setting of the old Church, built of stone in the transition Norman and later styles, the chancel of which dates from about 1220.

We now come to Clayhithe Bridge, and the Bridge Hotel, where refreshments and good meals may be obtained. Waterbeach Railway Station and the village are quite near. The next stage is to Bottisham Lock, passing the numerous craft and beautiful grounds of the Cambridge Motor Boat Club and Cam Sailing Club; you will see Notice Boards requesting one to go 'slow.' Good sailing can be enjoyed in the open water up to the Lock, which is entered on the right-hand side of the river.

A little study on the map reveals that about 150 miles may now be travelled without going through another Lock.

You now come to 'Fenland Proper,' with its winding reaches. The Bottisham and Swaffham Lodes on the right are navigable only for dinghies. The first Watt engine was erected in Bottisham Fens to help the Windmills in drainage.

The red roof of the 'Lord Nelson,' Upware, is next sighted. This secluded inn bears the sign on the Dutch gable end, 'Five Miles from Anywhere, No Hurry.'

Just prior to Upware is the entrance to Burwell Lode: although only about four miles long, it is worth visiting. The wooden bridge on the left is the entrance to Wicken Lode, but only a dinghy can be taken up to the renowned Wicken Fen, the greater part of which has been acquired by the National Trust. Entomologists from all parts of the country work here during the summer, and it is still one of the haunts of the Swallowtail Butterfly. It is also a Bird Sanctuary, and the Montague Harrier annually makes its appearance. Admission is by permit only, obtainable at the Keeper's House situated two miles up this Lode.

Turning to the right at the fork, we are on Reach Lode, and it is possible to get to the hamlet of Reach by running the boat through quantities of Water Lilies which grow in abundance.

Returning to Burwell Lode, turn right, and the old world village of Burwell is two miles distant.

Returning downstream, and going through the Lock, we are at Upware again, and *en route* for Ely, passing the Old West River where the Cam joins the Ouse on the left side.

The bird and animal life on these rivers is a constant source of interest. Duck, both wild and tame, are fre-

quently to be seen; partridges, pigeons and pheasants make an occasional appearance; and we often startle several families of rabbits or perhaps a hare when we land. Horses come down to the water's edge to make friends, goats lower their heads at us, moorhens and coots scuttle into cover, and sheep, chickens and geese lend a farmyard atmosphere. Peewits swerve over the shore making their unusual cry, and huge pike and other fish lurk in the depths of some of the creeks.

Proceeding, we soon get a view of the 215 feet high West Tower of Ely Cathedral looming in the distance, and later arrive at the Quay adjoining Appleyard's Boathouse. A few hours can be well spent in this City, the Cathedral being near the river. The guide books tell us a Monastery was founded here in the seventh century, 800 years before the first attempt at draining the vast morass of which Fenland was then comprised.

Just beyond Ely there is a large Beet Sugar Factory, erected in 1925; and if any barges are met, take care; but for safety, the various barge-owners have been approached and their skippers will generally instruct you as to the better side on which to pass. While on this subject, remember not to moor on a bend, because, if a tug towing several barges comes along, it is sometimes difficult for the men in charge to navigate bends without perhaps grazing the bank with the swinging end barge.

Having left the Factory on the left, we arrive at the Adelaide Course, which is perfectly straight for about four miles. Here the University hold their Trial Eight-oared races, the results of which to a large extent determine the crew to row against Oxford.

Five miles below Ely, on the right bank, a bridge crosses the River Lark and about 4 miles up this river is the hamlet

of Prickwillow (the name comes from the Willows out of which they made 'Pricks,' or 'Skewers') where a good Stores and Post-Office is close to the river. In its modern church is a marble Font once in Ely Cathedral, and supposedly designed by Sir Christopher Wren. You can carry on through Isleham Lock to Jude's Ferry, where a very comfortable hostelry will be found. Mildenhall may be reached by a very shallow draught boat.

Returning into the main river and on to Littleport which many like to make their headquarters, mooring along the extensive grounds of the 'Black Horse' Inn, the proprietors should be approached for permission. The Station and the Village are quite close. The Church, St. George's, has the lofty embattled western tower containing eight bells.

Continuing downstream for $3\frac{1}{2}$ miles, we find Brandes Creek or Little Ouse River, on the right. At this corner stands the 'Ship' Inn, lately modernised, and now a much used house of call. Up this river, passing through Cross Water Staunch (now demolished), the water being now on level, it is possible to navigate your craft to half a mile beyond Wilton Bridge, where the water becomes shallow. An interesting walk from here is to Hockwold village, $1\frac{1}{4}$ miles; the dinghy can be used a part of the way. Lakenheath Station is quite near to Wilton Bridge.

Returning to the main river, and going downstream, we are about 6 miles from Denver Sluice or Lock; one passes *en route* the River Wissey which is definitely the prettiest of the three navigable tributaries entering the Ouse from the east. Though very narrow, there is a good channel and up past Hilgay the open meadowland gives place to pleasant wooded country preserved for shooting; with a good head of water, Stoke Ferry can be reached. Returning, one finds at Hilgay Bridge good moorings, and a village shopping centre. In the churchyard of All Saints' is the

grave of Captain Manby—inventor of the Rocket Life-saving Apparatus.

Getting back once more into the main river, we soon reach Denver Sluice. This is a marvellous engineering feat and well worth a study. The first sluice was built in 1651 by the Dutch engineer Vermuyden, who was called in by the Earl of Bedford to drain the Fens. He constructed the two Bedford Rivers or Canals: the Old Bedford in 1631, and the New Bedford or Hundred Foot in 1652 (which was dug by Dutch prisoners taken in Blake's victory over Van Tromp). Before this the Old West River carried part of the Ouse in a circular course around the Isle of Ely, and then on to Denver. The Sluice 'blew up' in 1712 and the Fens were 'drowned' until the sluice was rebuilt about 1750. The present sluice was reconstructed with metal piles, and completed in 1923. But for Denver, the Fens would not be what they are today, and the land would be flooded beyond Bottisham.

One can walk from Denver to Downham, and there get a 'bus or train to Hunstanton, or visit Sandringham. The Royal Gardens are usually open for inspection on Wednesdays and Thursdays, when the Royal Family is not in residence.

The river from Denver to King's Lynn is very treacherous, and you are not advised to proceed further in this direction; also you will note that your Insurance Policy does not cover you beyond this point, but by going through the Lock you can complete the Isle of Ely trip by travelling up the New Bedford, a distance of 21 miles on tidal water, to Hermitage Lock, where you can get through on to the Old West and back to the main river again *en route* for home. If you do try this trip, the Denver Sluice Keeper will suggest the best time to go through to catch the tide, as it is not advisable to moor anywhere on the 21-mile run up to Earith.

This New Bedford River (the Hundred Foot) however, is most uninteresting, and it is far better to keep within the locked waters, so we suggest that you return upstream and enter the Old West River at the 'Fish and Duck,' take your time here, and you will enjoy the trip. In the opinion of many, it is the gem of the Fenland Rivers. Instead of running through straight reaches and high banks, etc., you travel through open meadows and a number of bridges. Owing to its narrowness, one wonders whether it is possible to proceed far, but you will get to Hermitage Lock, Earith, all right.

Between here and the next Lock (Brownshill) the water is inclined to be shallow at low tide, but this will not affect you very much. If you should go aground hard, slightly roll the boat, and reverse off in the direction on which you ran on. Leaving here, on the right is Overcote Ferry, with its Roadhouse standing in the background. On the same bank, further upstream, the little village of Holywell is noticed on rising ground, with its quaint thatched-roof cottages. Hereward the Wake crossed here by ferry at the 'Ferry Boat Inn,' when fleeing from William the Conqueror. This Ferry having always belonged to the Inn, no doubt the owner brought him over. The water in those days came up to the steps leading to the Inn, but today, since the draining of the Fens, the water only rises during flood time. The Inn claims to have existed as far back as 1068. The Tower of the Church near to it was once a blazing beacon to guide ships, and in its grounds is an ancient well, from which the place derives its name. Records show the Church existed in 890 and part of the Inn is as old as the Church. If this is true, this charming old Inn is one of the oldest in England. Here excellent catering is obtainable.

From here to St. Ives Lock, the water is still inclined to be shallow and careful navigation is needed. When

17-74 Miss
14-21 June
through the Lock, it is worth stopping to view this ancient picturesque town, the old fifteenth-century bridge with a Tower, the remains of the Priory Chapel, built on one of its parapets which is sufficiently large to form a dwelling house, and would strike one as something after the type of 'Old London Bridge' in bygone days. Besides the public quay, good moorings are to be found above the town on the north bank near the Golf Course.

A most enjoyable time can be spent between St. Ives and Godmanchester, the country around is wonderful and the picturesque backwaters in this district are well worth exploring.

The scenery to Hemingford Lock and Mill (which is still in good working order) is most interesting to visitors. If the Mill Stream is running, keep slightly to the left, and then turn sharp right and head across the mill race, turning left into the lock. The mill is a real education to those brought up in modern times and ways.

Still proceeding upstream, Houghton village is reached, with the Lock and old Mill owned by the Preservation Society of Rural England. Petrol may be obtained close by.

Shortly after this, the Church of Hartford is noticed. This ancient edifice of stone was erected in the Norman period, and its Register dates from 1538. Just beyond is Huntingdon, the birthplace of Oliver Cromwell. He and the diarist Samuel Pepys were educated at the Grammar School. Remains of the old school can be seen today. Here there are two bridges, one road and one rail; the latter should be approached slowly, as it is rather low. The town is pleasantly situated; the stone bridge, built about the year 1250, was destroyed by floods in the winter 1293-94. The present bridge was built in 1295. It would be possible to spend many hours in this ancient

municipal Borough and Market Town; suffice to say that in St. Mary's Church, in the Chapel of St. Christi, a stone near the Pulpit bears the inscription: 'R. Cromwell (Father of the Protector) I. Turpin, Bailies, 1609.' In its early days it had a Castle, also twelve Churches, but the town was decimated by the Black Death in 1349. Within a mile of the town is Hinchingbrooke Castle, the seat of Lord Sandwich.

Godmanchester is an ancient Borough, its first charter dating from the time of King John. Its Lock is about a mile further on, and then only a short distance further is Brampton Lock. Above here craft can proceed through Offord Lock to St. Neots, but as the river levels vary, you should seek advice from the Lock Keeper or the Great Ouse River Board (Bedford office).

Do not forget the time you are due home at the Boatyard. Many make a point of getting back just about Baitsbite the night before; it is then only a short run home on the Saturday morning, and you can make it by 10 a.m. Kindly leave your ship tidy and clean at the end of your cruise, and report any breakages or losses, such as fenders which will drop overboard if not tied securely with altering length for moorings or going through Locks.

In conclusion, I trust that the few tips I have endeavoured to put before you will help to make your Holiday in Fenland for ever a very pleasant memory.

H.C.B.

HINTS & ADVICE

At normal water level Canopies will clear all bridges on the main river between Cambridge and Denver, but not on the tributaries. Masts must be lowered for ALL bridges. Heavy rain may make the tributaries rise quickly, necessitating lowering canopy for bridges you may have cleared previously. If in any doubt, lower for safety.

RULE OF THE RIVER

The Bye-Laws are, keep to the **Right**, so as to pass approaching vessels port to port, and when overtaking leave other craft to the right. There is, however, one spot where this does not apply, at Grassy Corner for about a distance of $\frac{1}{4}$ mile. Boards to this effect are erected near Ditton Plough, approximately 2 miles from Cambridge.

When Navigating Cross-Water Staunch, Brandon Creek, keep to left channel going up, and the same channel, then right, on returning.

Remember that Power Craft always Give Way to Sailing Craft; and a Sailing Boat, with the wind astern, keeps clear of a boat sailing into the wind.

Don't forget to turn off your petrol at the tank and your Calor gas at the cylinder when not in use. If gas should blow out, do not attempt to relight until you have opened doors, etc., and made sure any accumulation of gas has dispersed. **It is important to always have some Ventilation.**

On Motor Craft keep water strainers clear.

Should propellers become weeded up, reversing will often clear them. Failing this, carefully use the boat-hook from the dinghy or bank.

If in doubt on any point, kindly telephone Cambridge 3093.

General Information & Conditions for Booking Craft

Period dates:—

'A' period before May 25th and after
September 21st

'B' period May 25th to June 8th and
September 14th/21st

'C' period June 8th to June 29th and
August 31st to September 14th

'D' period June 29th to August 31st

Twenty per cent. of the total hire amount, *i.e.* 4/- in the £, is to be sent to us at the time of engagement of craft, excepting bookings from abroad, when 50 per cent. is required.

The **Hirer is responsible for the balance of hire money** and not for the 20 per cent. only. The balance is due and payable to the Owner at place of embarkation on date mentioned for commencing cruise. Should the hirer find he is prevented from taking possession he should notify us immediately, send his Hire Invoice back, and we will endeavour to re-let the craft for him at a charge of 20 per cent. if successful, which really is the 20 per cent. paid. If we are not successful, then the hirer remains responsible for the whole balance due to us (see Hirers' Safeguard Plan on page 10).

◀ For mechanical breakdowns after normal working hours, our engineer's number is 57612, and it may be possible to contact him direct.

General Information & and Conditions of Booking Craft (contd.)

The Hire of the craft must be paid before starting.

The Hirers of craft without attendants are responsible for such craft and fittings, and all damage done thereto, whether such damage is caused by negligence or otherwise; and they are also responsible that the craft and utensils are left clean at the end of the cruise and given up punctually at the hour fixed.

It is impossible, without extending our book considerably, to give full details and illustrate all craft, but clients are assured that those not illustrated are as good as others, and include all requisites for living, sleeping and cruising, except when let as day boats. All cruising craft have well awnings.

The **Starting and Finishing** point for craft is Banham's Boatyard, Cam Road, Cambridge.

The proper time to join craft is from 4 p.m. on Saturdays, subject to unavoidable delays.

All craft must be given up by 10 a.m. on Saturdays.

APRIL, MAY, JUNE and SEPTEMBER are certainly the best cruising months, so try to arrange your holidays then.

Many clients are obliged to choose the busy months, July and August, so we advise them to **book early**, in fact, all clients will find it *more satisfactory to book craft several months in advance* if possible.

Double berth means wide berth for two and not one above the other.

Plans are not all to scale but simply show accommodation.

MOTOR CRAFT unattended are let on the understanding that we give client a trial run to show the engine is in good order, after which the Hirer must take responsibility.

All motor cruisers are fitted with means for reversing and supplied with fire extinguishers. *Hirers pay for petrol, etc.*

TERMS ARE FOR THE WHOLE BOAT up to accommodation indicated by heavy numeral at commencement of specification of craft. On some craft an extra person may be accommodated at £3 per week extra. Children under 12 years of age 30/-. Arrangements must however, be made in advance with us. For your own comfort we do not recommend that any craft be occupied by more persons than stated.

All cabin craft are completely equipped with stoves, crockery, cutlery, bedding and everything necessary, except towels and linen. Food is not included.

TOWING BY MOTOR CRUISERS is not covered by your insurance.

NAVIGATION LIGHTS. As craft are not supplied with navigation lights, hirers must assume they are not allowed to cruise after dark. Penalty £5.

CORRESPONDENCE

Kindly print your name in capitals under your signature to save delay and mistakes.

All letters referring to craft should be headed with name of boat and period required or booked.

General Information & Conditions of Booking Craft (contd.)

Hirers can have correspondence, etc., sent to our address, but name of boat should be clearly stated and you should ask in the office about letters before leaving the boatyard.

GARAGE accommodation is available at the boatyard at usual charges.

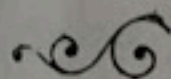
MINORS. Clients under 21 must state they are minors and send written consent of parent or guardian when booking craft. Only the person booking craft need do this—not the whole party.

INSURANCE. No claims admitted under £2 10s. 0d. Hirer is responsible for damage or loss under this amount. It is a condition of the Insurance Co. that reasonable care must be exercised at all times. They may repudiate a claim considered from want of due diligence.

We let all craft on the understanding that they will be ready on the agreed dates, but in the event of not being available through circumstances over which we have no control, we will do our very best to fix up alternative dates, or refund part hire in full. The hirer shall have no other claim on us.

MOTOR CRAFT

Most of these are fitted with electric starting motors, but a few of the two berth boats are hand starting. Those who have had experience in Motoring should find no difficulty in navigating craft after a trial run, but do NOT start your cruise until you are perfectly satisfied. No driving licence is required on these waters.



INSURANCE RATES

(ALL CRAFT MUST BE INSURED)

	One Week	Two Weeks
AMETHYST INVADER EMERALD SAPPHIRE BLUE DRAGON FENLAND WANDERER NOMAD	37s. 6d.	42s. 6d.
WENDY DISCOVERY EXPLORER IOLANTHE RAJAH FREEDOM CREST NYMPH	30s. 0d.	35s. 0d.
CAPRICE HEATHER EDDY WIND SWALLOW SIREN JENNIE PLAYMATE DAPHNE QUEST QUEST II ROGUE MARIGOLD	22s. 6d.	27s. 6d.

In the case of an accident, the hirer should get the name of any other craft involved, together with the name of Owner or Hirer of that craft.

HIRERS' SAFEGUARD PLAN

This plan has been arranged as Hirers are responsible for the full amount of Hire even if prevented from taking over the boat booked (see Conditions of Hire, page 7), and will cover any of the following reasons which may occur PRIOR to the date on which the holiday commences:—

1. Illness of any member of the party.
2. Accident to any member of the party.
3. Death of any member of the party.
4. Unemployment of the HIRER.
5. Maternity of any member of the party.

Upon receipt of satisfactory evidence as to the genuineness of the claim, the above plan will arrange payment of the Balance of Hire charge due on the Hirer's behalf and in exceptional cases of distress we will also endeavour to return the deposit paid, from the funds available. Hire Invoice should be returned to us with the evidence.

This scheme does not apply to changes of plan or cause other than those mentioned, and does not cover anything after the date due to take over the boat.

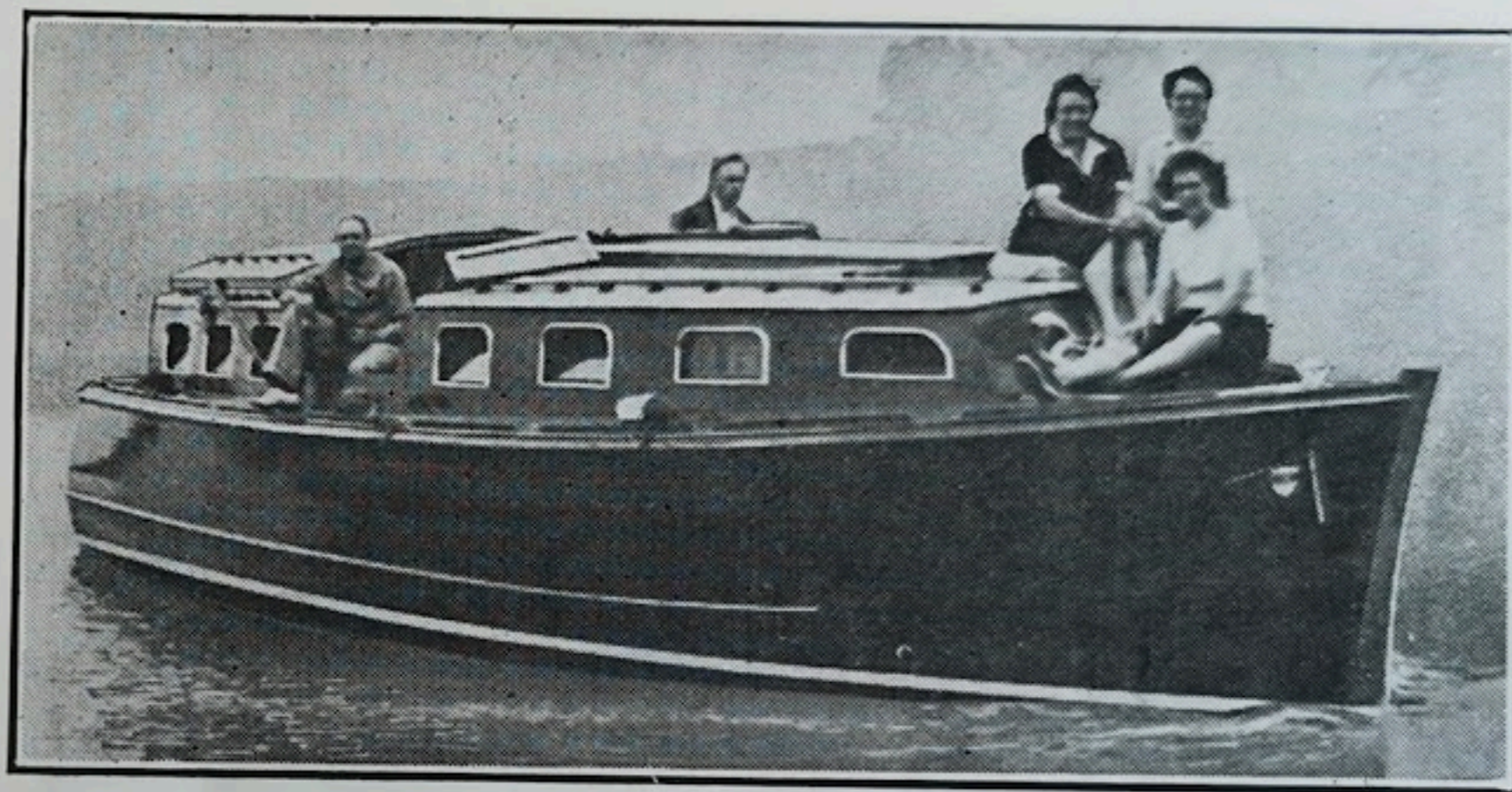
The following subscriptions should be sent to us at the time of booking. Our decision shall be final.

2/6 for every £10 or part of £10 of the Total Hire for each boat, minimum 5/-, for example:—

	Hire up to	£20	—	5s. 0d.
"	"	£30	—	7s. 6d.
"	"	£40	—	10s. 0d.
"	"	£50	—	12s. 6d.
"	"	£60	—	15s. 0d.

Motor Cruiser "AMETHYST"

A luxurious cruiser built in 1957 of Mahogany and bright varnish finish. This boat is a larger version of the popular "Emerald" Class and the same photograph has been used for illustrating it this year. Dinette type berths are fitted in the saloon giving good vision and comfortable seating during the day; at night the tables lower to form roomy and comfortable berths. The spacious galley and pantry are easy to hand, with ample room at sink and draining board. There are two separate toilet compartments each with W.C. and washbasin. There is a large fresh water tank with pump tap to the sink. There is good headroom, and a plentiful supply of drawers and hanging space has been provided for clothes and luggage. The engine is under the well floor with all the controls near the steering wheel and driver and passenger seats are fitted. Canopy top and windscreen to well easily raised and lowered. A good wide deck around the boat makes mooring up easy. All usual equipment, except towels and linen, provided.



Terms per week:

A £22 B £27 C £34 D £40

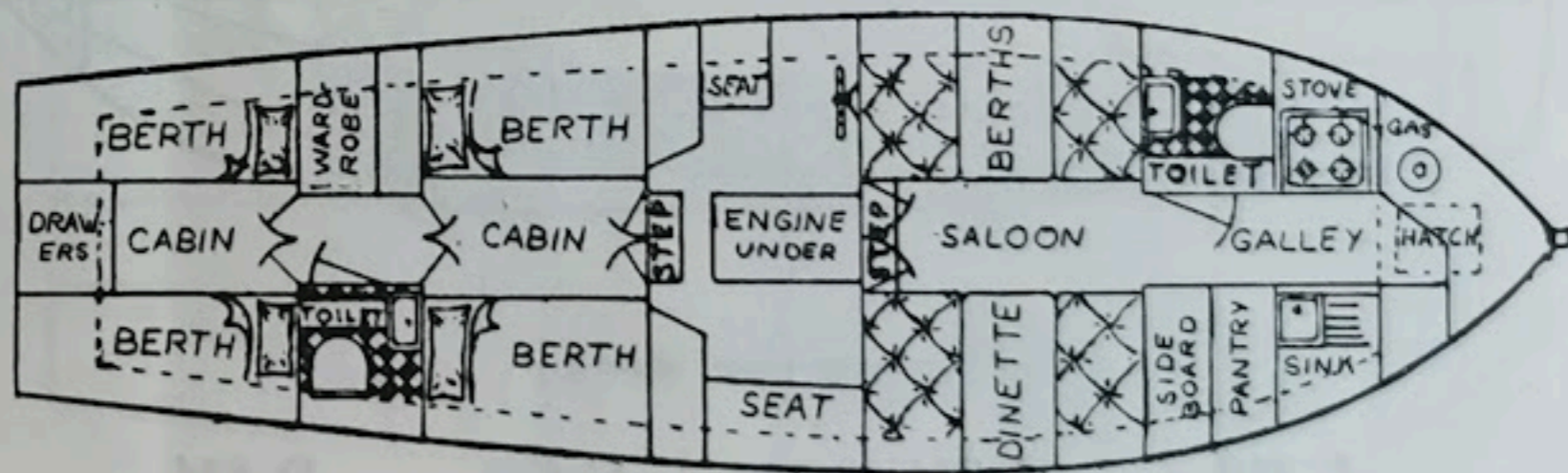
Length 36 ft. Beam 10 ft. Draught 2 ft. 3 ins.
 Engine—Morris "Navigator" Self-Starter.

Lighting—Electric.

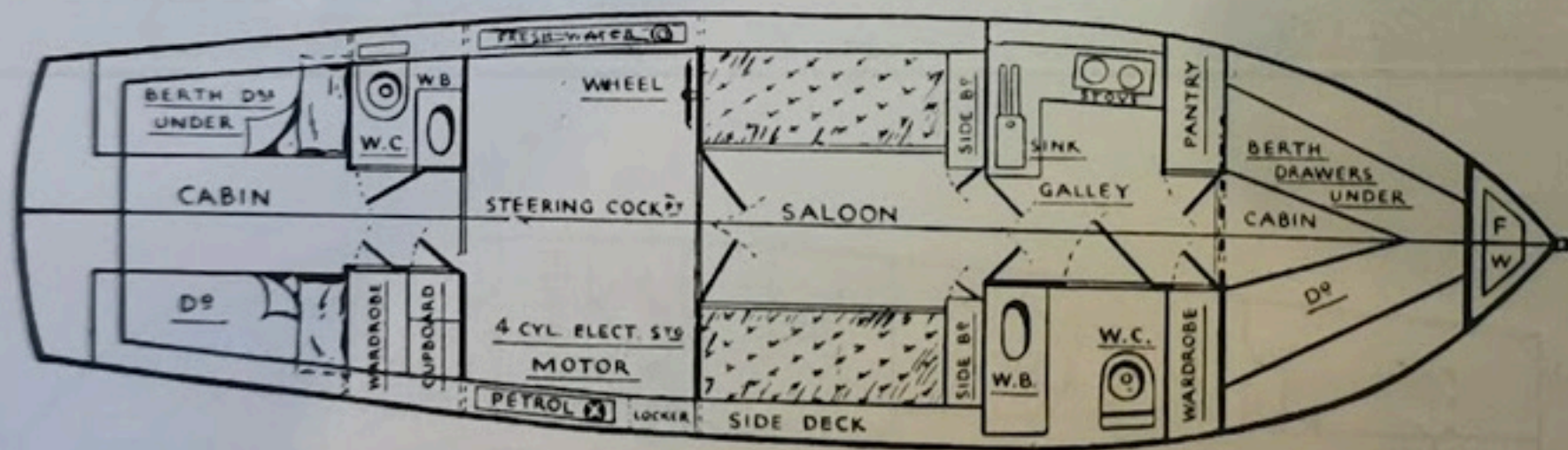
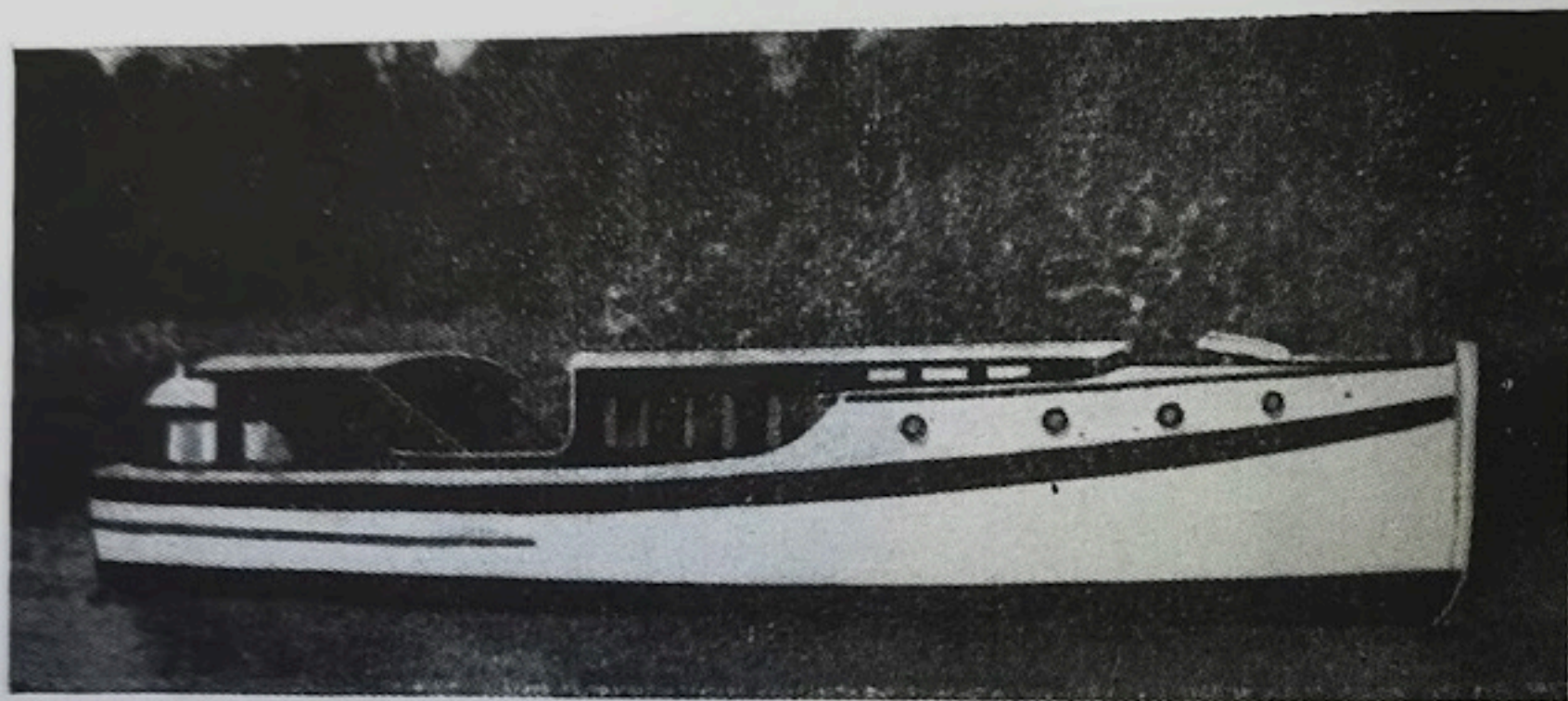
Headroom—6ft.

Berths—6 Separate Dunlopillo.

Cooking—Calor Gas Stove with Oven.



Motor Cruiser "INVADER"



Terms per week:

A £19

B £24/10/0

C £30

D £34

6 A luxurious Bridge Deck Cruiser. White painted hull and varnished cabin work. Front cabin has opening ports and two after cabins have large sliding windows, giving good ventilation and vision. Drawers are fitted under the bunks. The galley is well fitted out and fresh water laid from a large tank. Two toilets are provided, with a wash-basin in each. The wheelhouse has a collapsible roof and windscreen. The steering wheel and controls are comfortably arranged. The additional length of this boat gives a sense of roominess and due to the layout it is easy to handle. All usual requisites for 6 persons provided except towels and linen.

Length 36 ft. Beam 9 ft. 8 ins. Draught 2 ft.

Engine—Morris "Navigator". Self-Starter.

Light—Electric. Headroom 6 ft.

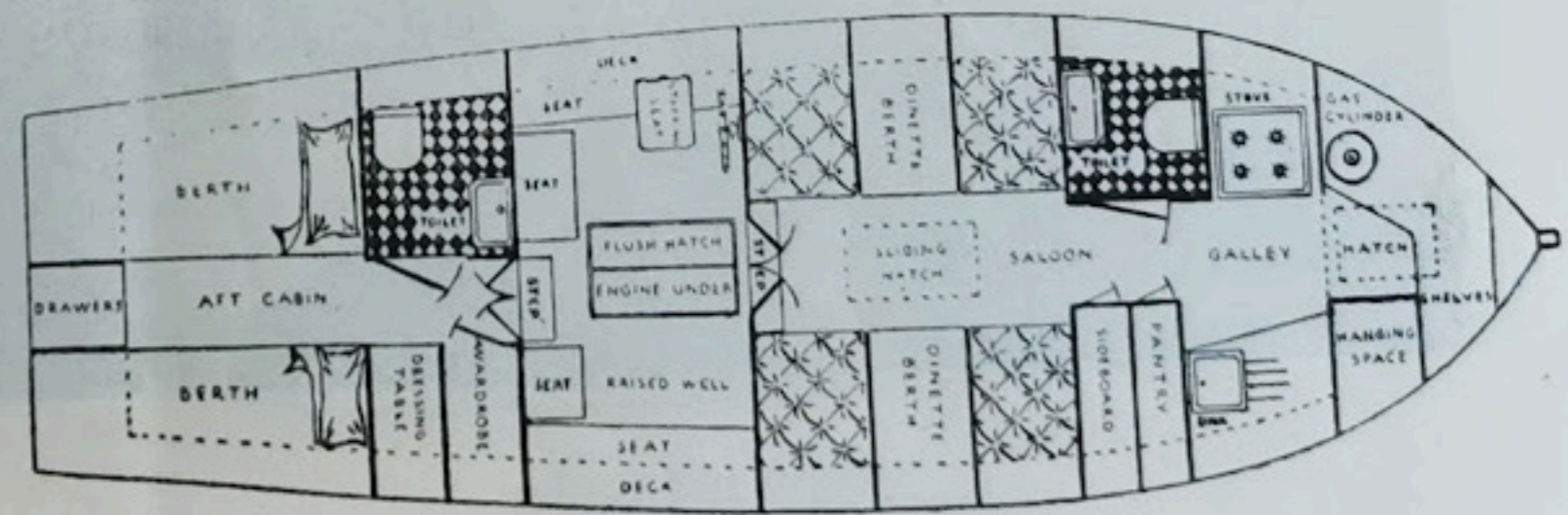
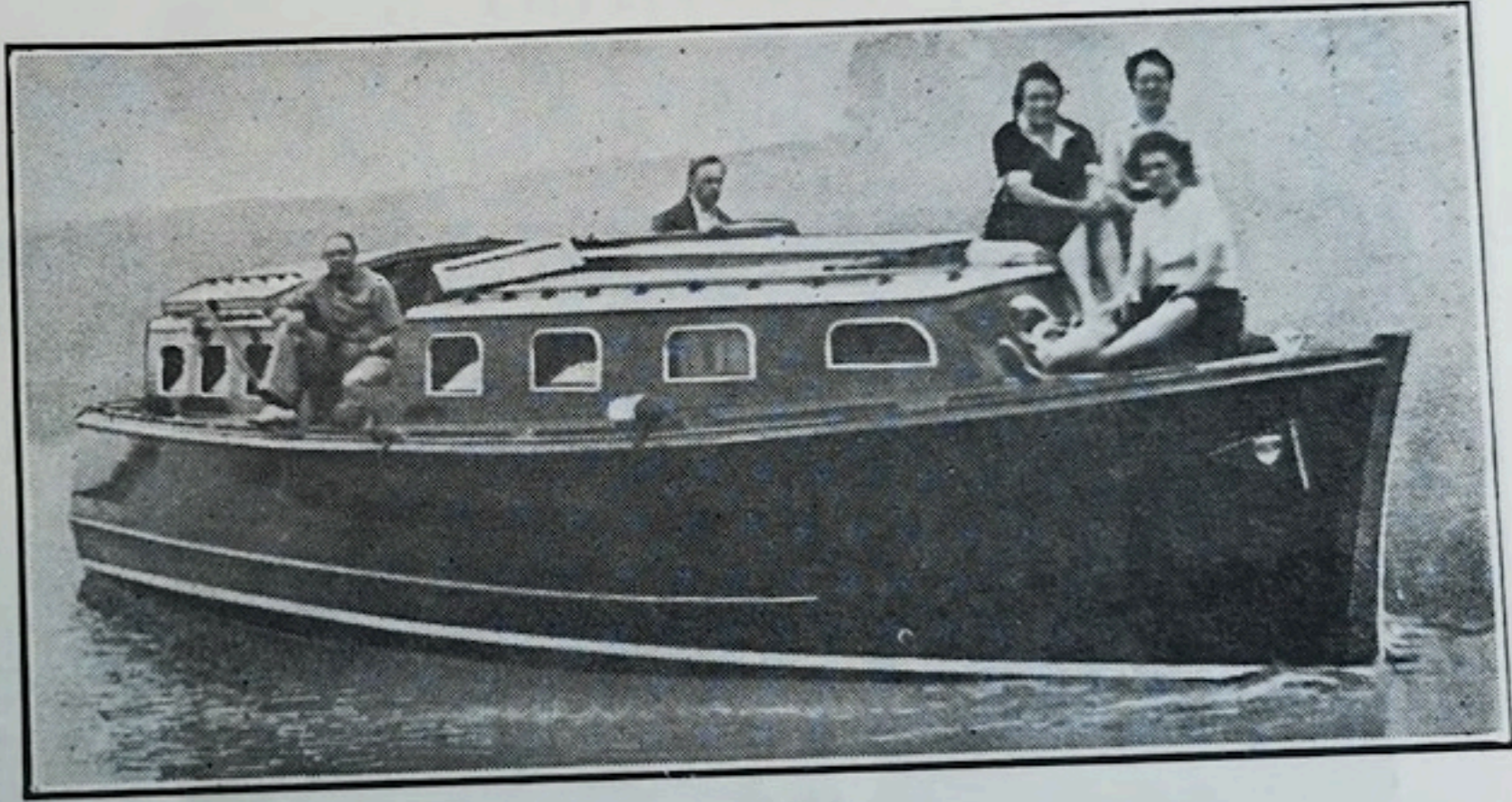
Berths—Six separate, spring interior.

Cooking—Calor Gas Stove and Oven.

Motor Cruisers "EMERALD" and "SAPPHIRE" Class

A luxury double cabin craft built of mahogany and bright varnished, with chromium plated fittings, the popular "Dinette" type berth in saloon giving good vision and comfortable seating during the day; at night the tables lower to form roomy and comfortable berths. The spacious galley and pantry are easy to hand, with ample room at sink and draining board. Each cabin has its own separate toilet compartment with W.C. and washbasin. There is a large water tank with pump-taps to sink and washbasins. Good supply of drawers and hanging space has been provided for clothes and luggage. Good headroom. Sunshine roof over saloon. The engine under the well floor with all controls near the steering wheel. Driver and passenger seats. Canopy top and windscreen to well easily lowered and raised. A good wide deck around the boat makes mooring up easy. Interior finished in cream and varnish. All usual equipment, except towels and linen, provided.

LENGTH 32 ft. BEAM 10 ft. DRAUGHT 2 ft. 3 ins.
 ENGINE—Morris "Navigator." SELF-STARTER.
 LIGHTING—Electric. HEADROOM 6 ft.
 TIRES—Four separate Dunlopillo.
 COOKING—Calor Gas Stove with Oven.



Terms per week:
 A £18 B £23/10/0 C £28 D £32

“ AMETHYST ”,
“ EMERALD ” and “ SAPPHIRE ”



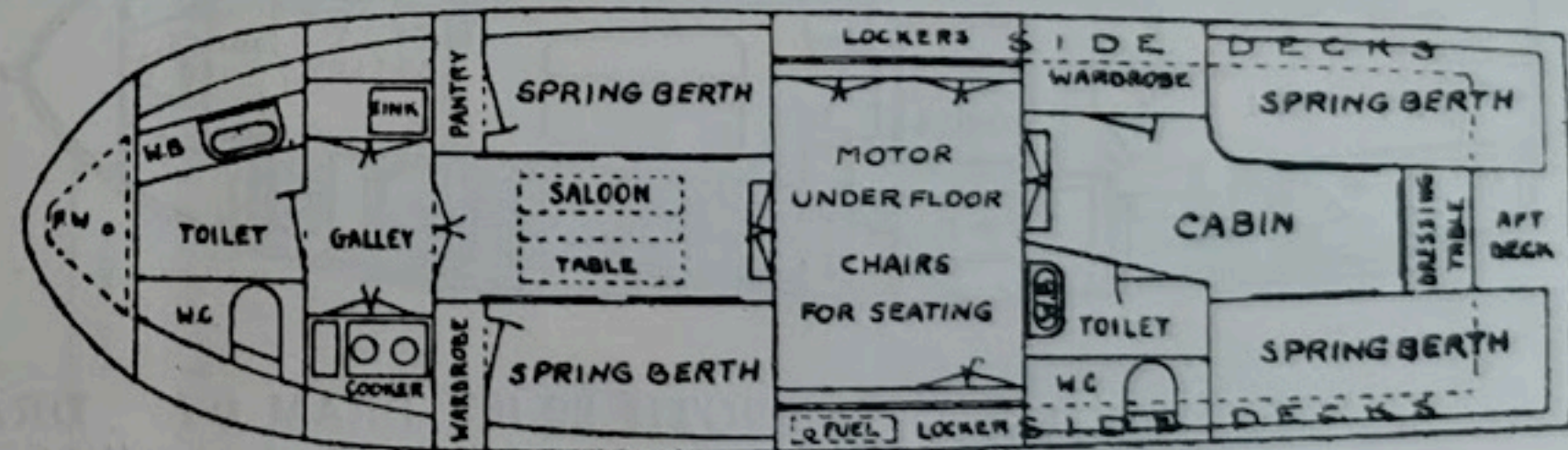
Saloon and Galley



An Old Mill

Motor Cruiser "FENLAND WANDERER"

A luxurious boat built of teak, with two separate cabins and centre wheelhouse. It is bright furnished throughout and fittings are chromium plated. Each cabin has its own separate toilet compartment with W.C. and washbasin, and there is good wardrobe and cupboard space. Drawers are fitted under the bunks. The galley has a stainless steel sink with fresh water laid on from a large tank with "Bee" electric pump system. Wheelhouse has folding windscreen and canopy. All controls are brought close to the ship's type steering wheel. All usual equipment provided for four persons except towels and linen.



Length 32 ft. Beam 9 ft. Draught 2 ft. 2 ins.

Engine—Morris "Navigator". Self-Starter.

Light—Electric. Headroom 6 ft. (approx.)

Berths—Four separate; 2 Spring, 2 Dunlopillo.

Cooking—Calor Gas Stove and Oven.

Terms per week:

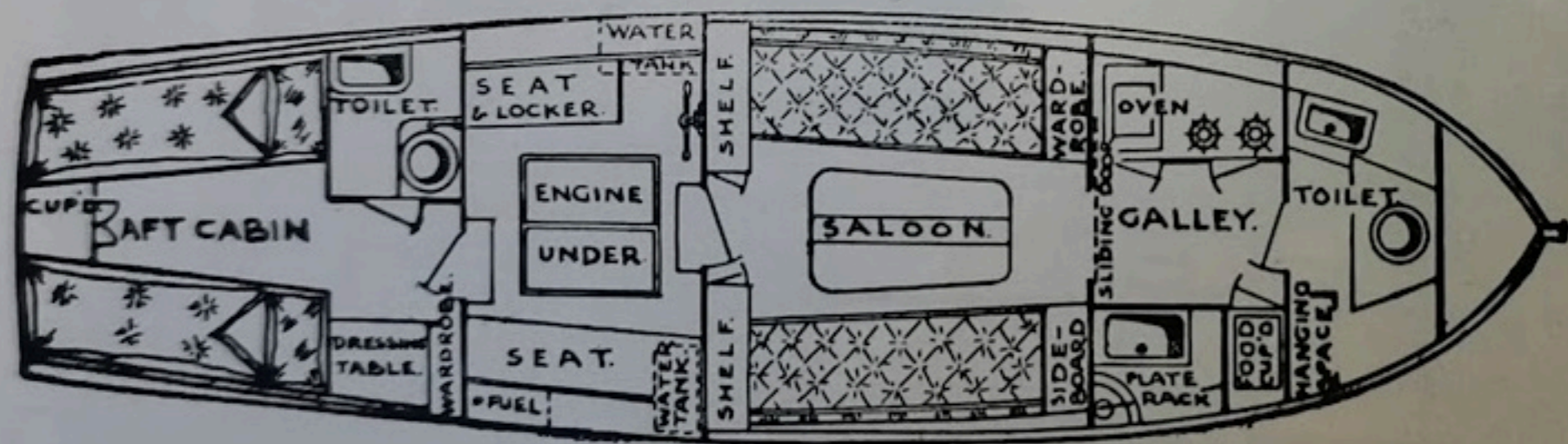
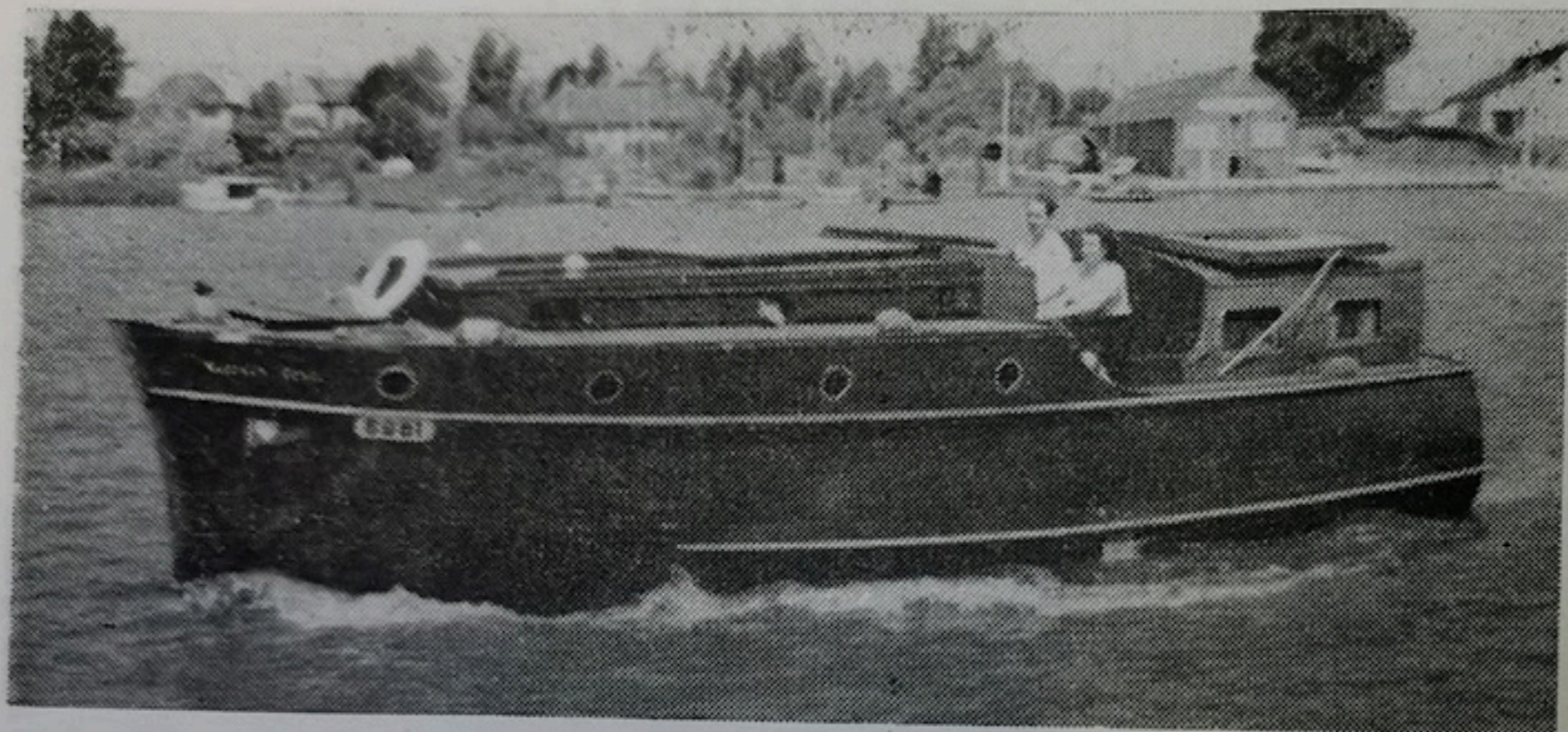
A £17

B £22

C £26

D £30

Motor Cruiser "NOMAD"



4 Built of mahogany and bright varnished cabin sides to painted hull. Chromium plated fittings and portlights, with sliding windows to aft cabin. This boat is right up to date in appearance and finish, with accommodation and equipment for four persons. Such details of refinement as sliding roof space for luggage and clothes, toilet for each cabin have all received attention and there is a full-length wardrobe in each cabin. The Galley is nicely lined and water is brought to the sink by pipe from a large storage tank. The full-width Galley is roomy and makes catering a pleasure. There is an easily erected canopy and windscreen to the well and all engine controls are handy to the steering wheel, making the boat easy to moor up, cast off, and generally manoeuvre. All usual equipment provided for four persons, except towels and linen.

Terms per week:

A £ 17 B £ 22 C £ 26 D £ 30

LENGTH 32 ft. BEAM 9 ft. DRAUGHT 2 ft. 3 ins.
 ENGINE—Morris "Navigator." SELF-STARTER.
 LIGHTING—ELECTRIC. HEADROOM 6 ft.
 BERTHS—Four separate Dunlopillo.
 COOKING—Calor Gas Stove with Oven.

Motor Cruiser "BLUE DRAGON"

4 Modern Aft-cockpit Cruiser, built of teak, bright varnished hull and well, with cream interior. There is ample wardrobe, cupboard and drawer space. The galley is well appointed, and fresh water is laid on from a 30-gallon tank. The toilet is fitted with W.C. and washbasin and is conveniently situated between the two cabins. The fore cabin has opening portlight, aft cabin large opening windows and skylight. The well floor is raised over the engine to give good visibility. Wheel steering with controls conveniently to hand. A canvas awning is provided for the well. All usual requisites provided for four persons except towels and linen.



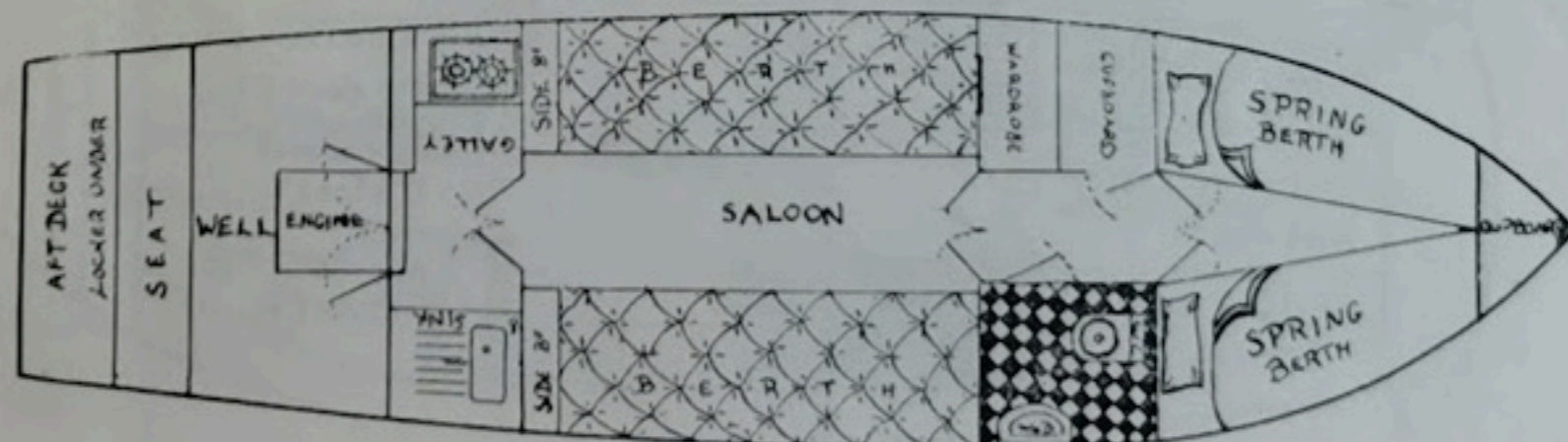
Length 30 ft. Beam 9 ft. Draught 2 ft. 2 ins.

Engine—Morris "Navigator". Self-Starter.

Lighting—Electric. Headroom 6 ft.

Berths—4 separate Spring Interior.

Cooking—Calor Gas Stove and Oven.



Terms per week:

A £16

B £19

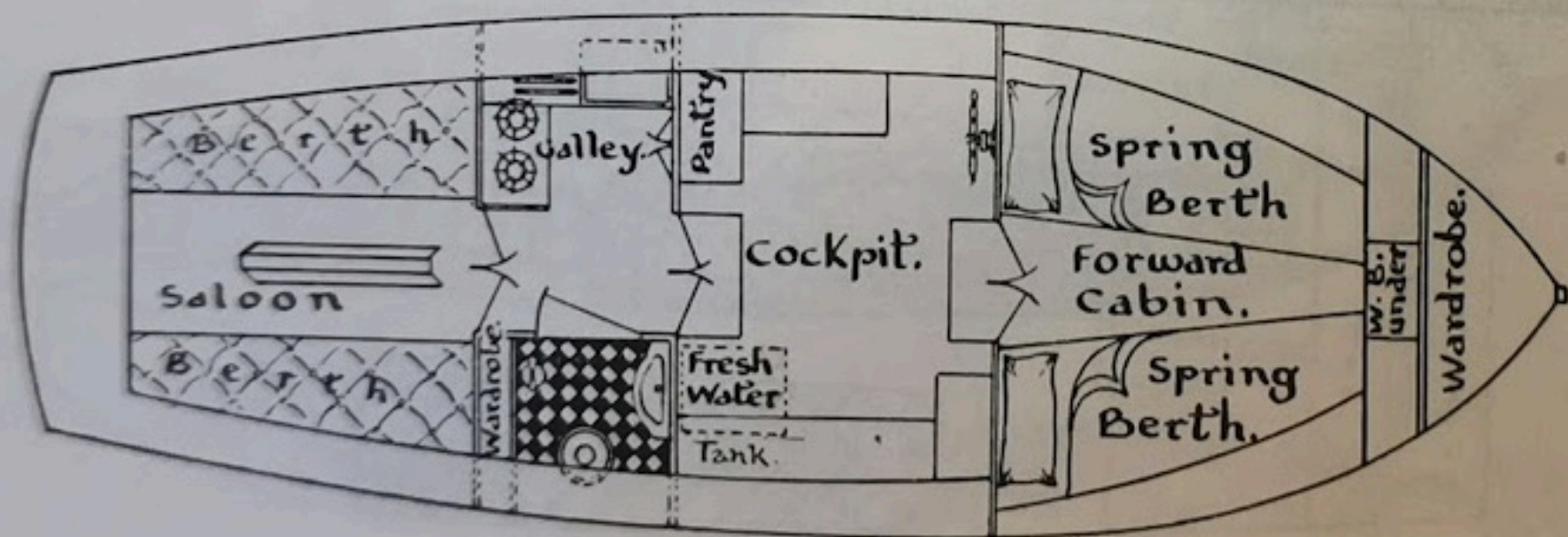
C £23

D £26

Motor Cruisers "EXPLORER" and "DISCOVERY"



4 Smart Bridge Deck Cruisers built of mahogany with bright varnish finish. Drawers and lockers under the bunks and a wardrobe in each cabin. Toilet is fitted with W.C. and washbasin and an additional washbasin in the front cabin. The front cabin has opening ports, and the aft cabin has large opening windows. The galley is conveniently situated, and fresh water is laid on from a large tank. The cockpit has a collapsible wheelhouse with windscreen and the engine controls are brought to a handy position beside the steering wheel. Complete equipment provided for four persons, except bedding and linen.



A £14

Terms per week:

B £17

C £21

D £24

Length 28 ft. Beam 9 ft. Draught 2 ft.

Engine—Morris "Vedette". Self-Starter.

Lighting—Electric. Headroom 5 ft. 8 ins.

Berths—4 separate Spring Interior. "Wendy"

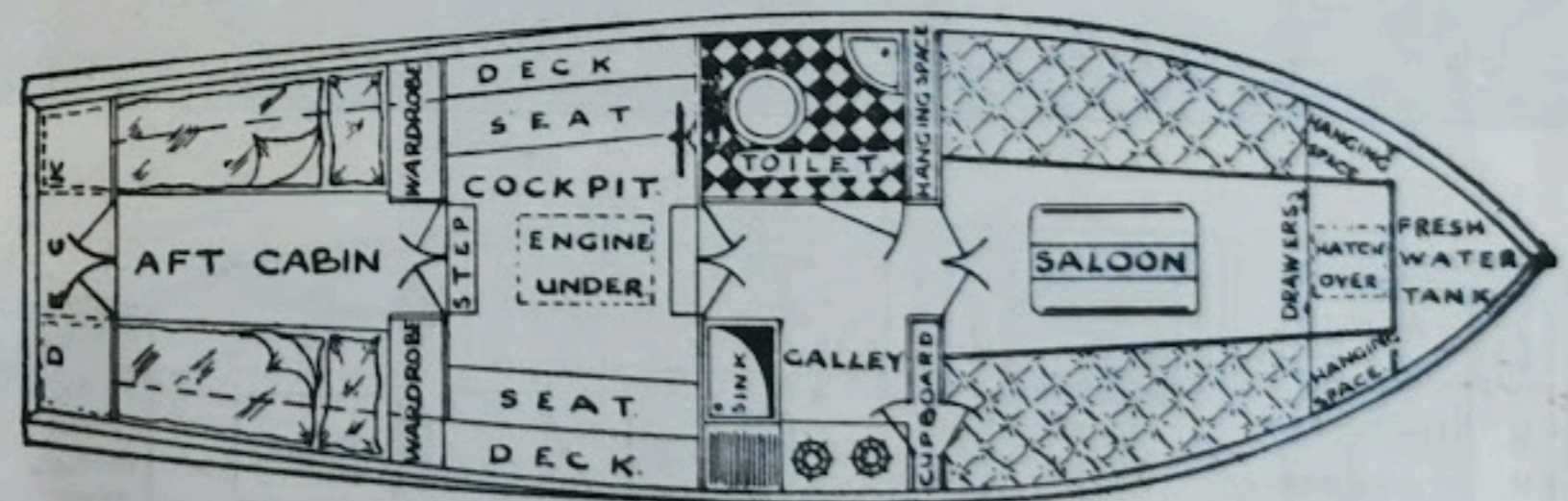
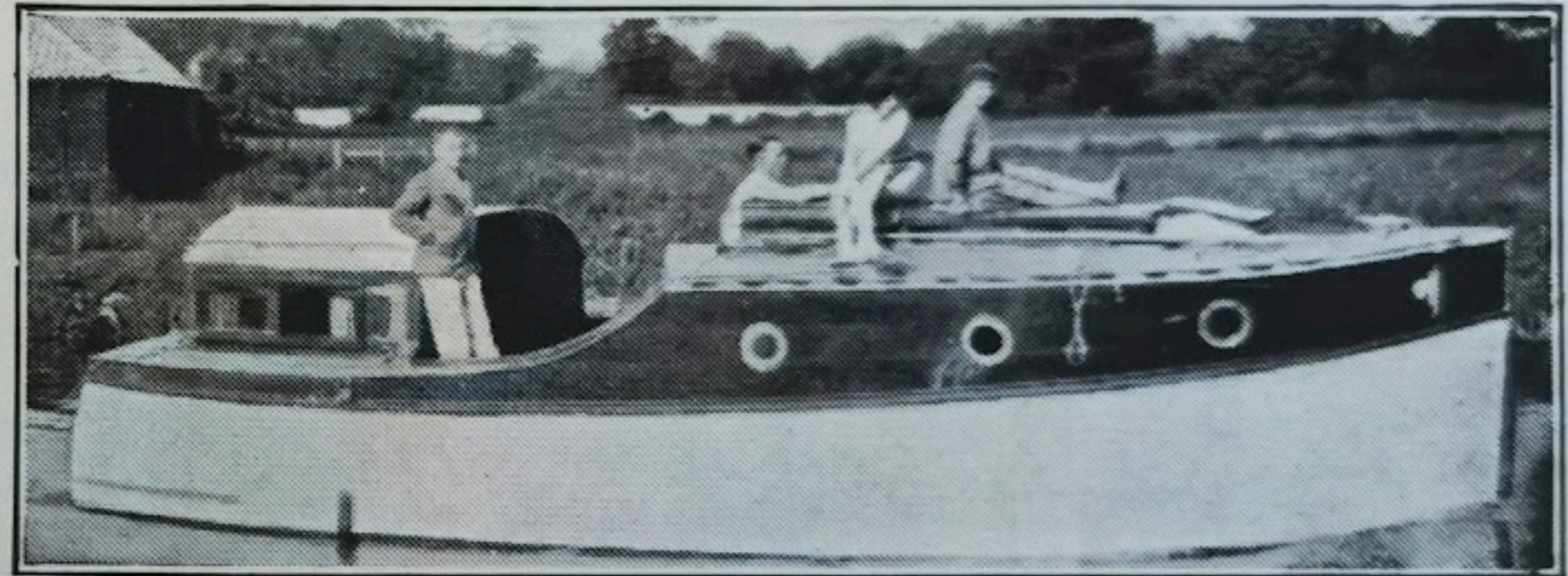
fitted with "Dunlopillo."

Cooking—Calor Gas Stove and Oven.

"Wendy". Similar boat, same terms.

Motor Cruiser "IOLANTHE"

(X)



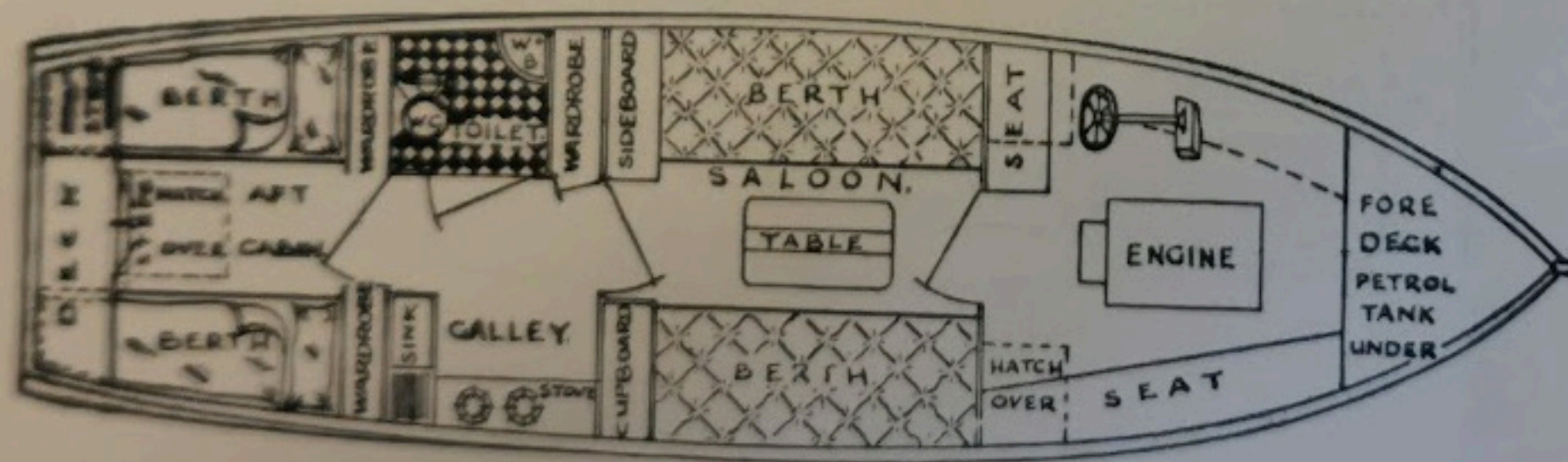
4 A smart and comfortable Bridge Deck Cruiser. White painted hull and bright varnished cabin-work. The front cabin has opening portholes, and the aft cabin has large sliding windows. Drawers are fitted under the bunks and there is good cupboard and wardrobe space. The galley is conveniently situated and has fresh water laid on from a large tank. The wheelhouse has a collapsible roof and windscreen and the controls are conveniently close to the steering wheel. All usual equipment is provided for four persons, except towels and linen

- Length 28 ft. Beam 9 ft. 6 ins. Draught 2 ft.
- Engine—Meadows "Kittiwake". Self-Starter.
- Lighting—Electric. Headroom 6 ft.
- Berths—4 separate "Dunlopillo".
- Cooking—Calor Gas Stove and Oven

Terms per week:

- A** £14
- B** £17
- C** £21
- D** £24

Motor Cruiser "RAJAH"



Terms per week:

A £14

B £17

C £21

D £24

4 A forward cockpit cruiser with white painted hull and varnished teak fittings. One bunk in each cabin is double width size. The floor is level throughout the boat, which some people prefer. Drawers are fitted under the bunks and there are cupboards and wardrobe spaces. The well has a fixed roof with roll up canvas side curtains. The galley has fresh water laid on from a large tank. Doors are fitted in the aft cabin to give access to the stern. All usual equipment provided for persons except towels and linen.

Length 30 ft. Beam 8 ft. 6 ins. Draught 2 ft.

Engine—4 Cylinder Marine Self-Starter.

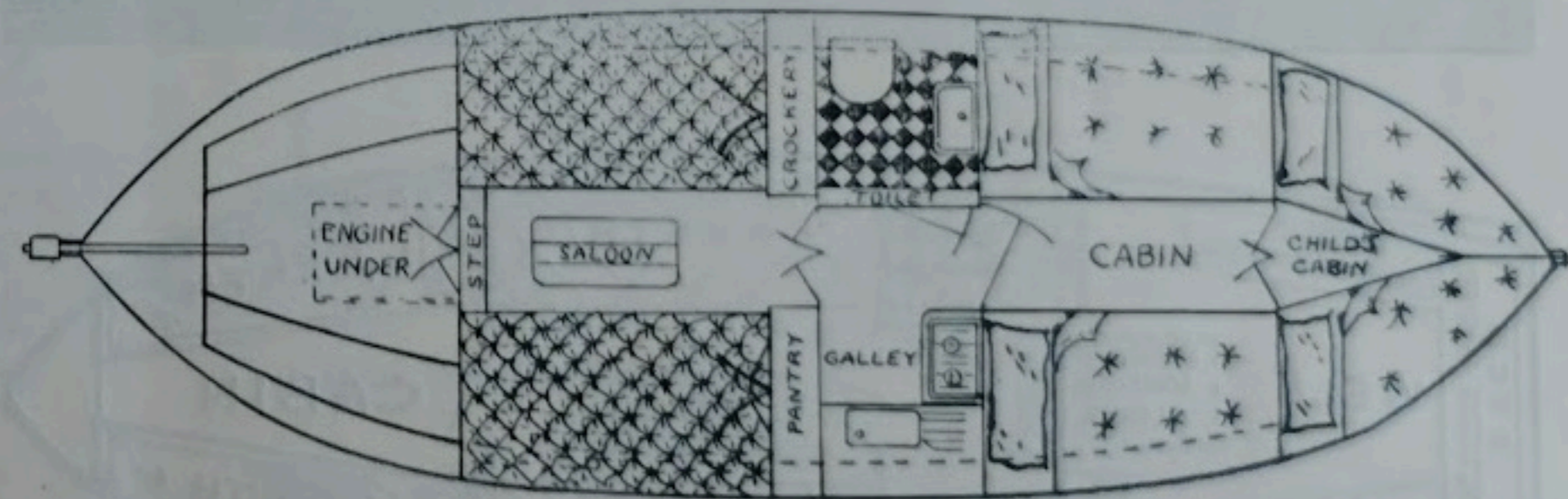
Lighting—Electric. Headroom 6 ft.

Berths—4 separate "Dunlopillo".

Cooking—Calor Gas Stove and Oven.

Motor Cruiser "FREEDOM"

4 A comfortable aft cockpit cruiser. Hull is painted white and cabin work varnished. Large windows give excellent ventilation. Fore cabin has two small bunks suitable for young children, which can be equipped at the usual extra charge per person. Water is laid on to the galley from a large tank. The well has a raised floor with engine fitted under, and has a portable canvas awning. Steering is by tiller. This boat has a level deck all round which is very convenient for mooring and negotiating locks. All usual equipment provided for four persons, except towels and linen.



Length 31 ft. 6 ins. Beam 10 ft. Draught 2 ft. 2 ins.

Engine—Morris "Navigator". Self-Starter.

Lighting—Electric. Headroom 6 ft.

Berths—4 separate "Dunlopillo".

Cooking—Calor Gas Stove and Oven.

Terms per week:

A £14

B £17

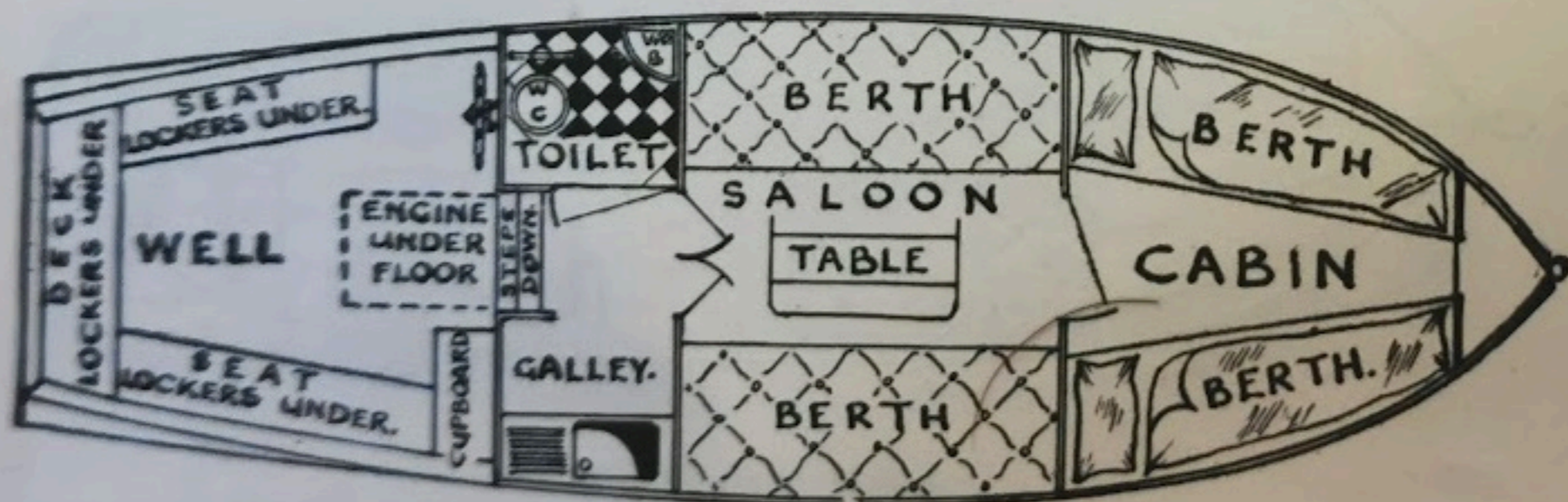
C £21

D £24

Motor Cruisers "CAPRICE" and "HEATHER"



4 A very convenient aft cockpit cruiser. White painted hull with varnished coach roof. There are opening portholes in the cabin sides and sliding windows in the coach-roof. Drawers are fitted under the bunks. Toilet space has W.C. and wash-basin. The galley has fresh water laid on from a tank. The well floor is raised over the engine and gives good visibility. A removable canvas awning is provided and the controls are conveniently close to the steering wheel. All usual equipment provided for four persons except towels and linen.



Terms per week:

A £13

B £16

C £19

D £22

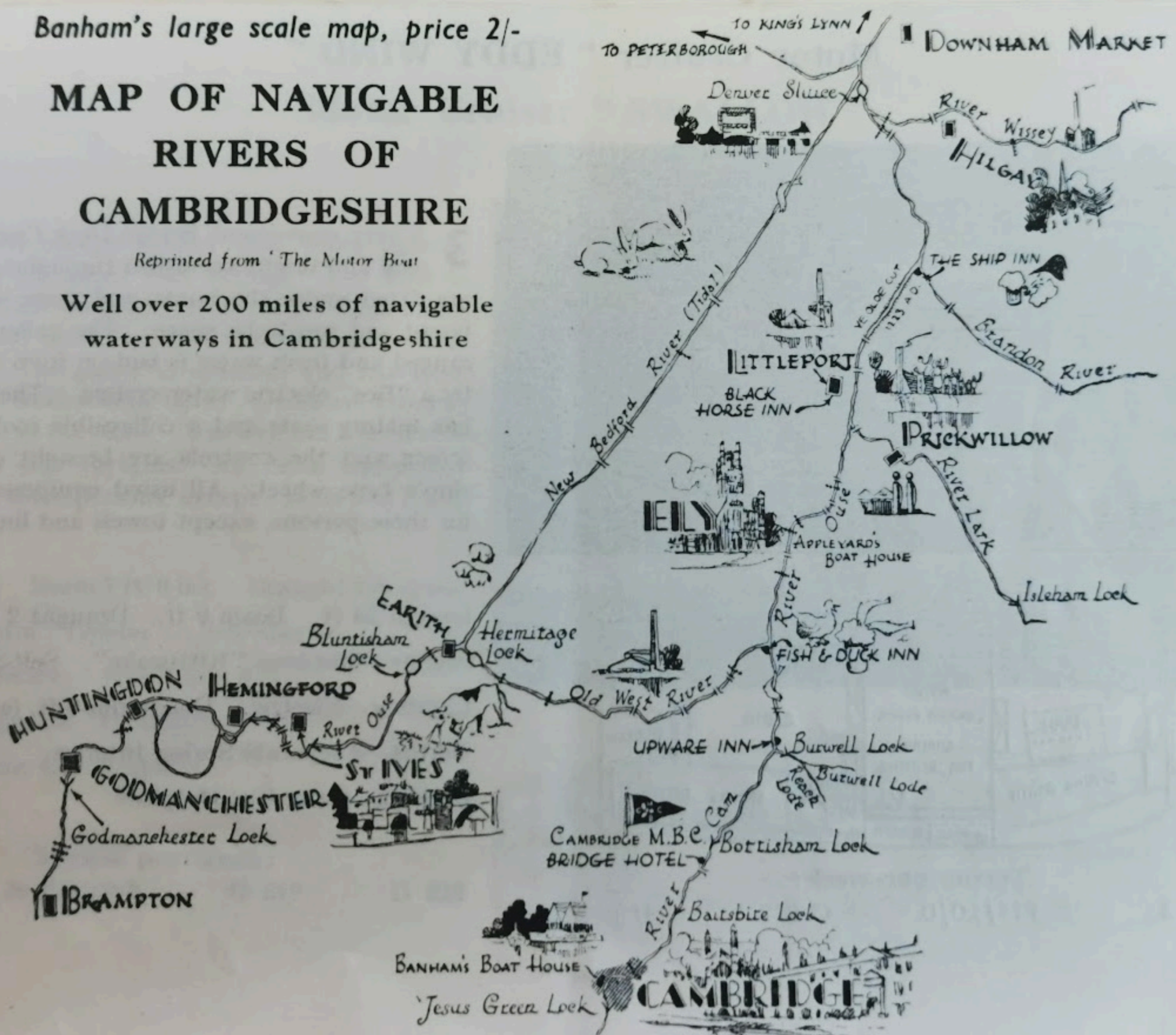
Length 25 ft. Beam 8 ft. Draught 2 ft.
 Engine—Morris "Vedette". Self-Starter.
 Lighting—Electric. Headroom 6 ft. (approx.)
 Berths—4 separate; "Heather"
 "Dunlopillo"; "Caprice" Spring.
 Cooking—Calor Gas Hotplate.

Banham's large scale map, price 2/-

MAP OF NAVIGABLE RIVERS OF CAMBRIDGESHIRE

Reprinted from 'The Motor Boat'

Well over 200 miles of navigable waterways in Cambridgeshire

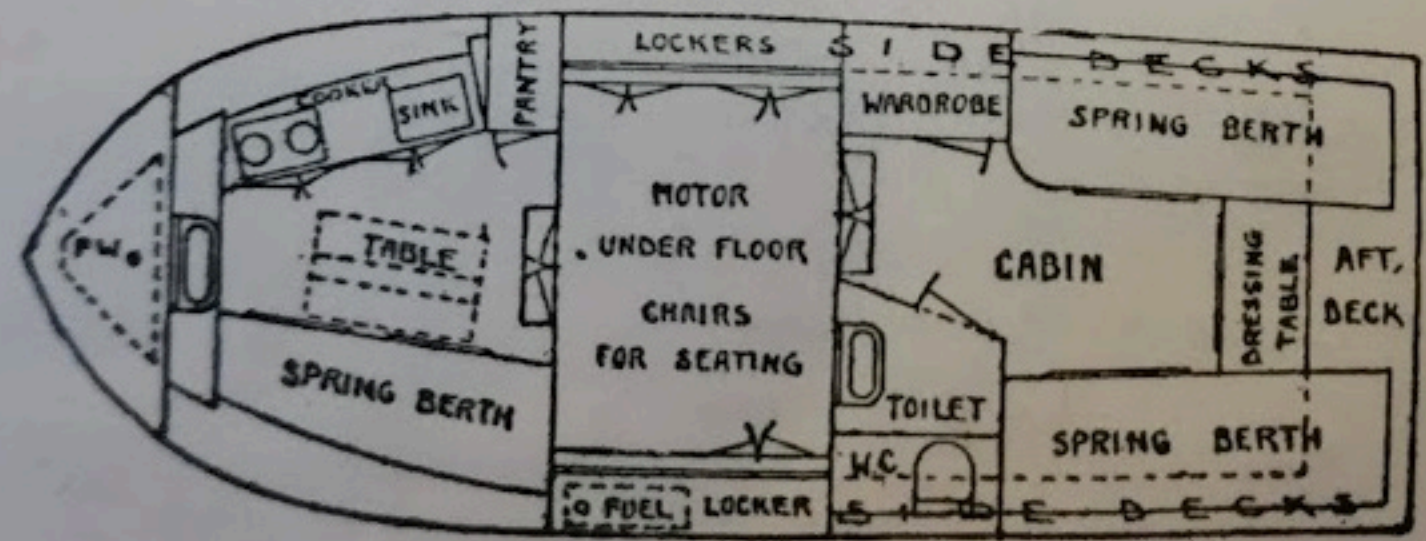


Motor Cruiser "EDDY WIND"

+ Dwyer @ 1/2 - 10 - 0



3 A very convenient Bridge Deck Cruiser built of teak and bright varnished throughout. Drawers are fitted under the bunks and there is good cupboard and wardrobe space. The galley is well arranged and fresh water is laid on from a large tank by a "Bee" electric water system. The wheelhouse has folding seats and a collapsible roof and wind-screen and the controls are brought close to the ship's type wheel. All usual equipment provided for three persons, except towels and linen.



Length 24 ft. Beam 9 ft. Draught 2 ft. 3 ins.
 Engine—Meadows "Kittiwake". Self-Starter.
 Lighting—Electric. Headroom 6 ft. (approx.)
 Berths—3 separate Spring Interior.
 Cooking—Calor Gas Hotplate.

Terms per week:

- A £12
- B £14/10/0
- C £17
- D £20

Motor Cruiser "SWALLOW"

3 A forward cockpit cruiser with white painted hull and varnished teak fittings. The floor is level throughout the boat. Drawers are fitted under the bunks and there is ample cupboard and wardrobe space. The galley is spacious and has fresh water laid on from a large tank. Doors are fitted to give access from the stern. The well has a fixed roof with canvas side curtains. All usual equipment provided for three persons, except towels and linen.

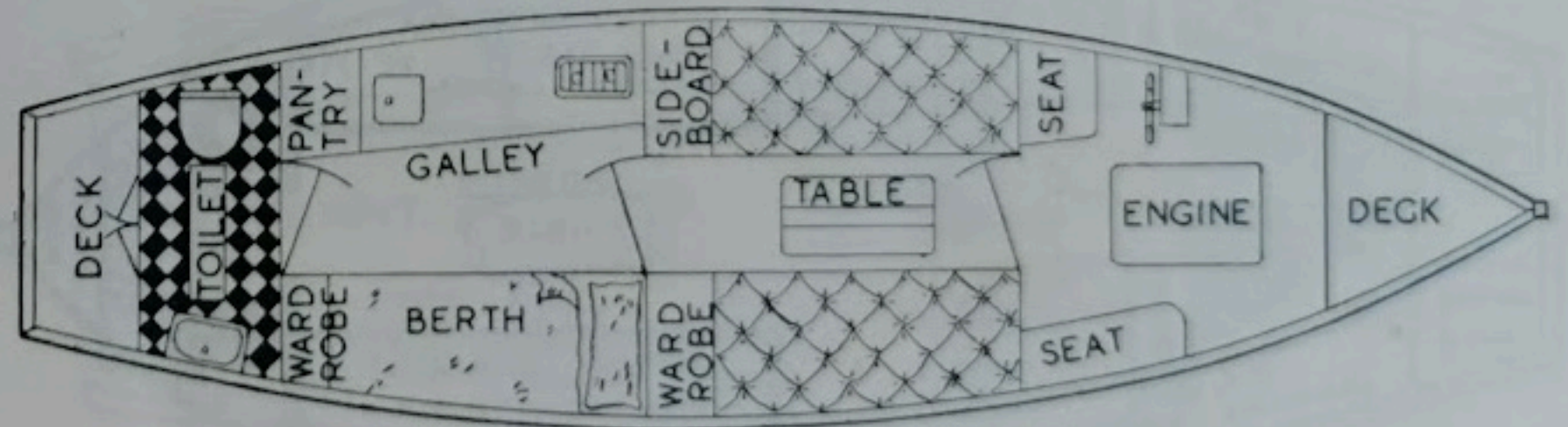
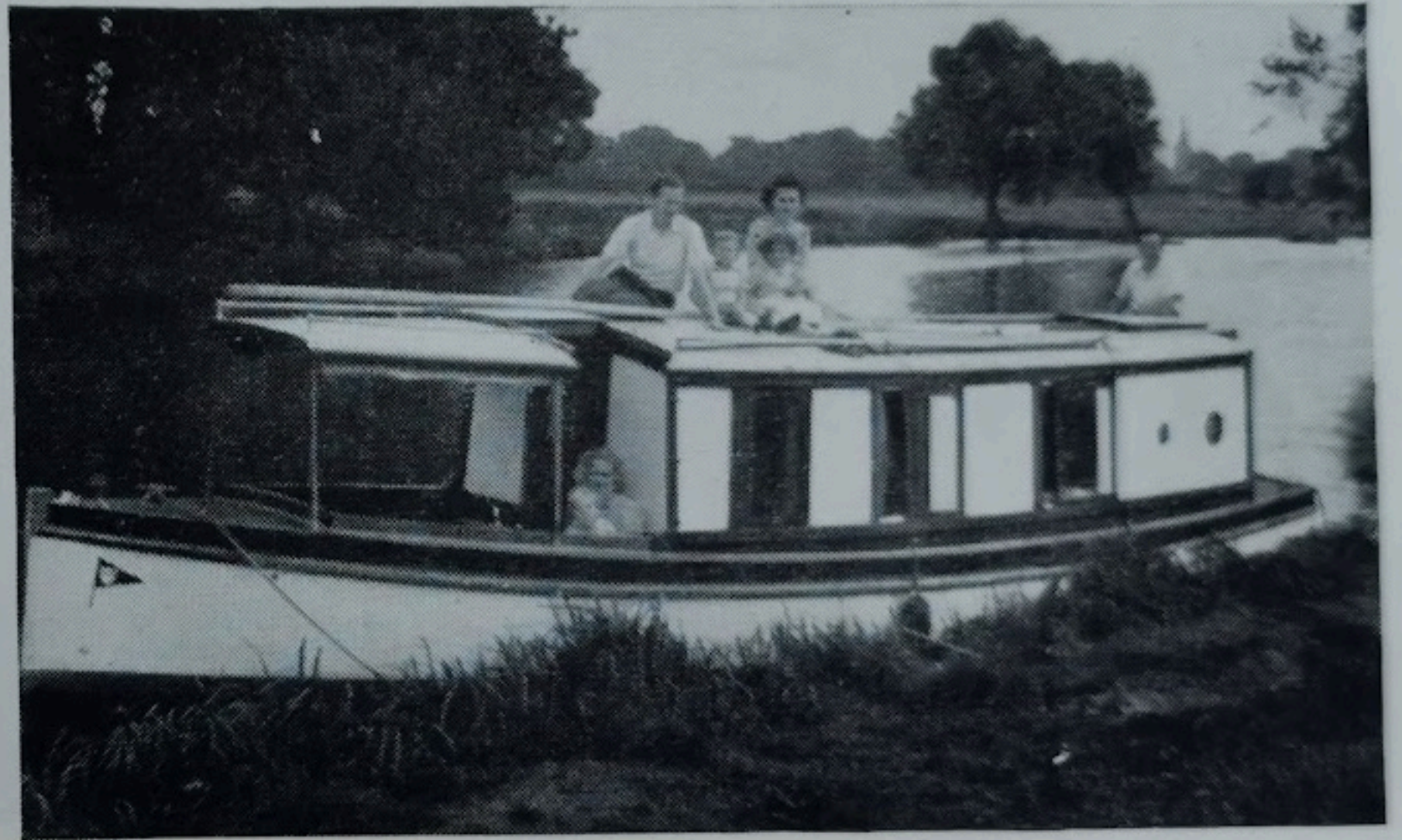
Length 30 ft. Beam 7 ft. 8 ins. Draught 2 ft. 2 ins.

Engine—Austin "Tritron". Self-Starter.

Lighting—Electric. Headroom 6 ft.

Berths—3 separate "Dunlopillo".

Cooking—Calor Gas Hotplate.



Terms per week:

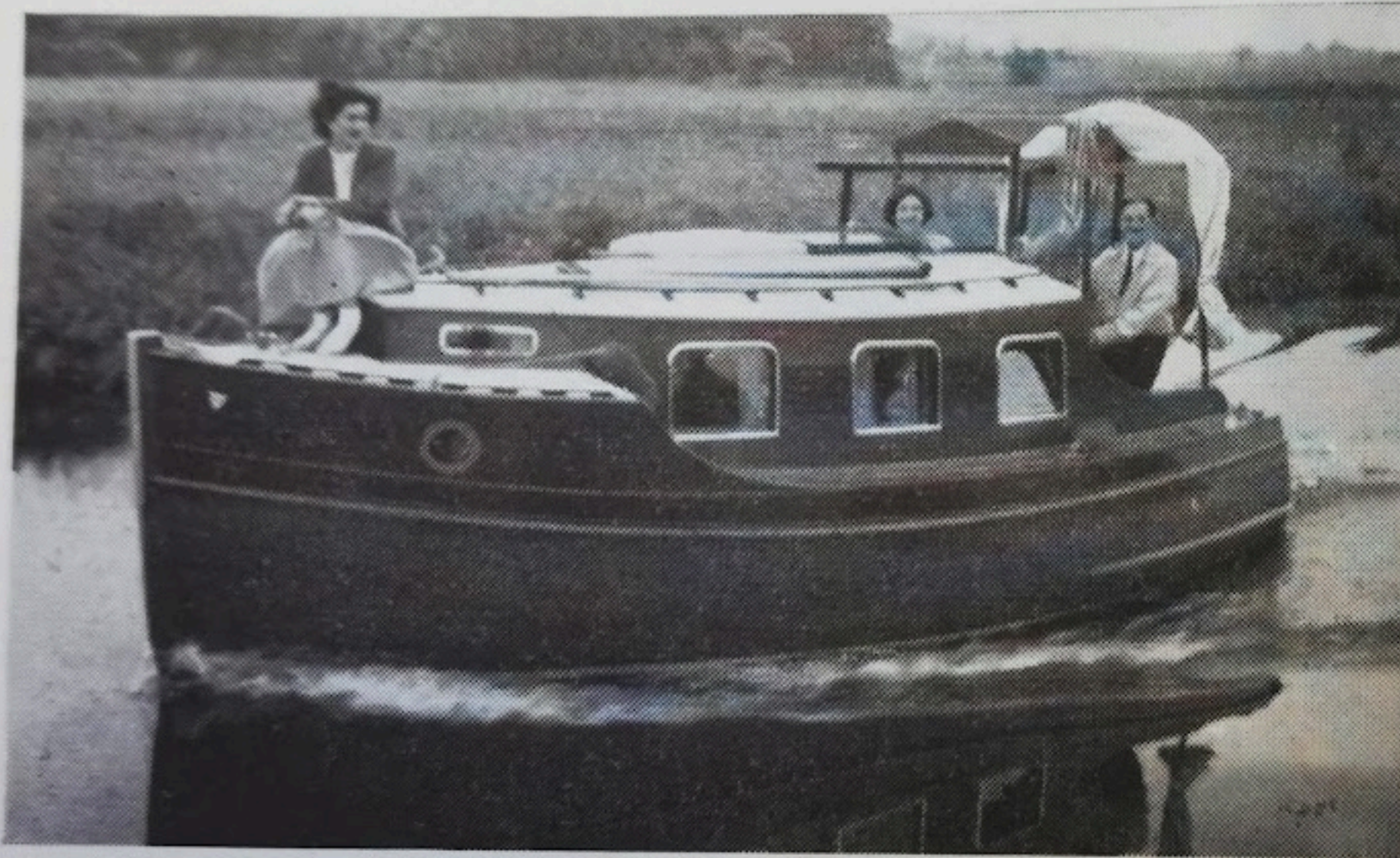
A £12

B £14/10/0

C £17

D £20

Motor Cruiser "CREST"



3 A very smart aft cockpit cruiser, bright varnished throughout. Drawers are fitted under the bunks and one bunk extends to form a double. The galley is conveniently arranged and fresh water is laid on from a tank. Large opening windows give good ventilation. The well floor is raised over the engine and all controls are close to the steering wheel. A removable canvas awning is provided for the well. All usual equipment provided for three persons except towels and linen.

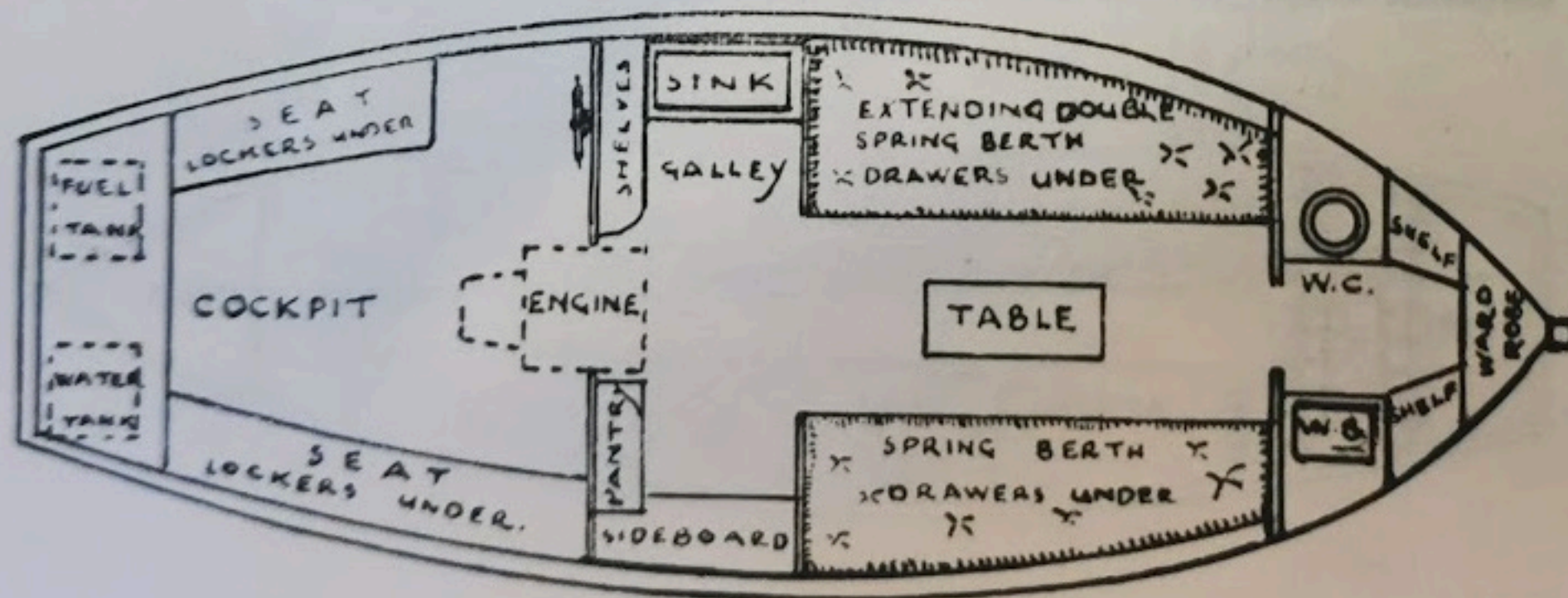
Length 20 ft. Beam 8 ft. Draught 2 ft.

Engine—Morris "Vedette". Self-Starter.

Lighting—Electric. Headroom 6 ft.

Berths—2 separate (1 double) "Dunlopillo".

Cooking—Calor Gas Hotplate.



Terms per week:

A £11

B £13/10/0

C £16

D £17/10/0

Motor Cruisers "NYMPH" and "SIREN"

2 Very smart aft cockpit cruisers, bright varnished throughout. Photo is of "Siren", "Nymph" has large windows similar to "Crest". Drawers are fitted under the bunks and there is good cupboard and wardrobe space. The galley is conveniently arranged and fresh water is laid on from a large tank. The well floor is raised over the engine and all controls are close to the steering wheel. A removable canvas awning is provided for the well. All usual equipment provided for two persons except towels and linen.

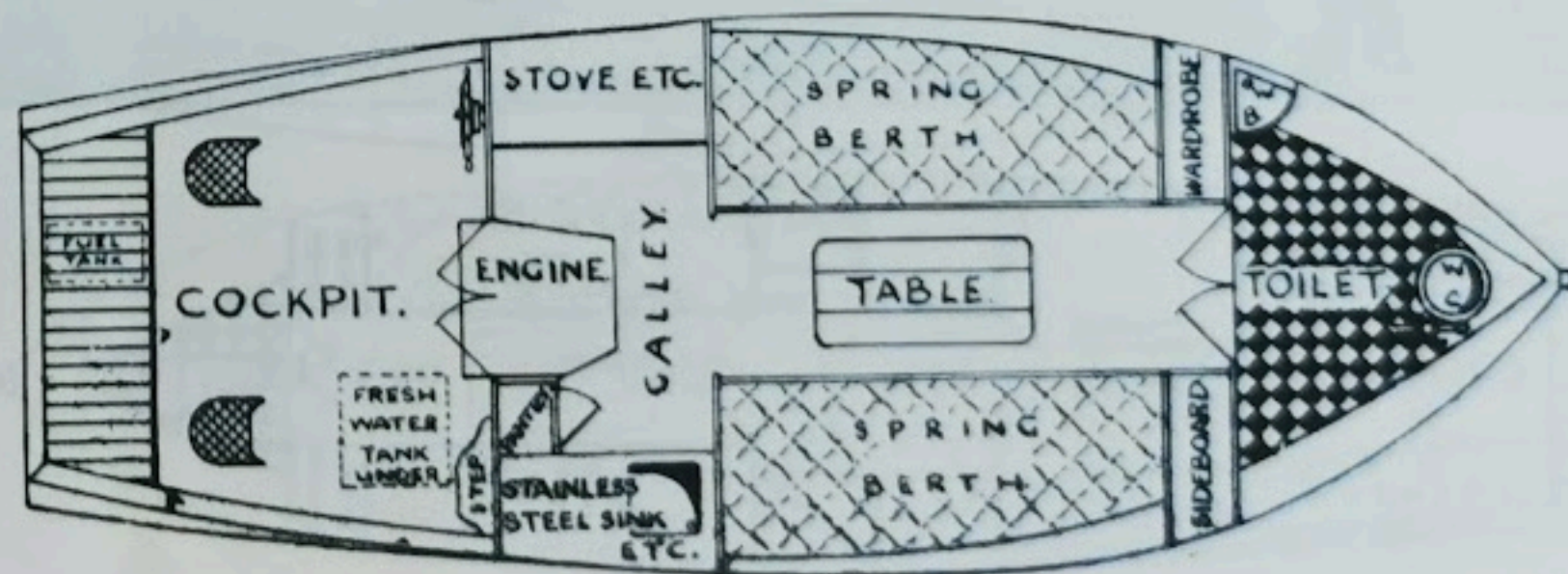
Length 21 ft. 6 ins. Beam 7 ft. 6 ins. Draught 2 ft

Engine—Morris "Vedette". Self-Starter.

Lighting—Electric. Headroom 5 ft. 10 ins.

Berths—2 separate "Dunlopillo".

Cooking—Calor Gas Hotplate.

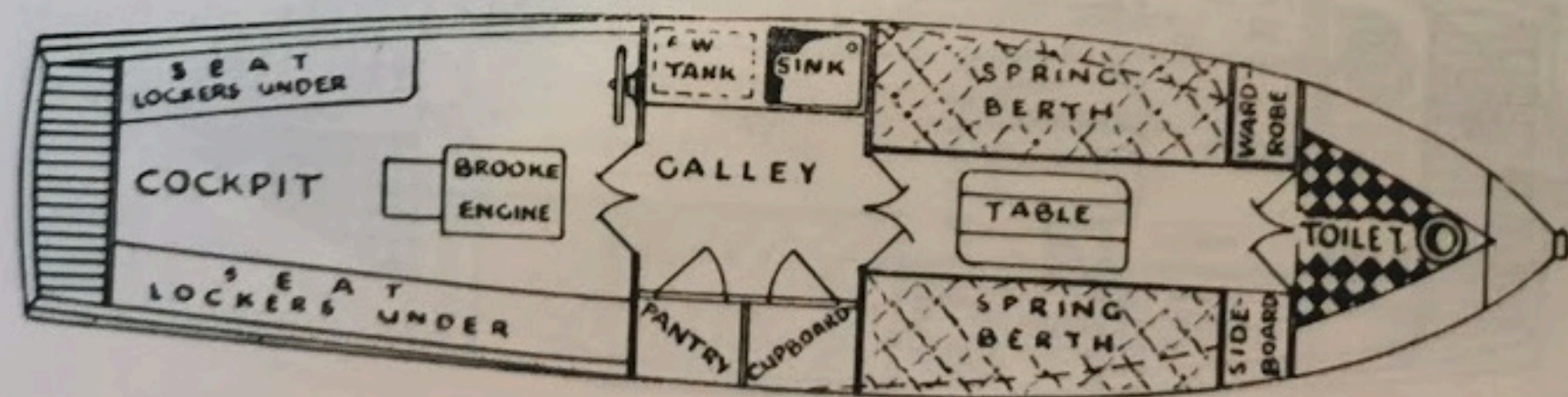


Terms per week:

"Nymph" A £11 B £13 C £15/10/0 D £17

"Siren" A £10 B £12 C £14 D £16

Motor Cruiser "ROGUE"



2 A very roomy aft cockpit cruiser with white painted hull and varnished cabin sides. The cabin has a long sliding sunshine roof which gives excellent ventilation. Drawers are fitted under the bunks and there is good cupboard and wardrobe space. The galley is larger than the usual 2 berth boat and has fresh water laid on from a tank. The well is 9 ft. long and has seats with lockers under. A portable canvas awning is provided. Engine controls are brought close to the steering wheel. All usual equipment provided for two persons, except towels and linen.

Length 23 ft. Beam 6 ft. 10 ins. Draught 2 ft.

Engine—Brooke "Empire". Self-Starter.

Lighting—Electric. Headroom 5 ft. 2 ins.

Berths—2 separate "Dunlopillo".

Cooking—Calor Gas Hotplate.

Terms per week:

A £10

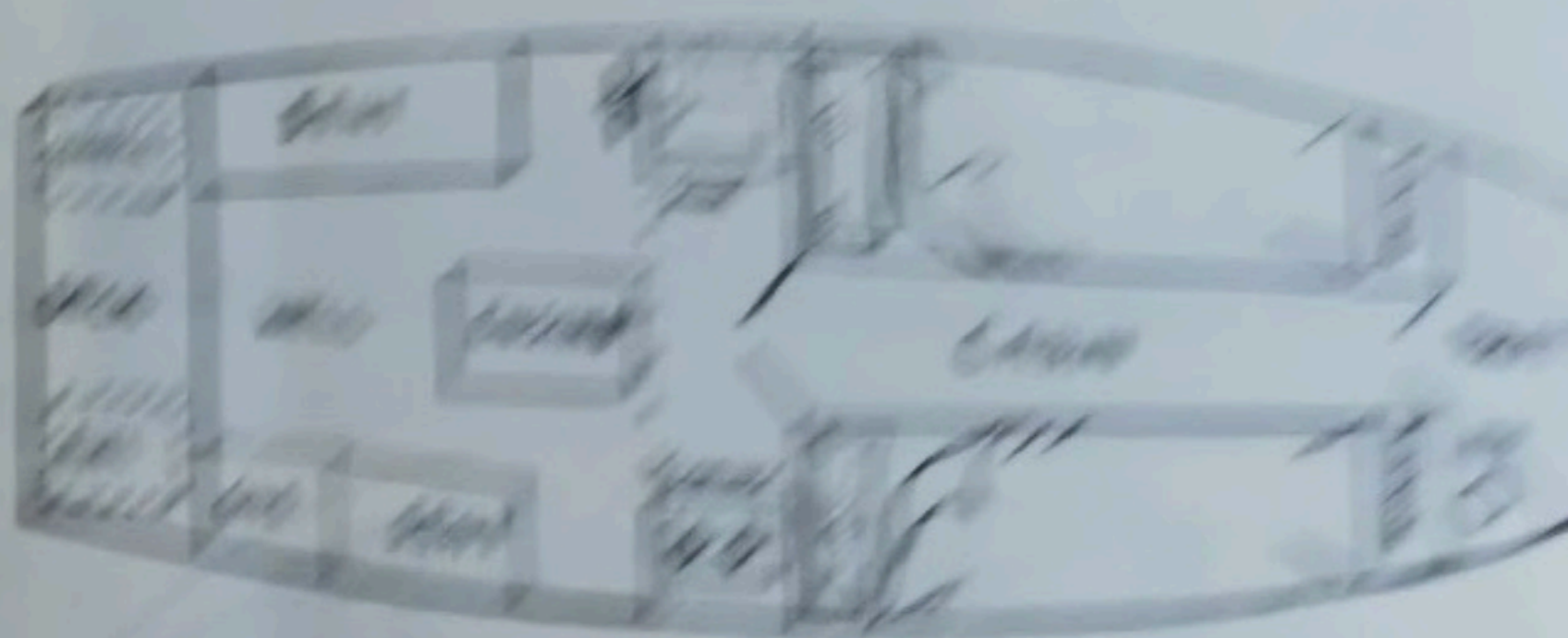
B £11/10/0

C £13/10/0

D £15

Sketches of "Cylinders" and "Cylinders 2"

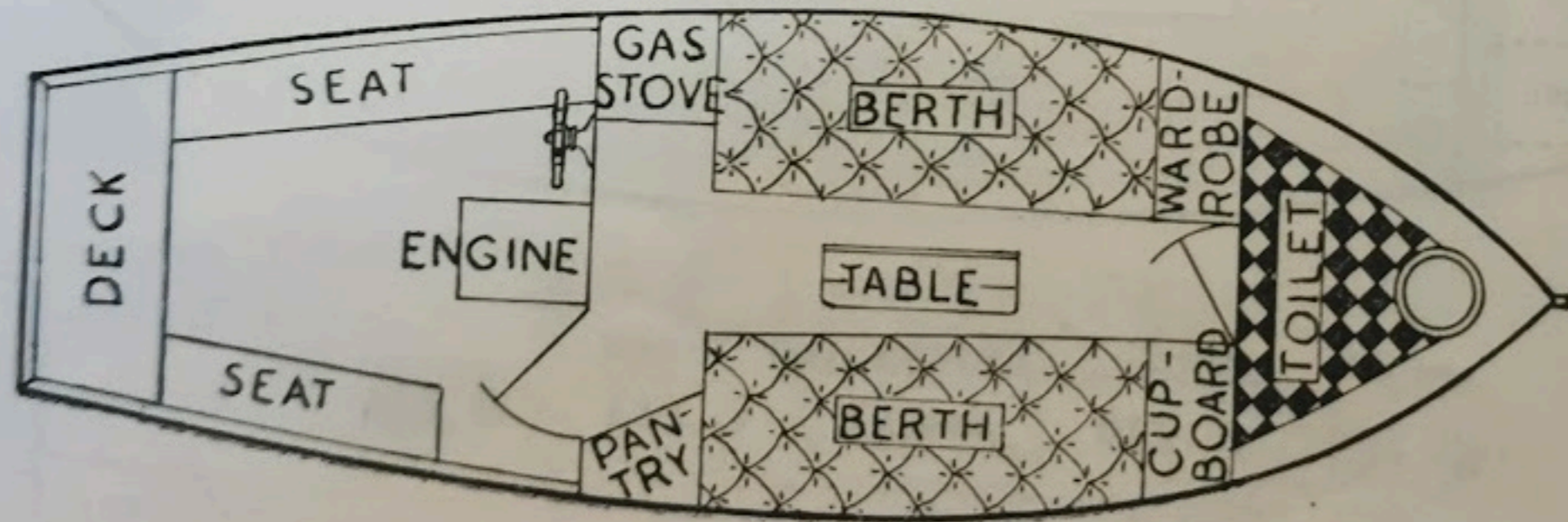
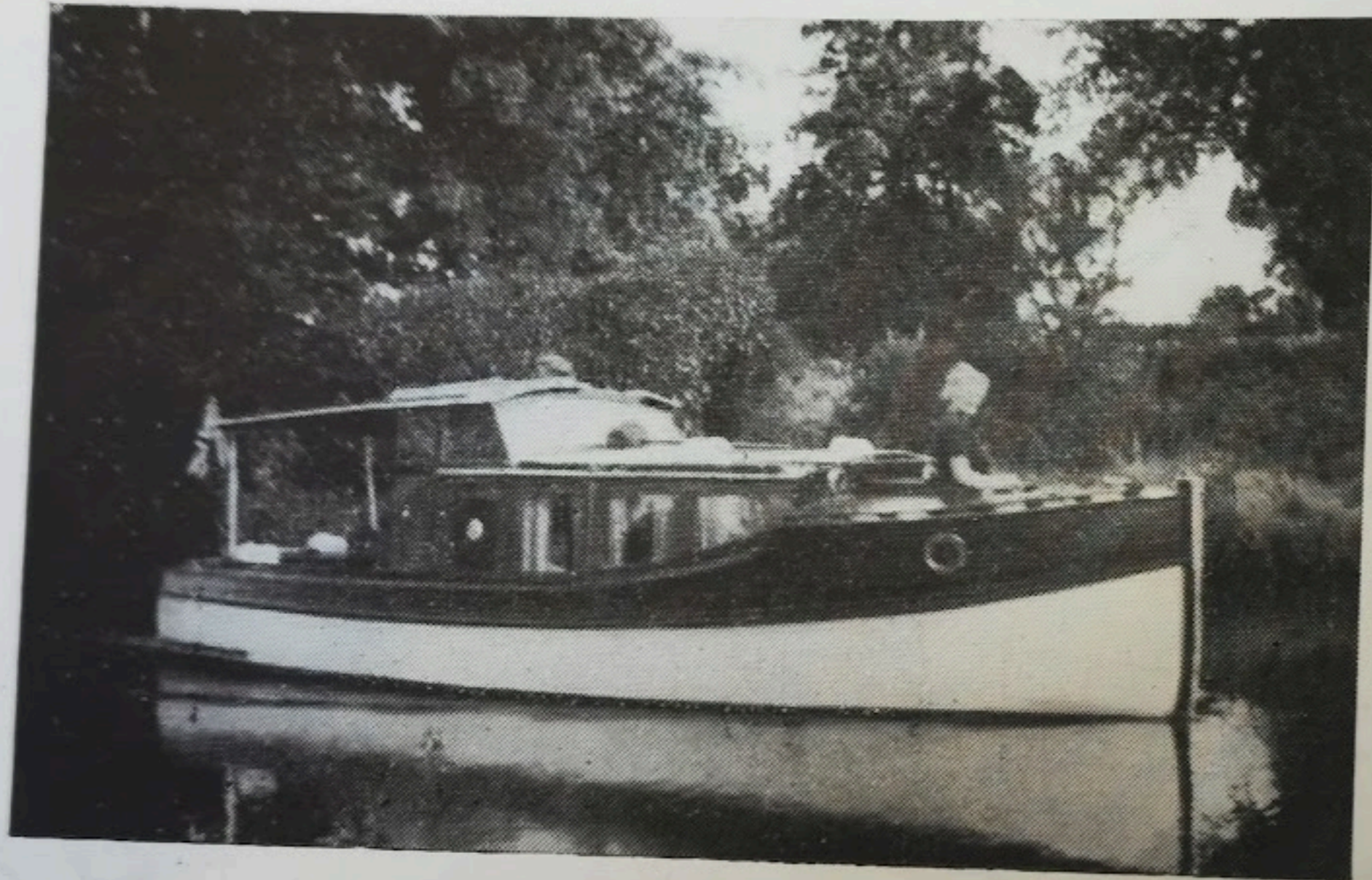
2. In the first, second, and third sketches, the
 main part of the cylinder is a flat surface. The
 ends are curved, and the top is a flat surface.
 The first sketch is a simple cylinder with a flat
 top and curved ends. The second sketch is a
 cylinder with a flat top and curved ends, but
 the top surface is slightly curved. The third
 sketch is a cylinder with a flat top and curved
 ends, but the top surface is slightly curved and
 the ends are slightly flared. The sketches show
 the cylinder from different perspectives, including
 a side view and a top view. The sketches are
 simple line drawings, and the text is written in
 a cursive hand.



Sketches of "Cylinders" and "Cylinders 2"
 The sketches show the cylinder from different perspectives, including
 a side view and a top view. The sketches are simple line drawings,
 and the text is written in a cursive hand.

Sketches of "Cylinders" and "Cylinders 2"
 The sketches show the cylinder from different perspectives, including
 a side view and a top view. The sketches are simple line drawings,
 and the text is written in a cursive hand.

Motor Cruisers "DAPHNE" and "PLAYMATE"



2 Aft cockpit cruisers with windscreen and fixed roof over well. Cabin has large windows, two which are opening. Drawers are fitted under the bunks and there is good cupboard and wardrobe space. A fresh water tank is fitted under the stern deck. "Daphne" has white painted hull and varnished cabin work, and "Playmate" is varnished throughout. A sliding hatch is fitted over the toilet compartment. Engine controls are close to the steering wheel. All usual equipment provided for two persons, except towels and linen.

Length 22 ft. Beam 7 ft. Draught 2 ft.

Engine—Morris "Vedette" 16-Starters

Lighting—Electric. Headroom 5 ft. (approx.)

Berths—2 separate; "Daphne" Dunlopillo
"Playmate" Spring.

Cooking—Calor Gas Hotplate.

Terms per week:

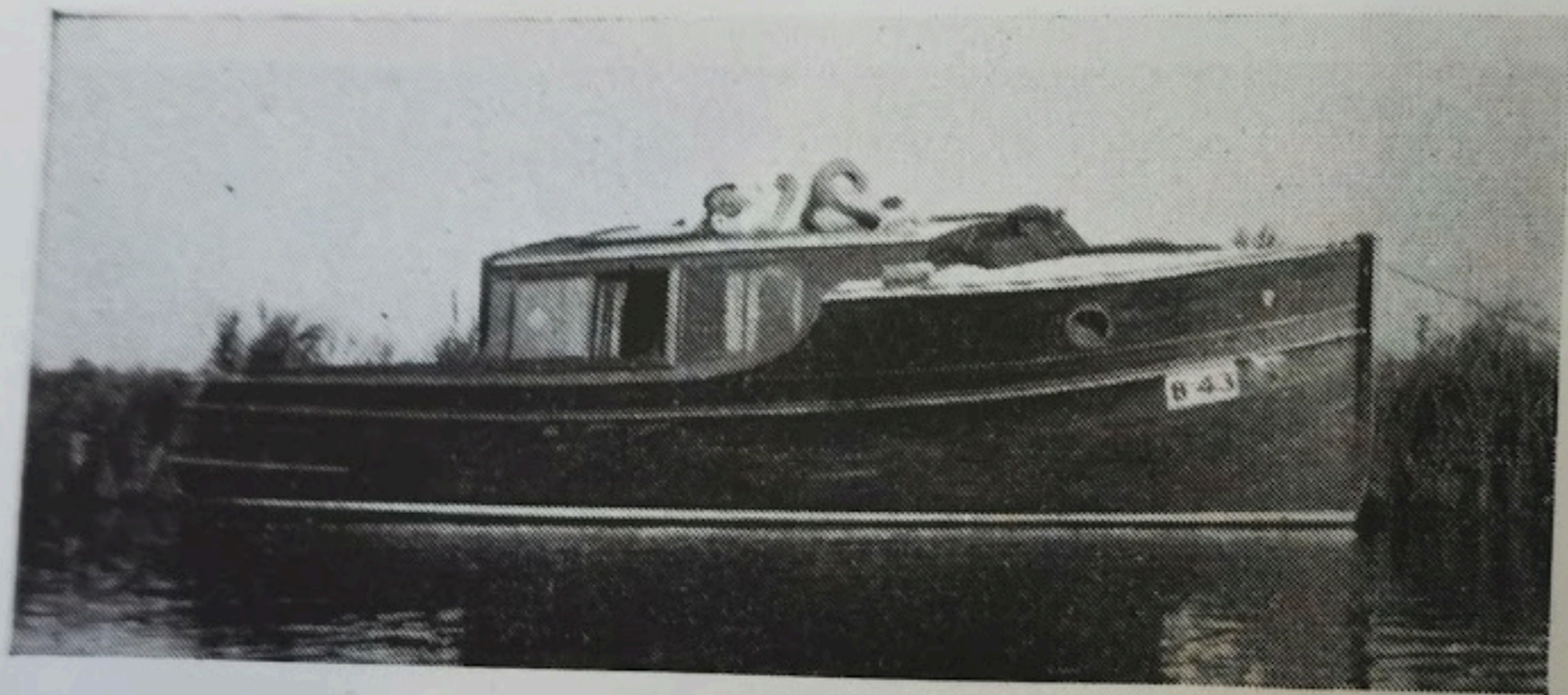
A £9/10/0

B £11/10/0

C £13

D £14/10/0

Motor Cruiser "JENNIE"



For Plan, see 'Daphne' and 'Playmate' p. 30

Terms per week:

A £9

B £11

C £12/10/0

D £14

Length 22 ft. Beam 7 ft. Draught 2 ft.

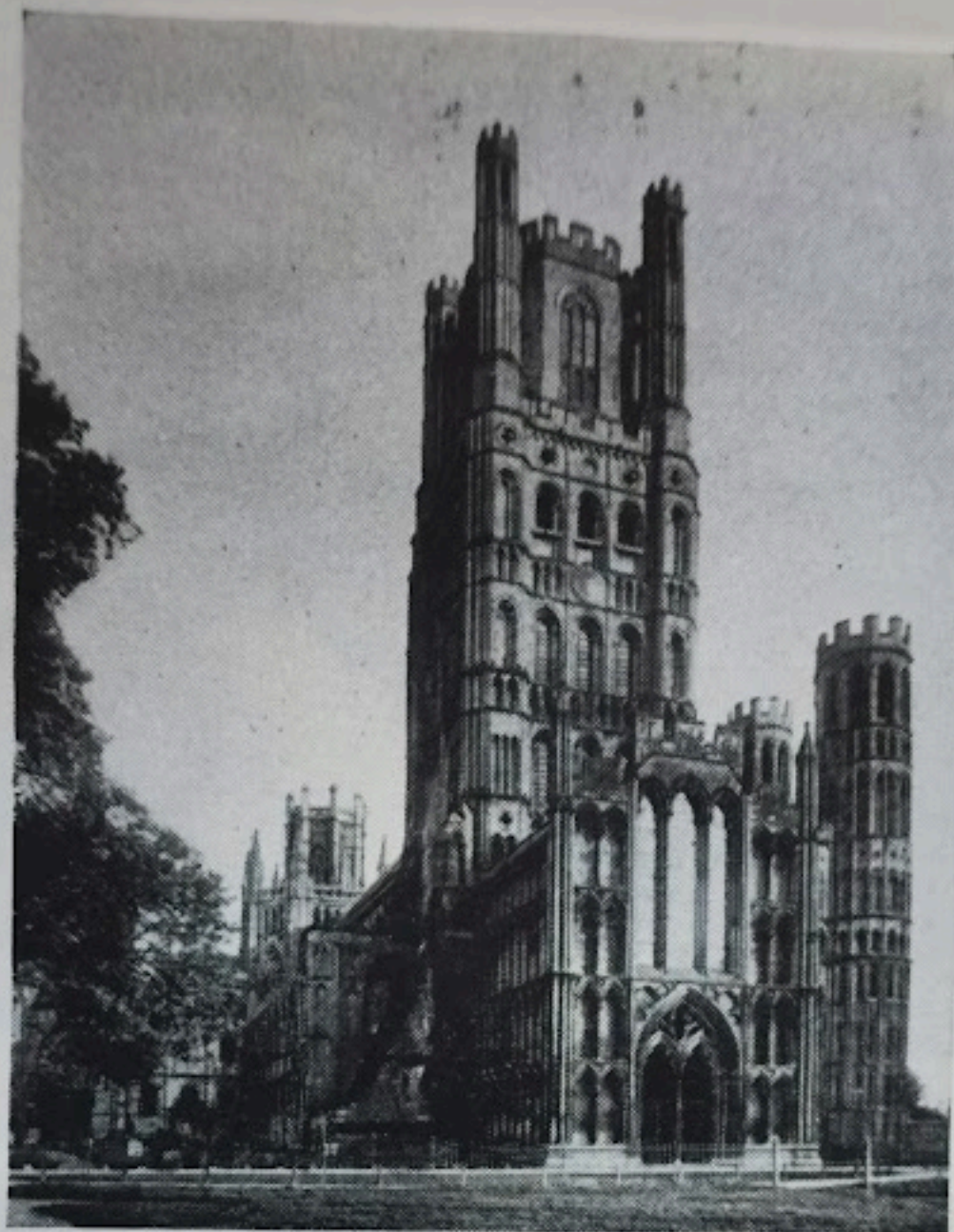
Engine—Brooke "Dominion". Hand Starter.

Lighting—Electric. Headroom 5 ft. (approx.)

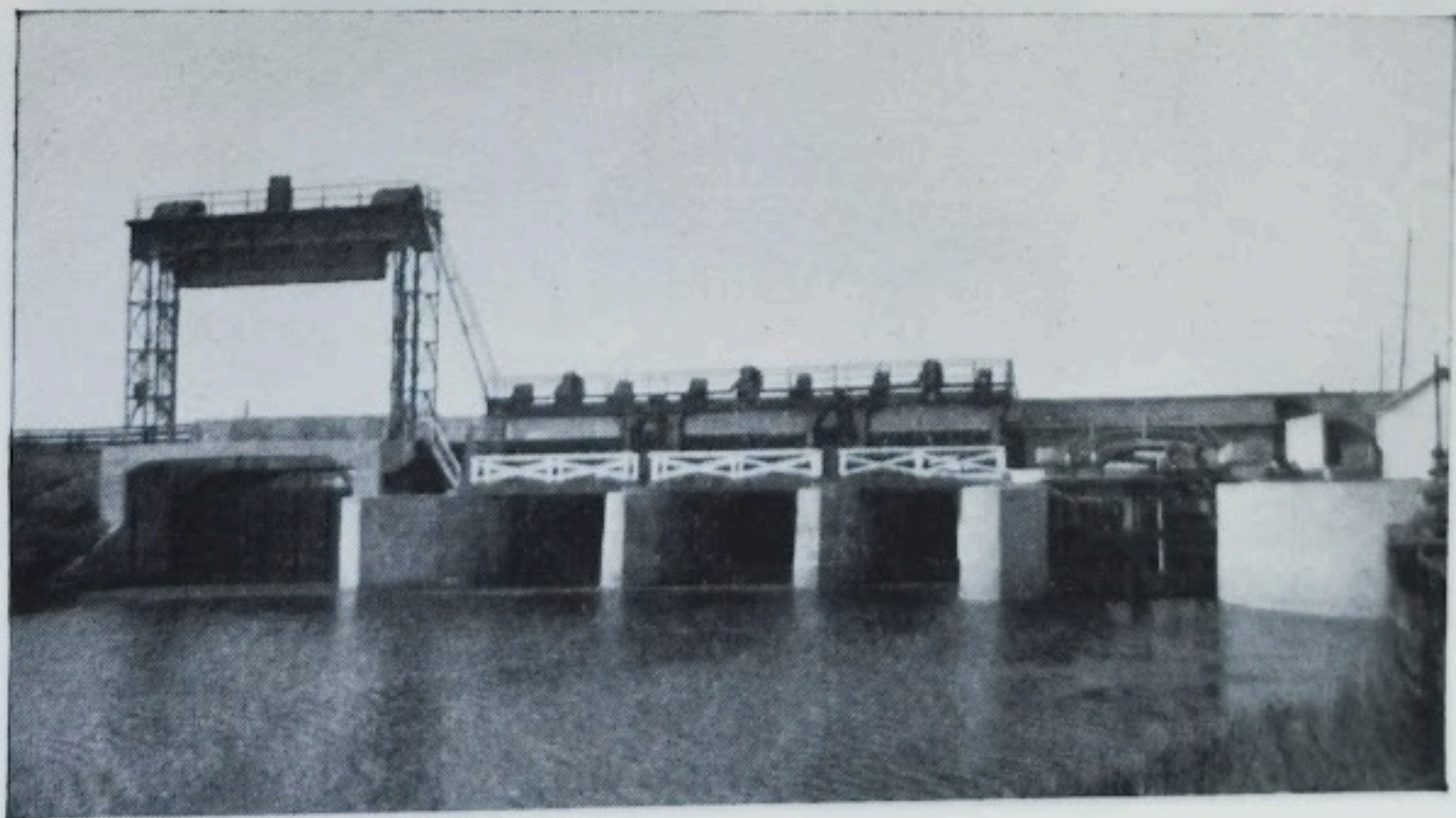
Berths—2 separate, Spring.

Cooking—Calor Gas Hotplate.

2 This smart little aft cockpit cruiser is bright varnished throughout. Cabin has large windows two of which are opening. Drawers are fitted under the bunks, and there is good cupboard and wardrobe space. A sliding hatch is fitted over the toilet compartment and one over the main cabin. This boat is more than usually economical on petrol. The well is roomy and has a portable canvas awning fitted. Engine controls are close to the steering wheel. All usual equipment provided for two persons, except towels and linen.



Ely Cathedral



Denver Sluice



Market Place, St. Ives



The Bridge and Quay, St. Ives



The "Fish and Duck," Ouse and Old West Corner



Hemingsford Grey Church

APPROXIMATE CRUISING TIMES

From	To	Approx. time taken
Cambridge	Baitsbite	30 mins.
"	Clayhithe	50 mins.
"	Bottisham	1 hr.
"	Upware	1 hr. 30 mins.
"	Old West River	2 hrs.
"	Ely	2 hrs. 30 mins.
Ely	River Lark	40 mins.
"	Littleport	1 hr.
"	Ship Inn	1 hr. 30 mins.
"	River Wissey	2 hrs. 10 mins.
"	Denver	2 hrs. 25 min.
River Lark		
Entrance (Branch Bridge)	Prickwillow	25 mins.
"	Isleham Lock	1 hr. 35 mins.
"	Judes Ferry Bridge	2 hrs.
Brandon Creek		
Entrance (Ship Inn)	Little Ouse Bridge	20 mins.
"	Green Dragon	1 hr. 10 mins.
"	Wilton Bridge	1 hr. 50 mins.

From	To	Approx. time taken
River Wissey		
Entrance	Hilgay Bridge	25 mins.
"	Wissington Beet Factory	1 hr.
"	Stoke Ferry Bridge	1 hr. 45 mins.
	Old West River	
Fish & Duck Inn	Stretham Bridge	35 mins.
"	Twenty Pence Bridge	1 hr.
"	Hermitage Lock	2 hrs. 25 mins.
	River Ouse	
Hermitage Lock	Brownshill Staunch	20 mins.
"	Holywell	45 mins.
"	St. Ives Lock	1 hr. 20 mins.
"	Hemingford Lock	1 hr. 45 mins.
"	Houghton Lock	2 hrs.
"	Godmanchester Lock	2 hrs. 45 mins.
"	Brampton Lock	3 hrs.
"	Offord Lock	3 hrs. 30 mins.
"	Paxton Pap. Mill Lock	4 hrs. 30 mins.
"	Eaton Socon Lock	5 hrs.
"	Tempsford Bridge	5 hrs. 40 mins.

Above times do not include time taken going through locks, and on the River Ouse this may equal the cruising times.

To H. C. BANHAM Ltd., Riverside Works,
Cambridge

Application Form for Craft

Please book me the Boat named.....

From SATURDAY.....to SATURDAY.....

In the event of the above Boat being already taken
please book one of the following:

.....

ALTERNATIVE DATES:—.....

.....

for which I enclose remittance value.....

being the 20% (4/- in £) of the hire money and I
agree to be responsible for the balance which becomes
due on date mentioned above for commencement of
cruise. If a Minor please have consent of parent
or guardian completed below.

Signature.....

Address.....

Date.....

Name in Block Letters.....

As parent or guardian I give my consent to the
above booking and accept your conditions of hire.

Signed.....

Address.....

If you wish to participate in the Hirers' Safeguard Plan as
detailed on page 10, the declaration form is on page 39.
Please enclose subscription with booking fee.

To

Our Ref.

H. C. BANHAM, LTD.
 Riverside Works, CAMBRIDGE
Hirers' Safeguard Plan
Declaration

Hirer's Name [P.T.O.]

Address

Craft Booked

Period of Hire

Hire Charge £

Subscription

RATE—5/- minimum and 2/6 for every additional
 £10 or part £10 of total hire above £20.
 (see page 10)

For Office Use

Craft

Date

AMT.

D.B.

Ref.

We are Proprietors of the Cambridge Public Service Motor Launches

Day Trips on the Cam and Ouse, to Clayhithe, Upware and Ely.

Large comfortable Launches suitable for private parties.

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'ENCHANTRESS' Has Coach-type upholstered seating, with large sunshine roof and two toilets.
Seating up to 109 under B.O.T.

**'VISCOUNTESS
BURY'** With large saloon and upper deck and toilet accommodation. Seating up to 95
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'DUCHESS' An ideal boat for smaller parties, with seating around and in centre. Licenced
to carry 69 under B.O.T. Usual toilet accommodation.

MOTOR LAUNCHES TO DRIVE YOURSELF

A smart fleet always ready for service carrying from 6 to 12 persons. Open boats, some with Canvas
Awnings and others with forward steering and aft cabins. Terms from £2 10 0 per day including
fuel, or by the hour. Insurance extra

